



Supplementary Regulations

APPROVED By FIME_xx/xx/2023

APPROVED By FMP_xx/xx/2023



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REGULAMENTO

1. DEFINITION

1.1. Organization

Secção de Motorismo da Sociedade Artística Reguenguense organizes a Baja race for Moto, Quad and SSV, named **Baja TT Sharish Reguengos/Mourão/Redondo 2023**, from **September 22th to 24th 2023**, integrated in the **Baja European Championship and National All Terrain Open Championship**.

The Baja will be held in accordance with the Sporting Code of the FIM together the relevant Appendices:

- Baja European Championship Sporting Rules
- FMP - Regulamento Campeonato Nacional de Todo o Terreno Open
- This Supplementary Regulations (SR), approved by FIM- Europe and FMP
- Any other ruling acknowledges approved by FIM-Europe International Jury.

The Baja has a total distance of **578,67** kms, including road sections, divided by a Super Special Stage with **6,2** kms on September 22th, and two Selective Sections with **210** Kms and **160** Kms.

The Baja will be played simultaneously with a Car Class Baja.

The route will be kept secret until the Briefing, where it will be communicated to the riders.

The competition takes place in Portugal, in the municipalities of Reguengos de Monsaraz, Mourão, Redondo and Évora.

Only SSV have a Road Book for selective section. The route is marked with arrows, plastic tape and some other signs for Motorcycles and Quads.

1.2. Program



August 1, 2023	09:00	Opening date for Entries
September 17, 2023	23:59	Final deadline for Entries
September 19, 2023	17:00	Publication of Entry List
Friday September 22, 2023	08:00/22:00	Opening hours of the Secretariat at Parque de Feiras e Exposições
	07:30/11:30	Administrative checks at Parque de Feiras e Exposições and delivery of the Super Special Stage, 1st and 2nd Stage roadbook.
	07:30 / 12:00	Technical Scrutineering check at Parque de Feiras.
	11:00 to 13:30	Time for vehicles to enter at Mourão Parc Fermé
	12:30	1 st Jury meeting at Parque de Feiras
	13:30	Publication of the order/time of departure for the 1 st STAGE – Super Special Stage
	14:30	1 st Stage – Super Special Stage – Start of the 1 st Moto rider from the Parc Fermé
	18:30	Publication of the classification of the Super Special Stage and order and time of departure for the 1 st Selective Section on the Official Board
	19:30	Briefing with Clerk of Course at Parque de Feiras e Exposições de Reguengos de Monsaraz
	20:30	Start Ceremony – Start of the 1 st rider from the Parc Fermé
Saturday September 23, 2023	07:00/22:00	Opening hours of the Secretariat
	06:40	1 st STAGE - Departure of the 1 st Moto rider from the Parc Fermé to the 1 st Selective Section
	07:30	Start of the 1 st Selective Section for the 1 st Moto rider
	11:15	Arrival of the 1 st Moto rider at the Service Park at Parque de Feiras e Exposições
	18:00	Publication of the classification of the 1 st Selective Section (1 st Stage) and publication of the order and time of departure for the 2 nd



		Selective Section on the Official Board
Sunday September 24, 2023	06:40	2 nd STAGE - Departure of the 1 st Moto rider from the Parc Fermé to the 2 nd Selective Section
	07:30	Start of the 2 nd Selective Section for the 1 st Moto rider
	11:15	Arrival of the 1 st Moto rider at the Service Park at Parque de Feiras e Exposições
	14:30	Publication of the provisional final classification on the Official Board
	15:00	Prize Giving Ceremony at Parque de Feira e Exposições de Reguengos de Monsaraz

Note 1: The times indicated above are indexed to the number of participants, and may be changed by means of an Addition.

1.3. Secretariat

Until September 18 (Monday) the Secretariat will work at the following location:

Rua da Caridade n. 13

7200-339 Reguengos de Monsaraz

Telef.: 926 871 394

e-mail: motorismo.reguengos@gmail.com / Web: www.sar-motorismo.com

between 9:30 and 13:00 and between 14:00 and 18:00.

From September 18th until the end of the race, it will work at the following location:

Parque de Feiras e Exposições em Reguengos de Monsaraz

GPS location: latitude: 38°25'22.35"N / longitude: 7°31'49.67"W

Telef.: 926 871 394

e-mail: motorismo.reguengos@gmail.com

Web: www.sar-motorismo.com

1.4. Oficial Board

The Official Board will be deployed on official website and will be also accessible in

“Sportity” application in mobile devices (i.e. phones, tablets). The “Sportity” app can be downloaded from Google Play or AppStore. Password **SAR-BIKE** must be used to enter this application. Push notifications will show if any new document is posted.

The advertisement banner features a purple and pink background. At the top left is the Sportity logo, a stylized 'S' in a blue square. To its right is the word 'Sportity' in a white, cursive font. Below this, the text reads: 'For direct event information please download the Sportity app and insert this password:'. In the center, the password 'SAR-BIKE' is displayed in large, bold, black capital letters within a white rounded rectangle. At the bottom left, the website 'www.sportity.com' is listed. At the bottom right, it says 'Sportity app is available in' followed by 'Available on the App Store' and 'Get it on Google play' logos. Two QR codes are positioned below these logos for easy app access.

1.5. Press Room

The Press Room is located in the Parque de Feiras e Exposições in Reguengos de Monsaraz

GPS location: latitude: 38°25'22.35"N / longitude: 7°31'49.67"W, and it will be coordinated by the company A2 Comunicação and the journalist Pedro Barreiros, who will provide all the necessary support.

2. ORGANIZING COMMITTEE

SECÇÃO DE MOTORISMO DA S.A.R., represented by:

Carlos Medinas

David Ramalho

Nelson Godinho

Joaquim Nobre

Filipe Guerra

Nuno Guerra

Rui Guerra



3. HONOR COMMITTEE

Mayor of Reguengos de Monsaraz	Dr.ª Marta Prates
Mayor of Redondo	Dr. David Galego
Mayor of Mourão	Dr. João Fortes
Regional Director of IPDJ Alentejo	Dr. Miguel Rasquinho
President of CCDR-A	Dr. António Ceia da Silva
Commander of the Reguengos de Monsaraz Detachment of the GNR	Tenente Diogo Gonçalves
Councilor of the Reguengos de Monsaraz Municipality	Sr. Francisco Grilo
President of the Parish Council of Corval	Sr. António Cartaxo
President of the Parish Council of Monsaraz	Sr. Nuno Pinto
President of the Parish Council of Reguengos de Monsaraz	Sr. Pedro Conceição
President of the Unions Parishes of Campo e Campinho	Sr. Luís Fonseca
Chairman of the board of SAR	Sr. Luís Bilro

4. Baja Officials

		Licença n.º
FIM EUROPE JURY PRESIDENT	Damian Dabrowski	
FIM EUROPE JURY MEMBER	Sérgio Sequeira	
FMP JURY PRESIDENT	José Rita	
FMP JURY MEMBERS	TBA Sérgio Sequeira	
FMP TECHNICAL DELEGATES	TBA TBA	
CLERK OF THE COURSE	Nelson Godinho	
ASSISTANT CLERK OF THE COURSE	Márcio Santos Joaquim Branco	
TECHNICAL DELEGATES	Bruno Ramalho Pedro Ramalho Tiago Rosado TBA	
ENVIRONMENTAL STEWARD	Maria Lurdes Coutinho	
CHIEF SECURITY OFFICER	Nuno Verdasca	



JURY SECRETARY	TBA	
COMPETITORS' RELATIONS OFFICER	Nelson Vassalo	
PRESS OFFICER	Pedro Barreiros	
TIMEKEEPING (CHIEF TIMEKEEPER)	Bernardo Bastos	
RESULTS	Anube SI	
ROAD BOOK ELABORATION	TBA	
ROAD BOOK CONFERENCE	Pedro Medinas	
CHIEF MEDICAL OFFICER (CMO)	Dr. Álvaro Antunes	
PARK FERMÉ COORDINATOR	José Neves	

5. REGULATION

It is considered indispensable to obtain from FIM Europe the Baja European Championship Sporting Rules and from Federação Motociclismo Portugal the National All Terrain Open Championship Regulations to the year 2023.

