



2021 QATAR INTERNATIONAL BAJA BRIEFING CoC Communication #2 (29.09.2021)

1. PASSAGE CONTROLS (PC)

See Art. 11.9 of Supplementary Regulations

Procedure

There will be no stamp or perforation of the timecard, the following procedure being adopted instead: After entering the control zone (respecting the speed limit of 40 km/h), the vehicle must come to a full stop at the red control board.

The marshal in charge will then count loud and with visible hand signal, 1 – 2 – 3 seconds after what the passage at the control is considered as materialized and the vehicle may continue, respecting the speed limit of 40 km/h until leaving the safety zone.

The passage will be timed to the second and noted on a passage sheet by the marshal in charge of the post.

For each competitor, at any PC which is located after a minimum of 50% of the total length of the special stage, the Maximum Permitted Lateness (MPL) will be calculated considering the following:

- the start time of the competitor concerned for that special stage;
- the distance run from the start of the special stage;
- the calculated average speed corresponding to the maximum time allowed for the special stage;
- an additional fixed time of 1 hour.

At a Passage Control, any lateness exceeding the maximum permitted lateness (MPL) will result in the competitor concerned being considered to have retired, and the competitor will receive the correspondent penalty.

Maximum permitted lateness (MPL) at a PC (as per Bulletin #2)

MPL	SS2		SS3	
	km	MPL	km	MPL
PC1	124,46	-	36,39	-
PC2	146,87	04:23	49,17	-
PC3	161,82	04:44	86,21	-
PC4	177,72	05:06	124,96	03:53

* Including 15' neutralisation

For each competitor, MPL at a PC will be obtained by adding the respective starting time for the selective section and the time mentioned above for that PC, both in **hours:minutes** format.

2. REFUELLING

See Art. 10.1 of Supplementary Regulations

Official refuelling zones (RZ)

There will be official refuelling zones at the following locations:

- At a specific area close to the service park (**RZ0 / RZ1 / RZ5**)
- Immediately before the start of SS2 and SS3 (**RZ2 / RZ6**)
- At a midpoint of SS2 and SS3 (**RZ3 / RZ7**)
- Immediately after the finish of SS2 and SS3 (**RZ4 / RZ8**)

Restrictions:

- At the refuelling zone close to the service park area, only actions directly involved in the refuelling of the competing vehicle are permitted, accredited assistance personnel can assist.
- At the remaining refuelling zones, all external assistance on a machine is forbidden on pain of penalties at the discretion of the Jury. Only competitors still in the competition are allowed to help other competitors. Passing of only drinks and water is permitted. Any mechanical work other than the fitting of road book is prohibited. Organiser will provide water at remote RZ.
- **RZ0** will be operational on Thursday, 30 September, between 09.00h and 13.00h.

The organiser will provide an environmental mat and fire suppression system at all refuelling zones.

Remember that the fuel must be transported by the teams to the refuelling zones, including the remote ones. The organiser will transport back to the service park any cans that were left behind at any remote refuelling zone under condition that these cans are identified with the competition number of the rider.

During the administrative checks, competitors will receive a **Service Book** with a detailed description of the route to be followed in order to access the different remote refuelling zones.

Competitors are the only ones authorized to refuel their vehicles. They can only receive help from other competitors who are still in the race.

It is not authorized the use of vehicles to transport fuel to **RZ0 / RZ1 / RZ5**.

3. NEUTRALIZATION FOR INTERMEDIATE REFUELLING

Both at SS2 and SS3 there will be an intermediate refuelling zone preceded by a Passage Control (PC).

The moment the competitor checks-in at the PC a 15-minute neutralisation for refuelling starts. This neutralisation period is controlled by the NAV-GPS, the rider being informed about its evolution by a countdown on the system display.

Before the end of the neutralisation zone there will be a board with a black flag on a yellow background. It is allowed to pass this board only during the minute preceding the re-start time.

