



BAJA EUROPEAN CHAMPIONSHIP
Technical Regulations

ART. 1 DEFINITION:

QUAD is an off-road vehicle equipped with four wheels and driven by a motorcycle engine.

A vehicle is also considered as quad if equipped with a 4x4 universal joint drive.

The rear wheel drive is controlled by chain and ring gear on a fixed axle connecting the rear wheels or by mechanical transmission and differential for two/four wheel drive, this is a standard drive for 4x4 vehicles, whereas it is optional for 2x4 ones.

Steering is controlled by handlebar.

MOTO: see Fim Enduro Technical Rules

ART. 2 ADMITTED CLASSES AND VEHICLES:

Motorcycles: B1 – from 100cc to 250cc 2t & up to 450cc 4t

B2 – from 290cc to 500cc 2t & over 450cc 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)

All vehicles must be duly registered for road traffic and relevant papers must be available.

Temporary plates are not admitted.

ART. 3 WHEELS :

Quad: max diameter 15".

Quad: no binding measure as for front rim's width is requested.

Bike: the mudguards must be made of plastic or similar flexible material and the inclination of the inner part of the mudguards must be 30°.

Quad: front and rear mudguards must be made of plastic and similar materials, respecting in shape and measures the original equipment mounted by the manufacturer **and/or original and/or main manufacturer. It is forbidden cut or modify the front and rear mudguards compared to the original shape and measures of the OEM parts (original equipment manufacturer).**

ART. 4 TYRES:

Tyres with spatula shaped pattern, spikes or any anti-skid system are forbidden, except for races on ice or sand.

It is compulsory to use homologated tyres.

Quad+Moto: homologation E + numbers of made Country, D.O.T., (Motorcycles see also Enduro Cross Country Technical Rules).

ART. 5 BRAKES (Quad):

The front wheels must be provided with a braking system driven by single lever on the handlebar.

The rear wheels may have one or two single brake on the transmission axle, driven either by a lever on the handlebar or by pedal control.

The pedal brake may be coaxial with the footboard, but it must be built in a way to be working even if the footboard is broken.

ART. 6 SIZES (Quad):

The maximum width of the vehicle is mm. 1300, whereas mm. 1320 for utility class.
The maximum height of the saddle is mm. 950, whereas mm. 1000 for utility class.

ART. 7 HANDLEBAR AND LEVERS:

The width must be between mm. 600 and mm. 850 .

The ends of the handles must be equipped with plugs.

The handlebar must be equipped with stop limiters which avoid its complete turning around and provide a 20 mm. minimum distance between the handlebar and the fuel tank.

It is permitted to fit handle guards made of strong material but their size must allow free movement of the hands and they may not be connected to the end of the handle itself.

Handlebars made of alloy material may not be repaired.

Levers must end with a ball with 16 mm. minimum diameter.

ART. 8 ACCELERATOR DRIVE (Quad):

This drive may be by handle or by lever, but it must in any case return automatically to idle position, when released.

ART. 9 EXHAUSTING SYSTEM:

It may not be over the rear outline of the vehicle.

The end of the silencer must be in level position for at least 30 mm, as provided with rounded rims of minimum 4 mm. radius.

ART. 10 PROTECTIONS AND SAFETY MEASURES:

Quad: a shock resistant bar must be set behind the rider's seat, being at least as wide as the saddle. The number holder shall be set on that bar.

Quad: a shock proof protection is deputed to shield at least the lower and back parts both of the chain ring and the brake plate/s.

Quad: some safety bars or bumpers must be fitted on the front part of the quad between the wheels, provided rounded (not angular) rims. Similar protection device must be fitted on the side parts of the quad, between the front and rear wheels; that device must have rounded profile (mm. 25 minimum diameter).

Projections are not admitted.

Quad: a grid (made of interlaced belts) must be fitted between the chassis and the side safety bar to avoid the racer may touch the ground except for QU class where there is already a original equipment mounted by manufacturer. Any additional fuel tanks may be mounted on such grids, provided a mm. 25 minimum distance from the bar.

Quad: it is compulsory to fit a safety device going from the rear mudguard to the side grid.

Quad and Bike: a switch to turn off the engine must be fitted on the handlebar.

Quad: it is also compulsory to set a pull safety device, linked to the racer's body and breaking the circuit and the injection system (if any).

ART. 11 NOISE CONTROL:

Noise limit is 94 db. for motorcycles and 96 db for quads (13 m/s) checked at 45° and 1 meter for quad s distance of the back of the exhaust.

Motorcycles must pass the noise control test, carried out according to of the **Rules of UEM (2 METRE MAX METHOD)**, during the preliminary examination and marked by the organiser.

For this test, the intakes of the air filter box of the machine must not be obstructed and material (sponges, cloths, foams, etc.) must not be placed inside the air filter box, with the exception of the air filter element.

Any type of valve in the exhaust system is forbidden.

During the whole event (including before entering the Closed Park at the end of each day), the Technical Steward, under the direction of the Jury President or a Jury Member, can check any motorcycle. The time spent for this test will be granted to the rider.

If, during the test, the machine exceeds by 2 dB/A, the maximum level allowed, the rider will be penalised with 60 seconds the first time and excluded from the day's competition the second time.

If a motorcycle does not pass the noise control test, the rider must immediately solve the problem before the

next noise control test.

For repairs, control, etc. the following applies:

A rider wishing to repair or replace the silencer of his machine can do so at the end of the first day after the last time check and before entering the Parc Fermé. The work must be carried out under the supervision of an official. The rider will be allowed an extra time of 30 minutes for this work. The same applies to riders who for any reason have been told by the Clerk of the Course to have their machines tested.

The rider may request as many noise controls as he wishes during the 30 minutes allowance.

After 30 minutes have elapsed, the rider will be required to present his machine for testing to the noise control test official.

After the 30 minutes, if the noise level is above the required standard, he will not be allowed to start the next day.

If the silencer is changed during the day, the rider must present it to be marked with a different paint or sticker at the next time check.

At the end of the day, a noise control test will be carried out during the 30 minutes allowance. If the test is passed, the silencer will be marked with the official paint. If not, the rider will be excluded.

ART. 12 NUMBER PLATE:

All vehicles must be provided with one front number plate (or equivalent space), as well as two number plates for motorcycles and one double sided rear number plate set on the safety bar behind the saddle of the quad.

The colour of the number plates must be: white or yellow background with black numbers or those provided by the Organisers.

Art.13.

Power of all electrical equipments must be generated by the engine of the machine.

ART. 14 CLOTHING:

In accordance with off-road rules and standards.

It is always compulsory to wear back and arms protections.

IT IS COMPULSORY TO RACE WITH SUCH PROTECTIONS COVERED BY SHIRT OR JACKET.

ART. 15 COMPULSORY DEVICES:

It is compulsory to fit besides the standard rear lights, an additional red led light (minimum 5 leds) which must be always switched on during the special stages.

Approved by UEM Enduro & Rally Commission

05.11.2011 –Budapest