FIM-Europe

Viale delle Arti

181 I-00054 Fiumicino

Italy

<http://www.fim-europe.com/>

Federação Motociclismo Portugal

Largo Vitorino Damásio, 3 C – Pavilhão 1

1200-872 Lisboa

<https://www.fmp.pt/>

The Race Director is responsible for the application of this SR during all the event.



6. ELIGIBLE VEHICLES

The vehicles shall be divided into the following classes:

European Baja Championship

CLASS
Motorcycles
Quad
Women
SSV

PORTUGUESE ALL TERRAIN OPEN CHAMPIONSHIP

MOTO

CLASS	Definition
TT 1	2T < 150cc 4T < 250cc
TT 2	2T >= 150cc e <250cc 4T >= 250cc e <450cc
TT 3	2T >= 250cc 4T >= 450cc
Hobby	

QUADS

CLASS
Open
Hobby



SSV'S

CLASS
SSV
SSV TT2
SSV Stock
SSV Navigadores
SSV TT2 Navigadores
SSV Stock Navigadores
Hobby

6.1. Mandatory Documentation

In this event, only registered and properly documented vehicles will be allowed to participate, including legal circulation insurance, and equipped according the Road Traffic Code, FIM Appendix 61, the present SR and Technical Enduro Regulation, appendix 01 from FIM.

The fact of presenting the vehicle to scrutineering is considered as an implicit declaration of the compliance to Technical Rules of Baja and with the Road Traffic Code which, if not followed, is considered as a fraudulent act that could be subject to disciplinary sanctions beyond declassification of the Baja.

In the SSV category, teams consisting of one rider or two riders are admitted.

6.2. SSV APPENDIX

SSV (Side-by-Side Vehicle) are motor vehicles powered by a single heat engine, with four wheels, two or four drive wheels (designated 4X2 or 4X4), equipped with a steering



system and a steering wheel, controlled by the driver. The pilot and copilot seats are positioned "side by side".

SSVs are originally designed for 1, 2 or 4 passengers and equipped with all the equipment required by the international convention on traffic on public roads. It is mandatory for these vehicles to have a circulation insurance and a number plate approved by the Instituto de Mobilidade e Transporte (IMT), or equivalent, in the case of vehicles registered abroad.

7. EQUIPAMENT

7.1 - Every driver must be equipped with:

- FIM Homologated helmet;
- Competition Boots;
- Protection wear of suitable resistant material and covering all members;
- Gloves and glasses;
- GPS (A location equipment - GPS) will be provided by the organization, approved by the FMP. This device is mandatory and will have to be transported, properly conditioned, by the pilots during the course of the race.
- Hans and fireproof clothing (SSV only).

7.2 - It is mandatory to present the helmet at the Technical Checks.

7.3 - The departure may be refused to a pilot who is not properly equipped.

8. ADMITTED RIDERS

According to artº 2 from FIM-Europe Baja Sporting Code. For Baja European Championship, each rider must have a FIM Europe Championship licence: Enduro & Rally TT Continental - Annual licence or Enduro & Rally TT Continental - One Event



licence (NOT ALLOWED ONLY WITH FIM LICENCE) and start permission held from FMNR.

9. ITINERARY

9.1. Departure Park

On Friday, September 22, vehicles will enter the Departure Park located in the Parque de Feiras de Mourão.

9.1.1 - Failure to enter within the deadline will result in the application of penalties which will be determined by the Jury.

9.1.2 - Pilots will be able to enter the Departure Park 10 minutes before the scheduled time to start the Stages/Sections.

9.2. Selective Sections

The Baja has (2) two Selective Sectors that will be traversed once.

Along the Selective Sections, the mileage will be indicated in a regressive way through signs installed every 10 kilometers.

9.3. 1st Stage – Super Special Stage

9.3.1 - The Super Special Stage will be mandatorily organized in the form of a selective section, **recognition will not be allowed.**

9.3.2 - The Super Special Stage will have to be completed by all participants, will have a route of 6,2 km and the maximum time to cover it is 15 minutes.

For the Super Special Stage, starts will be given every minute. Quads will start the race 5 minutes after the start of the last bike and the SSV will start the race 5 minutes after the last Quad.

If a driver fails to complete the Super Special Stage within the statutory 15 minutes, he will be allocated a time of 30 minutes, the maximum time plus a penalty of 15 minutes. In case a pilot does not participate in it, he will be allocated a time of 45 minutes (maximum time for the same - 15 minutes plus a 30 minute penalty). Even so, he will be



authorized to depart for the 1st Selective Section as long as he presents himself at the Departure Park that precedes the SS 1 until 15 minutes before the departure of the last Competitor from that same park.

9.3.3 – Riders have 20 minutes between Departure Park exit and the CH before the Super Special Stage.

Between the STOP of the Super Special Stage and the CH of the Parc Fermé, located in the Parque de Feiras, a maximum time of 90 minutes is allowed. During this time, the assistance that must be carried out at the Assistance Park, located in the Parque de Feiras, is included.

Competitors can control by advancing at the entrance to the Parc Fermé CH without incurring any penalty.

9.3.4 - The starting procedure for the Super Special Stage is defined according to the art.º 11.1 of RNTT 2023.

9.4. 1st Stage – 1st Selective Section

9.4.1 - For Selective Section 1, the starting order will be according to the classification of the Super Special Stage.

9.4.2 – The top 10 Moto/Quad riders will start with a break of two (2) minutes and the rest with a break of one minute (1'). The first 20 SSV riders will start with a two (2) minute break and the rest with a one minute (1') break. The Quads will start the 1st SS 10 minutes after the last bike starts and the SSV 25 minutes after the last Quad.

9.4.3 - Riders have 45 minutes between the Departure Park exit and the CH before the start of the 1st SS.

9.4.4 – **It is not allowed to transport the vehicle in a trailer on any of the connection routes of the race.**

9.4.5 - The maximum time for the 1st SS is 270 minutes.



9.4.6 – Between the STOP of the SS1 and the CH of the Parc Fermé, located in the Parque de Feiras, a maximum time of **210 minutes** is allowed. During this time, the assistance that must be carried out at the Assistance Park, located in the Parque de Feiras, is included. Riders can control by advance CH of the Parc Fermé without any penalty.

9.4.7 – The rider who started SS1 but did not arrive in the maximum time allowed or who did not finish a Selective Section will be penalised with the Maximum time allowed for the Selective Section + 60 minutes penalty.

9.4.8 – The rider who does not start SS1 will receive the Maximum time allowed for the Selective Section + 2 hours penalty.

9.4.9 – **In both cases described above, the rider will be able to line up in SS2.**

9.5. 2nd Stage – 2nd Selective Section

9.5.1 - The Start Order for the SS2 will be given according to the last general classification published after the SS1.

9.5.2 - The top 10 Moto/Quad riders will start with a break of two (2) minutes and the rest with a break of one minute (1'). The first 20 SSV riders will start with a two (2) minute break and the rest with a one minute (1') break. The Quads will start the 2nd SS 10 minutes after the last bike starts and the SSV 25 minutes after the last Quad.

9.5.3 - Riders have 45 minutes between the Departure Park exit and the CH before the start of the 2nd SS.

9.5.4 – **It is not allowed to transport the vehicle in a trailer on any of the connection routes of the race.**

9.5.5 - The maximum time for the 2nd SS is 210 minutes.

9.5.6 - Riders have 45 minutes between the STOP of the 2nd SS and the CH of the Parc

Fermé, being able to control by advance without any penalty.

9.5.7 – The rider who started SS2 but did not arrive in the maximum time allowed or who did not finish a Selective Section will be penalised with the Maximum time allowed for the Selective Section + 60 minutes penalty.

