



REGULATIONS 2017

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0. GENERAL INFORMATIONS

BAJA DEUTSCHLAND is a competitive event for enduros, quads, side-by-sides, off-road vehicles and 4x4 trucks. The Rally consists of four Special Stages (WP) packed in three Legs, driven as a circuit and with the given driving time in combination with a perfect navigation between the separate check-points (CP) and virtual check-points as the decisive criteria for victory or defeat. This BAJA DEUTSCHLAND will be held on the grounds of MIBRAG mbH in the Profen open-cast coal mine.

The event thematic motto is: 3 days of fun and sport and including the chance to drive far off the beaten track and off surfaced roads. A communal spirit and collegial feelings are a major element in this event. In the timed trials the decisive factor is not only have a good vehicle, but also real harmony between the driver and front-seat passenger. An understanding of the road book and compass or even better GPS are just as important as having a lucky streak when it comes to finding the right track. Changes in the rules for improving the sequence and organisation of the event are permitted at all times and will be made known as appropriate.

Please note The entire event will be held in an active open-cast lignite coal mine. There are thus dangerous sharp corners, large-scale conveyor lines and important electricity and other utility supply lines to be encountered. The route as given in the road book must thus be followed without fail and electricity cables/water pipes and other supply lines must not be driven over.

Furthermore we must once again make a serious appeal for the discipline of all the participants (participant/service personnel etc.) and request that the event rules strictly maintained.

The use of this facility is only possible when no danger or damage is caused to third parties, in particular to the facility proprietor. So it is all up to us!

We are obliged to limit the number of service vehicles permitted for each participant because of the limited space available at the drivers' base. Motorcycle and quad participants are permitted 1 service vehicle and for side-by-sides, car and truck participants max. 2 service vehicles. When people arrive with several accompanying vehicles, a parking area is available at signed visitor area provided opposite the drivers' base.

On registration you will receive an access right sticker for your service vehicles at the entrance to the drivers' base or in the ORGA office, and these cannot be transferred to other vehicles during the entire event.

You will find the "Freizeitpark Pirkau "(Mondsee) Camping Site at no great distance from the drivers' base. You can find more information about this facility on the following internet pages: www.mondsee-hhm.de

The registration for a camping site place must be done by each of the participants for themselves.

You can find additional addresses for overnight accommodation for example at: www.stadt-hohenmoelsen.de oder www.stadt-pegau.de

Arrival and departure/BAJA Guide

All participants who have a problem with the potential Sunday and public holiday prohibitions, can arrive on Wednesday afternoon (2 pm) and stay at their place at the drivers' base until Monday morning (11.00 am) at the latest.

In addition we are creating an useful BAJA Guide with lots of helpful data on hotels, filling stations, shopping facilities etc. together with all the most important emergencies information. You will get these in advance of the event by e-mail or when you arrive on site.

1. IMPORTANT NOTES AND INFORMATION FOR 2017

The BAJA DEUTSCHLAND 2017 is a separate event south of Leipzig. The start of registration is on May, 1st at 00:00 CET. We have a general stop on the taking of names on reaching 350 registrations independent of the numbers in the separate categories! Registration closure for the event is September, 1st at 24:00 CET. (The rules of the event shall apply exclusively in the latest current version, changes to these will be made known.)

By doing this we intend to achieve three important goals:

- boosting the quality of the event
- promoting its family character
- improving safety and
- optimising the entire organisational process for the participants

As a consequence applications for which a full payment of the start fee has not been received are deleted automatically from the system 14 days after the registration. Subsequent registrations are only permitted for catering services.

1.1 Safety

We are working on a safety concept for BAJA DEUTSCHLAND. This will of course include an emergency doctor, an off-road paramedics team plus specially trained doctors and paramedics. In the course of this we will be working together closely with local medical facilities, to make sure that if emergencies ever do arise the routes will be as short and all provisions as efficient as possible.

Safety is a vital aspect of our event. For that reason every participant has to take part in a first-aid course. This course is mandatory! Courses will be held on Thursday, October, 5th according to timetables/schedule in the paddock. The attendance is condition precedent to take part at the event of the BAJA DEUTSCHLAND.

