



BAJA EUROPEAN CHAMPIONSHIP

Sporting rules

1. GENERAL

The UEM organises the European Baja Championship in according to the rules of the UEM Sporting Code and the UEM and FIM Rules, and by the Jury made from the UEM appointed member, Clerk of the Course and one third member appointed at the event, and with particular reference to Baja general regulations as well as to any Supplementary Regulations produced by each organiser.

Bike and Quad Technical rules will be as for FIM:

The Baja Championship will consist of a number of rounds each year which shall be published in the UEM Calendar.

The European Baja Championship consists of a minimum duration of two-day (Leg1, Leg 2) competition and a maximum duration of three days including the Prologue and the Administration and Technical control.

Any race of European Baja Championship must include in total at least 300 km of special stages (one or more special stages, also repeated, road transfers/liaison are not included) for the whole event and a minimum of 100 km for a race day (one or more special stages, also repeated, road transfers/liaison are not included). Prologue, if included, must be at least of 5 km.

In the Baja Special Stage, the use of the road book should not be required. The track must be indicated by appropriate signs. Basically the road book needs to give information to the riders regarding the tracks and to arrive at the Special Stages.

However the use of road-book and its equipment is allowed but not compulsory.

The meeting is organised on a *parce fermé* (closed control) system which means that apart from the time spent on the road and the time occupied each day prior to the start the motorcycles are in the custody of the FMNR, until 30 minutes from start of last riders each day, or 30 minutes from releasing machines from PF at the last day of event.

Each day before the event, riders will be allowed to enter the *parc fermé* 15 minutes before their starting times for the sole purpose of moving their bikes/quads, by hand only to the exit of the *parc fermé* and to enter into the starting area. Rider is not allowed to work on their machine except to install the road book under the supervision of an official.

The first Time Control of day is the start line and the last time control of day is the entry of *parc fermé*. At the start of each stage it is compulsory that at minimum, the first 15 riders leave one by one and minute by minute. The clerk of the course is aloud to alou more time each riders if conditions demandes.

In car/motorcycle Bajas, the minimum time between the start of the last motorcycle and the start of the first car must be 60 minutes.

The transport of motorcycle or quad in a linking sector is forbidden unless exceptionally authorised by the Supplementary Regulations or the Clerk of the course.

The event takes place during the daylight for all riders. It is forbidden to give the start to a Special at night.

There must be a minimum 15 day period between any two competitions. Each Organiser must pay the current Inscripton fee of 1000 € to the UEM.

2. PARTICIPATION

To participate in the UEM Baja Championship a rider must hold a regular driving licence and have a valid UEM or FIM Championship licence.

To participate in the UEM Bajas Championship a Team must hold a regular UEM Team Championship licence issued by the UEM.

Riders may participate in the events with a National licence of their Federation but will not be eligible to score European Championship points.

Bikes, Quads and their equipment must comply with the National legal requirements for Road Traffic of the country in which the vehicle is registered and with any other rules specified and in the Supplementary Regulations.

Riders and vehicles must conform to the traffic regulations in force in each locality crossed during the competition. Any competitor convicted of an offence against such regulations may, after an enquiry be disqualified or have other penalties imposed as provided for in the UEM Arbitration and Disciplinary Code.

Trade/Test Number plates are not allowed.

All machines must comply with UEM/FIM Technical regulations.

Riders who retire from the event on one day may start again the following day providing they use the same machine.

3. SUPPLEMENTARY REGULATIONS AND ENTRY LIST

The Supplementary Regulation (SR) shall contain important local details on such matters as the course, average speeds, safety conditions, entry fee, etc. The organisers must show the UEM and the Promoter logos and their main sponsors in the SR of each race.

It is compulsory to have at least one passage control on each special test.

The organiser must display on a Web site identified in the Supplementary Regulations, the Provisional Entry list including the class and category (European Championship or national) – 15 days before the event.

4. JURISDICTION

A Jury composed in conformity with the dispositions of the UEM Sporting Code (see Art. 50) will supervise the event.

The UEM Enduro & Rally Commission nominates the Jury President or an Observer.

