

QATAR MANATEQ BAJA



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ECONOMIC ZONES COMPANY, QATAR

TITLE SPONSOR



GENERAL REGULATIONS AUTO & MOTO



OFFICIAL PARTNERS:



الاتحاد القطري للسيارات والدراجات النارية
QATAR MOTOR & MOTORCYCLE FEDERATION

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2- National Commission & Organizing Committee

2.1 Qatar Motor & Motorcycle Federation (QMMF) organizes the Qatar National Baja Championship.

2.2 The Address of the Organizing Committee:

QATAR MOTOR & MOTORCYCLE FEDERATION (QMMF)

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Qmmf TV

2.3 Conducting Qatar National Baja Championship for 2018, according to the system of motorsport issued by the International Federation of Motor Sport (FIA) and this General Regulation issued by the National Commission for motorsport and also Supplementary Regulation which is issued to each Rally separately.

2.4 Organisation Committee:

Chairman	Abdulrahman Al Manni
Members	Abdulrazaq Al Kuwari Sultan Al Morraikhi

3- Overview & Rounds Of The Championship

3.1 A series of off road rally's events will be organised across the State of Qatar.

3.2 The maximum number of participation in each Rally:

- Moto: 50 Competitors.
- Quad: 50 Competitors.
- Auto: 50 Competitors.

3.2 The rallies will be run over desert terrain and will consist of a number of marked courses. The Rounds will accommodate cars, buggies, motorcycles and quads which comply, as appropriate, with the FIA, FIM or national Technical and Safety Regulations.

3.3 This Championship consists of six rounds.

- Six National Baja Rally's.

3.4 The results of all Cross-Country rallies and the best five Baja's will be taken into account for the final classification.

3.5 Entitled to the National Commission for motorsport add and / or cancel any of the tours included in the program to be announced before the date set up by fifteen days .

3.6 The organizer has the right to cancel a round if less than 7 vehicles have been entered.

4- Definitions

4.1 ASN

National Sporting Authority recognized as such by the FIA

4.2 Briefing

A briefing must be given by the clerk of the course or by an organiser's delegate before the start of the first leg. The participation of at least one crew member is compulsory. The date, time and attendance requirement must be specified in the supplementary regulations.

4.3 Bulletin

An official document which is an integral part of the Regulations and is intended to modify, clarify or complete them.

4.4 Communication

An official document of an informative nature issued by the organisers or the stewards.

4.5 Crew

A crew is made up of:

- Two persons at T1, T2 and T3. Any member of the crew may drive during the rally and each must hold a valid driver's competition licence for the current year.
- One person at Moto's and Quads.

4.6 Leg

Each part of the Rally that is separated from the next by a stopping time of at least 8 hours.

4.7 Section

Each part of the Rally separated by a regroup.

4.8 Neutralisation Zone / Selective Section

An area in which competitors arrive and leave separated by the same time interval. No intervention on the vehicle is allowed apart from one carried out by the crew itself.

4.9 Official Time

GPS time plus the UTC factor of the State Of Qatar, is the official time.

4.10 Service

Any work on a competing vehicle and/or the physical presence of a person or persons in the vicinity of a competing vehicle.

4.11 Itinerary

A schedule of the intended destinations, road sections distances, selective sections lengths and, allocated times.

4.12 Time Card

A card intended for the stamps and entry of times recorded at the different control points scheduled on the itinerary.

4.13 Road Book

A book that defines the compulsory itinerary of the rally by route direction diagrams.

5- Event Duration & Format

5.1 The maximum duration of a rally will be two days from the official start of the event until the posting of the final Results.

5.2 The total distance of the special stages is between 100 and 250 kms.

5.3 Format is used depends on the individual event organizers and the availability of suitable terrain. The regarding which format has been selected, and an estimate distance for each route, will be provided in the Supplementary Regulations (SRs) prior to each event.

5.4 All major direction changes will be defined by Passage Controls, where the competitor's passage will be recorded.

6- Participation & Entry Form

6.1 Participation:

6.1.1 Participate the tournament is available for Qataris and non-Qataris residing in Qatar under a residence permit valid Yearly who hold a valid driving license issued by the Ministry of Interior – Traffic .

