



**ABU DHABI BAJA CHALLENGE**

**SPORTING & TECHNICAL**

**REGULATIONS**

**2024-2024**

**FINAL**

**PUBLISHED ON 06/10/2024**

## Table Of Contents

1) Overview .....	3
2) EVENT DURATION .....	3
3) START PROCEDURE .....	4
4) Entries / Eligibility: .....	5
5) Penalties .....	5
6) VEHICLE Categories Classes & Awards .....	6
7) Results .....	8
8) Team Award .....	10
9) Navigation and Route Conformity.....	11
10) Tracking and Timing .....	12
11) Pit Lane.....	12
12) Competition Numbers and Advertising.....	13
13) Emergency Phone - Retirement / Breakdown .....	14
14) Fuel.....	14
15) Safety Equipment.....	14
16) Scrutineering .....	15
17) TECHNICAL REGULATIONS .....	16
17.1) SXS Pro-Am.....	16
17.2) SXS Pro .....	16
17.3) Vehicle Safety Equipment: .....	17
17.4) MOTO & Quad.....	18
18) Environment.....	19
19) Protests and Appeals.....	19
20) Injured Competitors .....	19
21) Vehicle Recovery .....	19
22) Senior Officials .....	20
23) On-board camera & image rights.....	20

## 1) OVERVIEW

The Emirates Motorsports Organization (EMSO) will organise a series of desert/cross country rallies which will be titled the **Abu Dhabi Baja Challenge (ADBC)**. Four rounds will be held over the course of the 2024-2025 season. This will start in October 2024 and end in April of 2025. The Championship will consist of 4 rounds as dated below:

- Rd 1: October 12, 2024
- Rd 2: November 3, 2024
- Rd 3: January 11, 2025
- Rd 4: April 12, 2025

The rallies will be run over desert terrain and will consist of a set number of laps over a marked course. The series will accommodate Auto, SXS, Motorcycles, Adventure Bikes, and Quads which comply, as appropriate, with the FIA, FIM or EMSO National Technical and Safety Regulations.

These events will be sanctioned by the Emirates Motorsport Organization as a national event conducted in accordance with the EMSO National Sporting Code and incorporating the FIA International Sporting Code.

The Emirates Motorsports Organization is the National Sporting Authority (ASN) and sole representative of the FIA and FIM for the UAE.

At the end of the season, two Overall titles will be awarded: Moto/Quad Overall and Auto/SXS Overall.

## 2) EVENT DURATION

2.1: The track will be physically marked with sporadic route markers. The lap distance will be approximately 25kms(moto/quad) and 20km(auto/SXS). Major direction changes will be defined by Passage Controls, where the competitor's passage is mandatory and will be recorded.

2.2: The lap distance and the duration of the race will be announced before each race. Unless otherwise stated, the race duration shall be understood to be approximately 2 hours. The Clerk of the Course, after consultation with the Timekeeper, Steward and Route Director will determine when to show the "Last Lap" board to the pack of leading competitors in order to give the chequered flag/ finish the race as close to the 2 hour target as can be established.

2.3: A competitor who is in the pitlane is permitted to leave the pits and take the finish as long as they took the start.

2.4: A last Lap board will be displayed to the first competitor (Moto or Auto) to mark the start of the last lap. The Board will be kept displayed until all following competitors have received it.

2.5 Adventure Moto class will have a set number of laps to complete at each round. They must complete two laps to be deemed a finisher and have their results published on the final results.

### 3) START PROCEDURE

3.1: The list of individual start times of each competitor will be published on the morning of the event on the official Notice Board. Start times are determined based on estimated skill level and speed, past performance, and series standing, at the discretion of the Clerk of the Course.

3.2: All Moto/Quads will be grouped by their respective class, irrespective of their place in the overall championship standings. The order will be 450, then Over 450 class, then Marathon class, then Veterans, and finally the Quad class. This groups will start in waves of no more than 8 vehicles each.

3.3: All AUTO/SXS will be grouped by their respective classes, irrespective of their place in the overall championship. They will be released in the following order: SXS Stock, SXS Pro, T1, T3, T4 and finally T2. This group will start in waves of no more than 4 vehicles at a time.

3.4: The Clerk of the Course has the right to amend the starting order at his own discretion anytime.

3.5: Any vehicle which fails to take the start at their allotted start time will be reported to the Clerk of the Course who will determine if any further action or penalty is required.

3.6: The first wave of Moto/Quads will start followed by the first wave of Auto/SXS 1 minute later, with the next Moto/Quad wave 1 minute after that, and so on until all vehicles have started.

3.7: Each wave will consist of a maximum of 8 (eight) bike/quad and 4 (four) Auto/SXS.



EMSO

#### 4) ENTRIES / ELIGIBILITY:

4.1: Any competitor on the day of the event, holding a valid competition licence as listed below:

- Rally National
- Rally National Junior
- Motocross National
- Baja National
- Cross-Country National
- Adventure Moto – Restricted

4.2: Non-UAE residents or holders of a non-EMSO license must present, with their competition license, at Registration, a letter giving Starting Permission issued by their ASN/FMN and, by signing the Entry Form, confirm that they have valid Personal Accident Insurance, which covers Medical costs, Temporary and Permanent Disability and Repatriation to a level that they are prepared to accept as sufficient to cover the risk associated with entry in such an event. EMSO will not be liable for any insurance claims for any international competitors taking part in the competition.

