

2022 QATAR OFF-ROAD CHAMPIONSHIP (Motorcycles)

GENERAL REGULATIONS

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1. General conditions

- 1.1 Qatar Motor and Motorcycle Federation (QMMF) organises 2022 Qatar Off-Road Championship for motorcycles (2022 QORC / moto).
- 1.2 2022 QORC / moto rounds are organised in accordance with the FIM Sporting Code, the 2022 FIM Bajas World Cup Regulations (where applicable), these General Regulations and the Supplementary Regulations of the event concerned.
- 1.3 2022 FIM Bajas World Cup Regulations are available at:
[65.800.02 En 2022 FIM Bajas World Cup Regulations 16Dec2021.pdf \(fim-moto.com\)](#)
- 1.4 2022 QORC / moto will include events of two types:
- “Survival” (see Appendix 1 for specific regulations)
 - Cross-Country Baja (see Appendix 2 for specific regulations)
- The maximum duration of a round will be two days from the scrutineering until the posting of final results.

2. Organisation Committee

Chairman Abdulrahman Al Mannai
Members Abdulrazaq Al Kuwari
 Amro Al-Hamad

3. Calendar

Round	Type of event	Date
Round 1	Survival 1	28/29 January
Round 2	Survival 2	04/05 February
Round 3	Cross-Country Baja 1	25/26 February
Round 4	Survival 3	11/12 March
Round 5	Cross-Country Baja 2	23/24 March
Round 6	Cross-Country Baja 3	25 March

The organising committee reserves the right to modify the calendar and/or to cancel any round, particularly if less than 7 vehicles have been entered.

4. Definitions

See Appendix 6.

For the application of any article of these General Regulations, to be considered as participant in a round a competitor must pass administrative checks and scrutineering, regularly check-in at TC1 (where applicable) and take the start of the competitive element of that round.

5. Participation, Entry Form, Entry Fees

- 5.1 Anyone wishing to take part in a round of 2022 QORC / moto must send the official entry form duly completed to the rally secretariat before the date of entries closure. The entry form is attached to these General Regulations and available on the organizer’s website [www.qmmf.com](#).
- 5.2 An entry application will be accepted only if accompanied by the payment or the proof of payment of the entry fees which will be:
- For entries received no later than 8 days before scrutineering: QR 500
 - For entries received no later than 48 hours before scrutineering: QR 750

- 5.3** Entry fees may 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.
IBAN: QA15 QIIB 0000 0000 1111 4100 6600 1
Account Number: 1111-410066-001 / Swift Code: QIIBQAQA
Registration office must be notified by e-mail once a transaction is made through the bank.
- 5.4** Entry fees will be refunded in full:
- to candidates whose entry has not been accepted,
 - in case of the event not taking place.
- 5.5** Anyone registered to take part in a round of 2022 QORC / moto will be automatically registered for 2022 Qatar Off-Road Championship for motorcycles.
- 5.6** «One-Event Licence» will be accepted only once throughout the racing season.

6. Insurance

The entry fees include third party insurance.

7. Eligible Vehicles

- 7.1** Each round of 2022 QORC / moto will be open to vehicles of the following classes:
- Class 1 - Motorcycles up to and including 450cc
 - Class 2 - Motorcycles over 450cc
 - Class 3 - Quads
- 7.2** Classes 1 & 2
Vehicles based on production motorcycles that can be modified and/or equipped for Off-Road Baja competition as follows:
- The main parts – frame, engine (cylinder, cylinder head and crankcase) and swing-arm must be the standard component.
 - Except for the crankcase, these main parts may be modified but must fulfil the FIM Technical Rules for Bajas - 450cc category.
- 7.3** Class 3
These vehicles must
- be based on a series production quad vehicle
 - appear in the manufacturers' catalogue
 - comply with the FIM rules for Group G or H
 - be modified and/or equipped for Off-Road Cross-Country Rallies competition.
- The chassis and the engine (cylinder, cylinder head and crankcases) must be standard components freely available to the public in retail and remain completely standard.
- The crankcases must
- correspond to the make and model of the quad used,
 - remain strictly original (i.e. may under no circumstances be changed or modified)
 - fulfil the FIM Technical Rules for Baja - Quads category.
- Please refer to the FIM Baja Technical Rules, Quads, for the capacity authorised per group.
- 7.4** FIM Cross-Country Rallies Technical rules are available at:
[2022_0_BAJAS_TECHNICAL_RULES_FINAL_15_12_2021.pdf \(fim-moto.com\)](https://www.fim-moto.com/2022_0_BAJAS_TECHNICAL_RULES_FINAL_15_12_2021.pdf)

7.5 A competitor may freely replace the vehicle declared on the entry form with another from the same class, up to the moment of scrutineering.