1.2 Sponsor stickers – sponsors are important for us all

Regrettably we noticed at some of our earlier events that a number of participants deliberately and intentionally pulled off the sponsor stickers from their cars to the great concern of our sponsors. Sponsors are important for the Rally, important for participants, important for us all. For this reason we will be taking a closer look and making checks this time around. When we find that anyone has removed the sticker, painted it over or stick something else on it will have to reckon with consequences. The reality of the situation here is that depending on how serious the case is a start provision can be imposed.

1.3 Catering for active participants

This year there will be no catering package included in the entry fee.

In the camp will be situated several catering stools where you can purchase food and drinks.

You are also allowed to organize your own food and beverages at the service park.

2. ROUTES AND TERRAIN

The route comprises all track types from gravel, sand, clay and mud through to very difficult terrain and varies greatly with the weather and in terms of difficulty. The route will be followed exclusively to the road book, or in the case of deviations/changes to the new specifications as given in the driver discussion. The connecting routes between the drivers' base and the timed trial start or the winning posts and the drivers' base will also be described in the road book. These linking stages will be driven by the participants on a private and individual basis and of course to the German Highway Code and Road Traffic Regulations (STVZO). These routes cannot be closed to the general public and other drivers!

3. PARTICIPANT REQUIREMENTS

BAJA DEUTSCHLAND is an event for cross country drivers with and without a motor sport license. The participants/participant vehicles of BAJA DEUTSCHLAND are bound by the German Road Traffic Regulations (STVZO). All motorised competition vehicles must have a valid road traffic registration, and motor vehicle third party liability insurance and must be roadworthy for participation on the connecting road stages/timed trials. Only those participants will be allowed to take part in the event who are of age and in possession of a valid driving license as prescribed for the vehicle they are driving.

A good physical condition is a requirement for participation in BAJA DEUTSCHLAND. Participation in BAJA DEUTSCHLAND is not permitted when you are under the influence of drugs, alcohol or of powerful pharmaceuticals or psycho pharmaceuticals or similar substances, or if you use a heart pace-maker, or have heart and circulation problems or spinal problems, or you have known nervous or mental condition problems. Where this is required the Rally shall decide on location about fitness to participate in the competition.

4. SERVICES PROVIDED BY THE ORGANISATION

4.1 Registration

After the administrative check the road book, the tracking system deposit card for receiving the tracking system together with the sponsors stickers, T-shirts and baseball cap will be handed out to every registered driver/racing team. The timing of the sessions will be held according to the regulation and carried out by the organiser.

4.2 Documents certification

In the course of the documents inspection the names and data of the entries / registered people will be checked against the data in their original documents. In order to do this each active participant must report personally to the ORGA office and present the following original ID documentation:

- driver's license
- car road traffic registration/ (E) authorisation declaration of the vehicle owner if different from the driver
- personal ID document or passport (driver and all front-seat passenger)
- insurance verification/green card for vehicles registered outside Germany

4.3 Scrutineering

After completion of the administrative check, placing of stickers in accordance to the sticker plan (the participant undertakes the obligation to display the stickers of the sponsors supporting the event on their vehicles in the position as indicated by the organiser) and prepared the power supply cables for the tracking system (see p. 7.5) the participant goes to the scrutineering. Here the participation prerequisites (vehicle papers and registration, stickers, etc.) and also the obligatory equipment are checked. The installation of the tracking system will be done there as well.

When these prerequisites have been met and the personally signed waiver of liability declaration has been made, the participant receives the start permit. The vehicle scrutineering is for the safety of the driver and that of all other participants, and is also important issue for maintaining competition fairness. The sponsor stickers must remain in place for the entire event. The technical scrutineering is simply to check for the obligatory equipment. The organiser will not check the vehicle for roadworthiness and road safety. The participant shall have exclusive responsibility for road safety during the entire event period.

4.4 Sport organisation

The organiser's administrative office for the rally management is located in a central place in the camp. The organisation is at the disposal of participants here with help and advice. The ORGA for BAJA DEUTSCHLAND is

clearly marked. The ORGA people can be found at the start and at the finishing line and also at the control posts (CP) and along the route itself. ORGA instructions must be followed without fail. The race route personnel will not provide any back-up or information in regard to the routing, the type of the timed trials, questions about the rules or evaluation with the exception of emergency first aid help in the event of accidents etc. (assuring safety on the route, reporting to the race management etc.). Only the organiser or his authorised representatives (organisation management) shall have the right to do this.