4.3: Entries must be submitted as an E Mail attachment such that they are received by the organisers by 18:00 on the Tuesday preceding the event. Entries must be sent as an attachment to: [Abudhabibajachallenge@emso.ae](mailto:Abudhabibajachallenge@emso.ae).

The number of entries is limited to 100 MOTOs and 30 AUTOs or BUGGYs per round and the entries will be accepted in order of submission, based on the time and date of receipt of the submitted email.

4.4: A Tracker will be issued to those correctly entered. A deposit of AED 500 is required which will be refunded on return of the unit after the event.

4.5: The Entry fees shall be AED350 per round for motorcycles and quads and AED 750 per round for auto and SXS buggies.

4.7: All Teams wishing to enter the Abu Dhabi Baja Challenge must obtain an Entrants/Team Licence from the EMSO prior to an event. If an Entrant/Team does not hold the correct licence, it will not score points for the Teams Championship. Entrant/Team awards are awarded at the end of the season.

#### 5) PENALTIES

Penalties issued by the Clerk of the Course or Steward will be in line with (but not restricted to) the following scale:

Skipping a PC altogether	10 minutes
Missing a cone at a PC	3 minutes
Starting the race in the wrong wave	5 minutes
Failure to report retirement from the event	AED 500
Receiving outside assistance outside the pit area	Exclusion
Speeding in the pit lane	3 minutes
Failure to carry drinking water	Exclusion
Refuelling while engine is running	Exclusion
Refuelling while crew is in vehicle, or on bike/quad.	Exclusion
Refuelling without a fire extinguisher present	AED 1500
Pre-race reconnaissance	Exclusion
Riding against race direction, including pit lane	Exclusion
Misuse of emergency telephone number	AED 1,000
Environmental violations	AED 2,000

Failure to carry the Tracker or Transponder during the race	Exclusion
Late entry (Later than announced date)	25% increase in entry fee

All penalties are at the discretion of the Clerk of the Course and/or Steward.

## 6) VEHICLE CATEGORIES CLASSES & AWARDS

6.1: Prizes will be awarded across the following categories and classes: CATEGORIES

MOTO	
Class	Restrictions
450cc	Two Stroke Engines up to a maximum of 250cc, Four Stroke engines up to a maximum of 450cc. All riders must be age between 18 – 44 years.
Women	All riders must be age 18 years and above. All riders must be on a 450-class machine.
Junior	All riders must be age between 16 and 18 years old. All riders must be on a 450-class machine.
Veterans	All riders must be age 45 years and above. All riders must be on a 450-class machine.
Over 450cc	Any engine exceeding 250cc (Two Stroke) or 450cc (Four Stroke). All riders must be age 18 years and above.
Marathon	Riders are not permitted to make pitstops during the race. A pitstop will be determined as a retirement. All riders must be age 18 years and above.
Quad	No restrictions on quads, providing they comply with Scrutineering. All riders must be age 18 years and above.
Adventure Bikes	All riders must be age 18 years and above. All riders must be on a 650cc or larger class machine.

AUTO	
Class	Restrictions
T1	T1 vehicles must comply with the applicable FIA Appendix J, 285. All Vehicles must hold a valid FIA Technical Passport issued by an ASN.
T2	T2 vehicles must comply with the applicable FIA Appendix J, 284. All Vehicles must hold a valid FIA or EMSO Technical Passport issued by an ASN.
T3	T3 vehicles must comply with the applicable FIA Appendix J, 286. All Vehicles must hold a valid FIA Technical Passport issued by an ASN.

T4	T4 vehicles must comply with the applicable FIA Appendix J, 286A. All Vehicles must hold a valid FIA Technical Passport issued by an ASN.
SXS Pro-Am	Class for Side-by-Side type vehicles not conforming to any FIA Class Structure but deemed to be safe and fit for competition by the Chief Scrutineer, eg. Yamaha YZ1000r, Polaris RZRs etc. Vehicles must have a valid EMSO or ASN Technical Passport.  See Section
SXS Pro	Class for Side-by-Side type vehicles not conforming to any FIA Class Structure, but deemed to be safe and fit for competition by the Chief Scrutineer, eg. Can-Am, Polaris RZRs etc.  Any vehicles in this class fitted with either a factory or aftermarket forced induction system (turbo) will be allowed to compete and will be classified in a separate class – Turbo Class

6.2: In addition to the class awards, the 'Ladies Cup' trophies will also be awarded to the top three female competitors in the MOTO category, based on the overall rankings, and irrespective of individual class results.

6.3: Class awards will be awarded to 1st, 2nd, and 3rd in each class. Class awards will only be awarded in each class if a minimum 3 entries are received.

6.4: Adventure bikes category will not complete the full course, rather will only do 50% of the planned course i.e. 2 laps if the race is scheduled for 4 laps. In any case, the total number of laps for the class will be mentioned in the Supplementary Regulations of each round. In addition, this class will not be awarded with prize money during this season.

6.5: All competitors are requested to choose their racing number at the start of the season. The number does not change for the duration of the championship unless the competitors change their class.

6.5.1: If a competitor changes a class mid-season, they will score points in the new class under a new number, while keeping their standing in the previous class.

6.6: Overall awards will be awarded to the top 3 winners of each event for Moto/Quad Overall and Auto/SxS Overall.

6.7: All finishers of the event will receive a finishers medal.