6.1.2 Competitor must be a participant holds a license to race Rally valid issued by (ASN) - according to the laws of the International Federation of motor sport (FIA) - and the laws of the (ASN).

6.1.3 Terms issuing competition licence:-

- National licenses: Issued to any new competitor and allows the competitor only participate National rally's only.

6.2 Entry Form:

- 6.2.1** Entries must be submitted as specified in Article 11 of the FIA 2018 Cross-Country Rally General Prescriptions.
- 6.2.2** Those how wishing to take part in the rally must send the official entry form, duly completed and signed to the rally secretariat. The entry form is available on the organizer's website www.qmmf.com.
- 6.2.3** In compliance with the FIA International Sporting Code, foreign entrants/drivers must be in possession of the approval of their own ASN which must accompany the entry form or be produced at administrative checks at the latest. With the submission of the entry form, each foreign entrant and/or driver/co-driver declares that he/she is in possession of this authorisation.
- 6.2.4** Transponders and tracking devices will be issued to those correctly entered. The appropriation information and the required deposit fee will be included in the event supplementary regulations.
- 6.2.5** Road legal motorcycles with number plates only can enter.

7- Entry Fees

- 7.1** The entry fees will be determined in the supplementary regulation for each rally.
- 7.2** The entry application will only be accepted if accompanied by the full entry fees, a proof of bank transfer of the total entry fees, which is not refundable,
- 7.3** Any entry form not fully completed or which is not covered by full payment of the fees will be refused.

7.4 Payment Details

All entry fees must be paid by bank transfer, to the following bank account

Qatar motor & Motorcycle Federation (QMMF)

Bank name: Qatar International Islamic

Bank Branch: Main Branch, Grand Hamad Avenue, P.O.Box 664, Doha, Qatar.

Account Number: 1111-410066-001

Swift Code: QIIBQAQA

7.5 Refunds:

Entry fees will be refunded in full:

- To candidates whose entry has not been accepted.
- In the case of the rally not taking place.
- The organizers may refund 50% of the entry fee to those competitors who, for reasons of force majeure (duly certified as such by their ASN), were unable to start the rally.

8- Starting & Running Of the Rally

8.1 Starting:

8.1.1 Clerk of the Course decides the order of the competitor's numbers for each rally.

8.1.2 Priority Drivers:

- Drivers who have been classified among the first three positions in the Qatar Championship of the previous or the current year.
- FIA priority driver as per article 10 of the FIA 2018 Cross-Country Rally General Prescription.

8.1.3 Repositioning of Priority Drivers:

- The Stewards may reposition an FIA priority driver when he has entered in a car which, in the opinion of the Stewards, does not justify him benefiting from his priority in the initial starting order.

8.1.4 The list of individual start times of each competitor will be published on the morning of the event on the official notice Board. Start Times are determined based on estimated skill level and speed, past performance, and championship standing, at the discretion of the Clerk Of The Course.

8.1.5 The start order will be established with MOTOs starting ahead followed by the AUTOs.

8.1.6 All MOTOs will be grouped by their respective class, irrespective of their place in overall championship standings. The order will be 450 class, then Over 450 class and finally the Quad class.

8.1.7 The Starting order for AUTOs shall be by respective classes in an ascending method.

- Exceptionally, and for one time only, for the first event in the series, the Start list for Leg 1 (day1) shall be produced at the Organizer's discretion.
- The start list for Leg 1 (day 1) will be produced with those leading the provisional championship standings being first.

- The start list for Leg 2 (day 2), if applicable, will be always based on the provisional overall classification at the end of the previous day.
- The Clerk of the Course, with the knowledge of the Stewards, may reposition drivers in the Start order at his own discretion.

8.2 Time Cards:

8.2.1 A new time card will be issued at least at the start of each leg.

8.2.2 The location where each time card should be handed in must be marked on the time card as well as in the road book and the supplementary regulations.

8.2.3 The competitor is responsible for his time card. The loss of a time card will incur a minimum penalty of one hour and be reported to the Stewards.

8.2.4 The control officials are the only persons allowed to make an entry on a time card except for any areas marked “for competitors” use.

8.2.5 Competitors are responsible for the submitting time cards at controls and for the accuracy of any entries made.

8.2.6 Should a competitor retire from a leg/the Rally he must hand in his time card to an official at the earliest possible moment.