The helpers, route personnel and control posts have exclusive responsibility for safety along the race route, for recording times and passage control. The helpers, route personnel and control can give no information or help about the correct use of a vehicle by the participant and auxiliary agents.

4.5 Timekeeping

The timekeeping will be adapted according to the Regulations. The time measurement during the race is done with the Tracking and the TAG HEUER system. After the finish of the special stage the participant has to go to the Check-out and give there the time card. The Check-out will be marked and also located in a central place in the camp.

4.6 Official noticeboard

The official announcements are done on a board within the area of the field organization. Any changes and additional information will be posted by a bulletin on the official notice board. On that the start times and days results will be announced. Start and result lists are not sent, the results are www.baja-deutschland.de the Internet

4.7 Medical service, health and fitness requirements

The event will be attended by doctors and paramedic rescue services. In the event of serious illness or accidents occurring the sick or injured persons must be taken to a hospital. German participants must in every case possess a health insurance policy. Participants from abroad must have a visitor's health insurance policy and proof that the costs of any treatment will be covered. Participants who regularly require special pharmaceuticals, are themselves responsible for providing these. We also recommend keeping a medication box aboard with medicines in addition to the statutory vehicle first aid box. Caution: Participants suffering from any long-term health problems and diseases (e.g. diabetes, allergies) have the obligation to inform the rally doctor about these.

Each participant must have a full awareness her/himself, whether s/he is in a suitable state of physical health and fitness and also that the vehicle is in a suitable condition to start in a timed trial. Every route section that appears difficult to the participant, should first be inspected by the participant personally, where necessary on foot to check the personal feasibility for coping with it. Should a participant decide to break-off the timed trial early due to the terrain difficulties, then the organisation management or the nearest CP must be informed about this.

In the case of an injury occurring or established to have been caused in the course of the event, or in the event of damage to the health that may put in question on a permanent or a temporary basis any continued suitability for motor sports activities, the signatory releases all medical doctors who provide treatment in these cases – taking account of the potential safety risks which may arise from these circumstances for third parties – from the medical obligation of confidentiality over and against the responsible officials at the event. The official rally doctor has the right to prohibit further participation in the competition. Both the organiser and the participant are bound to abide by this medical decision. Should members of the ORGA have doubts or similar concerns about the participation of a driver or front-seat passenger in the event, then the official rally doctor must be informed and will make the final decision.

4.8 Technical service

Information regarding the technical service can be found in the Baja-Guide.

A “rag and bone man” waste collector and recovery trucks are in operation after every competition run, to bring every vehicle off the track or back to the camp. Private technical service in the camp is permitted but – not on or at the timed trial zone incl. fuelling zone. All commercial companies offering services must first contact the organiser.

Any private technical service is permitted only at the drivers’ base, and thus the provision of external help is not permitted along the route or in the fuelling zone. During the timed trials the participants are permitted to help each other (towing away, spare parts provision etc.).

4.9 Time card

1) At the prestart of a special stage (WP), crews shall be given a time card on which the start time and the maximum time authorized to cover the time trail (WP) shall appear respectively. This Time Card is handed in at the finish of the special stage (WP) and replaced by a new one at the start of the next special stage. Each crew is solely responsible for its time card.

2) Any correction or amendment made to the time card will result in exclusion, unless such correction or amendment has been approved in writing by the controller.

3) The crew alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The controllers are the only persons allowed to enter the time on the time card, by hand or by means of a print-out.

4) Crews are obliged, under pain of penalties which may go as far as exclusion, to have their passage checked at all points mentioned on their time card, and in the correct order. The absence of a stamp or the failure to hand in the time card at any control will result in a penalty.

5) At all the various controls, the time card may only be presented if the crew is complete and aboard the vehicle.

6) The loss of a time card is equal to stage not validated as started.

4.10 Tracking system – “Rally Safety System”

It is mandatory that each rally vehicle to have properly installed and working tracking system - “RALLY SAFETY SYSTEM” on board of the racing vehicle.