8. Identification

8.1 The organiser shall provide each competitor with

- a set of identification plates (number plates) comprising 1 front plate and 2 side plates; the exact sizes and positioning of these number plates are shown in Appendix 4.
- one bib measuring 26 cm x 30 cm, bearing the race number to be clearly worn on the rider's back, always visible and not hidden by anything; the race bib cannot be cut and/or modified and its back upper edge must be a maximum of 20 cm from the neck of the rider.

8.2 At any time during the event, the absence or incorrect positioning of a race number (plate or bib) may incur a fine equivalent to 20% of the entry fees.

9. Advertising

9.1 Competitors shall be free to affix any advertising on their vehicles provided that:

- it is authorised by the national laws,
- it is not of a political or religious character,
- it is not likely to give offence,
- it respects the regulations on competition numbers,
- it does not interfere with the spaces reserved for the Organiser's obligatory advertising.

9.2 The text of any Organiser's obligatory advertising and the spaces reserved for the purpose will be indicated in the supplementary regulations of the event concerned.

9.3 Competitors must ensure that the advertising is properly affixed throughout the running of the event. If compulsory advertising is absent or wrongly affixed, a fine of 10% of the entry fee will be incurred for a first offence, and 100% of the entry fee for each repeated offence.

10. Administrative checks and Scrutineering

10.1 Competitors taking part in a championship round must report to the administrative checks and scrutineering in accordance with the timetable published in the supplementary regulations. Details concerning the location and individual convocation times shall be given in the supplementary regulations of each event.

For each competitor, the attendance will be limited to one person at administrative checks and two persons at scrutineering.

Only vehicles with all rally plates, competition numbers and advertising plates already fitted will be allowed to enter the scrutineering area.

Any delay on the presentation at the time controls installed immediately before administrative checks and before scrutineering will result in the following penalties:

from 1 to 15 minutes	200 QAR
from 16 to 30 minutes	400 QAR
> 30 minutes	Start may be denied

10.2 Documents required

During the administrative checks the following original and valid documents will be controlled:

- rider's competition licence
- rider's valid driving licence
- rider's passport or identification
- ASN authorisation, for all foreign riders
- completion of all details on the entry form
- vehicle registration papers and proof of ownership

10.3 Scrutineering

Only those competitors which have passed the administrative checks may present themselves with their vehicle equipped with its rally plates and compulsory advertising affixed.

Vehicles may be presented at scrutineering by a representative of the competitor unless otherwise detailed in the supplementary regulations.

Scrutineering will be of a general nature, checking the make and model of the vehicle, apparent conformity with the class in which it is entered, conformity of the safety items, conformity of the vehicle with the Highway Code, etc.

At scrutineering, competitors must present their helmets, protective clothing and backpack for approval.

- 10.4** At the time of scrutineering, if a vehicle as presented does not correspond to the class in which it was entered, the Stewards may transfer it to the appropriate class recommended by the Chief Scrutineer or refuse it definitively.

10.5 Sound Control

2022 FIM Bajas World Cup Regulations article 82.8.2.2 applies.

11. Driving conduct and Reconnaissance

- 11.1** Competitors must always behave in a sporting manner.

Competitors must always drive in the direction defined for the competitive element of the event. It is prohibited to deliberately block a competitor or prevent them from overtaking.

Except if clearly authorised in the supplementary regulations, it is forbidden to transport a vehicle by any means (truck, trailer, etc.).

When the engine of a vehicle is running, the competitor must wear his helmet and protective clothing.

Any infringement will be reported to the Stewards.

- 11.2** As from the publication of the supplementary regulations, the presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event is prohibited. Failure to respect this rule will result in the competitor being reported to the Stewards.

12. Safety Equipment

See Appendix 5.

- 12.1** The use of inflatable jacket (see article 82.27 of FIM Bajas World Cup Regulations) is recommended for all rounds of the championship.
- 12.2** The use of a hydration-pack (minimum 1 litre) and a first-aid medical kit will be compulsory for every baja of the championship.

13. Briefing

The presence at the briefing is compulsory for all competitors. Any competitor non-present at the pre-event briefing will incur a penalty of 400 QAR.

A maximum of two persons per entered vehicle may attend the briefing.

14. Service

- 14.1** From the start of the competitive element of a round, service of a competing motorcycle may be carried out exclusively in the Service Area specified in the supplementary regulations of the event. The maximum speed allowed in a Service Area is 30 km/h.