8.3 Time Controls:

8.3.1 It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary and shown on the road book of the event or to re-enter a control area once checking in his taken place.

8.3.2 At time controls, the controllers will indicate on the time card the check-in time, which corresponds to the exact moment at which one of the crew members submits the time card to the controller. This will only be carried out if all the crew members and the vehicle are within the immediate vicinity of the control, or in a queue of rally vehicles waiting to check in.

8.3.3 At a time control, any difference between the target check-in time and the actual check-in time will be penalized at a rate of 1 minute per minute or fraction of minute. If lateness exceeds 30 minutes the competitor will be penalized at the Stewards discretion which may go as far as exclusion.

8.4 Controls Zones:

As per article 37 of the FIA 2018 Cross-Country Rally General Prescription.

8.5 Selective Sections:

- 8.5.1** Competitors will be counted down to their Start time by the Start Marshal who will give manual signals. The countdown will be announced 30 seconds - 15 seconds – 10 seconds and the last 5 seconds one by one. When the last 5 seconds have elapsed, a starting signal shall be given, upon which the vehicle must start immediately. A 2 minute penalty shall be imposed on any crew which fails to start within 20 seconds of the starting signal.
- 8.5.2** The MOTOs starts will be conducted in waves of no more than 15 bikes each with a three minute interval between each wave. All cars will start at three minutes intervals unless otherwise specified in the event supplementary regulations.
- 8.5.3** Any crew refusing to start a selective section at the time and in the position allocated to it shall be given a penalty of 60 minutes.
- 8.5.4** A false start shall be penalized by 1 minute at least or an increased time applied by the stewards based on the controller's report. This penalty does not exclude heavier penalties being inflicted by the Stewards, especially if the offence is repeated.
- 8.5.5** Timing will be done on the finish line, which must have print-out equipment and back-up by hand timing.
- 8.5.6** At the stop line the controller will enter on the time card the time of arrival (hour, minute and seconds), which will also be the starting time of the following road section (hour and minute).
- 8.5.7** Timing for selective section will be recorded to the nearest second.
- 8.5.8** If a competitor is unable to leave the zone under his own power he may be pushed or towed out of the zone with external help from officials and/or competitors still in the Rally and will incur no penalty.
- 8.5.9** A competitor who does not stop at the stop point to have his times entered will incur a penalty of 1 hour.

8.5.10 Maximum Selective Section Penalty

Any competitor failing to complete a selective section of the rally as required by the regulations (i.e. failure to report at the TCs at the start or finish, or failure to complete a selective section within the maximum time allowed) will be given a maximum selective section penalty equal to the double of the maximum time allowed for the same selective section and, the following selective sections, if any.

8.5.11 Selective sections will end in a flying finish. Stopping between the yellow warning signs and STOP signs is forbidden, any infringement will entail a 15 minute time penalty. Timing will be done on the finish line, which must have print-out equipment and back-up by hand timing.

8.5.12 Crews are forbidden to drive in the opposite direction to that of the selective section, under pain of penalties which may go as far as disqualification.

8.6 Towing

A vehicle unable to move under its own means may be towed or pushed by another competitor except in the control zones where it may be removed from the zone by crew and marshals. The competitor will be deemed to have started the liaison or selective section at its scheduled time.

A vehicle towed or pushed through a time control will incur a penalty of 30 minutes except in the case of selective section finishes.

It is forbidden to transport a vehicle by any means (truck, trailer etc.). Any vehicle so transported will be disqualified.

8.7 Interruption of a Selective Section

When the running of a selective section is definitively stopped or interrupted for one or more competitors the Clerk of the Course may allocate each competitor affected a time which is judged the fairest using all means at his disposal. (e.g. GPS, Passage Control times, tracking system etc.).

No competitor who has in any way been responsible for the interruption of the selective section may benefit from this regulation and will be given their actual time set, if any.

8.8 Injured Competitors:

8.8.1 Should a competitor stop to assist another seriously injured competitor, every effort will be made to credit their lost time (the time at which they are stationary at the scene), should the tracking data permit.

8.8.2 Only the first 3 competitors on the scene of an incident will be eligible for consideration of having their time credited to them.