6.8: A prize money will be awarded, after each round, to the top overall winners in each of the four categories: Moto, Quad, Auto, and Buggy following the below conditions:

6.8.1: Should the total entry per category be equal to or above 11, the top 10 overall winners of this category will be eligible for a prize money according to the below distribution:

Position	Prize
1st	AED10,000
2nd	AED7,000
3rd	AED5,000
4th	AED3,500
5th	AED3,000
6th	AED2,500
7th	AED2,000

8th	AED1,500
9th	AED1,000
10th	AED500

6.8.2: Should the total entry per category is between 6 and 10 competitors: the top 5 overall winners of this category will be eligible for a prize money according to the below distribution:

Position	Prize
1st	AED10,000
2nd	AED7,000
3rd	AED5,000
4th	AED3,500
5th	AED3,000

6.8.3: Should the total entry per category is between 2 and 5 competitors: the top 2 overall winners of this category will be eligible for a prize money according to the below distribution:

Position	Prize
1st	AED10,000
2nd	AED7,000

## 7) RESULTS.

7.1: The results will be based on the number of laps completed (adjusted for any penalty incurred) and the time elapsed.  
For example: -

#	Laps	Penalty	Time Taken	Adjusted Time	Position
2	5	0	3:10:15	3:10:15	1st
5	5	0	3:14:20	3:14:20	2nd
7	5	10 min.	3:12:12	3:22:12	4th
9	5	0	3:21:22	3:21:22	3rd

7.2: Championship points, in both the overall rankings and by class, will be awarded as follows: -

25, 22, 20, 18, 16, 15, 14, 13, 12 etc. All finishers that are classified outside of the top 20 will be awarded 1pt.

7.3: At the end of the season, if circumstances result that there is a tie-on point of the top 3 competitors overall or in class, the competitors will be separated by taking into account who had the better result in their 'dropped round', for example:



Position	Rider	Points					
		Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Overall
1	A	25	25	25	0	25	100
2	B	0	22	20	22	20	84
3	C	18	20	18	18	18	74
4	D	14	18	0	20	22	74

In this example, because competitors C and D are tied on 74 points at the end of the season, they must be separated using the result from their individual dropped rounds. Therefore, Competitor C will be awarded 3<sup>rd</sup> for the season, as he finished fourth in his dropped round (Rd 5), while Competitor D either failed to start or finish his dropped round (Rd 3).

7.4: In case of bad weather or a delayed start, the CoC shall at his or her discretion delay the start and shall reassess the situation every 15 mins. Competitors must remain ready to race at any time and shall remain available in the pitlane.

7.5: In case where a round is cancelled for any reason related to safety, it shall be considered as a dropped round in the championship and shall not be replaced, postponed, or rescheduled.

7.6: This season, competitors will classify based on their top 3 results during the season. i.e. 3 rounds out of 4 will be counted towards the championship classification. An automatic drop of the least scored round will be applied to all competitors at the end of the season.



## 8) TEAM AWARD

8.1: A team/Entrant competition will be held, at no additional cost to the competitors. Team Entries, stating the name/title of the team and the riders/drivers must be submitted to the secretariat ([Abudhabibajachallenge@emso.ae](mailto:Abudhabibajachallenge@emso.ae)) prior to the closing date of entries for the first round. No changes may be made to team members through the season. Competitors may only be registered for one team.

8.2: MOTO teams will consist of 3 to 5 riders each, with no more than two riders permitted to be from the same class. Team results for each round will be established based on the result of the best three performances of the team's members on a round-by-round basis.

If a Moto competitor should change class during the season, such a change would exclude his/her eligibility for team contribution, if the case is that there are already two riders in the class to which he/she changes.

Due to the lower number of teams that are anticipated, AUTO/SXS will be mixed and run as a single Team Championship. AUTO/SXS teams must contain either 2 or 3 vehicles, with no restrictions on how many from each class. Team results for each round will be established based on the result of the best two performances of the team's members on a round by round basis. In order to calculate the AUTO/SXS Team results after each round, a joint AUTO Overall and SXS Overall classification will be produced after each race, purely for this reason.

8.3: Points will be calculated following each championship round, using the following method:

- Based on the overall MOTO, AUTO/SXS points tables,
- The number of laps and total time taken for the three highest placed finishers in the MOTO, or two highest placed finishers in the AUTO/SXS classification, will be added together to create a team ranking. Points will then be awarded in the same structure as per Art 7.2. Eg.

Team	Rider 1 Laps	Rider 1 Time	Rider 2 Laps	Rider 2 Time	Rider 3 Laps	Rider 3 Time	Total Laps	Total Time	Team Position	Team Points
A	5	1:40.26	5	1:44.54	6	1:58.12	16	5:23.32	<u>2</u>	22
B	4	1:41.12	5	1:45.54	DNF	DNF	9	3:27.06	<u>4</u>	18
C	6	1:37.10	5	1:50.04	5	1:51.23	16	5:18.37	<u>1</u>	25
D	3	1:50.30	4	1:35.34	4	2:20.01	11	5:46.05	<u>3</u>	20

- The team with the highest score at the end of the season is determined to be the winner.

8.4: MOTO/QUAD teams must have a minimum of three riders start the race, while AUTO/SXS teams must have a minimum of two vehicles start the race, to be eligible to score championship points in that round.

8.5: Championship points tally will be calculated based on all rounds that teams were eligible to score points. i.e., Teams do not drop their lowest scoring round.

8.6: Team awards will only be awarded for the Championship i.e., not for individual rounds.

