

MAMS International Open BAJA CHAMPIONSHIP



2017

Sporting rules

1. GENERAL

The MAMS, Hungarian Motorcycling Federation Enduro Section organises International Open Baja Championship for SBS/UTV according to the rules of the FIM Europe Sporting Code, the FIM Europe and FIM Rules, MAMS BAJA rules, and by the Jury made from the FIM Europe appointed members, Clerk of the Course and a 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.

Technical rules will be as follows for FIME.:

The MAMS International Open Baja Championship will consist of a number of rounds each year which shall be published in the MAMS Enduro/Baja Calendar.

The MAMS International Open Baja Championship consists of a minimum duration of a one-day competition (Leg1) and a maximum duration of three days (Leg1-Leg2-Leg3) excluding the Super Special Stage (SSS) / Prologue and the Administrative and Technical Checks.

Any race of MAMS International Open Baja Championship must include at least 100 km in total (if there is only one race day) and 200 km (if there are from two to three race days) of special stages (one or more special stages, also repeated, but road transfers/liaison are not included) for the whole event.

Regarding Baja events, expected to last for two-three race days there must be a minimum of 100 km for a race day (one or more special stages, also repeated, but road transfers/liaison are not included).

SSS/Prologue, if included, must be at least of 2 km.

In the Baja Special Stage, the use of the road book is required. The track must be indicated by appropriate signs. Basically the road book needs to give information to the riders regarding the tracks. The use of road-book and its equipment is compulsory.

Each day before the start of 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/sbs, 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 the day is the start line and the last time control of the 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. If parc fermé is applied, it is allowed for the Clerk of the course to allow more time to each rider if conditions require.

In the car/motorcycle/quad/sbs Baja race, the minimum time between the start of the last motorcycle/quad/sbs and the start of the first car must be at least 20 minutes. However, the last bike/quad/sbs must have covered at least 75% of the special stage before the start of the first car. Organiser has the exclusive right for deciding the exact Start Order.

The riders will start one by one every one minute.

The transport of sbs 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 Stage at night.

2. PARTICIPATION

To participate in the MAMS International Open Baja Championship, a rider must hold a regular driving licence and have a valid MAMS or other FIM-FIME Federation licence, and a start permission with insurance of their Federation.

Sbs vehicles and their equipments 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.

Competitors and vehicles in addition to the current FIM/FIM Europe rules must conform to the 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 MAMS and FIM Europe Arbitration and Disciplinary Code.

All machines must comply with MAMS International Open Baja and FIM Europe/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 Regulations (SR) shall contain important local details on such matters as the course, average speeds, safety conditions, entry fee, etc. The organisers must show the MAMS 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 stage unless exceptionally authorised by the Clerk of the course, when there is not a tracking system.

The Organiser must display on a Web site, identified in the Supplementary Regulations, the Provisional Entry list, including the class and category to the official closing day of entries.

4. JURISDICTION

A Jury composed in conformity with the dispositions of the MAMS Sporting Code will supervise the event.

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

5. CLASSES

Motorcycles: Overall

Quads: Overall

SBS/UTV: Overall and two classes (Super Buggy and Extreme Buggy)

- **Super Buggy: SBS – up to 1.050 cc and/or FIA T3 buggies** (2x4, 4x4, manual or automatic/ CVT gearshift as list compiled by the person/promoter in charge)

- **Extreme Buggy: SBS – up to 1.000 cc with turbocharger** (the cylinder capacity multiplying coefficient is modified to 1.5) **or up to 1400 cc without turbocharger** (2x4, 4x4, manual or automatic/ CVT gearshift as list compiled by the person/promoter in charge)

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

Temporary plates are not admitted.

Co-driver is admitted to sbs must hold a regular driving licence and has a valid MAMS or other Federation licence.

6. ENTRY FEES

The entry fee for each event of MAMS International Open Baja Championship shall not exceed the maximum price limits as follows:

- MAMS standard entry fee € 300,00 (including all taxes and a service area of 25 sqm);
- if the Organizer uses a GPS system or similar for the tracking active **on-line** of the riders, may increase the MAMS standard entry fee till maximum price of € 400,00 (=standard entry fee € 300,00+GPS € 100,00)
- if the total length of special stages (excluding road section) is more of km 500, the Organizer may increase the MAMS standard entry fee till maximum price of € 500,00 (=standard entry fee € 300,00+more km € 200,00);

Organizers may impose an extra maximum fee of € 50,00 for entries made after the official closing date.

7. TIME CARD

At the start of each Leg, the riders will receive a time card on which the times, given for covering each Road Section and the maximum times authorised for each Selective Section, are indicated. Each time card will be returned to the timekeeper at the finish of each Leg and replaced by a new time card at the start of the following Selective Section. The rider alone shall be responsible for his time card.

