



Baja-Event GmbH Radefelder Str.10 04159 Leipzig www.baja-saxonia.de e-mail: info@baja-saxonia.de

## 4. BAJA SAXONIA from 22. to 24.04.2011

### Reglement

#### **vehicles**

The BAJA SAXONIA is open for motorcycles (under 180 kg and over 180 kg), quad/ATV, off-road vehicles (up to 3.5 t) from 2,0 l displacement and over 2,0 l displacement, trucks (from 3.5 t to 7.5 t and over 7.5 t). All vehicles require a **valid permanent registration and third-party liability insurance**. Vehicles will be scrutinised before the start of the event, with functionality, road safety and compulsory equipment being checked.

#### **compulsory equipment**

Motorcycle, quad, ATV:

- motocross boots, gloves, first-aid kit
- motocross clothing with back protector, shoulder and knee protection
- helmet according to ECE standard with visor or protective goggles
- GPS or compass

All additional components like road book holder, tripmaster etc. are to have no sharp edges or corners

#### **cars, trucks:**

- First-aid kit, warning triangle, warning jacket, shackle, tow rope (min. 9 m)
- two towing eyes marked red (at front and back of vehicle)
- At least one approved fire extinguisher (2 kg) within reach of driver and front-seat passenger
- approved seats and seat belts (we recommend 4 or 5-point belts)
- a roll cage for the car (construction like FIA - reference)
- rigid rollover protection behind the drivers cab for trucks
- safety nets in the driver and passenger doors, if the original windows have been removed
- at least one suitable spare wheel
- The rear wheels must be covered by mud flaps
- at least one high-level third brake light
- small sack of powder to soak up oil, which can be provided by the organisers against a small deposit
- protective helmet according to ECE standard
- GPS or compass

additional for Buggy and Side by Side vehicles:

- 2 flashing taillights at a height of at least 1,50 m
- a red signal flag (height above ground at least 2.50 m)

All parts in the vehicle must be stowed and secured that no danger can arise for the occupants! The carrying of reserve canisters is absolutely forbidden! During neglect it can come to the exclusion of the event.

All persons must wear a protective helmet during the timed stages.

The function must be completely ensured for the duration of the event. With function unfit components it can come to the exclusion of the event!

#### **recommended equipment**

- MT tyres
- replacement parts specific to the vehicle
- tripmaster
- roadbook holder for motorcycles and quads

#### **classes and participation fees (per vehicle)**

motorcycle (under 180 kg)	<b>300,00 Euro</b>
motorcycle (over 180 kg)	<b>300,00 Euro</b>
quad / ATV	<b>300,00 Euro</b>
car (up to 3,5 t) through 2.0 Liter	<b>495,00 Euro</b>
car (up to 3,5 t) over 2.0 Liter	<b>495,00 Euro</b>
truck (3,5-7,5 t competition weight)	<b>595,00 Euro</b>
LKW (over 7,5 t competition weight)	<b>595,00 Euro</b>

**(Start fee includes 19 % VAT)**

#### **cancellation through participant**

In case of cancellation through participant the following amounts from the entry fee will be repaid:

- 01.01. - 28.02.2011: entry fee less 100,00 €
- 01.03. - 31.03.2011: 50 % of the entry fee

01.04. - 15.04.2011: 25 % of the entry fee  
as of 16.04.2011: repaid impossible

**Deadline is the entry** of the cancellation at Baja-Event GmbH via email, fax or letter mail.

### registration

Entry for this event has to be in writing and is to be through the web page [www.baja-saxonia.de](http://www.baja-saxonia.de). An online form can be found there, which has to be filled in completely and sent off. Entries are open from 01/01/2011 to 28/02/2011, and the number of entrants is limited for organisational reasons. In order to register on arrival, each competitor must show their personal pass/passport, driving licence and the registration permit. The entry in the list of starters is only made after complete receipt of the stated start fee and providing starting places are still available.

**Of a late registration is possible for 01/03/2011 to 31.03.2011. In this case 50,00 euros increased fee are additionally raised!**

### entry fee

The entry fee is to be paid immediately in full height after receipt of the registration confirmation to pay at the latest to 28/02/2011 into the following account:

Bank transfer within Germany	International bank transfer
Baja-Event GmbH	Baja-Event GmbH
Account No: 36 81 681	IBAN : DE18 8607 0024 0368 1681 00
Bank code: 860 700 24	BIC (SWIFT) : DEUT DE DBLEG
Deutsche Bank Leipzig	Deutsche Bank Leipzig
Reference: „name + vehicle registration No.“	Reference: „name + vehicle registration No.“

If payment is not made, then there is no entitlement to start.