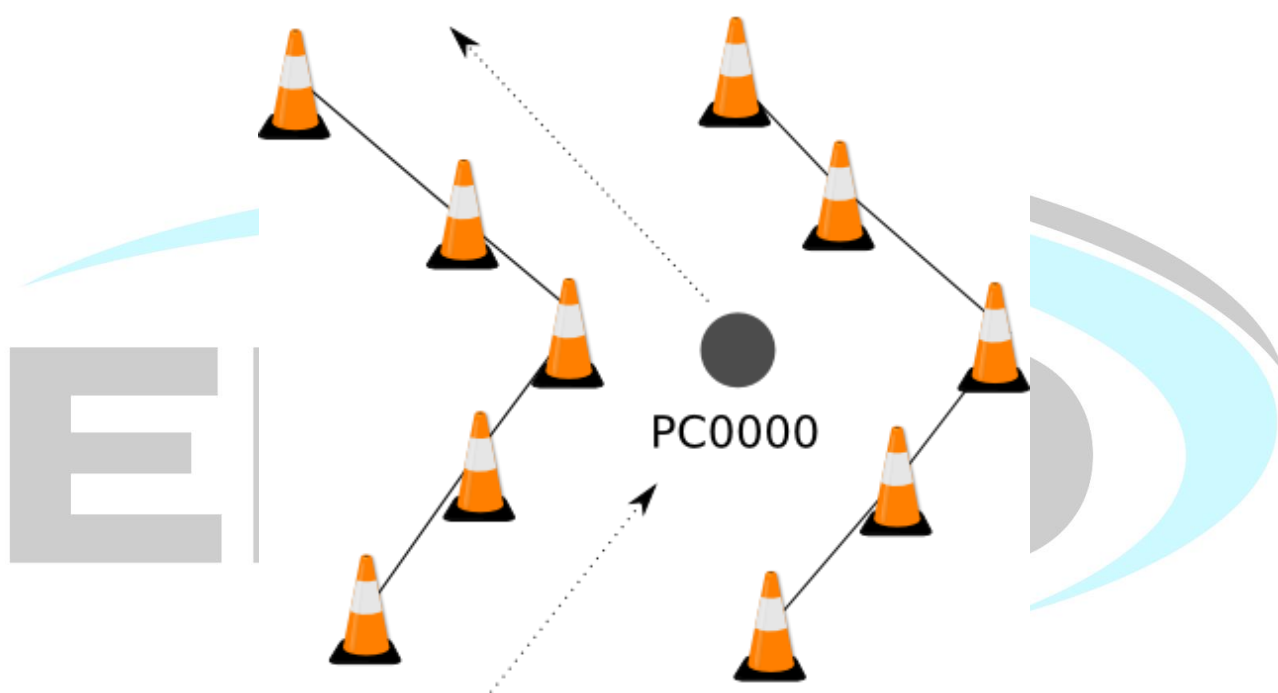
8.7: A minimum of 3 teams must be registered for AUTO/SXS or MOTO for each championship to be considered for an award.

## 9) NAVIGATION AND ROUTE CONFORMITY

9.1: Separate routes will be marked for MOTO/QUAD and AUTO/SXS, with each route merging back together to cross the Finish line and Transponder loop. Each route will be defined by markers placed at intervals along the route. The markers will be sporadically placed 'Confirmation' markers and 'CAUTION!' Markers, as determined by the route director. The details of each route and individual markers will be explained by the Route Director at the morning briefing.

9.2: Reconnaissance of the route beforehand is strictly forbidden and any competitor or member of a team caught on or near the route before the start will be reported to the Clerk of the Course.

9.3: Any major change of direction will be done through a passage control. At a passage control, a marshal will record the passing of the competitor. Overtaking is not permitted in the coned area of a passage control. It is the competitor's responsibility to ensure their competition numbers are visible to passage control marshals. The competitor must pass through the coned area in the correct direction to have deemed to have visited that control. The Passage Controls must be visited in the correct sequence. A passage control marshal is considered to be a Judge of Fact and their word is final.



## 10) TRACKING AND TIMING

10.1: A tracking unit and a timing transponder will be provided to all competitors at each race day. Loss of the tracking unit and/or the timing transponder will result in the forfeiture of the AED 500 deposit. All units must be returned to the organisers at the end of each race.

10.2: For MOTO/QUAD competitors, the unit will be carried in their camel pack, and for AUTO/SXS competitors, it will be mounted within the vehicles.

10.21: The mounting for AUTO/SXS Competitors will be mounted at a specified/appropriate location on the competing vehicle to the satisfaction of the Scrutineer/Technical Consultant.

10.3: Each tracking unit is fitted with an SOS button. If pressed, Race Control will immediately attempt to contact the competitor on their mobile phones. Misuse of the SOS will result in an exclusion from that event, and possible further punishment.

10.4: Passage controls will be considered as a 'Point of Interest' within the tracking system. This means that competitive vehicles must pass within a set distance of the PC for it to have been considered as visited. Failure to do so will result in the competitor being penalised. Should a competitor pass close enough to the PC for the tracking to have considered it as visited, but without going through each set of cones as instructed, this will be reported by the marshals and the competitor will be given a time penalty.

10.5: The route is marked based on the organisers GPS line. All competitors must remain within a 200m wide channel (100m either side of the marked route) at all times. Failure to do so will be considered a safety violation and the competitor will be penalised, at the Clerk of the Course's discretion.