8.9 Excessive speed during the rally:

8.9.1 At the end of each leg the GPS may be inspected for excess speed. Any violation will be reported to the Clerk of the Course.

8.9.2 Between 1 and 10 kmh: 200 QAR

- Between 10 and 20 kmh: 400 QAR
- Any further impulsions over 20 kmh will result in a penalty at the discretion of the Stewards.

8.9.3 As per article 26 of the FIA 2018 Cross-Country Rally General Prescriptions.

9- Eligible & Classification Of The Vehicles

9.1 Eligible Vehicles:

MOTO	
Class	Restrictions
450	Two Stroke Engines up to a maximum of 250cc, Four Stroke engines up to a maximum of 450cc.
Over 450	Any engine exceeding 250cc (two Stroke) or 450cc (Four Stroke).
Quad	No restrictions on quads, providing they comply with Scrutineering

AUTO	
Class	Restrictions
T1	T1s, providing they comply with Scrutineering and safety eligibility. All Vehicles must hold a Technical Passport issued by either the FIA or their own ASN.
T2	T2s, providing they comply with Scrutineering and safety eligibility. All Vehicles must hold a Technical Passport issued by either the FIA or their own ASN.
T3	T3s, providing they comply with Scrutineering and safety eligibility. All Vehicles must hold a Technical Passport issued by either the FIA or their own ASN.

9.2 Group (T): As classified by the International Federation of Motor Sport (series cross country cars & trucks) allows for this group to participate in all Qatar National Baja Championship, that traverse the rest of the terms of the classification of the safety equipment and equipment valid.

- N/A vehicles must be fitted with an air restrictor at least 3 mm long and with a maximum internal (d) diameter of :

- 32 mm for vehicles up to 4000 cm³
 - 35 mm for vehicles up to 6000 cm³
 - 38 mm for vehicles over 6000 cm³
- All supercharged diesel engines must be fitted with a restrictor fixed to the compressor housing.

All the air necessary for feeding the engine must pass through this restrictor, which must respect the following: The maximum internal diameter (d) of the restrictor is:

- 39 mm for engines up to 5000 cm³
- 43 mm for engines over 5000 cm³ and up to 6000 cm³
- 46 mm for engines over 6000 cm³

10- Competition Numbers & Advertising

10.1 The organizer shall provide each Entrant with the Competition numbers, which shall be clearly displayed in their appropriate spaces throughout the duration of the competition.

10.2 Motorcycles competition numbers begin from #1 to #50, Quad numbers are from #51 to #100, and all AUTO numbers from #101 to #150.

10.3 Throughout the duration of the Rally, the plates must be affixed according to the Prescriptions. In no case may they cover, even partially, the vehicle's license plates.

10.4 Auto Race Number Panels:

10.4.1 Two front door panels measuring 67 cm wide by 17 cm high including a 1 cm white surround. Each of these panels shall comprise a matt black competition number box which shall always be at the front of the panel.

Numerals will be fluorescent yellow (PMS 803), 14 cm high and with a stroke width of 2 cm. The remainder of this door panel is reserved for the organizer.

Each panel shall be placed horizontally at the leading edge of each front door, with the number at the front. The top of the plate shall be between 7 cm and 10 cm below the lower limit of the window.

10.4.2 Roof panel. One panel, 50 cm wide by 52 cm high, shall be placed on the roof with the top towards the front of the car in order to be legible from behind. A matted black competition number, 5 cm wide by 28 cm high, shall be displayed on a matted white background 50 cm wide by 38 cm high.

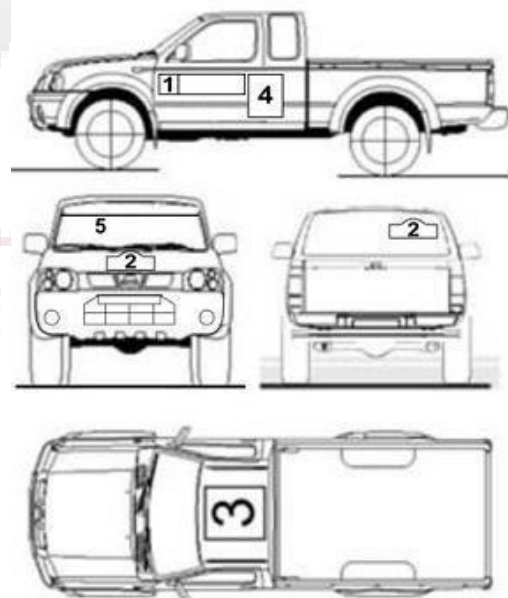
Any organizer advertising must fit into an area of the same width (50 cm) and 14 cm high (or 2 x 7 cm high), situated above and/or below the number.