- 14.2** During the competitive element of a round, outside of the Service Area, any repair on an entered vehicle can be done only by the competitor himself or any other competitor officially entered and still in the competition. Any other outside assistance, supply of equipment, fuel or parts will be considered as illegal service and reported to the Stewards.
- 14.3** Only vehicles and their crew identified as “Service” can enter the Service Areas and work on the competition vehicle.
The use of an environmental mat (minimum dimensions equal to the wheelbase of the motorcycle and of the width of the handlebars) is obligatory.
The team must have a 5 kg minimum portable extinguisher (A.B.C. polyvalent powder) in the vicinity of their service area (max. 5 m distance)

15. Fuel – Refuelling

- 15.1** Refuelling can only be made at the official refuelling zones indicated by the organiser.
- 15.2** While at the refuelling zone, only actions directly involved in the refuelling of the vehicle are permitted, no other intervention being allowed.
- 15.3** The following procedures will apply on the official refuelling zones:
- Only accredited persons with safety clothing approved by scrutineers may enter refuel areas
 - The use of an environmental mat (minimum dimensions equal to the wheelbase of the motorcycle and of the width of the handlebars) is obligatory
 - The team must have a 5 kg minimum portable extinguisher (A.B.C. polyvalent powder) in the vicinity of the refuelling point (max. 5 m distance)
 - The engine of the motorcycle must be stopped
 - A penalty of QR 400 will be applied for each offence to the above regulations
- 15.4** All vehicles must have sufficient fuel range with conforming fuel tanks to cover between official refuelling points
- at least 80 km on rounds 1 to 4
 - at least 125 km on rounds 5 and 6.
- An extra safety margin of 10% is recommended.
- 15.5** No fuel or any inflammable liquid may be carried in the motorcycle other than in a tank or container permanently attached to the machine.

16. Tyres

2022 FIM Bajas World Cup Regulations article 01.47 (*tbc*) applies.

17. Parc Fermé

2022 FIM Bajas World Cup Regulations article 82.25 applies.

18. Final Checks

- After the finish formalities, vehicles must be placed in a parc fermé where they must remain until released by CRO upon advice from the Stewards.
- The Provisional Classification shall be published at the time specified in the supplementary regulations (or in a bulletin), which shall be as soon as practical after the last vehicle has checked in at the final control, even if final scrutineering remains in progress.
- Post-event scrutineering involving the dismantling of a motorcycle may be carried out either at the discretion of the Stewards or following a protest or upon the recommendation of the Clerk of the Course to the Stewards.

19. Prizes & Awards in each round

19.1 General Classification

1st – Trophy

2nd – Trophy

3rd – Trophy

19.2 Class Classification

No. of participants	1 - 3	4 or more
1 st	Trophy and QR 4,000	Trophy and QR 4,000
2 nd	Trophy	Trophy and QR 3,000
3 rd	Trophy	Trophy and QR 2,000

20. 2022 QORC / moto classification

20.1 In each round according to the class classification the following points will be awarded:

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

All other classified competitors will be awarded 2 points.

All non-classified participants will be awarded 1 point.

20.2 On the last two rounds, competitors may score points either participating in the international event (FIM Qatar International Baja) or in the National one running behind the main event. In any case, only competitors who have participated at least in one of the first four rounds of the championship will be eligible to score points. All the remaining competitors may not score points nor deprive eligible competitors of points.

20.3 For each competitor all results will be considered for the final classification.

20.4 To be classified a competitor must participate in a minimum of 3 championship events.

20.5 In the event of a points tie in the classification of a championship class, priority will be awarded to the highest place in the classification of the latest round of the championship.

21. Prizes & Awards of 2021 QORC / moto

At the end of the season, the following prizes will be awarded according to each class classification:

1 st	Trophy and QR 40.000	6 th	Trophy
2 nd	Trophy and QR 30.000	7 th	Trophy
3 rd	Trophy and QR 20.000	8 th	Trophy
4 th	Trophy	9 th	Trophy
5 th	Trophy	10 th	Trophy

22. Protests and Appeals

2022 FIM Bajas World Cup Regulations article 82.33 applies.

22.1 Protest Fees

- Sum of the protest fee: QR 5000.
- If the protest requires the dismantling and re-assembly of a clearly defined part of the vehicle (engine, transmission, braking system, electrical installation, bodywork, etc.), the claimant must pay an additional deposit of QR 5000.
If the protest requires the dismantling and re-assembly of different parts of a vehicle, the claimant must pay an additional deposit of QR 5000 minimum.

22.2 Appeal Fees

Sum of the national appeal fee: QR 8000.

Appendix 1 – “Survival” specific regulations

1. Characteristics of the events

Each round will be run on a desert circuit specially designed for the purpose.