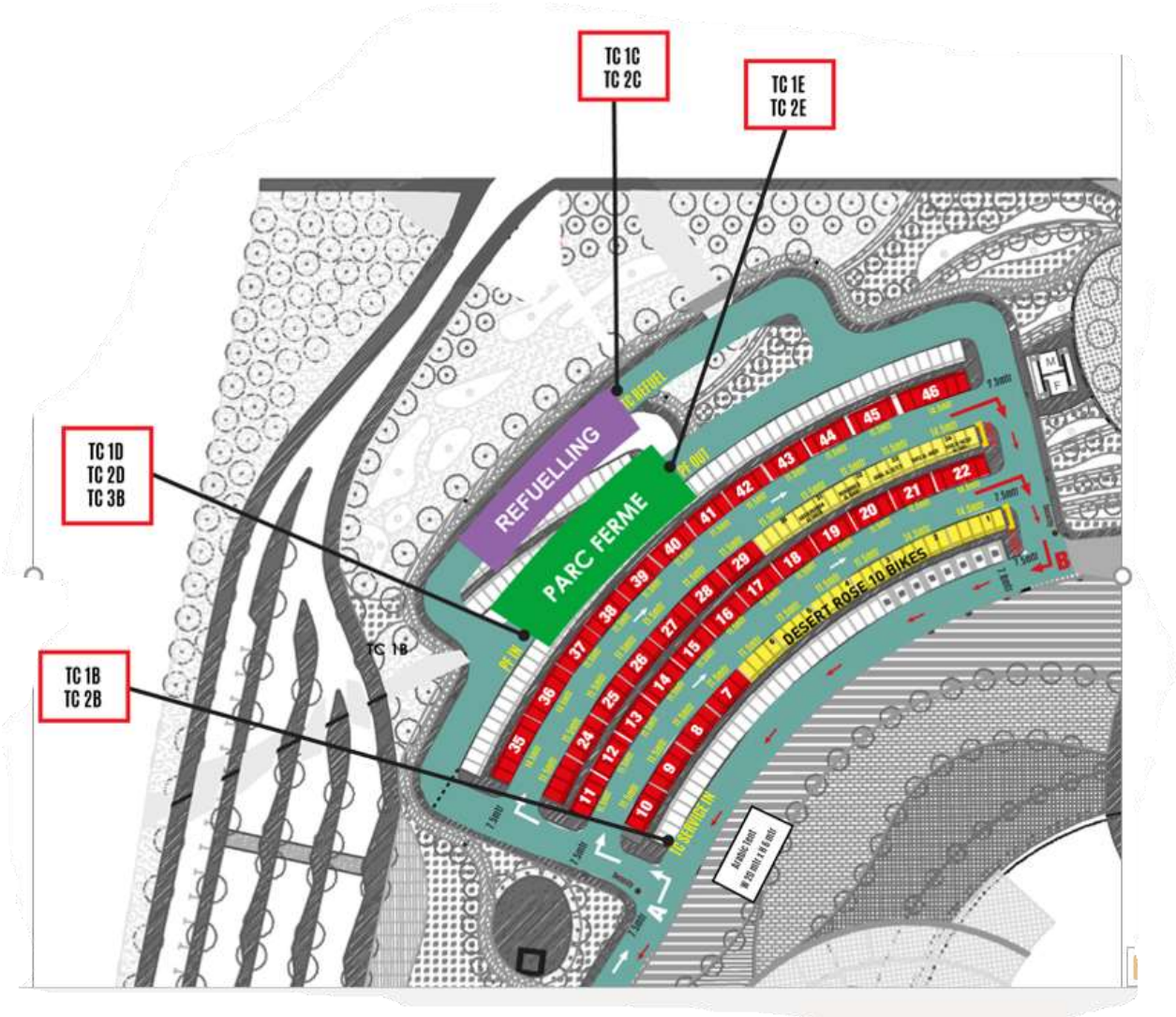
At a location identified by the usual start board (black flag over a red background) the crew must stop and wait until the start signal is given electronically by the NAV-GPS System. Control officials will be present to monitor the correct start procedure.

In case of a delay at the re-start, the competitor will be considered to have started at its target start time. However, the competitor must stop at the start line and follow the instructions of the control officials.

If a competitor does not stop at the restart line, this will be considered a false start.

4. TRAFFIC INSIDE SERVIC PARK

Within the Service Park or when accessing / exiting the Service Park, service vehicles must respect the directions in the below map.



Virginia Gomez
Clerk of the Course