## 11) PIT LANE

### 11.1: Service and Refuel Personnel

The minimum age of refuel and service personnel in the pit lane is 18 years of age. Each refuel area is limited to three (3) personnel at any point in time. The Vehicle engine should be OFF, riders must be off their bike or Driver/Co-driver out of the vehicle. At least 1 team member should be equipped with fire retardant clothing while refuelling is taking place. EMSO will provide fire retardant overall to teams who may need one. Requests can be made at administrative checks. As an additional safety measure, EMSO will provide fire marshals in the pitlane every round.

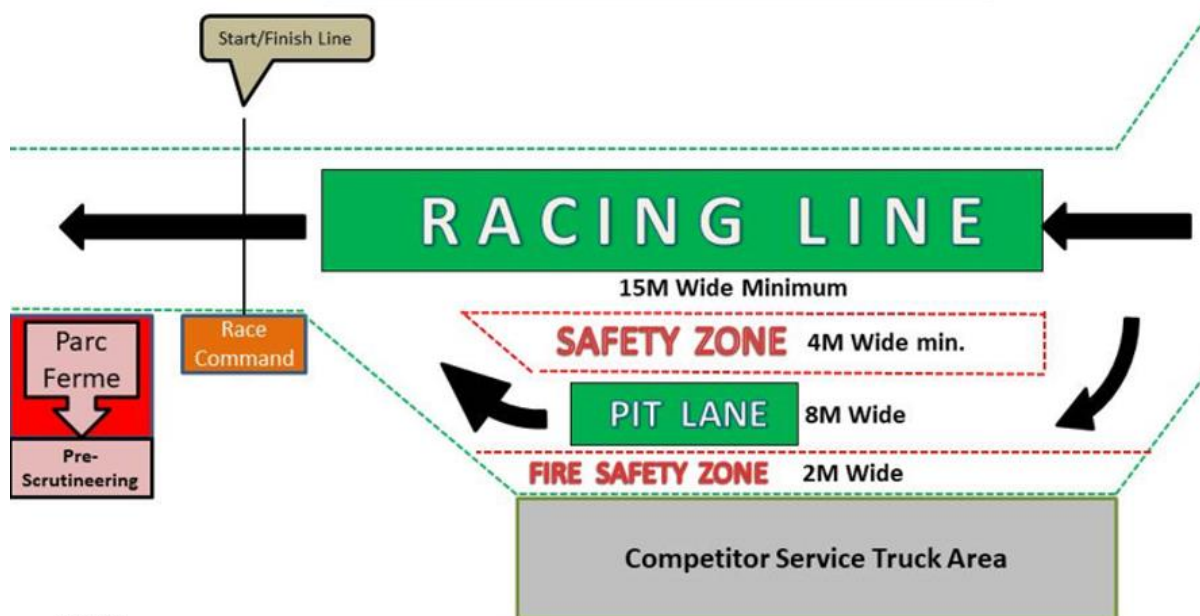
### 11.2: Service and Refuel Areas

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

Pit lane and start line area layout is shown below. This may be reversed depending on location and event format. Also, the Transponder loop may be before or after the pitlane but will never be between pit entry and pit exit.

While refuelling is taking place during the event, no other services shall take place on the vehicle at that time i.e.: repairs, tyre change, etc...

## Abu Dhabi Baja Challenge Layout Overview



### NOTES:

- No Loitering in Fire and Safety zones. Race team pit crew may cross Fire Safety Zone only when vehicle arrives for service.
- All race cars must enter and park in Parc Ferme after completing the race.

11.3: While in the Refuel/Pit Lane a vehicle will always be in first gear and not exceed 30kph. Aggression or overtaking in the service lane/refuel zone is not allowed. The Pitlane marshals are considered to be Judges of Fact and have been instructed to report any misdemeanours and their word is final.

11.4: Assistance may only be carried out within the designated area. At no time may assistance be received outside this area, other than from another competitor or an official. When re-fuelling in the pit area, a wet cloth should be placed around the filler neck to catch overflows and reduce risk and there must be a mat under the vehicle to protect the environment. The driver/rider should have turned off the engine and exited the vehicle/dismounted before re-fuelling commences.

## 12) COMPETITION NUMBERS AND ADVERTISING

12.1: All motorcycle numbers must be from #1 to #99, all quad numbers are from #100 to #199, and all AUTO numbers are from #200 to #299 and SXS from #300 to #399. Numbers 1, 101, 201 and 301 are reserved for last season's champions in the respective classes.

12.2: All competitors must use the stickers provided by the organisers, and failure to display correctly will invoke a penalty (10 mins) for each occurrence. Any advertising on these number roundels is compulsory and must not be removed or defaced.

12.3: All AUTO/SXS vehicles must display a minimum of two number plates, one on each side of the vehicle.

12.4: All MOTO/QUAD vehicles must display a minimum of three number plates, one on each side of the vehicle and a third on the front plate.

### 13) EMERGENCY PHONE - RETIREMENT / BREAKDOWN

13.1: All competitors must carry a fully charged mobile phone which is loaded with the organisers "Emergency Number" **050 875 4750**. The number of this mobile phone must be the same number as declared on the entry form.

If a competitor has an accident on the route, it is the duty of the next competitor to stop and assist as the situation demands. The organiser should be made aware of the situation immediately if physical injury is involved, by either using a phone OR if there is no phone service, by activating the SOS feature on the injured competitors tracking device. The next competitor should report to the next PC, stating the Competition number of the competitor concerned, the nature of any injury and a best estimate of the location and/or distance from the location to the PC.