The circuit will be defined by a series of numbered gates physically implemented on the terrain where the passage of the competitors is compulsory under pain of penalties.

The rider must pass through all gates in sequential (ascending) order, and it is not allowed to drive back to get a previously missed gate.

It is prohibited to deliberately block a competitor or to prevent him from overtaking.

2. Number of competitors accepted

The number of competitors in each round shall be limited to 40.

3. Sighting lap

As an exception to the dispositions of article 11.2 of these regulations, a sighting circuit lap will be allowed starting at the time mentioned in the programme of the event, using for the purpose the entered vehicle.

On the sighting lap competitors must follow the lead organising vehicle zero car.

4. Holding area

Vehicles must check in at the start holding area where any kind of service or refuelling is forbidden. Access to the holding area is limited to competitors with appropriate identification.

Any delay on the presentation at the time control installed at the entrance of the holding area will result in the following penalties:

from 1 to 15 minutes	200 QAR
from 16 to 30 minutes	400 QAR
> 30 minutes	Start may be denied

5. Start procedures

The start will be given at a location no more than 300 metres outside of the circuit and marked to connect it to the circuit. The start will be mass start with dead engine machines positioned in a straight line and riders standing off the machines at a distance of more than 20metres.

Start signal for all riders at the same time will be given by means of a clearly waved flag and klaxon horn. Countdown timing boards will be displayed.

6. Service & Refuelling

Any competitor wishing to access the service area or the refuelling area during the competitive element of the event must stop for at least for 3 seconds at a well identified ‘box’ located at the entrance of each of the areas.

The time spent on any of these operations will not be deducted from the total time of the competitor.

7. Duration of the event

The duration of each “Survival” event shall be detailed in the supplementary regulations.

8. Finish of the event

When receiving the finish of the race signal (waved chequered flag) riders must reduce speed and ride the motorcycles immediately and directly to Parc Fermé area.

Appendix 2 – Cross-Country Baja specific regulations

1. Characteristics of the events

Each round will be run over desert terrain. The total distance of the special stages of a Cross-Country Baja will be between 100 and 300 kms.

2. Timecards

Unless stipulated otherwise in the supplementary regulations, timecards will not be issued.

3. Holding area

Vehicles must check in at the start holding area where any kind of service or refuelling is forbidden. Access to the holding area is limited to competitors with appropriate identification.

Any delay on the presentation at the time control installed at the entrance of the holding area will result in the following penalties:

from 1 to 15 minutes	200 QAR
from 16 to 30 minutes	400 QAR
> 30 minutes	Start may be denied

4. Road book distribution

The road book will be distributed to each rider the moment his vehicle enters the start holding area.

5. Starting order and intervals

The starting order for a Cross-Country Baja as well as the start intervals shall be detailed in the supplementary regulations.

6. Start of the Selective Section

- At the start of the Selective Section, when the vehicle comes to a stop in front of the starting control, the timekeeper on duty will call out the last 30 seconds, 15 seconds and last five seconds one at a time. After the last five seconds, the starting signal will be given, and this must be immediately followed by the start of the vehicle.
A countdown clock or a system of lights may also be used.
- A start made before the official has given the signal will be penalised by a minimum of one minute. This penalisation does not rule out more serious sanctions that may be applied by the Stewards, particularly in the case of a repeated offence.
- Remaining for more than 30 seconds on the start line after the starting signal, will incur a penalty of two minutes.
- The start of a Selective Section can be delayed by the timekeeper only.
- Any competitor refusing to take the start of a Selective Section at the time and in the position that have been allotted will be penalised.
- When a competitor is unable to present his vehicle with his engine running at the start of a Selective Section, the penalty shall be one minute per minute of lateness.
- Any rider reporting more than 30 minutes late at the start of any section of the event shall not be allowed to start that section and will be deemed to have retired.

7. Service / Refuelling

See articles 13 and 14 of these regulations.

The movement of service/assistance vehicles is forbidden along the route of the Baja. For any infringement of this rule a penalty of up to and including disqualification from the event may be imposed by the Stewards on the competitor for whom the transgressors are servicing.