Hotel accommodation will be paid directly at the front desk in the relevant hotel.

### service

The event will be run in two timed stages. The drivers' camp and the actual routes are separated from one another. No third party help is thus possible during the timed stages (WP), so that the competitors can only help themselves or each other.

At the end of a WP, there will be a "sweeper up" who will travel the route last and will assist immobile vehicles or accompany them back to the drivers' camp.

### fuelling area

A fuelling zone will be provided near the start. Only commercially available fuel cans holding up to 20 l each will be admitted. Such fuel cans must be left in the fuelling area on the evening before, independently and within a given time window. The fuelling area will be guarded at night. The cans will be transported back to the paddock by the organiser. On site, you will be told at what time exactly you should bring the cans. **Only fuel cans (don't forget to label them! ) may be left in the fuelling area. No spare or accessory parts will be accepted. No third party will have access during the race.**

### competition and route

The event will be run on unsurfaced roads. There are two timed stages of different lengths, which are described in the road book and where the drivers must pass through various checkpoints (cp). These are on the route and confirm the arrival with a entry on the transponder (stick). That is the most important proof of the route driven. If it should be lost, then the stage counts as having been missed. The input and exit from the event site of the WP is allowed only at the checkpoint (cp) designated by the organizer.

### time recording by sport-ident

All participants get a time recording memory stick (deposit 50.00 euros). They must insert said stick on their own into the time recording devices at the check-in, at all checkpoints (cp), and at the check-out. For fixing the stick, motorcyclists and quad drivers get an elastic band, and car or truck navigators get a key holder. Upon passage of the finish line, each driver will get a print-out.

### assessment

The assessment of the individual stages will be made known in the description in the road book. The time, which the competitors require to cover the given route, will be recorded. The largest unit of time is an hour; the smallest assessed unit of time is a second. The times are entered on the transponder (stick).

Each timed stage starts with the check-in at the time control. Then the route leads along a link stage to the start. Without checking in, the timed stage is invalid. The check-in times for the WP 1 are determined for the order of the entry, for WP 2 according to the order of WP 1. The check-in time for the WP 1 is posted becomes in the previous evening and for WP 2 approx. 2 hours after the end of the WP 1. The starting order for WP 1 and WP 2 is not separated according to the class of vehicle, that is, motorcycles and quads or cars and trucks start mixed, but the assessment will be in the advertised classes.

The course is laid out as a circuit. Each given circuit must be driven with the checkpoints (cp) along it in the correct sequence. The **checkpoints** (cp) may only be passed through once and only in the **correct sequence**. A time window is available for this for all competitors (see time plan). (Note: the time of the end of the WP is the same for all competitors – the first starter has more time to completely end the race.) At the end of the race, there is a separate finishing gate with time being recorded.

The race day must be completed in every case at the check-out in the drivers' camp, otherwise the day counts as not having been driven (check-out up to 2 hours after the end of the WP). In case the race cannot be completed in the give maximum time (end of the WP), then the last time at a checkpoint (cp) will be assessed, plus the applied penalty time.

In case the race is interrupted, all competitors will be stopped by the next marshal (**red flag, overtaking forbidden!**). After the race has been restarted, competitors restart the race without time gaps, but in the order of arrival at the marshal. There is a lump sum time bonus

for all competitors, who have not yet completed the race at this time. **Failure to observe the interruption of the race will lead to disqualification.**

Each competitor is responsible for the observation of the check-in, start and check-out times.

A daily assessment will be made at the end of each WP and the sum of the two daily times gives the overall result. In order to avoid misunderstandings, there will be a discussion with the drivers before the start of the event.

#### **advertising**

The competitors undertake with the sending in of the entry to fix the advertising of the sponsors, who support the event, to their vehicles during the entire event period (according to pasting layout). No competitive advertising will be admitted.

#### **numbering**

Each vehicle is handed stick-on plates with start number from the organisers during the registration locally. These must be fixed to the vehicle on the two front doors and be as readable as possible during the event. Motorcycle and quad drivers will receive three race numbers which will have to be applied to the front and the sides of the vehicle.