5. CLASSES

Motorcycles: B1 – from 100cc to 250cc 2t & up to 450 cc 4t
B2 – from 290cc to 500cc 2t & over 450 cc 4t

Quad: QU – Utility (manual or automatic gearshift as per list compiled by the person/**promoter** in charge)
Q3 – up to 450 cc (2x4, 4x4, manual or automatic gearshift)
Q4 – over 450cc (2x4, 4x4, manual or automatic gearshift)

The women will have no division in classes.

6. ENTRY FEES

Each competitor who wishes to participate in the UEM Baja Championship must pay a One – Off Championship Inscription fee of 80,00 Euros before their first event, which must be paid at the latest at administration inspection to a person appointed by the Promoter.

The entry fee for each event will be a max of 400, euro, including all taxes and is to pay at least by the closing date before the event. Organizers may impose a extra fee of 50 € maximum for entries made after this date.

Factory/Manufacturer Team

A One –Off Pre-Inscription fee of 1.000,00 euro is payable before the first race by any Factory/Manufacturer who wishes to enter a " One Make" Team in the Championship.

Trade Team or Moto Club Team

A One-Off Inscription fee of 250 euro is payable before the first race by any Trade or MotoClub Team who wish to participate in the Championship.

The payment made to UEM (Factory/Manufacturer Team, Trade Team or Moto Club Team) must be paid at preliminary inspection to the Jury President of UEM.

A rider or any of the above Teams can make an inscription at any further rounds with the same procedure and amount.

7. SPECIAL PENALTIES

In addition to the normal penalties these special penalties will apply:

Riders who miss a Time Check will be penalised will be penalised as follow:

- up to 50% of all time checks of the daily leg, 60 min for each missed check
- over 50% of all time checks of the daily leg, will not receive championship points.

Riders who miss or fail to finish a Special Stage/Test will be penalised as follow:

- the maximum time allowed in the stage plus 60 mins.
- over 50% of all special stages of the daily leg, will not receive championship points.

Riders who miss a Route Check/Passage Control point will be penalised as follow:

- up to 50% of all route checks of the daily leg, 60 min for each missed check
- over 50% of all route checks of the daily leg, will not receive championship points.

Riders who exceed the maximum time allowance will be penalised as follows:

- the maximum time allowed in the special stage plus 60 mins.

Riders who arrive at the special stage 30 min's after the ideal time of the last ride will not be allowed to start.

The riders can go to parc fermè and restart in the next special stage only after the regrouping. If there no regrouping the riders must stop at parc fermè.

The riders will be penalised as follows:

- the maximum time allowed plus 60 mins for each failed (not run) special stage.

All riders that do not finish the daily leg can restart the next day provided they place their motorcycle or quad in the parc fermè within a maximum time of 60 mins after the last rider who finishes the course within the maximum time allowed.

This riders will be penalised as follow:

- the maximum time allowed plus 60 mins for each failed (not run) special stage.
- will not receive championship points.

8. SERVICE AND ASSISTANCE

Refuelling is allowed only at Service Areas indicated by the Organiser or commercial fuel/ service stations on the roads (The Organiser must mark all services on the road book).

There must be a refuelling area every 80 km (maximum) on the liaisons and special stage (all road sections).

The rider may receive Outside Assistance at the Service controls.

Only the rider can work on the machine outside the indicated service controls.

Riders that receive any assistance outside the assistance areas will be excluded.

The changing of wheels/tyres is unrestricted.

Time of refuelling control is minimum 5 mins and minimum 30 mins for assistance.

Refuelling must be made with the engine stopped. The penalty for not doing is exclusion.

It is compulsory to use an environmental mat (FIM/UEM/FMN recommended) in the assistance and refuelling areas.

9.RANKINGS

For each race the rankings shall be

- Overall motorcycles and overall quad
- By Class - Classes QU, Q3, Q4, B1, B2,
- Women
- Factory/Manufacturer
- Teams/ Moto Club Teams

10. CALCULATION OF RESULTS FOR THE CHAMPIONSHIP

A "race" is a course of at least 300 km of special stages without road transfers/liaison.