The competitor is obliged to immediately report their retirement from the event to the organisers, but not by using the emergency number but rather. An organiser's number will be shown on the notice board and should be noted before the start. This number should be used for general communication with the organisers.

13.2: The use of two-way radios by competitors during the event is not permitted.

13.3: Assistance to recover a retired vehicle / bike may NOT be received from anyone, other than an official, until the race is completed, and the Sweep Team has passed. Penalty – future entries may be refused. Similarly, it is forbidden for any assistance team members to enter the rally route until the route is "opened" by the Sweep Team, or with the specific consent of the Clerk of the Course.

**Note:** While the organizers will make every effort to assist with the recovery of vehicles, ultimately, it is the competitor's responsibility to recover their vehicle.

### 14) FUEL

Fuel needs to be supplied by the competitor for each round. Team/Competitors can use the designated area in the paddock to refill their Jerry cans prior to the start of the competition. All fuel should be placed within the Fire Safety Zone, in front of each team's respective tent or garage.

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

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

If a competitor is given fuel outside the designated pitlane area by anyone, apart from another competitor taking it from their own race vehicle, they will be reported to the Clerk of the Course who will determine if action must be taken against them.

### 15) SAFETY EQUIPMENT

The following must be worn/carried at all times.

#### 15.1: AUTO and SXS

- FIA or SFI Approved Helmet still within homologation is mandatory, if helmet is an open face type and the vehicle has no complete windscreen, the competitor must also present Visor/Goggles.
- FIA or SFI approved balaclava, overalls, underwear, gloves and shoes is mandatory.
- 1.5 litres of water per crew member, must be carried aboard the vehicle, either in a camelback or a safely secured vessel.
- HANS/FHR device is mandatory and must be FIA or SFI approved.

## 15.2: MOTO and QUAD

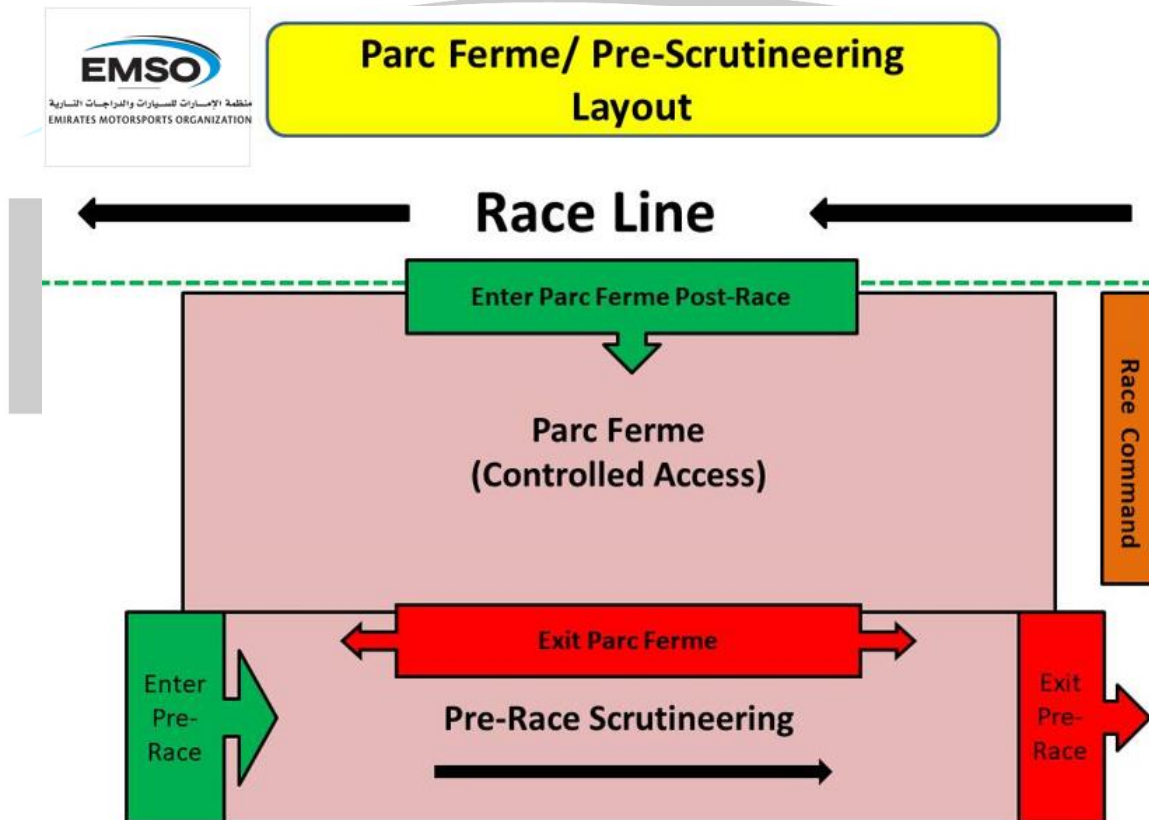
- FIM Homologated Helmet, Goggles, Gloves, Long sleeve shirt, MX boots, MX long race pants mandatory and in good condition.
- 1.5 litre camel back (3.0 litre for Marathon class), these must be full at the start.
- Leatt-Brace or Airbag Vest is recommended, but not mandatory.

## 16) SCRUTINEERING

16.1: Prior to Round 1, Scrutineering for all vehicles will be held on an evening leading up to the start of the Season. All riders/drivers should present themselves with their vehicle and clothing/racewear which is subject to the Scrutineer's approval.