9.6. Delays

Delays in presenting the Super Special Stage or an SS to departure will be penalized as determined in the RNTT 2023. The departure will be refused to all riders who present themselves with a delay of more than thirty minutes (30 min) in relation to their ideal departure time .

9.7. Circulation on public roads and route

It is recommended to drive with the lights on.

10. ROUTE MARKING AND CONTROL ZONES

10.1 - They will be installed at intersections with tarmac roads or high-traffic roads. Road Cross Controls will be signaled with the sign



10.2 - Under penalty to be decided by the Jury, which can go up to the immediate disqualification of the race, Riders must obligatorily respect the instructions given to them by the Commissioners Responsible for Road Cross Controls, including the one to stop (if applicable).

Any rider who presents himself at a road cross control in a direction and/or direction different from the one(s) foreseen in the race route, will be penalized as if it were a control zone, art. 18 of the Regulation National All Terrain 2023.

10.3 - According to the spirit of this type of competition, riders will be subject to unpredictable factors, which will have to be overcome by each of them. In particular, in case of the course is totally or partially obstructed by any obstacle (for example a vehicle



or a very crowded river), it is up to the riders who then present themselves at the site, try by all means, clear the track and help teams with problems.

No discounts will be given for the time taken to travel the itinerary due to these circumstances.

Considering the specific conditions of a race of this type, and in absolutely exceptional cases, such as a serious accident, profound change in atmospheric conditions or any other event of an extraordinary nature, the race may be neutralized or permanently interrupted.

If this happens, the following regulation will be adopted:

i) - Within a Selective Section, the path space between two successive time controls will be defined as a "subsector".

It will be considered as "subsector" all the part of the course of the Selective Section, comprised between::

- a) The Start of Selective Section and first Passage Control;
- b) Between two successive Passage Control;
- c) Between any time control (Departure or Passage Control) and a possible (emergency) time control, installed by decision of the Race Direction for the purpose of regrouping or neutralizing the race;
- d) Between a new departure control (emergency), resulting from the neutralization of the race (following the provisions of the previous paragraph) and the control (passage control or finish) immediately following;
- e) Between the last Passage Control and the finish of the Selective Section.

ii) - Applicability of the above provisions can be made:

- a) The integrity of a Selective Section, in case it is not installed in any Passage Control;
- b) Only to a certain subsector.

iii) - In the case provided for in 2b), the Jury will determine that, for the classification of the Selective Section, the sum of the recorded real times is considered, as for the riders who have been able to cover the subsector under normal competition conditions:

- a) Between the Selective Section departure and the time control where the race was interrupted;

b) Between the new departure time control and the finish time control of the Selective Section and the fictitious time allocated, under the terms of this article, in the subsector not fully covered by all Riders.


iv) - The situation described in iii) will imply that, to riders who eventually have completed the entire Selective Section (without any interruption), only the real time recorded between the departure time control and the finish time control of the Selective Section, while that for the remaining riders, their classification in the Selective Section will result from the sum of the three times mentioned above.

v) - If the Jury decides to cancel a subsector in which it is verified that the sporting truth has not been respected, the classification of the Selective section, for all riders in the competition, will correspond to the sum of the real times recorded:

- a) Between the departure time control and the passage control immediately before the place of interruption of the race;
- b) Between the passage control immediately following the place of interruption of the race and the finish time control of the Selective Section.

In this case, all riders who were the object of neutralization due to interruption of the race must be given a new start to the Selective Section at the passage control immediately following the place of interruption.

Riders who have completed the Selective Section, without interruptions, must be deducted from their recorded real time, the real time recorded for each of them between the passage controls, located immediately before and after the place where the race is interrupted.

10.4 – In each of the Selective Section, Non Stop Passage Controls (CPSP) are installed, duly signposted  in which the time of passage will be recorded. These times will be taken into account by the Jury, in case of interruption of the SS.

Rider who failed a Passage Control will incur a 60 minute penalty and may even lead to disqualification. In areas identified as **Non-Stop Passage Controls there is a maximum speed limit of 50 km/h.**

10.5 – SS1 and SS2 have 2 **Non-Stop Passage Controls**. Their location will be at km (to be indicated in addition) and by km (to be indicated in addition).

10.6 - The route will be signposted as follows:

PRE-SIGNAL ARROW



SIGNAL ARROW



DANGER SIGNAGE



CORRECT ROUTE SIGNAGE



WRONG ROUTE SIGNAGE



10.7. SPEED CONTROL ZONES (ZCV)

According to article 12.5 of the RCNTTO 2023

10.7.1 - The GPS/GSM System will control the instantaneous speed, in all connection routes and in the zones previously defined in the SS, sending a pulse with the indication of the location and instantaneous speed of each vehicle within the ZCV.

10.7.2 - The speed control zones established by the organization are intended to reduce the speed of riders in service areas, residential areas, areas considered very dangerous and roads with traffic simultaneously with the public.

10.7.3 - The GPS provided by the organization and which must be attached to the handlebars will notify the pilots of the beginning and end of the ZVC.

10.7.4 -The start of the zone will be marked by a sign with Orange circle with “DZ”. At the end of it, a plaque identical to the one at the beginning will be placed, but with a green circle and “FZ”. Next to the start sign of the ZCV is a sign indicating the maximum speed allowed in that section.



10.7.5 - Penalties in ZVC - Excesses of speed are registered in the GPS with a pulse signal every 150 mt or every 10 seconds. Each impulse signal (IMP) will be penalized as follows:

- Up to 20 km / h: IMP x 1 minute
- between 21 and 40 km / h: IMP x 2 minutes
- more than 40 km / h: IMP x 6 minutes

The second speeding violation will be when exceeding the speed limit once or several times in another speed control zone. The speed violation number (NSI) will be added during the event.

From the second offense and for all subsequent offenses, each impulse signal (IMP) will be penalized as follows form:

- Up to 20 km / h: IMP x 1 minute x NSI
- between 21 and 40 km / h: IMP x 2 minutes x NSI
- more than 40 km / h: IMP x 6 minutes x NSI

11. SERVICE PARK

11.1 - The Assistance Zone/Paddock will be located in the Parque de Feiras in Reguengos de Monsaraz, in an area duly identified and delimited for this purpose and in it the rules indicated in article 13 of the RNTT 2023 must be observed and complied with.

11.2 - In this area, only vehicles duly identified by the Organization with the plates provided indicating “ASSISTANCE / SERVICE” are authorized.



11.3 – The Service Zone/Paddock has a Refueling Zone (Refuel) installed.

It is expressly forbidden to refuel within the Assistance Park/Paddock without being in the previously mentioned and marked area, as per the attached image.

11.4 – Before the CH and after the STOP of the Selective Sectors, a Refueling Zone (Refuel) is installed.



11.5 – In the Selective Sections, two (2) Assistance Zones located at km (to be indicated in addition) of the SS will be installed, in which all the rules relating to the supply of vehicles indicated in article 13 of the RNTT 2023 must be complied with. The maximum distance between refuel zones are 85 kms.

11.6 - During fueling operations, the engine must be stopped, and the use of an approved Environmental Mat is mandatory (as per article 6.1 of the FIM environmental code). If you don't use the Environmental Mat, you will be penalized for 1 minute. It is mandatory to monitor an extinguisher during the supply operation. It is forbidden to refuel with the engine running, as well as the use of additional tanks. Failure to comply with this rule entails a 30-minute penalty, in case of repeated disqualification.

11.7 – Two (2) plates will be distributed per competition vehicle and authorized access for four (4) mechanics and one (1) team manager. You will only have access to the Service Park, in addition to the driver and navigator, the holders of the armband delivered during administrative checks (4 mechanics and 1 team leader). Access to the Service Park is controlled through security at its entrances and exits.