10.4.3 One rally plate must be positioned in a visible position during the whole Rally. It must be fixed at the vehicle, parallel to the axis of the wheels, without covering, even partially, the vehicle's license plate.

10.4.4 At any time during the Rally, the absence or incorrect positioning of a race number or a rally plate may incur a cash penalty equivalent to 10% of the entry fees.

10.4.5 The names of the 1st driver and his co-driver(s), plus their national flags, of a height of 30 – 50 mm, must appear on both sides of the front wings or front doors of the vehicle. Any vehicle failing to comply with this rule may be subject to a cash penalty, equivalent to 10% of the entry fee.

10.4.6 The members of the crew will be identified by means of an identity bracelet. Any breach noted by an official may result in a cash penalty, equivalent to 10% of the entry fee. The emergency number and the name of the person must be written on this bracelet.



10.5 Advertising

10.5.1 Competitors are allowed to affix any kind of advertising to their vehicles, provided that:

- It does not contravene the laws of the State of Qatar.
- It is not likely to give offence.

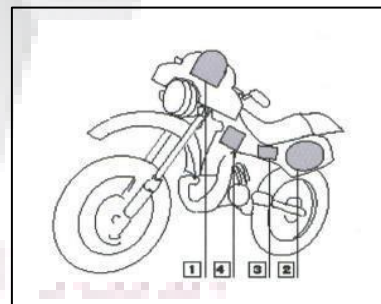
- It does not encroach upon the spaces defined below reserved for plates, race numbers and windscreen strips.
- It does not interfere with the crew's vision through the windows.
- The advertising of alcohol products **STRICTLY PROHIBITED**.

10.5.2 The Organizers optional advertising will appear on two A4 panels which cannot be subdivided, to be affixed on the right and left sides of the vehicle, on the area situated between the wheel arches provided that they are totally visible from the side.

10.5.3 For competitors who refuse the Organizers optional advertising, the amount of the entry fees will be increased by 50%.

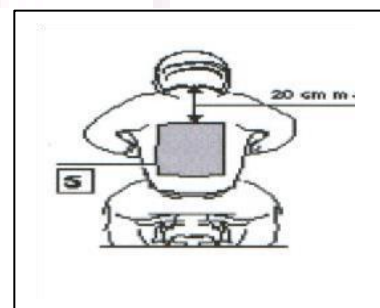
10.6 Moto's Race Number Panels:

10.6.1 The organizer shall provide each rider with a set of number plates comprising 1 front plate and 2 side plate. For Motorcycles these will be 25 cm x 18 cm in dimension, and for Quads they will be 28 cm x 18 cm. The Quads must have an "aileron" plate (28 cm x 18 cm) that will show the riding on both sides.



10.6.2 The number plates will be of white background black numbers for all categories except for women which will be of purple background white numbers.

10.6.3 The plates shall be affixed visibly at the front and on the rear sides throughout the duration of the Rally. They shall in no circumstances cover, even partly, the registration number of the Motorcycle.



10.6.4 The organizer will also provide one bib measuring 26 cm x 30 cm, bearing the racing number which should be clearly worn on the rider's back.

The race bib cannot be cut and/or modified. In all cases, the upper edge of the back bib must be a maximum of 20 cm from the neck of the rider and shall always be visible and not hidden by anything like's (a camel bag).

10.6.5 All MOTO/QUAD competitors must use the panels provided by the organizers to 20% of the entry fee imposed by the Clerk of the Course. Any advertising on these panels is compulsory and must not be removed or defaced.

10.7 Names:

- The rider's name will be marked on his/her helmet.
- The rider's name will be marked on each side of the machine.