16.2: For rounds 2 to 4, those who have passed scrutiny for Round 1 and have evidence of such are not required to undergo any further scrutineering. Those entering a round for the first time or wishing to change vehicle must present themselves for scrutineering before the start of the event at the area in front of the Parc Ferme and marked with a EMSO tent and Scrutineering Flag. Any specific time or additional procedure for doing so will be outlined in the supplementary regulations of that event.

16.3 The presentation of a race vehicle for scrutineering shall be deemed to be an explicit acknowledgment and statement of compliance that the vehicle meets the conditions of eligibility and safety as described in these regulations or any applicable FIA and or FIM regulations.





## 17) TECHNICAL REGULATIONS

### 17.1 General

All AUTO/SXS will be subject to scrutineering (inspection) prior to competition and shall present an appropriate technical passport.

All FIA class vehicles must comply with the applicable regulations as mentioned in section 6.1 above.

Independently manufactured SXS buggies will be subject to individual assessment in accordance with the following technical and safety equipment regulations and the competitor should consult the EMSO Technical Center for inspection and approval before attending any event. Email [technical@emso.ae](mailto:technical@emso.ae) for appointment.

### 17.1) SXS PRO-AM

Turbo or Supercharged engine not allowed.

Maximum Naturally aspirated engine size shall be 1000cc.

Suspension is FREE.

Transmission, driveline systems and clutch are FREE.

Brake System is free but must maintain a dual circuit design.

### 17.2) SXS PRO

Maximum Turbo or Supercharged engine size without restrictor shall be 1000cc

Maximum Naturally aspirated engine size shall be 2000cc.

Any OEM engine originally equipped with the OEM supercharger/turbocharger are permitted without restrictor. Intake and exhaust systems are free however no portion of the OEM turbocharger/ supercharger may be modified, machined, or substituted.

Any engine fitted with a non-OEM turbo, supercharger or forced induction system must be fitted with a 27mm restrictor in accordance with FIA regulations relative to materials and design (Appendix J Art 284). Declaration of any aftermarket turbo/supercharger needs to be made before the event and competitors need to prepare the restrictor with a safety wire to be sealed by the scrutineers before the race. Failure to seal a aftermarket turbo or supercharger will result in exclusion from the final results.

All forced induction components will be subject to technical inspection for eligibility at the discretion of the chief scrutineer.

Suspension is FREE.

Transmissions, driveline systems and clutch are FREE.

Brake System is free but must maintain a dual circuit design.



### 17.3) VEHICLE SAFETY EQUIPMENT:

#### Safety Flag:

All FIA and SXS vehicles are to be fitted with a flexible flagpole extending at least 2 meters above the highest roof point and a Red/Orange coloured flag with minimum dimensions of 30cm X 30cm is to be always shown at the top of the pole during competition.

#### Roll Cage:

SXS vehicles fitted with the OEM roll cage, must upgrade the structure in the below minimum locations



Pic 17.1 Example of main roll bar brace for both driver and driver/co-driver configuration.



Pic 17.2 Example of windscreen brace.

- **Location 1:** One rear main roll bar brace across the back of the driver head. Reference Pic 17.1
- **Location 2:** One windscreen brace on the driver side and if Co-driver is present, fitted to the passenger side. Reference 17.2 for brace location.
- All above additional bars shall be minimum 38mm diameter with 2.5mm wall thickness with all material specifications as per FIA Appendix J regulations.
- All additional bars listed above should comprise of joints which must be welded or bolted to the original roll cage structure. Mounting hardware should use Grade 8 bolts or higher.

**Alternatively, vehicles can replace either the partial upper half or complete roll cage as below:**

- Aftermarket complete or upper half replacement roll cages may be accepted and approved by EMSO or the Chief scrutineer.
- Upper replacement roll cage structure should connect to the original base chassis in a minimum 4 points and shall use minimum diameter/thickness of 45mm x 2.5mm or 1.75" x 0.095".
- Complete roll cage structures should incorporate a basic 6-point design and shall use minimum diameter/thickness of 45mm x 2.5mm or 1.75" x 0.095
- All Mounting hardware should use Grade 8 bolts or higher.

**Fuel Tanks:**

May be either the OEM fuel tank mounted in the original position, or any FIA Homologated or SFI approved fuel tank. All fuel tank position and mounting regulations are as per class appropriate FIA regulations if applicable or shall be located entirely within the ROP structure with no portion extending beyond.

Any fuel tank larger than 10 litres, must be mounted in the chassis using some form of separate metal tray or basket base, where the fuel tank will freely sit on top of it and be contained using metal straps or a metal cover plate over the top of the tank that will retain it in the base tray

Any modifications to an OEM fuel system will require approval from the EMSO technical dept before the event and mentioned in the technical passport or the chief scrutineer on the event.

The tank must be contained in a housing attached to the chassis/Safety Cage, housing should be aluminium with a minimum thickness of 3 mm or 10 mm with composite material.

Custom made aluminium fuel tanks will be allowed. Roto-Moulded tanks allowed. (Recommended minimum FIA FT3-1999).

Fuel Cell with internal baffle or foam is recommended.

The filler cap and vent lines must be routed outside the driver/passenger compartment. Vent lines must include the use of a rollover valve.

**Fire Extinguisher:**

A minimum of one Manual Fire Extinguisher, minimum 2.5kg, mounted within reach of the driver when seated in the driver's seat with the seat belt fasten. Must be securely installed in the vehicle. Highly recommend a second fire extinguisher mounted to the rear of the roll cage.