12. ENTRIES

12.1 – To participate in the race, interested riders must send their application to the race secretariat, together with the amount of the application fee. The registration form must contain at least the following elements:

- Name and surname, address, sports license number, driving license number;
- Contact email for receiving all official information during the race;
- Vehicle characteristics (make, model, engine capacity, registration number);
- Name that must appear on the Document proving the payment of the Registration of the Event;

12.2 – For riders who intend to participate in the **Veterans** category (pilots over 45 years old), it is **mandatory to mention it on the registration form.**



12.3 – Until the time of verification, the driver may freely replace the registered vehicle with another.

12.4 – If during the technical verification the specification of the registered vehicle does not correspond to the specification of the motorcycle to be verified, it may be changed by the organization to another class.

12.5 - The registration fee for each motorcycle (including rider registration, liability insurance, CUTTING/SHORTCUTS MONITORING SYSTEM and two assistance plates and GPS) is fixed at:

CHAMPIONSHIP	FEE
<u>EUROPEAN BAJA CHAMPIONSHIP Moto/Quad</u>	650,00 €
<u>EUROPEAN BAJA CHAMPIONSHIP SSV</u>	800,00 €

12.6 - The mandatory advertising of the organization BAJA TT SHARISH GIN is mandatory for all pilots and cannot be negotiated. (see appendix II, III and IV)

12.7 - All payments will be made:

- **By bank check payable to the Secção de Motorismo da Sociedade Artística Reguenguense**

- **By Sepa Transfer to:**

- **IBAN – PT50 0033 0000 4545 4511 0800 5**
- **Bank - Millennium BCP**
- **BIC / SWIFT – BCOMPTPL**

12.8 - Registration will not be validated until payment is made.

12.9 - Enrollments will be fully refunded to riders whose registration has been refused, and to all riders who are regularly registered, in case the competition does not take place.

12.10 - The allocation of riders numbers will be in accordance with Articles 9 and 10 of the R.N.T.T. 2023.



13.INSURANCE

13.1 - According the Regulations of FIM Bajas World Cup and FIM-Europe Baja European Championship Rules.

13.2 - Assistance vehicles, even with Baja ID, may under no circumstances be considered as event participant. Under these conditions, they will not be covered by the event insurance and will circulate under the full responsibility of its owner.

13.3 - Riders must own a personal accident insurance.

13.4 - **SECÇÃO MOTORISMO DA SOCIEDADE ARTISTICA REGUENGUENSE AS WELL AS THE ORGANIZATION COMMITTEE OF THE EVENT, DISCLAIM ALL LIABILITY FOR ALL ACCIDENTS THAT MAY HAPPEN DURING THE EVENT.**

13.5 - It is mandatory to place the sticker with the **Organization's SOS number in a visible place.**

14.SAFE OVERTAKING (SSV)

According to Art. 12.6 of the RNTT 2023

14.1 - When the vehicle approaches another vehicle at an average distance of 200m, the rider must request for the control equipment, the request for overtaking. When the vehicle in front receives the pass signal, you are obliged to give the ticket to the vehicle that precedes it.

14.2 - When the vehicle's control equipment receives the signal to give passage, and the riders does not yield the ticket to the vehicle that precedes it, the Jury and after analysing the elements provided by the management team of the control equipment, may decide and penalize the offending rider. The penalties to be awarded by the Jury of the Event are cumulative, as follows:



- 1st Infraction – 2 minutes,
- 2nd Infraction – 5 minutes
- 3rd Infraction and next – To be assigned by the Race Jury.

15. ADVERTISING (see APENDIX II e III e IV)

15.1 - Reserved spaces for organizers for mandatory and non-negotiable collective advertising are:

- ✓ 3 Plates de 18 x 22 cm with competition numbers;
- ✓ 2 Dorsals (delivered by the organization, only for Moto and Quad Competitors);
- ✓ 1 Plates de 6 x 8 cm with SOS information.

15.2 - Mandatory advertising is: **SHARISH GIN; ESC ONLINE, TANQUELUZ, DEKRA, TRANSGRUA, UNIQUE, ALFAIATE E SANTOS LDA, PNEUS E COMPANHIA e ALOENDRO.**

16. BRIEFING

Briefing with the Clerk of Course, with mandatory presence of all participating pilots (and navigators), at Parque de Feiras e Exposições de Reguengos de Monsaraz.

17. CHECKS

We remind that the veracity of the information provided by the rider is solely your responsibility. If the use of false documentation or incorrect information is found, the rider concerned will be immediately excluded from the race, other sanctions may be applied by the FIM Europe.

17.1 – Administrative and Technical scrutineering Checks will take place at the Parque de Exposições e Feiras em Reguengos de Monsaraz.

17.2 - At the time of administrative checks (collection of materials) it will only be mandatory to present the identification document.



The document verification procedure will be exclusively done electronically / not in person.

After registration, the documentation must be sent in pdf format to the email entries.bajareguengos@gmail.com and received by the organization until September 18, 2023. An email will be sent to the sender confirming and validating the respective reception of all the documents.

The documentation to be sent will be:

- Application Form;
- Sporting Licenses;
- ID Cards;
- Driving License;
- Documentation of authorization from the vehicle owner (in case it is not the vehicle owner)
- Documentation of the vehicle;
- Insurance Green Card.

A single email (with all documents) must be sent to the above mentioned email with the following Subject:

Baja TT SHARISH GIN 2023 – Registration Rider XX (identify the name of the Competitor/Rider).

17.3 - The procedure for Administrative and Technical scrutineering Checks will be in accordance with art. 24 of the RNTT 2023.

17.3.1 - Technical scrutineering for BIKE and QUAD includes:

- Advertising Placing;
- Number plates;
- Front lights and stop with fixed and final installation (must be nourished always by na alternator powered by motorcycle engine);
- Plate number;
- Frame number (must match the registration);
- Protective Spong on the handlebar;



- Helmet.

17.3.2 - Technical scrutineering for SSV includes:

- Placing of advertising;
- Number plates (should be placed in a "quad type flag" which should be fixed at the highest point of the vehicle structure or on the back);
- Front lights and stop with fixed and final installation;
- Battery switch operation;
- Fitting of safety-belts;
- Placement of the lateral protection nets;
- Plate number;
- Frame number (must match the registration);
- Fire extinguishers;
- Helmet, Hans and Fireproof Clothing

In either case, noise control may occur.

The helmet or helmets. which must be of the FIM approved type. All helmets must be intact and must have no changes to their construction. After a collision, the helmet must be presented to the Technician for examination.

17.4 - After the Technical scrutineering operations, the motorcycles, quads and ssv's will be placed in Parc Fermé between 11:00 and 14:00.

17.5 - Any delay in the presentation at the Parc Fermé after the Technical scrutineering will imply the following penalties:

- From 01 to 15 minutes: fine of €25
- From 16 to 30 minutes: fine of €50
- More of 30 minutes: refused start

18.SAFETY

The sticker with the S.O.S Phone number must be placed in a clearly visible place.



NÚMERO DE EMERGÊNCIA

*Em caso de emergência por favor contacte os organizadores
através do seguinte número:*

926048083

18.1 - WITHDRAWAL - DISCLASSIFICATION

In case of withdrawal the rider must notify the Organization by any means and as soon as possible.

A rider who has been disqualified or who has withdrawn, **MUST DROP THE RACE AND REMOVE THE COMPETITION NUMBERS FROM THE VEHICLE.**

18.2 – COURSE OPENING

After the passage of all Competitors, the Organization's vehicles will open the track and provide transport for drivers whose vehicles are damaged. Drivers who refuse to take a seat in the broom car will assume full responsibility for any consequences of such an attitude.

Under no circumstances will the Organization be responsible for repairing or towing the participants' damaged vehicles.

19. PRIZES

All riders receive a Participation Award in the race, which will be given at the Administrative Checks.

19.1 – General Classifications

GERAL MOTO/ QUADS / SSV	
1º Classificado	Troféu
2º Classificado	Troféu
3º Classificado	Troféu



4° Classificado	Troféu
5° Classificado	Troféu

19.2 – European Baja Championship

MOTO/ QUADS / SSV	
1°	Troféu
2°	Troféu
3°	Troféu

Women	
1° Classificado	Troféu
2°	Troféu
3°	Troféu

20. PRIZE GIVING CEREMONY

The delivery of prizes will take place according to the Program.