The rental of the system is included in the entry fee, but a deposit of 150 Euro is required at the administrative check.

The tracking system is installed and sealed by the organizer at the technical scrutineering.

The system will be dismantled at the end of the rally or if the competitor is “Out of race” only by a member of the organization.

The “RALLY SAFETY SYSTEM” consists of the following units:

- “Tracker box” – 73x73x27mm (WxDxH)
- “Alarm box” – for the SSV, Cars and Trucks – 40x60x24mm (WxDxH)
- “Alarm button” – for the Enduro and ATV – handle bar mounted (just like an electrical starter button)

It is the responsibility of the competitors alone to provide, DIRECT POWER SUPPLY from the vehicle’s battery according to the tracking system manual. For details use the instruction and fitting manual of the Rallye Safety System at the end of the document.

The power cables must be prepared in advance and connected to the vehicle's battery when the vehicle is presented for technical scrutineering.

The cables must have minimum 50cm extra usable length from the middle of the dash.

The connection to the Rally Safety System will be done with a simple connector terminals supplied by the organizer.

The devices have built in battery providing back up power if the external power is lost.

The devices have waterproof housing (IP67).

It is forbidden to unseal, disassemble, and remove the external power supply for the devices. Checks will be carried out during the event.

4.11 Meals and catering

This year there will be no catering package included in the entry fee.

In the camp will be situated several catering stools where you can purchase food and drinks.

You are also allowed to organize your own food and beverages at the service park.

4.12 Sanitary facilities

During the event, sanitary toilet facilities will be available throughout the event grounds. Additional shower facilities are provided in the paddock area. A small fee is charged by the operator directly.

4.13 Press

The accredited press will provide reporting coverage on the entire event. The press will film and photograph at interesting course points, interviews and special reports will also be made with the participants in the camps. It is important for the event that the press and the participants cooperate and that they do not get in each other's way during the competition. Should photographs or film be made of the participant during the event, the participant declares agreement with the use and publication of this image material by either the organiser or his event co-organisers under the event general terms and conditions on event registration and entry and hereby assigns all rights in this material (in words or images) to the organiser.

All media partners will be exclusively accredited to the location through the issue of special press passes. Special safety regulations and requirements are in force in the open-cast mine area. These will be made known in advance in the briefing to members of the press and they will have binding force. Any independent driving on this area is prohibited.

All information will be included in a press guide that has been compiled and issued to representatives of the press before the event. The press accreditation procedure can only be made using the website

www.baja-deutschland.de.

5. VEHICLE CLASSIFICATION

The participant vehicles at BAJA DEUTSCHLAND will be classified as follows:

- Enduro **with one cylinder engine**
- Enduro **with two cylinder engine, but not lighter than 180kg**
- ATV / quad
- Side-by-side to 1,000 ccm displacement
- Vehicles of up to 3.49 t and 1,999 ccm displacement
- Vehicles of up to 3.49 t and from 2,000 ccm displacement
- Vehicles from 3.5 t to 7.49 t
- Vehicles from 7.5 t (all the weight data given refers to the competition weight)

6. EQUIPMENT

6.1 Obligatory equipment for all classes:

- Road registration and third party liability insurance for the relevant vehicle.
- In the event of excessive dust development: a continuously lit-up bright white light rear lamp (dust light) must be fitted centred in the upper third of the vehicle and must shine to the rear (continuous light/flashing light, 20-30W, 50-70cm²) The light dimension is to be that of standard rear beam headlamps approx. 6x10cm.
- Enduros can as an alternative have a mounted rearward pointing LED continuous light/flashing light as used in cycling attached on the helmet, the upper part of the back or on the rucksack. The driver must also bring spare batteries. (this will be checked on technical registration)
- For all classes: A DIRECT POWER SUPPLY from the vehicle's battery to the fitting place for the tracking system (see 7.5)
- GPS device (coordinates format set to hddd.ddddd) or a compass and a functional mobile phone.
- A first aid box to the current EN standard plus a rescue blanket
- A high-visibility warning vest for each person in the vehicle