8. Control zones

2022 FIM Bajas World Cup Regulations article (*tba*) applies.

9. Passage Controls

2022 FIM Bajas World Cup Regulations article *(tba)* applies.

10. Crossroad Controls

2022 FIM Bajas World Cup Regulations article *(tba)* applies.

11. Waypoints

11.1 All waypoints are contained in the memory of the NAV-GPS provided by the Organiser.

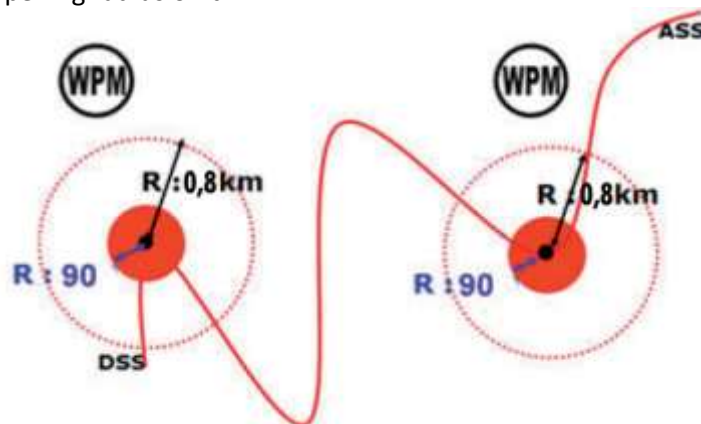
11.2 The crew must pass through all waypoints in chronological (ascending) order and is not allowed to drive back to get a previously missed waypoint.

11.3 WPE (Eclipse Waypoint)

A waypoint which becomes completely visible on the NAV-GPS once the previous one in the chronological order has been validated, whatever the distance between the previous one and the WPE may be. If the previous waypoint was not validated, the WPE will become visible once he has come within a minimum 1000 m radius of it.

11.4 WPM (Masked Waypoint)

This is a standard waypoint to be used to check that the navigation instructions are being correctly followed by the crews. The NAV-GPS directs the competitor towards this point only once he has come within the opening radius of it.



11.5 WPP (Precise Waypoint)

A WPP is a waypoint to check that the Roadbook has been precisely respected on tracks, without any navigation information being supplied by the NAVGPS. Its number and its order of passage in relation to other waypoints will only be listed in the Roadbook's waypoint list. The WPP cannot be used off-track.

11.6 WPS (Waypoint Safety)

A waypoint used to ensure competitors' safety.

11.7 The opening and validation radiuses of the different types of waypoints as well as the penalties for non-validation of a waypoint are listed in the following table:

Waypoint	Opening radius	Validation radius	Penalty for missed WP
WPE	Previous (1000 m)	90 m	15 minutes
WPM	800 m	90 m	15 minutes
WPP	100 m	20 m	2 minutes
WPS	1000 m	90 m	15 minutes

12. Speed Control Zones

- Organisers must establish speed control zones when a Selective Section passes through a populated area and at other locations at their discretion.
- The start of the speed control zone will be indicated in the Road Book by a box marked "SZ" and by a waypoint (WPS or WPE).
90 metres before this waypoint, competitors will be informed by their NAV-GPS that they are approaching a speed control zone.
90 metres after this waypoint, the tolerance zone, within which no penalty applies, ends.
- The end of the speed control zone will be indicated in the Roadbook by an "FZ" symbol and by an WPE waypoint. When entering the 90 m validation radius of this waypoint, the tolerance zone begins, within which no penalty applies.

13. Finish of the Baja

- The finish time of a Selective Section is recorded at the flying finish.
- Stopping between the yellow warning sign and the stop sign is forbidden and in case of an infringement a 15-minute time penalty will be applied by the Clerk of the Course.
- Timing will be recorded with print-out equipment at the finish line and be backed up by any other means. The timekeepers must be positioned level with the finish line, indicated by the two signs bearing a chequered flag on a red background.
- The competitor must report to the stop point indicated by the red "STOP" signs. A competitor who does not stop at the stop point will incur a penalty of 1 hour.



2022 QATAR OFF-ROAD CHAMPIONSHIP
(Motorcycles)
ENTRY FORM

Round	1	2	3	4	5	6	Team name (if any)	
Championship								

Rider identification

First (given) name		Competition licence No.	
Family name		Issuing ASN	
Male/Female		Postal address for correspondence	
Date of birth		Email address	
Nationality		Telephone No.	
Passport / ID No.		Mobile telephone No.	
Issuing country		Next of kin name	
Issuing date		Relationship	
Expiry date		Telephone No.	
Driving licence No.			
Issuing country			

Motorcycle details

Make		Chassis No.	
Model		Engine No.	
Registration No.		Cubic Capacity	
Country of registration		Class (see regulations)	

I, the undersigned take part in the Sealine Cross Country Rally at my own risk. I exonerate the FIM, QMMF, the Organizers and officials, their employees, officers and agents from any and all liability for any loss, damage or injury, which I may incur in the course of the event. Furthermore, I undertake to indemnify and hold harmless the FIM, QMMF, the Organizers and officials, their employees, officers and agents from and against any and all liability to third parties for any loss, damage or injury which I am jointly and severally liable.