Riders who do not present themselves for the prize distribution will forfeit the right to the prizes without the classification or prize attribution being modified.

The Ceremony will be held outdoors and all those present must respect social distance. If it is not possible to do it outdoors, the prizes will be collected at the Secretariat.

21. PARC FERMÉ

According to article 23 of the RCNTTO 2023.

21.1 - Access to the Parc Fermé is strictly prohibited to all people with the exception of members of the jury, technical commissioners, race director, environmental delegate, those responsible for it and the drivers. The latter may only have access to place and remove their vehicles. This operation must be carried out without delay, and the pilot must leave the parc fermé as soon as possible.

21.2 - The pilot is prohibited in the parc fermé, under penalty of disqualification:

- Move your Moto/Quad/SSV except to put it in and take it out of the parc fermé;
- Messing with another rider Moto/Quad/SSV;
- Smoke.



21.3 - Before the start of any stage, riders are allowed to enter the park 10 minutes before their departure time, to prepare the vehicle for the start.

21.4 - Vehicles placed in Parc Fermé are not required to have their own side stand, but must be on an approved Environmental Mat (suitable for the size of the vehicle) (according to article 6.1 of the FIM Code).

They must also remain outdoors without any type of cover.

21.5 - Once the race is finished, the vehicles can be removed from the Parc Fermé upon authorization of the Race Director. In order for the vehicle to be removed from the Parc Fermé, the pilot must go to the steward and, with the bracelet still on, obtain authorization to remove the vehicle. If you are a representative removing vehicles from the Parc Fermé, you must go to the Commissioner with the wristband and vehicle identification documents.

In exceptional situations, vehicles can be removed from the Parc Fermé, before the scheduled time, but they are subject to any claim, which implies immediate disqualification.

21.6 - The security of the Parc Fermé is only guaranteed until 18:00 hours on September 24, 2023.

22.ADDITIONS

The Organization may issue additions to this Supplementary Regulation, which will be communicated to the registered teams, in writing or on the official notice board.

23.MISSED CASES

All missing cases in this SR shall be decided by the Jury in accordance with:

- FIM Sporting Code
- FIM Europe Sporting Code
- FMP Sporting Code
- FMP Regulations to National All Terrain Rallis
- FIM Regulations to National All Terrain Rallis

24. COMPETITORS RELATION OFFICER

Competitors Relation Office



NELSON VASSALO

+351 912 350 422

Contact:

ATTENDANCE PLAN

Friday September 22, 2023	07:00/12:30	Administrative Checks at Parque de Feiras
	13:00	Next to Secretariat
	14:40	At the Start of the 1 st Moto rider of the Parc Fermé to the Super Special Stage
Saturday September 23, 2023	07:30	At the Start of the 1 st Moto rider from the Parc Fermé, to the 1 st Selective Section
	10:30	Arrival of the 1 st rider at the Service Park
	18:00	Next to Secretariat
Sunday September 24, 2023	07:30	Departure of the 1 st Moto Rider from the Parc Fermé to the 2 nd Stage
	10:00	Arrival of the 1 st Motor rider at the Service Park
	13:00	Next to Secretariat

25. APENDIX I – CONTROL SIGNS

TIPO DE CONTROLO	PLACAS AMARELAS Início de zona de controlo	PLACAS VERMELHAS Paragem obrigatória		PLACA BEGE Fim de zona
Controlo de Passagem sem Paragem	100 m →	100 m →		
Controlo de Passagem	100 m →	100 m →		
Controlo Horário	100 m →	100 m →		
CHC de Entrada e Saída de um Parque de Assistência	5 m →	5 m →		
CH e PARTIDA do SS	100 m →	50-200m →	100 m →	
		CONTROLO HORÁRIO	PARTIDA de PEC	
FINAL do SS	100 m → PLACA DE AVISO PRÉVIO	150-300m → TOMADA TEMPO LANÇADA	100 m → STOP	
ZONA de REABASTECIMENTO				
PONTO RÁDIO	100 m → AVISO PONTO RÁDIO			

25. APENDIX II – MOTO ADVERTISING SPOTS



3 plates  18x22 cms

2 dorsals  30x30 cms

26. APENDIX III – Quad ADVERTISING SPOTS



2 plates



18x22 cms

2 dorsals



30x30 cms

27. APENDIX IV – SSV ADVERTISING SPOTS



3 plates 18x22 cms



28. APENDIX V – Roadbook Lexicon

FIM CROSS COUNTRY RALLY ROAD BOOK LEXICON

TRACKS		CONTROL		SYMBOLS		SYMBOLS		ABBREVIATIONS	
	TARMAC ROAD		DEPARTURE SELECTIVE SECTION		FENCE		PETROL STATION	L	LEFT
	TRACK		ARRIVAL SELECTIVE SECTION		BARBED WIRE FENCE		MONUMENT	R	RIGHT
	OFF PISTE OFF TRACK		PASSAGE CONTROL		RAILROAD		ANIMALS INDIVIDUAL	L/R	LEFT AND RIGHT
	LESS VISIBLE OLD TRACK		START NEUTRALISATION		HOLE		ANIMALS	R/L	RIGHT AND LEFT
P	PISTE TRACK		START NEUTRALISATION + SPEED LIMIT		HOLE COLLAPS		CAIRN	onL	ON THE LEFT ON THE RIGHT
MP	MAIN PISTE MAIN TRACK		FINISH NEUTRALISATION		BUMPY		ROCKS INDIVIDUAL	onR	ON THE RIGHT ON THE LEFT
RO	ROAD		NEUTRALISATION WAITING FOR RESTART		TWISTY		MOUNTAIN INDIVIDUAL	kpL	KEEP TO THE LEFT
P//	PARALLEL TRACKS		NEUTRALISATION STOP FOR RESTART		SUMMIT		TREE INDIVIDUAL	kpR	KEEP TO THE RIGHT
OP	OFF PISTE		REFUELING POINT		RUTS		CAMEL GRASS	kpS	KEEP STRAIGHT
	OFF PISTE FORBIDDEN		SERVICE AREA		LATERAL INCLINATION		VEGETATION	±V	MORE / LESS VISIBLE
FMP	FOLLOW MAIN PISTE		MEDIA ZONE		POST		VEGETATION GRASS	+V	MORE VISIBLE
FRO	FOLLOW ROAD	ON TRACK			ELECTRIC POLE		CONE	-V	LESS VISIBLE
ST	SAND TRACK		NARROW		ELECTRIC LINE		SMALL WADI	N	NEXT
GT	GRADED TRACK		BUMP		HIGH VOLTAGE TOWER		LARGE WADI	AT	AT
SAFETY			DIP HOLE		ANTENNA MAST		SANDY WADI	IN	INTO
	DANGER 1		COMPRESSION		WELL		RIVER	B ^G	BIG
	DANGER 2		DITCH		WATER TANK		WATER SEA, LAKE	S ^M	SMALL
	DANGER 3		ABOVE BRIDGE		BARREL		PLAIN	A ^W	ALWAYS
	DANGER FOR ALL SYMBOLS		UNDER BRIDGE		KILOMETER MARKER		RESTRICTED AREA	SR ^X	STONY/ROCKY TRACK
	START SPEED LIMIT		UP HILL		TYRE		DISTANCE IN METER	SR	STONE/ROCK ON TRACK
	FINISH SPEED LIMIT		DOWN HILL		SIGN POST INDIVIDUAL		DISTANCE FROM TRACK	Q ^T	QUIT LEAVE
	STOP		TOWARDS		HOUSE	DUNES / SAND		Q ^T MP	QUIT / LEAVE MAIN TRACK
	SLOW DOWN		STEP UP		BUILDINGS INDIVIDUAL		SMALL DUNE	M ^X	MANY
WAYPOINTS			STEP DOWN		CHURCH MOSQUE		BROKEN DUNE	IMP	IMPERATIVE
	WAYPOINT MASKED		RIGHT OVER CREST		RUINS INDIVIDUAL		SAND SPIT	CLP	COLLAPSED
	WAYPOINT ECLIPSE		LEFT OVER CREST		FORT		BIG BOWL IN DUNES	BAD	BAD
	WAYPOINT VISIBLE		RIDGE		CEMETERY		DUNETTES SMALL DUNES	RGH	ROUGH
	WAYPOINT NAVIGATION		GATE BARRIER		VILLAGE		BROKEN DUNE	GAR	GET AROUND
	WAYPOINT SAFETY		GATE BARRIER		BIVOUAC		SAND PLAIN	NR	NARROW
DIRECTION			CATTLE GATE BARRIER		TUNNEL		DUNES	GV	GRAVEL
180	BEARING (CAP)		WATER CROSSING		PIPELINE		DUNE	+	AND
180A	BEARING AVERAGE		CONCRETE		WALL		DUNES	BTW	BETWEEN
180c	BEARING CALCULATED		CONCRETE IN WATER		STONE WALL		DUNE	RJ	REJOIN
							DUNES	FA	FOLLOW ALONG
							SAND	VAL	VALLEY