6.2 Side-by-Side / Car / Truck:

- Helmet to the ECE standard
- Warning triangle, shackle, rigid salvaging belt (min. 9 m) – no kinetic ropes etc.
- Red marked towing lugs on front and rear of the vehicle
- Original or approved racing seats and safety belts (4 or 5 point belts are recommended)
- **CAR/Side by Side:** Roll cage (based on the FIA guidelines)
- For **trucks** at least a massive roll-over bars behind the cab
- a solid roll-over safety bar for trucks must be placed behind the cabin
- 2 pieces approved fire extinguishers (each of 2 kg) easily accessible in the passenger compartment
- min. 1 additional brake light displaced upwards
- safety net in the driver and front-seat passenger door, when there is no side window glass
- min. 1 suitable spare wheel
- The rear wheels must have mud flaps extending at least to below the wheel centre
- small bag >2.5l of oilbinding agents (can be obtained for a deposit payment of 10 euros on site)

6.3 Additionally for Side-by-Side

- 2 flashing rear lights of min. 1.50 m, height
- 1 red signal pennant (height min. 2.50 m above the ground).

6.4 Enduro / ATV / Quad

- Helmet to the ECE standard
- Visor / goggles, gloves
- Motocross clothing with back protector, shoulder and knee protection
- Motocross boots (not boots of other types)
- No installed parts such as the road book holder, trip master are allowed to have sharp corners and edges.

6.5 Recommended equipment

All necessary vehicle-specific spare parts and tools should be brought along. Tyres suitable for off-road rough terrain, a trip master and road book holder will of course make many situations a lot easier for motorcycles/quads.

6.6 Prohibited equipment

No fuel canisters may be carried in the passenger compartments of side-by-sides, cars or trucks.

7. FUELLING ZONE

A fuelling zone is provided on the race route. All standard approved fuel canisters of up to 20 litres are permitted. These must be delivered by the competitors themselves to the fuelling zone on the evening before the event and within the allowed time window (do not forget the marking with the start number!). This zone is guarded by security staff at night. The return transport of the empty canister to the drivers' base is done by the organiser. The exact time for the return of the canisters will be made known on site. Fuel canisters only may be handed over for the fuelling zone. No spare parts or accessories of any kind will be accepted. No access will be permitted to third parties during the course of the races (**prohibition of external service**).

8. SUNDAY DRIVING PROHIBITION

All participants who are affected by the Sunday or public holidays driving prohibition must themselves apply for the issue of an exception permit. They must otherwise plan their arrival and departure outside of these driving prohibition times. The camp will be open for the participants and for service vehicles from Wednesday, October, 4th from 14:00 until Monday, October, 9th at 11 am.

9. INSURANCE

PLEASE MAKE SURE YOU READ THROUGH THIS ENTIRE SECTION THOROUGHLY FROM THE START TO THE END

Even with a professional and safe implementation of the event activities it is never possible to completely rule out the possibility of accidents occurring.

BAJA DEUTSCHLAND is an orientation race designed to take the participant to a specific point that has been determined in advance, but without an average speed having been specified for this. Attention is drawn to the fact that the policy clauses of some insurers make an exclusion of liability for the participation in motor sport competitive events comprising: "participation at a driver event is excluded from insurance cover. "Insurance cover can be refused for these grounds. This means: NO insurance cover for personal injury or for damage.

All participants are requested to check the car third party liability insurance conditions for vehicles participating in BAJA DEUTSCHLAND.

The Participants acknowledge the special level of risk represented by a motor sport event and also the special liability regulations for BAJA DEUTSCHLAND. The organisers recommend that the Participants check whether they have adequate insurance cover for the risks connected with the event, in particular in regard to accident, medical care (sickness insurance) and third party liability, and where appropriate they should obtain additional insurance policy coverage.

The insurance of the vehicles and the object carried, e.g. against theft, wilful damage, recovery, is exclusively a matter for the participant.

The taking out of an appropriate motor sport insurance policy is recommended.

10. ENTRY

The entry for the BAJA DEUTSCHLAND is made using the Internet page www.baja-deutschland.de. The start numbers are only issued after registration receipt. The issue of the start numbers for BAJA DEUTSCHLAND is on the "first come, first served principle". The issue of the start numbers is thus only made on receipt of the registrations and the transfer of the full entry fee within 14 days.