Signature		Date	
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Entry Fees

Entries received no later than 8 days before scrutineering:	QR 500
Entries received no later than 48 hours before scrutineering:	QR 750



1	3 stickers with competition numbers (15 x 20 cm)
2	2 stickers with organiser's advertising (12 x 12 cm)
3	1 race bib (26 x 30 cm)

01.65 EQUIPMENT AND PROTECTIVE CLOTHING DURING PRACTICE AND RACE

The FIM cannot be held liable for any injuries that a rider or passenger may sustain from the use of a specific item of equipment or protective clothing.

65.01 Clothing and protectors

It is compulsory that riders/passengers wear either a suit or trousers and long-sleeve shirt. It is recommended to use suit, trousers, long-sleeve shirts and undergarments made of textiles which are not fully constituted of nylon or spandex (e.g. Lycra, Elastan), in order to avoid degradation in case of abrasion (friction). Moreover, it is compulsory that riders/passengers wear back and chest protectors. It is recommended that back and chest protectors comply with EN 1621-2 and prEN 1621-3 (or EN 14021), respectively. Repaired overalls are acceptable provided that the repair guarantees protection to the same standard as the original garment. The Chief Technical Steward has the right to refuse any temporary repairs which are not deemed to provide the same protection as the original garment.

65.02 Footwear

Footwear, in a good condition, made of leather or other materials having equivalent properties, shall be worn and have a minimum height of 30 cm.

65.03 Gloves

Riders/passengers shall wear gloves made of leather or other materials having equivalent properties.

65.04 Eye protection

Riders/passengers shall wear goggles. The use of glasses, helmet visors and "roll offs" is also permitted. The use of "tear offs" is forbidden for environmental reasons. The material used for glasses, goggles and visors must be made of shatter-proof material. Helmet visors must not be an integral part of the helmet. Eye protectors which cause visual disturbance (e.g. scratched) must not be used.

Inflatable jacket and other protections (article 82.27 of FIM Bajas World Cup Regulations)

Recommended for all rounds of the championship

For the entire course, the wearing of a waistcoat or airbag jacket, back and chest protection is compulsory, under pain of disqualification. The airbag system must comply with FIM standards.

The list of airbags is available here:

<https://www.fim-moto.com/en/documents/view/list-of-airbags-elegiblefor-rallies-bajas-competition>

The passive protections must be certified as follows:

- Chest: standard EN14021 or EN1621-3
- Back: standard EN1621-2

These protections can be worn separately or combined in a single product.

At the start of each stage, the competitors must take one (or 2 depending on the model of his equipment) spare cartridge(s) for his airbag.

It is the responsibility of the competitor to ensure that the airbag is operational at the start of the selective sector:

- Sufficient battery level
- Gas cartridge changed in case of previous activation

The neck-brace is not compatible with the airbag and is therefore prohibited.

If the airbag is inflated during the first part of a special stage, the competitor may continue the selective sector until refuelling, where he must then replace his used cartridge(s). If the airbag is inflated after refuelling or if the selective sector does not include refuelling, the competitor may end the selective sector in this way and must replace the used cartridge on arrival at the Service Park.

Checks may be carried out at the start of the selective sector as well as at the refuelling.

Under no circumstances may the competitor turn against the FIM or the organiser in the event of a malfunction of the airbag.

First-aid medical kit

Each competitor must provide himself with a first-aid kit composed of (minimum):

- Antiseptic wipes
- Plasters of different sizes (Band-Aids)
- Gauze
- Cold Pack
- Antiseptic Ointment (Betadine or equivalent)
- Compression Bandage

01.67 WEARING OF HELMETS

- It is compulsory for all participants taking part in practice and races to wear a protective helmet. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type 'retention system'.
- A protective lower face cover must be present and must be not detachable and not moveable.
- Helmets constructed with an outer shell made of more than one piece are not permitted (e.g. they must not contain any seam).
- A retention system with a strap and the double D ring closing system is recommended.
- All helmets must be marked with one of the official international standard marks mentioned in Art. 01.70. Any FMN approval marks do not substitute the official international standard marks.
- A helmet is made to provide protection. A helmet is not a platform to attach foreign objects. Cameras or other accessories are NOT permitted nor shall be attached to the rider's helmet.
- Long hair must not come out of the helmet. Long hair must be completely contained within the helmet. Failure to observe the above rules will entail exclusion.

01.69 HELMET OPERATIVE INSTRUCTIONS

69.01

Scrutineers, under the supervision of the Chief Technical Steward, may check prior to practice and the races that all helmets meet the technical requirements.