29. APENDIX VI – Passage Control Map and Itinerary

TIME CHECK MAP / ITINERARY MOTO | QUAD | SSV

1 Stage – 1 Section – Super Special Stage || 6ª feira, 22 de setembro 2023 / Friday, september 22, 2023

CH	LOCALIZAÇÃO / LOCATION	SS Km	Ligação / Liaison Km	Total Km	Tempo / Target Time	Tempo Máximo / Max Time	Média / Avg Km/h	1ª Bike
1.01	Saída Parque Fechado/ Start Parc ferme (Mourão)							14:05
1.02	TC SS1 Mourão		5,30	5,30	00:20		15,9	14:25
DP	PRÓLOGO START		0,05	5,35	00:05			14:30
AP	PRÓLOGO STOP / CH	6,20	0,07	11,62		00:15		14:35
	ASSISTÊNCIA / SERVICE - Reguengos		24,04	35,66				
1.03	Parque Fechado IN - PFE Reguengos*		0,85	36,51	01:30		24,3	16:05
1.04	Parque Fechado OUT - PFE Reguengos* Cerimónia de Partida							20:30
1.05	Parque Fechado IN - PFE Reguengos*		5,00	5,00	01:00			21:30
	PRÓLOGO: Totais	6,20	30,31	36,51				
	PRÓLOGO: %	17%	83%	100%				

*: autorizado entrada por avanço/check-in advance is authorized

Nascer do Sol/Sun Rise: 07:18 Por do Sol/Sunset: 19:26

Saturday – September 24 – 1 Stage – 2 Section – SS 1 || sábado, 23 de setembro 2023 / Saturday, september 23, 2023

CH	LOCALIZAÇÃO / LOCATION	SS Km	Ligação / Liaison Km	Total Km	Tempo / Target	Tempo Máximo / Max Time	Média / Avg Km/h	1ª Bike
2.01	Saída Parque Fechado/Start Parc ferme (Reguengos)							06:40
2.02	CH SS1		26,29	26,29	00:45		35,1	07:25
DSS1	SS1 START - Mourão	210,00	0,05	26,34	00:05	02:50		07:30
ASS1	SS1 STOP / CH - Redondo		0,10	236,44				10:15
	ASSISTÊNCIA / SERVICE - Reguengos		31,50	267,94				
2.03	Parque Fechado IN - PFE Reguengos*		0,85	268,79	03:30			13:45
	1ª ETAPA: Totais	210,00	58,79	268,79				
	1ª ETAPA: %	78%	22%	100%				

*: autorizado entrada por avanço/check-in advance is authorized

Nascer do Sol/Sun Rise: 07:19 Por do Sol/Sunset: 19:25

TIME CHECK MAP / ITINERARY MOTO | QUAD | SSV

2 Stage – 3 Section – SS 2 || domingo, 24 de setembro 2023 / Sunday, september 24, 2023

CH	LOCALIZAÇÃO / LOCATION	SS Km	Ligação / Liaison Km	Total Km	Tempo / Target	Tempo Máximo / Max Time	Média / Avg Km/h	1ª Bike
3.01	Saída Parque Fechado/Start Parc ferme (Reguengos)							06:40
3.02	CH SS2		16,30	16,30	00:45		21,7	07:25
DSS2	SS2 START - Monsaraz	160,00	0,05	16,35	00:05	02:50		07:30
ASS2	S2 STOP / CH - Redondo		0,10	176,45				09:30
3.03	Parque Fechado IN - PFE Reguengos*		31,50	207,95	00:45		42,1	10:15
	2ª ETAPA: Totais	160,00	47,95	207,95				
	2ª ETAPA: %	77%	23%	100%				

*: autorizado entrada por avanço/check-in advance is authorized

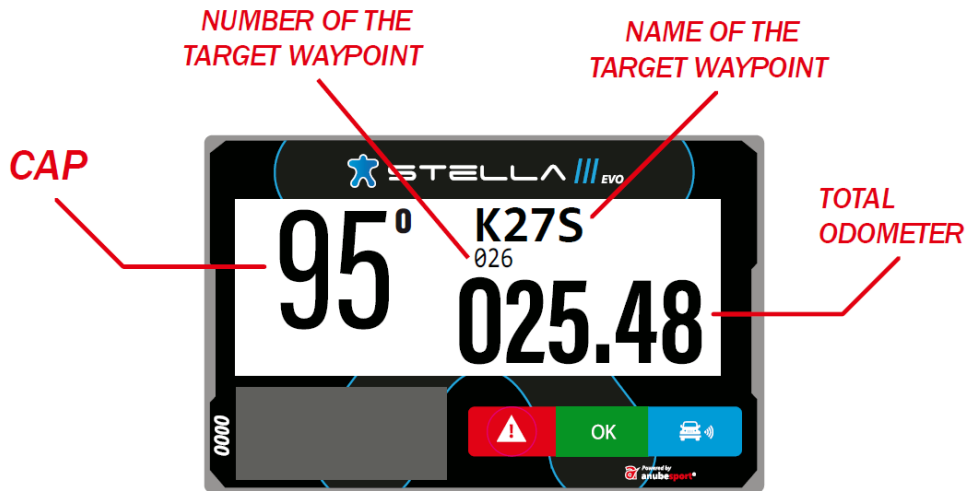
Nascer do Sol/Sun Rise: 07:20 Por do Sol/Sunset: 19:23

Nota : As horas indicadas a verde são "horas previstas".

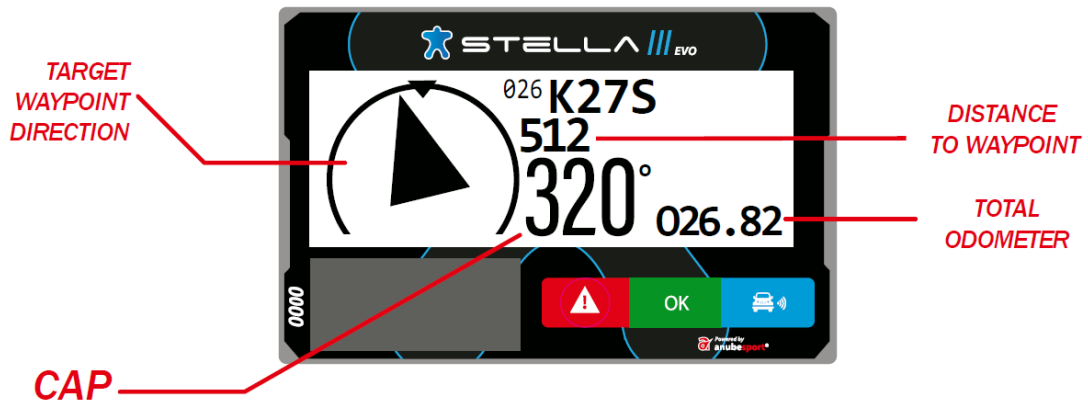
30. APENDIX VII – GPS/GSM System

STELLA (SSV E QUAD)