11. SPECIAL STAGES/SERVICE

The start for the first Special Stage (WP 1) is made in accordance with the start number issued. The starting sequence for the next LEG is established on the basis of the results from the previous LEG. The Rally consists of four Special Stages (WP) packed in three Legs In the course of this the drivers' base and the

actual route are separated from each other spatially. This thus means that no external help is possible during the timed trial so that the participants can thus only help themselves or help one another. At the end of WP there will be a "rag and bone man" truck as the last vehicle on the route to provide help for any vehicles left standing and to either bring them back into camp or take them off the track.

12. ENTRY FEE/DEPOSIT

Entry fee:

enduro and quad	– 360,00 EUR
side-by-side	– 590,00 EUR
off-road vehicles	– 590,00 EUR
4x4 trucks	– 730,00 EUR

Included in the price of the entry fee are: the road book, rental of the tracking system, organisational support and medical service, free entrance to the event- and visitor area, the costs of timing, recovery from the course, a T-shirt and baseball cap for each participant, the alignments for the prize giving and also the motor sport third party liability insurance of the organiser.

Service-fee: There will be a big tent in the camp. The spectator and event area is located right next to the rally track in 2017. In order to provide an appropriate infrastructure, we will charge a cost of 30.00 EUR for every accompanying relative, friend and service member.

Please indicate the number of all arriving persons in the online registration, as this will be strictly controlled when entering the event grounds. Not registered people can also pay their service fees directly to the camp access control. Children up to 16 years have free access.

The bank data for the transfer of the entry fees:

IBAN: DE93 8605 5592 1090 0781 33

BIC-/SWIFT-Code: WELADE8LXXX

Beneficiary: Gladiator Sport

Sparkasse Leipzig

Purpose of use: NAME + Booking No.

If an entry is cancelled or withdrawn for whatever reasons the following rules will apply for the paid entry fee and the service charge:

01.05.2016 – 30.06.2017 – 100,00 EUR – administrative cost will be retained

01.07.2016 – 01.09.2017 – 50% – of the entry fee and service charge will be retained

from 01.09.2017 – no refunds possible

A cancellation must be sent in written by fax or e-mail. In this case, the date of receipt by Gladiator Sport Association is relevant.

Deposits (to be paid on site in cash): Deposit for tracking system: 150,00 EUR which will be returned in full when the tracker is returned undamaged at the end of the event or if the participant is „out of race“.

Deposit for bag of oilbinding agents: 10 EUR which will be returned in full at the end of the event.

13. TIME KEEPING/PENAL TIMES/FAULTS

The time keeping for the separate special stages will be made through the description given in the road book, at the official notice board or in the drivers briefing. The time a participating vehicle needs to cope with the

specified route is evaluated. The greatest evaluated time unit is one hour, the smallest one second. The official organiser will be defined by the GPS time at the event location. That time is measured that is required as an evaluation criterion for a timed trial.

The evaluating period and evaluation lengths will be made known in the road book or announced at the official notice board. Should a competitor drop out, the organisation management must be informed about this without fail.

The race management has the right to make separate decisions in all cases.

Interruption/ Break-off by the race control

The track-marshals will stop all participants in case of an interruption of the race by showing a red flag. Overtaking is prohibited under the red flag. The track can only be released by the race control. In this case the race will be restarted in the order of the arrival without consideration of the time lags. A general time bonus will be given to all participants, which have not finished the race at this point. Disregarding the interruption will lead to a disqualification.

In case of a break-off the race control will issue a qualification regarding the regulation.

Penal times are not added to the actual driving times:

- when the participant started the timed trial punctually
- all CP's and all virtual CP's have been passed in the specified direction and sequence in accordance with the road book
- no other rule violations committed under paragraph 14.1
- and the winning line has been crossed within the maximum permitted time for the timed trial, (crossing the winning line must not necessarily be under own power, it is also permissible for the vehicle to cross e.g. with an attached belt) The Check Out has to be absolved within 45 minutes after crossing the finish line.