#### **assistance / providing help**

Every driver is obliged to provide assistance both within and outside the timed stages!

Assistance with technical problems is not an obligation, but is a matter of fairness. No assistance is permitted during the timed stages from persons not named, not travelling and not in valuation driving with a competitor. The competitors are only allowed to help themselves and each other!

#### **penalty times**

The following penalty times can be applied during the event:

- failure to check-in	- WP counts as not driven
- no check-out within 2 hours of end of WP	- WP counts as not driven
- loss of transponder (stick)	- WP counts as not driven
- missed CP / missing goal passage	- 1 hour per CP not assessed
- failure to observe the pre-start time	- 10 min. time penalty
- excessive speed in the CP zone / transfer stage	- 15 min. time penalty

A timed stage counts as broken off if a competitor gives up as a result of technical problems or exceeds the allowed maximum time. In this case, the last assessed CP time is assessed + penalty times for the missing CPs.

A timed stage counts as not driven if it is not started or if it is started and no assessed circuit is achieved. In this case, the maximum time for this WP + 1 hour penalty time for each CP is assessed.

If the transponder (stick) is not handed in (reading of the stick at the check-out in the drivers' camp) at the end of the timed stage, then this counts as not having been driven.

Exceptional decisions can be made by the race management in case of extremely unsporting behaviour.

#### **exclusion from classification**

There is an absolute alcohol and drugs ban for all competitors! Driving under the influence of alcohol or drugs will lead to disqualification. The team will also be excluded from the classification for the following offences:

- driving without correctly done-up helmet or safety belt
  - negligent or purposeful endangering of others
  - failing to offer assistance in case of an accident
  - accepting help from a third party during a timed stage
  - not observing the prescribed route
  - not observing the instructions of the marshals
  - driving at excessive speed off the race route or in the drivers' camp
- (This also applies to members of the service team!)

#### **general**

All drivers, other persons in the vehicle and vehicles start at their own risk! No claims of any sort can be made against the organisers or a third party. For this reason, a liability exclusion is to be signed by the driver and other persons travelling with him/her at the start, with the signature being checked against the personal pass. The organisers also reserve the right to:

- cancel the event in case of extreme weather
- end the event early
- exclude individual competitors from the course
- interrupt the event

without being made liable or having to pay compensation.

The event will partially be run in an active opencast mine. In consideration of this, we wish to point out as a precaution that it could occur that the event has to be cancelled, perhaps at short notice, and repeated at a later date on account of extreme weather like rain, fire, storm, hail, lightning, flooding, landslides or other elementary dangers, and also through breakdowns or operational interruptions by the owner/operator and other causes for which the organiser cannot be held responsible. Although such an event is naturally competitive, everyone should behave in a sporting and fair manner. This is an off-road event, which is primarily intended to be fun!

#### **protest**

A protest can be handed in against the decision of the organisers by depositing 250 EUR within one hour of the announcement of the results of a timed stage. If the protest is successful, then the 250 EUR will be returned.

#### **sport observers / employees**

You will find sport observers, marshals and Orga employees at the start and finish, at control points and on the route itself. Observers and the Orga management help in the assessment of the results in the camp, when there are questions regarding the rules and with technical problems. Information about the route or the type of special tests and questions about rules and assessment cannot be answered by the marshals.

#### **paddock**

Due to the high number of participants, we unfortunately have to limit the number of service vehicles per participant. There will be one service vehicle admitted for motorcycle and quad drivers, for car and truck drivers no more than 2 service vehicles will be admitted. Any surplus support vehicle arriving may be parked in the parking area opposite the paddock. When registering, you will receive a sticker which authorises your service vehicles to enter. The sticker must not be transferred to any other vehicle during the event.

#### **medical service**

The entire event will be accompanied by **emergency doctors** and **ambulance personnel**. The organiser only provides the medical service, any treatment by a doctor must be paid directly to the doctor. Please ask your health insurer if they would reimburse this. You should also ask if your insurance would pay for rescue by helicopter and recovery costs. If this is not the case, then we earnestly advise you to take out an additional insurance. The organiser can accept no liability for the work of the medical service. **Warning:** Permanent illnesses (allergies, diabetes etc) must be reported to the accompanying emergency doctors before the rally.

#### **sundries**

The newest version of the rules applies in all cases.

The English translation only serves as information, the newest German version applies.

Version: 24/02/2011, 18.00 Uhr