MAIN SCREEN

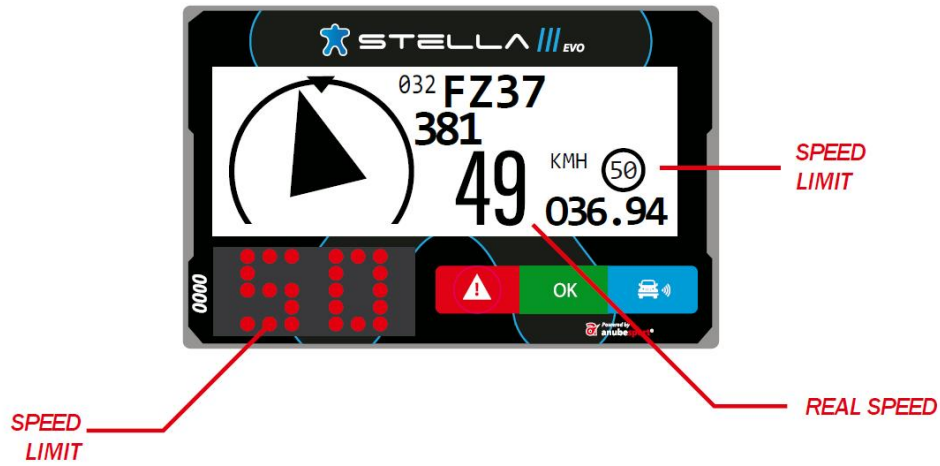


WAYPOINT PROXIMITY

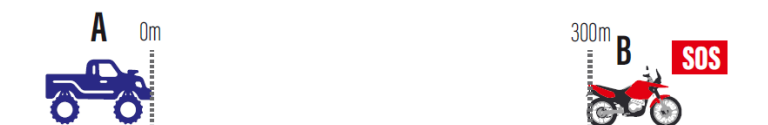
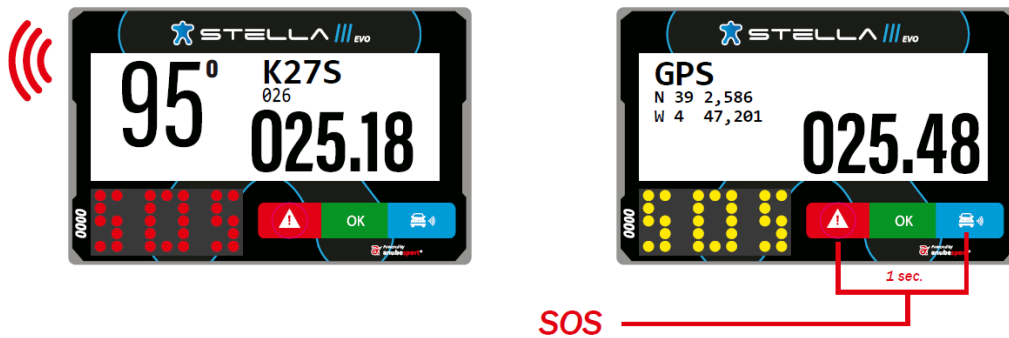




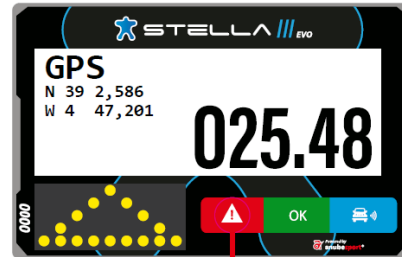
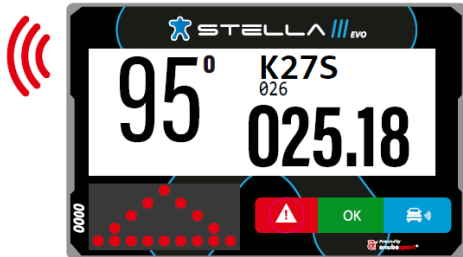
SPEED ZONE



REQUEST MEDICAL ATTENTION IMMEDIATELY



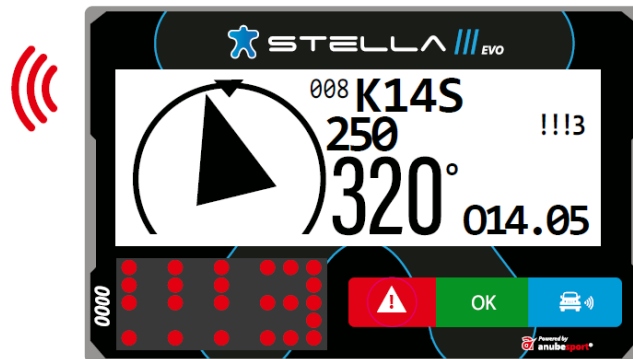
CAUTION VEHICLE STATIONARY



3 sec.
BREAKDOWN

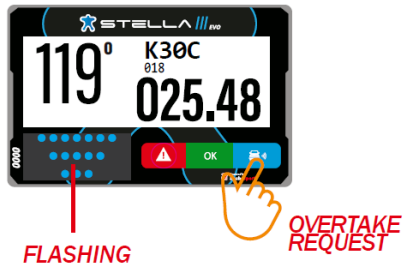


DANGER 3 !!!

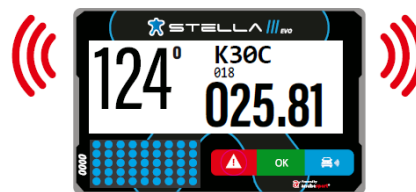
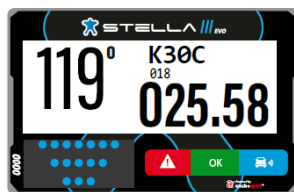


Notification 300m before an area marked in the roadbook as "Danger 3"

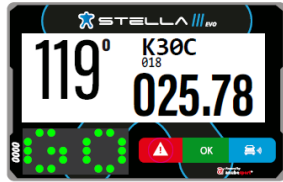
OVERTAKING / BLUE FLAG



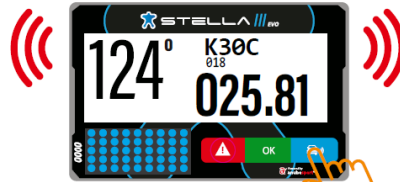
OVERTAKING / BLUE FLAG



OVERTAKING / BLUE FLAG

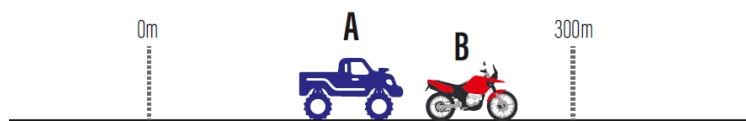


FREE TO OVERTAKE

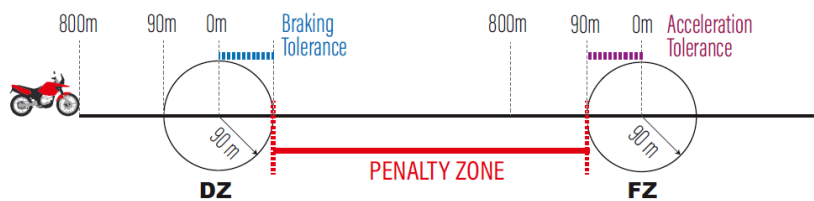
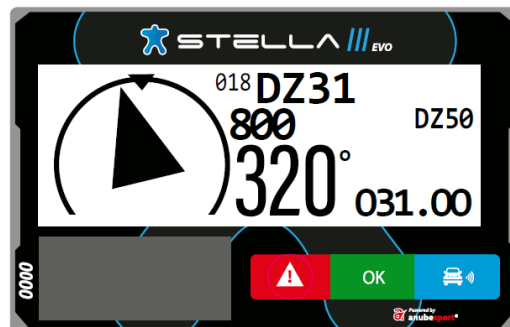