13.1 Penalty

Fault	Penal time
Loss of time card or too late at Check Out	Stage is valued as not started - DNS
Failure to approach a Check Point (CP) / Target (target is interpreted as CP)	60 minutes
Failure to validate, approach within 30 meters radius, a virtual check point	5 minutes each
Late arrival at the start (maximum of 60 minutes after the last participant has started)	15 minutes
Failure to maintain the special points as given in the road book e.g. overtaking or speeding in a control zone, leaving the specified route or similar	60 minutes
Driving of an accompanying vehicle off the normal road and in the open-cast mine area	60 minutes
Unsporting behaviour; fast driving at the drivers' base, in the area of the CPs, entrance, fuelling zone, technical registration etc. Causing a danger to ORGA members; not following v instructions	60 minutes
Exceeding speed limit in designated areas (as noted in the roadbook)	1 minute per each 1 km/h over the speed limit, noted in the roadbook

Breaking-off Special Stage (WP):

A WP is considered to have been broken off, when the team or the participant gives up, or the finishing line has not been reached. The penal time here is 2 hours in addition to the assessed time of the last timed trial (i.e. total time for the last including all the daytime penalties). At least one CP must have been passed.

A WP is considered not to have been driven, when either the team or the participant has either not started, or has started but not reached a single control point (CP). Reaching the finish is not valid if a control point has not been passed. The penal time for this 2 hours in addition to the assessed time of the last timed trial.

Cancellation of the Special Stage (WP) by the participant

A Special Stage (WP) is valued as cancelled if a team or a member of the team does quit the race and therefore does not reach the finish line or even leaves the race track (for example visiting the camp during the Special Stage (WP)! The penalty will be the maximum time of the Special stage (WP) plus all missing Control Points (CP`s). At least the fist CP has to be visited.

A Special Stage (WP) is valued as not participated if the team or a member of the team does not start or starts but does not reach a Control Point (CP). Crossing the finish line is not valid if no Control Point has been reached. The penalty will therefore be the maximum time of the Special Stage (WP) plus all missing Control Points (CP`s).

Caution: When a participant breaks-off and drops out this must be reported to the organisation management in the ORGA office. incl. Check-Out All costs incurred as a result of failing to sign off formally on an event break-off – for example for the search action for missing participants – must be borne by the participant!

The pre-start as well as the start will be opened for a maximum of 60 minutes after the last participant has started.

13.2 Speed control zones

- **Entry of a control zone**

- The start of a speed control zone registered by the tracking system will be indicated in the road book by a sign. To validate the entry of Zone, the competitor must pass at less than 30 meters (radius around the waypoint), on pain of penalties for missing waypoints.

- 90 meters after entering the speed control zone is considered as a deceleration zone (zone of tolerance).

- **The speed control zone**

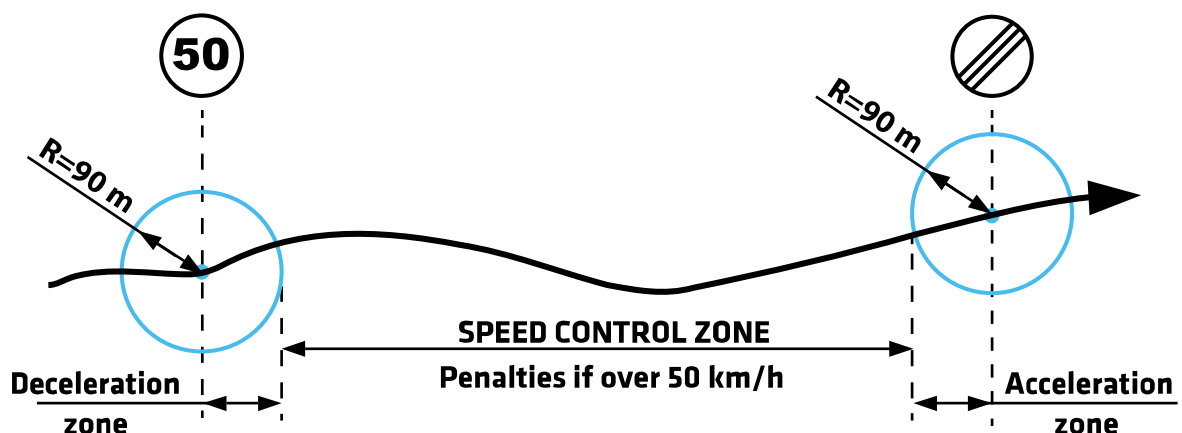
The competitors can in no way claim not to know either the entrance or exit of the zone. The speed of a competitor will be limited to 30, 40, 50, 60, 70 or 80 km/h between the point of entry and the exit point of the zone, regardless of the route taken between these two points.