**Window Nets:**

Are mandatory on the driver side. And on the passenger side only if a co-driver is present.

**Seat Belts:**

Minimum 5-point seat belt SFI or FIA approved is mandatory. All seat belt anchorage points shall meet or exceed FIA regulations as specified in Safety Equipment for Cross Country Vehicles Appendix J Article 283 Art 6.2

Belts must be in good condition and not older than 5 years or can exceed homologation by 2 years upon approval from the chief scrutineer.

**Seats:**

Must be either appropriately FIA Homologated or SFI approved and not older than 5 years or can exceed homologation by 2 years upon approval from the chief scrutineer.

Alternatively, an OEM seat with a one-piece construction design and mounted in the original mounts can be accepted.

**ROP protective padding:**

Must be either appropriately FIA Homologated or SFI approved & Manufacturer Certified. Should be mounted above the driver and co-driver head.

**17.4) MOTO & QUAD**

Wheels and tires must be in good working order and suitable for the offroad terrain.

Wheel spoke tension should be tight. Missing spokes not accepted.

Sprocket and chain protection should be presented and fixed securely.

No damage frames will be accepted, unless repaired and approved by the chief scrutineer.

Brake and suspension are operational and in good working order.

Throttle must return freely.

Engine kill switch must be operational.

Foot peg must be in good working order and automatically return to natural position.

Brake/Clutch lever ends should be shaped in a ball and not sharp.

## 18) ENVIRONMENT

In accordance with the EMSO environmental code, a mat must be placed under a vehicle/machine at all times; prestart, servicing and/or refuelling during the event and after the event, to protect the environment. Failure to comply will result in a penalty of AED 1,000 fine, as appropriate.

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

## 19) PROTESTS AND APPEALS

19.1: Any competitor who wishes to protest a decision or penalty, must do so to the Clerk of the Course of the event within 30 minutes from the publication of the provisional results on the official/digital noticeboard. The protest must be in writing and accompanied by the protest fee of AED 2500.

Should the protest be unsuccessful, the competitor will forfeit the protest fee, if the protest is successful the protest fee will be returned

19.2: In the event of a protest, the awards ceremony will continue as scheduled and be based on the published provisional results.

19.3: Requests to view the tracking data will be considered as a protest, and must follow the protest procedure above in section 18.1.

19.4: Should the competitor be unsatisfied with the results of their protest; they still hold the right to appeal to the EMSO National Court of Appeals. If this is the case, they should follow the procedure as laid out in the EMSO National Sporting Code, Section 10. The appeal fee is 7500aed.

## 20) INJURED COMPETITORS

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

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

## 21) VEHICLE RECOVERY

The organisers will take responsibility to recover all motorcycles and quads from the route and return them to the paddock.

While the sweep team will do their best to assist in the recovery of AUTOs and BUGGYs, it will ultimately be the responsibility of the competitors/teams to recover their own vehicles.

## 22) SENIOR OFFICIALS

The below list of senior officials will be present at every round of the Abu Dhabi Baja Challenge. All roles will be nominated by EMSO.

- Clerk of the course
- Route Director
- Chairman of Steward
- ASN Steward
- Steward
- FMN Steward
- Auto Chief Scrutineer
- Motor Technical Delegate
- Environmental Steward
- Chief Timekeeper

## 23) ON-BOARD CAMERA & IMAGE RIGHTS

### On-Board Cameras:

If requested by the organizer's film production crew, a competitor must carry an on-board camera or other recording device and the devices' location must be approved by the scrutineers on the day.

Competitors wishing to use personal cameras inside their vehicles must inform the organization in writing prior to the event start or at administration on the day of the event. Location must be approved by the scrutineer.

### Cover Images – Image rights

The competitor & his team recognize that the Abu Dhabi Baja Challenge is a promotional operation from which they can benefit by the coverage they acquire there. The Organizer holds all the rights necessary for the production and retransmission and, in all mediums, all over the world, images and sounds related to this event.

In order to allow the widest possible dissemination and promotion of the Abu Dhabi Baja Challenge any person participating in the rally is subject to the rules and acknowledges that their participation in the event authorizes the organizer and their rights holders, or others having cause to reproduce and represent, without remuneration of any kind, their names, voice, image, biography and more generally their sports performance in the framework of the rally as well as the brand/s of its suppliers, manufacturers and sponsors, in any form, on any existing or future medium, in any format, for any communication to the public worldwide, for any use including for advertising and / or commercial purposes without any other limitation than those referred to below, and for the duration of the protection currently granted to these holdings by the laws or regulations, the judicial and/or arbitral awards from any country as well as current or future international conventions, including any extensions that may be made to this duration.

The participants concede to the Organizer, in name and on behalf of their sponsors and/or the manufacturer of their vehicle, the right, as part of any exploitation derived from the event, including sponsors and media of the event, to reproduce in whole or in part at the discretion of the organizer on any existing or future support, worldwide, without any limitation, for the most longest duration legally recognized by both UAE and foreign laws, current or future international conventions including for any extensions that may be made to this duration, names, trademarks or logos of said sponsors and / or visual machines/vehicles.

\*\*\*\*\*

*These Championship Regulations are subject to change through the season. Any changes will be communicated by subsequent bulletin and Supplementary regulations for each round. It is the Competitor's responsibility to note any such change and refer to the current version, as published on the [www.AbuDhabibajachallenge.com](http://www.AbuDhabibajachallenge.com) Website.*