10.8 Advertising:

- Ditto Article 5.2.3

The Organizer's optional advertising will appear on:

- An area 12 cm x 12 cm on each side of the front of the tank.
- An area 12 cm x 8 cm on each side at the back of the motorcycle, on a vertical surface.

It is the rider's responsibility to check that none of the Organizers advertising areas are missing masked or damaged.

It is the rider's responsibility to ensure that the position of their bibs allows complete visibility of the rally number.

For competitors who refuse the Organizer's optional advertising, the amount of the entry fees will be increased by 50%.

11- Insurance

11.1 The entry fees include 3rd party insurance.

12- Administrative Checks

12.1 All crew members taking part in the Rally must report to the administrative checks in accordance with the timetable published in the supplementary regulation.

Penalties for lateness will be of a financial nature and will be detailed in the supplementary regulation.

12.2 During the administrative checks the following original documents will be checked:

- Valid ASN and/or FIA/FIM approved competition license.
- Valid driving license.
- ASN permission to compete abroad.
- Certificate of vehicle ownership.
- If the vehicle is not the property of one of the crew members, a letter of authorization from the owner of the car.
- Vehicle registration certificate.

Any other documents which an organizer wishes to examine must be included in the supplementary regulations.

12.3 Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its rally plate and rally numbers at scrutineering.

13- Scrutineering

Information regarding the Scrutineering shall be included and detailed in the supplementary regulation of each event.

Some should be coordinated with the Championship technical delegate.

A penalty of 1000 QAR will be charged for late scrutineering.

14- Official Itinerary

14.1 The Official Itinerary is that shown in the road book and defined by drawings and waypoints. The Official Itinerary is checked by the opening car. The itinerary should be designed so that the majority of competitors may complete the selective sections in daylight.

14.2 Between two waypoints, the route described in the road book is not obligatory but strongly recommended. Only this route is opened by the opening car.

14.3 Passage Controls are set up in the rally course to check that the crews are respecting the itinerary. Their locations and numbers are mentioned in the road book.

14.4 In a selective section, it is forbidden at all times to use a surfaced (asphalt, concrete) road other than those indicated the road book.

15- Tracking

15.1 A tracking unit will be provided to all competitors each round.

15.2 It is the competitor's responsibility to ensure the Tracking System remain permanently connected and switched on with the antenna connected at all times during the rally.

15.3 Each tracking unit is fitted with an SOS button. If pressed, Race control will immediately attempt to contact the competitor on their mobile phone. Misuse of the SOS will result in an exclusion from that event, and possible further penalties.

15.4 The route is marked based on the organizers GPS line. All competitors must remain within a 200 m wide corridor (100 m either side of the marked route) at all times. Failure to do so may be considered a safety violation and the competitor will be reported to the Stewards who may apply penalties at their discretion.

15.5 The GPS may be inspected by an official at any point during the Rally.

15.6 At the end of each leg the GPS may be inspected for validation of waypoints and speeding violations. The data will be checked by the GPS service provider who will immediately report any irregularities to the Clerk of the Course.

16- Reconnaissance

- 16.1** The presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of a Rally after its announcement is prohibited.
- 16.2** Any driver who has been on the FIA Cross Country Priority Drivers list for the current or previous five years, or his co-driver or representative, and who wishes to visit an area which might be used for a selective section of any Rally must obtain written permission from the organizer who will inform the FIA.
- 16.3** Failure to respect these rules will result in the competitor being reported to the stewards.

17- Briefing

- 17.1** A briefing must be given by the Clerk of the Course or by his deputy before the first leg. The participation of at least one crew member is compulsory.
- Further briefing may be held at the organizers discretion. The date, time and attendance requirement must be specified in the supplementary regulations.
- Any information delivered which in any way affects the itinerary, timing or regulations must be confirmed by a written bulletin.

18- Service & Refuel

- 18.1** The service and refuel areas are separated by a minimum 2 meter safety zone. Only official Service/refuel personnel are allowed beyond the service area. Spectators are not allowed in the refuel zone under any circumstances. The service and refuel area will be manned by marshals to ensure compliance; the marshal's reporting of an infringement may result in the disqualification of competitors.

18.2 While in the service/refuel area a vehicle will at all times be in first gear and not exceed 30 kph.

Aggression or overtaking in the service area/refuel zone is not allowed. The marshals will be instructed to report any misdemeanors and their word is final.