Any correction or alteration to the card, which has not been approved in writing by a controller, shall result in disqualification from the event.

Presentation of the time card at the various checks and the exactness of the entries thereon shall be the entire responsibility of the rider. Only timekeepers shall be authorised to enter a time on the time card, either by hand or with a time-printer.

Riders are obligatorily required, under threat of penalty which may result in disqualification from the event, to be checked-in on passing all the points mentioned on the time card, and in the order in which they are listed.

The absence of the visa to any control whatsoever will result in a fixed penalty, possibly disqualification from the event as indicated in the Supplementary Regulations. These fixed penalties can vary from one Leg to another.

A rider cannot present his time card at a control without his motorcycle/quad.

8. SPECIAL PENALTIES

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

No start in or abandon of the Super Special Stage.

The time including the penalties will determine the start order for the following stage.

Abandon: Riders that fail to finish the SSS due to breakdown or other circumstances will take the start in the 2nd Stage. This rider will receive a penalty that will be the maximum time of the SSS plus a 15-minute- penalty.

No start: Only in duly accredited cases of force major may the MAMS Jury authorise a rider that has not participated in the SSS to take part in the 2nd. This rider will receive a penalty that will be the Maximum Time of the SSS plus a 30 –minute- penalty.

Selective Sections are run on tracks and sections of 'road' open to the public. The greatest care is recommended in relation to other possible users.

The Selective Sections must be such that all the riders can complete them entirely during the day in normal racing conditions. It is forbidden to give the start of a Selective Section at night.

It is forbidden to deliberately block the passage of vehicles or prevent them from overtaking.

It is forbidden for riders to ride in the opposite direction of the Selective Sections, under threat of penalty which may result in disqualification from the event.

The rider, who misses any Time Check of Selective Sections (SS), will be penalised as follows:

- maximum time allowed for the Selective Section (SS) given in the time card

The rider who started but did not arrive within the maximum time allowed or who did not finish a Selective Section

will be penalised as follows:

- maximum time allowed for the Selective Section + a 60- minute- penalty

The rider, who misses a Track Check/Passage Control point will be penalised as follows:

- maximum time allowed for the Selective Section + a 60- minute- penalty

The rider, who arrive at the special stage, or Time Check 30 mins after the ideal time of the last rider will not be allowed to start.

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

The rider will be penalised as follows:

The rider, who does not start, will receive - the maximum time + a 2 hour- penalty.

All riders that do not finish the daily leg can restart the next day provided they place their vehicle in the parc fermè within a maximum time of 60 minutes after his ideal finish time.

This riders will be penalised as follows:

- maximum time allowed for the Selective Section +a 120- minute- penalty

At the time checks at the start of a Leg or the start of the Selective Section, the riders are not allowed to clock-in in advance. Any lateness between the true time and the ideal time of clocking-in will be penalised on the basis of one minute per minute.

At the time checks at the end of a Leg as well as in the Parc Fermé at the end of the event, the riders are allowed to clock-in in advance, without penalties.

Up to the closing of the time checks, any lateness between the true time and the ideal time of clocking-in will be penalised on the basis of one minute per minute.

After the closing of the Time Check, the rider will be refused to start for the next SS, but will not entail disqualification.

The Route is divided into Legs that comprise one or several Selective Sections (SS) connected by Road Sections. Throughout the duration of the event, the riders must strictly comply with the traffic regulations of the countries through which the event passes. Any rider who does not comply with these requirements will be penalised as follows:

- a) 1st infringement: a time penalty equal to 30';
- b) 2nd infringement: a time penalty of 1 hour;
- c) 3rd infringement: up to disqualification.

Example for the application of penalty:

Selective Section maximum time allowed: 01h 00'

Example 1 – Rider n°1 Start C.H.1 12h 00'
Arrival C.H.2 13h 00' penalty = 0'

Example 2 – Rider n°1 Start C.H.1 12h 00'
Arrival C.H.2 13h 30' penalty = 01h 00' + 60 minutes

Road Section time allowed: 01h 00'

Example 1 – Rider n°1 Start C.H.1 12h 00'
Arrival C.H.2 13h 00' penalty = 0'

Example 2 – Rider n°1 Start C.H.1 12h 00'
Arrival C.H.2 13h 05' penalty = 05'

Example 3 – Rider n°1 Start C.H.1 12h 00'
Arrival C.H.2 13h 31'

The rider who arrive at the special stage 30 mins after the ideal time of the last ride will not be allowed to start and must go to parc fermè. The rider who does not start will receive - the maximum time + a 2- hour- penalty.

Example 4 – Rider n°1 Start C.H.1 12h 00'

No arrival to C.H.2 penalty = 01h 00' + the maximum time allowed of the Selective Section. The rider who does not start will receive - the maximum time + a 2- hour- penalty.

9. SERVICE AND ASSISTANCE

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

There must be a refuelling area by every 80 km (maximum) on the liaisons and special stages (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.