69.02

If a helmet does not meet the technical requirements or is found to be defective, the Technical Steward must clearly mark in red (e.g. with a red dot) all international marks without destroying them and retain the helmet until the end of the event. The rider must submit another helmet for approval by the Technical Steward. After an accident involving impact, the helmet must be presented to the Technical Steward for examination.

69.03

All helmets must be intact and no alteration must have been made to their construction. After an accident involving a shock or impact, the helmet must be presented to the Technical Steward for examination

69.04

The Chief Technical Steward and/or the Technical Steward may perform the following checks before the rider is permitted to take part in practice of the race:

69.04.1 That the helmet fits well on the rider's head.

69.04.2 That it is not possible to slip the retention system over the chin, when fully fastened.





69.04.3 That it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

01.70 RECOGNISED HELMET APPROVAL MARKS

Helmets must conform to one of the recognised international standards:

EUROPE	ECE 22-05 or ECE 22-06 (only "P" type)
JAPAN	JIS T 8133:2015 (only "Type 2 Full face")
USA	SNELL M 2015 or SNELL M 2020D or SNELL M 2020R

Examples of labels are reported below (for Europe, the country numbers which have granted the approval are also indicated):

EUROPE	 <p>a = 8 mm min.</p> <p>051406/P-1952</p>	 <p>a = 8 mm min.</p> <p>061406/P-1952</p>
JAPAN	 <p>Protective helmet for motor vehicle users T8133:2015 Class 2 Certification No. XX0000000 Label serial No. 000000000 XXX Manufacturer's name <small>(Take mark of certification body)</small></p>	
USA		
		

Appendix 6 - Definitions

BEGINNING OF THE EVENT

The event begins on the day of administrative checks. The competition element of the event begins at the first time control (TCO) or at the start of the survival / baja..

BRIEFING

A briefing is a meeting where the Organiser will provide additional information to the crews. At the first briefing of an event, the participation of at least one crew member is compulsory. The date, time and attendance requirements must be specified in the Supplementary Regulations.

BULLETIN

An official written document intended to clarify or complete the Supplementary Regulations of the event.

COMMUNICATION

Official written document of an informative nature which may be issued by either the Clerk of the Course or the Stewards.

CONTROL AREAS

The area between the first yellow warning sign and the final beige sign with three transverse stripes is considered as the control area.

DECISION

A document issued by the Clerk of the Course or the Stewards to announce their findings following an inquiry, hearing or investigation.

END OF THE EVENT

The event ends upon the posting of the Final Classification. The competition element of the event finishes at the final time control.

FZ

The end of a speed control zone, marked by a waypoint.

LEG

Each competitive part of the event separated by an overnight halt or overnight regroup.

MAXIMUM TIME

The maximum target time, calculated by the Organiser, within which the competitor must validate various controls.

NEUTRALISATION ZONE

A zone between parts of a Selective Section. An area in which competitors arrive and leave separated by the same interval, timed to the second.

No intervention on the vehicle is allowed apart from that carried out by the rider itself, or by any competitor still in the competition, with the on-board equipment.

OFFICIAL TIME

Time to be used during the event by the Organiser and specified in the Supplementary Regulations.

PARC FERMÉ

An area in which any operation, checking, tuning or repair on the vehicle is not allowed unless expressly provided for by these regulations and where only authorised officials are admitted.

PASSAGE CONTROL (PC)

In order to check that the competitors are respecting the itinerary in the Road Book, passage controls (PC) may be set up at locations mentioned and numbered in the Road Book. These controls will be associated to a waypoint and identified by the signs shown in Appendix 7.

PROHIBITED SERVICE

The use or receipt by the rider of any manufactured materials (solid or liquid, unless supplied by the organisers), spare parts, tools or equipment other than those carried in competing vehicles, or the presence of person(s) in the vicinity of the vehicle.

RALLY HEADQUARTERS (HQ)

The HQ is the administrative centre of an event. During the competition elements, it is also the location from which the Clerk of the Course carries out his tasks (Rally Control).

RECONNAISSANCE

The presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of an event.

REGROUP

A stop scheduled by the Organiser which may be under parc fermé conditions, having a time control at the entrance and exit to enable the schedule to be followed and/or to regroup the vehicles still in the event. The stopping time may vary from rider to rider.

ROAD SECTIONS

The parts of an itinerary which are not used for Selective Sections.

SECTION OF THE EVENT (SECTION)

Each part of the event separated by a regroup.

SELECTIVE SECTION (SS)

Timed speed test on roads/open country not closed to the public for the event.

SERVICE

Any work on a competing vehicle except where limited in these regulations.

SZ

The start of the speed control zone marked in the road book and coincident with a waypoint. In case of discrepancy between the two, the waypoint will be binding.