18.3 Assistance may only be carried out within the designated area. At no time may assistance be received outside this area, other than from another competitor or an official.

18.4 When re-fueling in the re-fueling zone, a wet cloth should be placed around the filler neck to catch overflows and reduce risk. The existence of a mat under the vehicle to protect the environment is mandatory.

18.5 The driver/rider should have turned off the engine and exited the vehicle/dismounted before re-fueling commences.

18.6 The presence of a fire appliance and/or appropriate safety measures is required to be arranged by the organizer at any refuel zone.

19- Fuel

There is no restriction as to how much fuel any vehicle may/must carry. This can be determined by the competitor in relation to their race strategy.

No fuel may be carried in containers that are not plumbed into the vehicle and securely mounted.

If a competitor is given fuel outside the designated re-fueling zone by anyone, apart from another competitor taking it from their own vehicle, they will be reported to the Stewards who may impose a penalty at their discretion.

20- Identification of Officials

20.1 Officials of the rally: According to what is shown in the Supplementary Regulation to each Rally.

20.2 The Officials and Marshals will be wearing identifying colored tabards as follows:

- SS Commander: Red tabard
- SS Safety Officer: Orange tabard with grey stripes
- SS Radio Point Marshal: Yellow tabard with blue radio symbol
- SS Safety: Light green fluorescent tabard with grey stripes
- TC / Timekeeper Chief: Light blue tabard with “POST CHIEF” legend
- TC / Timekeeper Officials: Light blue tabard
- Doctor: White tabard
- Scrutineer: Green shirt with “Scrutineer” logo
- Media Assistant: Blue shirt with “MEDIA” legend
- Competitor`s Relations Officer: Red tabard with “CRO” legend

21- Protests & Appeals

21.1 As per article 47 of the FIA Cross-Country Rally General Prescriptions.

21.2 Protests Fees:

- All protests must be lodged in writing and handed to the Competitors Relations Officers together with the protest fee of **5000 QAR**, which shall not be returned if the protest is judged unfounded.
- If the protest requires the dismantling and the re-assembly of different parts of a car, the claimant must pay an additional deposit:
- If the protest involves a clearly defined part of the car (engine, transmission, steering, breaking system, electrical installation, body, etc.): **5000 QAR** for each part.
- Protests involving the whole vehicle are inadmissible.

21.3 Appeal Fees

- The Sum for an international appeal fee (FIA): **6000 € euros. Or 27000 QAR.**
- The Sum for National appeal fee (ASN) is **8000 QAR.**

22- Violations & Penalties

22.1 List of Violations & Penalties:

- Penalties are applied by either the Clerk of the Course or by the Stewards.
- The Penalties will be in line with but, not restricted to, the following scale:

Missing a PC	30 minute time penalty
Missing a cone at a PC	3 minutes
Failure to report retirement from the event	450 QAR
The loss of a time card	1 hour
Refuse to start selective section	1 hour
Not stopping at STOP sign	1 hour
Fixed penalty	20 hour
Speeding in the service area	3 minutes
Receiving outside assistance outside the service area	Exclusion
Failure to carry drinking water	Exclusion
Refueling while engine is running	Exclusion
Refueling while crew is in vehicle, or on bike/quad	Exclusion
Pre-race reconnaissance	Exclusion
Riding against race direction, including service area	Exclusion
Misuse of emergency telephone number	1100 QAR
Environmental violation	Time Penalty and/or 1800 QAR
At a time Control, any difference between the target check-in time and the actual check-in time will be penalized at a rate of 1 minute per minute or fraction of minute. If lateness exceeds 30 minute	Disqualified or receive a Fixed Penalty as appropriate

- These penalties do not prevent the Stewards from imposing heavier penalties if they judge it necessary.
- Any financial penalty will be payable in Qatari Riyal.

23- Results & Championship Pointes

23.1 Results:

- 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. Penalties will be expressed in hours, minutes and seconds.
- The results of all Cross-Country rallies and the best five Bajas will be taken into account for the final classification.