On the Road Sections or Selective Sections, repairs on a machine, still in the race, can be done only by the rider himself or vehicles/persons officially entered in the race. All infractions will incur penalties up to and including disqualification from the race.

A rider is responsible for his assistance.

Riders that receive any assistance outside the assistance areas will be penalised with a 60- minute- penalty.

In the Service Park, changing wheels/tires is unrestricted. Time of refuelling control is minimum 5 mins and minimum 30 mins for assistance.

Refuelling must be made with the engine stopped. Ignoring this rule results in exclusion.

It is compulsory to use a min. 3m x 3m environmental mat (FIM/UEM-FIM Europe/FMN recommended) in the assistance and refuelling areas.

10. RANKINGS

For each race the rankings shall be

Motorcycles: Overall

Quads: Overall

SBS/UTV: Overall and two classes (Super Buggy and Extreme Buggy)

- **Super Buggy: SBS – up to 1.050 cc and/or FIA T3 buggies** (2x4, 4x4, manual or automatic/ CVT gearshift as list compiled by the person/promoter in charge)

- **Extreme Buggy: SBS – up to 1.000 cc with turbocharger** (the cylinder capacity multiplying coefficient is modified to 1.5) **or up to 1400 cc without turbocharger** (2x4, 4x4, manual or automatic/ CVT gearshift as list compiled by the person/promoter in charge)

11. CALCULATION OF RESULTS FOR THE CHAMPIONSHIP

A 'race1 is a course of at least 100 km (one race day) or 200 km (two-three race days) of special stages without road transfers/liaison.

If there is no SSS/Prologue: at first event riders should start in order of first 15 based on previous year's final results – and after these riders start by ballot.

At next events: in order of current Championship positions.

The SSS/Prologue must count for the final classification.

General

The Clerk of the Course bears the responsibility for timekeeping. The Timekeeping company chosen by the Organiser has the responsibility to provide him with the classification in the official FIM format. Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding together the times obtained in the Selective Sections and the penalties (incurred during the Road Sections and other penalties expressed in time).

The competitor who achieves the lowest time total is proclaimed to be the winner in the general classification, the next one being second, and so on. Classifications by category are drawn up in the same way.

In order to appear in the final classification, a rider must take the start of the last selective Section, cross the finishing line, and park his motorcycle/quad/SSV in the Parc Fermé before the closing deadline that will match with the official time of display of the final event classification.

The overall winner of each Baja event is the rider in its own category, getting the lowest time during the total race days.

The ranking for Classes will be for the best 15 positions in each class.

The points awarded each event will be:

20 p. – 1st, 17 p. – 2nd, 15 p.-3rd, 13 p. – 4th, 11 p. – 5th, 10 p. – 6th, 9 p. – 7th, 8 p. – 8th, 7 p. – 9th, 6 p. – 10th, 5 p. – 11th, 4 p. – 12th, 3 p. – 13th, 2 p. – 14th, 1 p. – 15th

The final round of the Championship will have double validity in term of points. Event points will be multiplied by 2 (20x2, 17x2, 15x2 and so on).

In case of an accident, the MAMS Jury has the possibility to bonify time for a competitor, when this competitor stopped for assisting another injured rider. The Jury must have the technical possibility to calculate the time loss. This bonification of time is at the sole discretion of the MAMS Jury.

The final ranking of MAMS International Open Baja Championships will result from the sum of the points awarded at each event.

12. 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 motorcycles, quads and sbs:

- The best riders 3 places in the overall ranking for each category (motorcycle-quad-sbs)
- The best riders 3 places in the overall ranking for each class (Super Buggy-Extreme Buggy)

13. ENVIRONMENTAL AREA

Each organiser will be obliged to provide a special area for the safe storage of wasteoil, tyres, batteries and/or any other materials regarded as environmentally hazardous. Such area shall be in the paddock/service areas and shall be clearly identified. It is compulsory to use a min. 3m x 3m environmental mat (FIM/FIM Europe/FMN recommended) for service and refuelling at the service areas.

14. 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 MAMS International Open Baja Championships and Promoter logos at the departure zone, arrival zone, awards, back drop at the interview.

15. PROMOTER

The promoter is the advertising agent for the Championship, after having signed an agreement with the MAMS.

The organizer of each event must provide a copy of race video – if made, copy of race photos – if made, press releases 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 day prior to the event with regard to all promotional matters.

Provided the Promoter guarantees at least 10 riders in the race, the organiser of each event must provide accommodation (min. 2 double rooms) and meals for a maximum of 4 persons appointed by the Promoter, to manage advertising activities, to make video and photographic material.

If the Promoter guarantees less than 10 riders in the race, the Organiser has to provide only the 50% of the above given requirements.

Budapest, 30-01-2017

Sándor Sasvári