STEADY

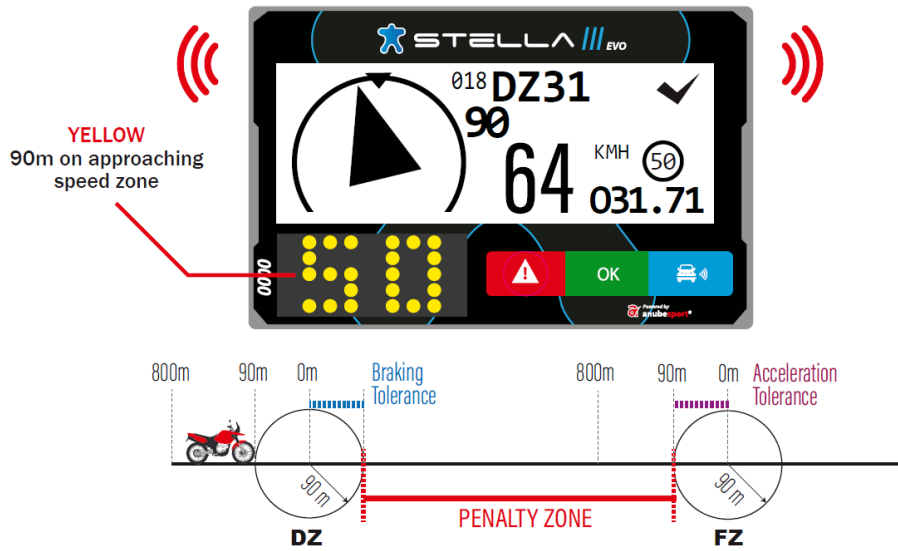
PRESS THE BLUE BUTTON TO CONFIRM



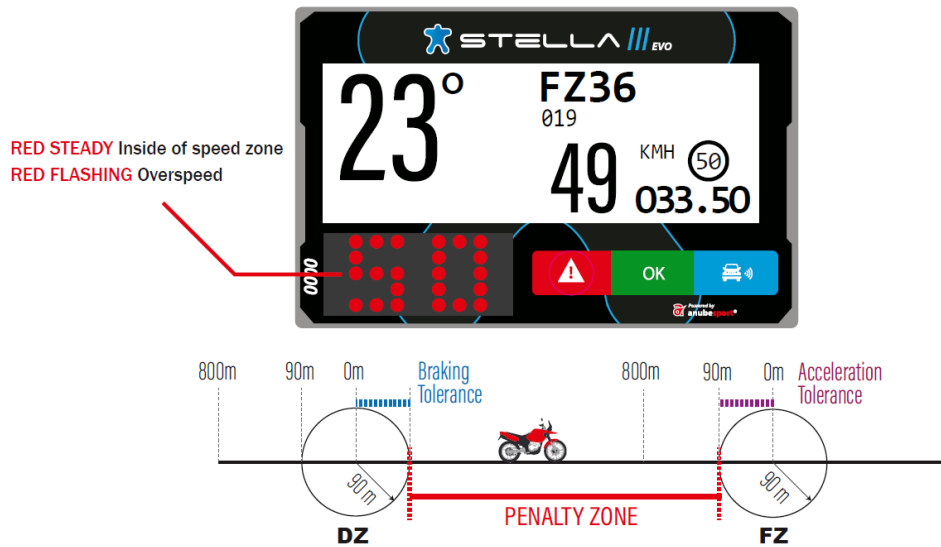
SPEED LIMIT



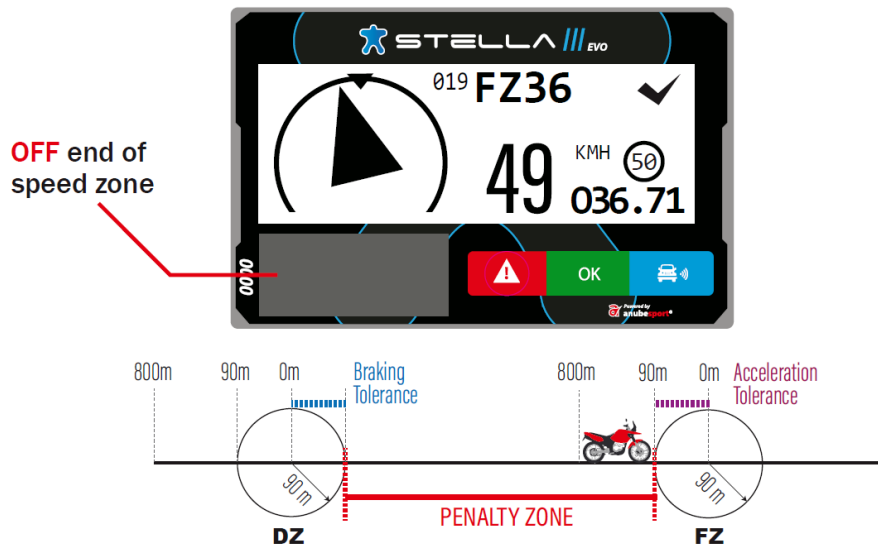
SPEED LIMIT



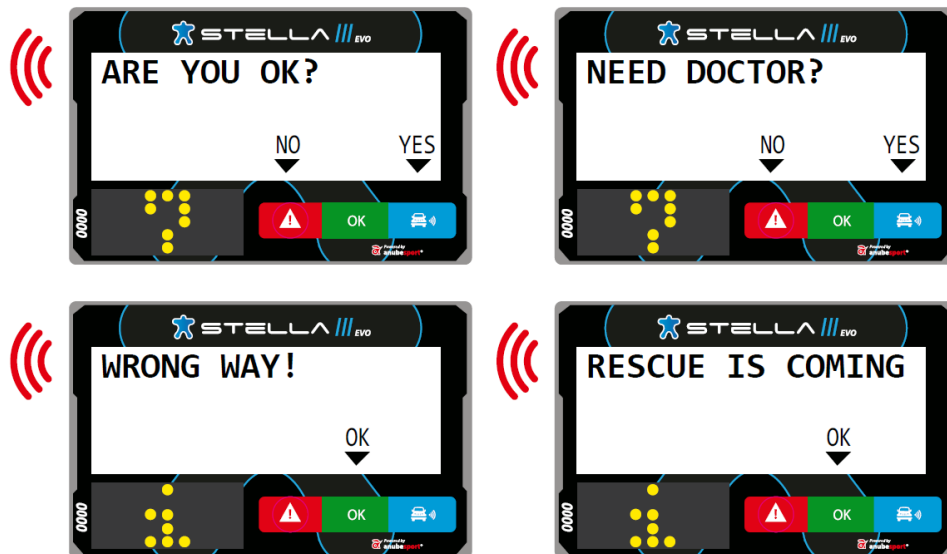
SPEED LIMIT



SPEED LIMIT



MESSAGES



SPICA (MOTO)

This equipment must be installed on the vehicle handlebars or any other location visible to the rider. This installation is the responsibility of the pilot. There is no kind of mandatory fixation.

1. DANGER ZONE

When approaching a danger zone on the route at a distance of 200 m, SPICA will send an alert on its LED display with "!!!", 3 flashing red symbols, followed by an alert sound or beep.

2. CONTROLO DE VELOCIDADE

When vehicles approach a speed control zone, SPICA will display the maximum authorized speed on the LED display, flashing yellow. This warning system will be activated 100 m before approaching the controlled speed zone.

Upon entering the speed controlled zone, the maximum authorized speed will change from flashing yellow to steady red color on your LED display.

If you exceed the allowed speed limit in that zone, the red number flashes. Once you leave this speed-controlled zone, the number will disappear from your monitor.

SPICA generates speed limit violation reports, these reports are immediately sent to the Clerk of the Course, who will apply the corresponding penalties.