If there is no Prologue: at first event riders should start in order of first 15 from previous year EC final results – and after these riders start ballot.

At next events: in order of current Championship positions.

The SR shall stipulated if they is to be a Prologue to determinate a starting order. Riders that do not take part to the prologue will start the first special stage in the last position and will receive a penalty of 5 minutes in the results of the first day. Riders who fail to complete the Prologue will have the worst time (from quads for the quads and from bikes to the bikes) plus a penalty of 2 min.

The prologue must not count for the classification. It is only valid for the starting order.

The overall winner of each Baja is the rider (own category: motorcycles-quad) getting the lowest time during the total race days.

Results are valid for each single event day.

The Overall ranking will be for the best 20 positions

The ranking for Classes will be for the best 20 positions in each class. The ranking for Women will be for the best 20 positions

The points awarded each day will be:

25pts to 1 st	22pts to 2 nd	20pts to 3 rd
18 pts to 4 th	16pts to 5 th	15pts to 6 th
14 pts to 7 th	13 pts to 8 th	12pts to 9 th
11pts to 10 th	10pts to 11 th	9pts to 12 th
8pts to 13 th	7 pts to 14 th	6pts to 15 th
5pts to 16 th	4 pts to 17 th	3pts to 18 th
2pts to 19 th	1pt to 20 th	

If a class has less than 5 participants at the start of the race, the riders will only receive 50% of points for every race day.

The ranking for Factory/ Manufacturer teams will be by the sum of the time of the best 5 places on that make of machine in the overall positions of each race. For each missing team riders, the team will get a penalty of the maximum time allowed plus 60 mins for each failed (not run) special stage.

The ranking for each Trade/Moto Club team will be the sum of the time of the best 3 riders who have been enrolled in that team before the start of each event. The names of racer's such a Team must be inscribed at the administration of each event. For each missing team riders, the team will get a penalty of the maximum time allowed plus 60 mins for each failed (not run) special stage.

The final ranking of European Baja Championships will result from the sum of the points awarded in each single event day.

11. PRIZES AND AWARDS

Each Organiser must provide Prizes and Awards.

The calculation of Prizes/Awards for each round will be on the sum of the times for all the days of the competition. All racers must collect their prizes/awards at the Prize ceremony or face a fine of € 100,00. If the Prize Ceremony must be held within 2 hours from the arrival at the finish of the last competitor of motorcycles or quad without any penalty.

If the ceremony is not started within this time the rider may leave without penalty.

At each event the following Awards/ Prizes will be presented for both bikes and quads:

- The best riders **5** places in the overall ranking for each category (motorcycle –quad)
- The Best riders 3 places in each Class
- The Best riders 3 Women
- The Best Factory/Manufacturers Team
- The Best Trade/Club Team.

12. ENVIRONMENTAL AREA

Each organiser will be obliged to provide a special area for the safe storage of waste oil, tyres, batteries and/or anyother material regarded as environmentally hazardous. Such area shall be in the paddock/service areas and shall be clearly identified. It is compulsory to use an environmental mat (FIM/UEM/FMN recommended) for service and replenishment at the service areas.

13. ADVERTISING

All riders who register for the Championship agree to display the advertising materials supplied by the Promoter/Organiser as indicated in the Supplementary Regulations for the event.

The organizers of each event must display and give maximum exposure to the UEM and Promoter logos at the departure zone, arrival zone, awards, back drop at the interview.

14. PROMOTER

The promoter is the advertising agent for the Championship, after signed agreement with the UEM.

The Organisers of each event must provide accommodation (min 2 double rooms) and meals for a maximum of 4 persons appointed by the Promoter, to manage adv activities, to make video and photographic material.

The organizer of each event must provide: a copy of race video – if made, copy of race photos – if made , press release of the race (newspaper, magazine, web, TV) and the race results in Excel or digital format.

The organizer of each event must sign a contract with the Promoter before the start of the Championship or at least three months before the event.

The Promoter will aim to help the Organiser under mutual agreement and will consult with them at least 30 days prior to the event in regard to all promotional matters.

The promoter must guarantee at least 10 riders in each race.

Approved by UEM Enduro & Rally Commission

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