23.2 Championship:

- For each championship title, points will be awarded for each rally taking into account the general classification according to the following scale:

	AUTO	MOTO
1 st	25 points	25 points
2 nd	18 points	18 points
3 rd	15 points	15 points
4 th	12 points	12 points
5 th	10 points	10 points
6 th	8 points	8 points
7 th	6 points	6 points
8 th	4 points	4 points
9 th	2 points	2 points
10 th	1 point	1 point

- All finishers after 10th position will awarded 1 pt.

24- Safety Equipment

24.1 AUTOs: Helmet with valid FIA Homologation or SFI Approval, Visor/Goggles (open screen vehicles), balaclava, overalls, underwear, gloves, Hans device and boots. 3 liters of water per crew member must be carried aboard the vehicle, either in a camelback or a safety secured vessel.

24.2 MOTOs: FIM Homologated Helmet, Goggles, Gloves, Long sleeve shirt, MX boots, MX long race pants, 1.5 liters camel back which must be full at the start. Brace in recommended.

25- Environment

An “Environmental Mat” which shall be composed of an absorbent upper part and an impermeable lower part must be placed under a vehicle/machine at all times, pre start, servicing and/or refueling during the event and after the event, to protect the environment. Failure to comply will result in a time penalty and/or 1800 QAR fine, as appropriate.

Competitors are responsible for the clearance of any rubbish and generally leaving the location in an acceptable condition.

26- Regulation Amendment

26.1 Entitled to the National Commission for motorsport right to amend or change the Laws of the tournament as it deems necessary and appropriate.

27- Awards & Trophies

27.1 At the end of the season will be awards and trophies on the Qatar Baja Champions, according to the scores for the following Championship:

AUTO,

- 1st Qatar Baja Championship for Driver & Co-Driver.
- 2nd Qatar Baja Championship for Driver & Co-Driver.
- 3rd Qatar Baja Championship for Driver & Co-Driver.

MOTO,

- 1st Qatar Moto Championship.
- 2nd Qatar Moto Championship.
- 3rd Qatar Moto Championship.

27.2 At the end of each rally will be awards and trophies according to what is shown in the program in the Supplementary Regulation to each Rally.

- **Titles of which the rally counts:**

- 1st Overall: Two Trophies.
- 2nd Overall: Two Trophies.
- 3rd Overall: Two Trophies.
- 1st in Group T1: Two Trophies.
- 2nd in Group T1: Two Trophies
- 3rd in Group T1: Two Trophies
- 1st in Group T2: Two Trophies
- 2nd in Group T2: Two Trophies
- 3rd in Group T2: Two Trophies
- 1st in Group T3: Two Trophies.
- 2nd in Group T3: Two Trophies
- 3rd in Group T3: Two Trophies

Moto

- 1st Overall: One Trophy.
- 2nd Overall: One Trophy.
- 3rd Overall: One Trophy.
- 1st 450 cc One Trophy.
- 2nd 450 cc One Trophy
- 3rd 450 cc One Trophy
- 1st Over 450 cc One Trophy.
- 2nd Over 450 cc One Trophy.
- 3rd Over 450 cc One Trophy.
- 1st Quad One Trophy.
- 2nd Quad One Trophy.
- 3rd Quad One Trophy.

27.3 Prize Money

Category	Remark
Prize Money Each Event	<p>The prize money for each T1,T2,T3, Moto & Quad as follows:</p> <p>1st Place QR5,000</p> <p>2nd Place QR4,000</p> <p>3rd place QR3,000</p> <p>Note: If there are less than 3 participants in any category, this category will merged/combined with another category</p>
Championship prize money for Overall	1 st place QR80,000
Auto	2 nd place QR60,000
	3 rd place QR40,000
	4 th place QR30,000
	5 th place QR20,000

Championship prize money for Moto
(Bikes, Quads combined)

1st place QR30,000

2nd place QR20,000

3rd place QR15,000

4th place QR10,000

5th place QR5,000

General note for Prize giving

1. If 5/more participant in a category, prize money award will be 1st, 2nd and 3rd
2. If 4 participant in a category, prize money to be awarded to 1st and 2nd
3. If 3 participant in a category, prize money award will be for 1st only
4. Competitors should Participate for 4 Round Minimum including the final round in order to be eligible for the Championship Prize Money.

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QATAR MOTOR & MOTORCYCLE FEDERATION