TECHNICAL ZONE

A zone for the purpose of carrying out technical checks by the scrutineers.






























TIMECARD

A card intended for the entry of times recorded at the different control points and entries made by Passage Controls scheduled on the itinerary.

WAYPOINT (WP)

A waypoint is a geographical point defined by coordinates of longitude and latitude. There are several types of waypoints.

Appendix 7 – Control signs

CONTROL TYPE TYPE DE CONTRÔLE	CONTROL ZONE (diameter of signs: about 70cm) ZONE DE CONTRÔLE (diamètre des panneaux de signalisation : 70 cm environ)		
Direction of travel Sens du parcours	⇐	⇨	⇩
	← PARC FERMÉ →		
	YELLOW SIGNS - Zone entry PANNÉAUX JAUNES - Début de zone	RED SIGNS - Compulsory stop PANNÉAUX ROUGES - Arrêt obligatoire	BEIGE SIGNS - End of zone PANNÉAUX BEIGES - Fin de zone
PASSAGE CONTROL CONTRÔLE DE PASSAGE	 ± 25 m min →	 ± 25 m →	
TIME CONTROL (TC) CONTRÔLE HORAIRE	 ± 25 m min →	 ± 25 m →	
TC AT SERVICE PARK ENTRANCE CH ENTRÉE DU PARC D'ASSISTANCE	 ± 5 m →	 ± 5 m →	
TC AT SERVICE PARK EXIT CH SORTIE DU PARC D'ASSISTANCE	 ± 5 m →	 ± 5 m →	
TIME CONTROL (TC) AND SS START CH ET DÉPART DE SS	 ± 25 m min →	 ± 50-200 m →	 ± 25 m →
SS START NEXT PART OF AN SS COMMENCER LA PARTIE SUIVANTE D'UN SS	 ← 50-200 m →	 ± 25 m →	
FINISHES OF SS FINS DE SS	 ± 100 m →	 ± 150-300 m → FLYING FINISH (NO STOP) LIGNE D'ARRIVÉE	 No TC sign ± 25 m →
OTHER FIA STANDARD RALLY SIGNS (diameter of the signs: about 70cm) AUTRES PANNÉAUX DE SIGNALISATION STANDARD DE LA FIA (diamètre des panneaux : 70 cm environ)			
BLACK SYMBOL ON A BLUE BACKGROUND SYMBOLE NOIR SUR FOND BLEU			
TYRE MARKING / CHECKING MARQUAGE / VÉRIFICATION DES PNEUS		Signs for all tyre operations; only tyre marking and tyre checking allowed in this zone. Panneaux pour toutes les opérations liées aux pneus; seul le marquage et le contrôle des pneus sont autorisés dans cette zone.	
REFUELLING ZONE ZONE DE RAVITAILLEMENT		Signs for all refuel operations (not on public fuel stations); only refuelling allowed in this zone. Panneaux pour toutes les opérations liées aux ravitaillements; (pas sur les stations d'essence publiques); seul le ravitaillement est autorisé dans cette zone.	
SERVICE ZONES ZONES DE SERVICE		Signs for service operations outside the service park/bivouac. Panneaux pour toutes les opérations liées aux services en dehors du parc d'assistance / bivouac.	
MEDIA ZONES ZONES MEDIAS		Signs for media zones, only actions permitted by the regulations are allowed in this zone. Panneaux pour les zones réservées aux médias; seules les actions prévues au règlement sont autorisées dans cette zone.	

<p>TIME CONTROL CONTRÔLE HORAIRE</p>  <p>Color of control area entry: YELLOW Color of control: RED Couleur de début de zone : JAUNE Couleur du contrôle : ROUGE</p>	<p>SS START DÉPART DE SS</p>  <p>Color of control area entry: YELLOW Color of control: RED Couleur de début de zone : JAUNE Couleur du contrôle : ROUGE</p>	<p>FLYING FINISH LINE LIGNE D'ARRIVÉE LANCÉE</p>  <p>Color of control area entry: YELLOW Color of control: RED Couleur de début de zone : JAUNE Couleur du contrôle : ROUGE</p>
<p>STOP CONTROL CONTRÔLE STOP</p>  <p>Color: RED Couleur : ROUGE</p>	<p>PASSAGE CONTROL CONTRÔLE DE PASSAGE</p>  <p>Color of control area entry: YELLOW Color of control: RED Couleur de début de zone : JAUNE Couleur du contrôle : ROUGE</p>	<p>END OF CONTROL ZONE FIN DE LA ZONE DE CONTRÔLE</p>  <p>Color: BEIGE Couleur : BEIGE</p>