- **Exit of the control zone**

- The end of a GPS speed control zone will be indicated in the road book by a sign.
- 90 meters before the exit of the speed control zone will be considered a zone of tolerance as to avoid any arguments concerning the measuring of speed.

- Competitors can reaccelerate from this point.

- The exit point of the speed control zone is a compulsory point of passage. To validate the exit of the Zone, the competitor must pass at less than 30 meters (radius around the point).



13.3 Cash penalties:

Since the cost of damage inflicted on course terrain is rising steeply, all accompanying and service vehicles must pay for any damage they cause in future when they move out of the camp or off the normal roads. The costs for any unnecessary search actions must also be passed on to the teams.

13.4 Rules for diving/infringements against the rules:

The participant must follow the instructions of the race management, the organisation, the route marshals and all persons employed within the event and do so for the course of the entire event. The organiser has the right to impose penalty times on participants who fail to obey these instructions, in extreme cases of infringement against the rules the participant can also be disqualified or excluded from the event altogether.

Disqualification:

For traffic offences on the liaison section or for speeding in the camp. Driving the timed trial course outside the evaluation time, driving on the course area off the designated public roads and for repeated infringements against the organiser's sanctions.

Driver and co-driver change without consulting the organiser are not permitted!

A substitute person must be reported to the Organisation and shall only have the right to participate when the organiser's conditions have been officially acknowledged (waiver of liability, safety regulations etc.).

All registered participants are responsible for their entire team and their accompanying and service vehicles and can be disqualified when their service vehicle or accompanying persons drive the not permitted timed trial course or the course area.

Motorcyclists, quad drivers etc. who do not wear helmets when during at the camp/drivers base. The obligation to wear helmets applies for all participants during the entire timed trials.

The participants will also be held responsible in this for their service and accompanying persons.

It shall be at the discretion of the organiser, as to whether a participant is to be disqualified or have a penalty time of 1 hour or more imposed against the participant or the team:

- on manipulation of the timing and/or tracking system
- on manipulation of the vehicle following technical registration, e.g. making any changes to the vehicle that are admission relevant
- on causing a danger to other people through gross negligence or deliberately
- for driving without the specified safety measures and obligatory equipment
- for failure to render assistance
- Disregard of the interruption/break-off (red flag).

Each participant has the obligation to render emergency assistance both in the scope of the evaluation and outside of it. Assistance with technical problems is not an obligation, but under the principles of fairness it should be given.

Exclusion from the event/event regulations:

Should participants/service persons or other accompanying persons draw negative attention to the event, or have unsuitable behaviour to third persons, the Organisation has the right at all times to refer to and use the event regulations and to escort these persons from the grounds.

Protests, complaints, claims:

A protest cannot be made against a decision of the race or organisation management. Claims against an incorrect time calculation must be made on the evening of the timed trial, and at the latest 1 hour after the publication of the results.

Protests against other competitors, on suspicion of failing to comply with the rules or manipulation, are possible. Such protests must also be made in the evening and submitted to the organiser at the latest 1 hour after the publication of the results. The protest fee is 250 EUR and must be paid in cash on the submission of the protest. If the protest is found to be justified the protest fee shall be returned. The decision on the protest shall be made by the organisation management after hearing all the parties involved. A recourse in law against the decision of the race management is ruled out.

13.5 Claims of property owners

In case of damage to property, plant, equipment and any claims for damages against the organizer, you agree to the polluter, an assignment of claims and compensation.

14. SPONSOR ADVERTISING

The participant is under obligation upon entry, to place the advertising of the sponsors who support the event on their vehicles on the surfaces as specified by the organisers. It is possible to purchase a release from the advertising obligation. Own advertising is only possible on prior consultation with the organiser. Sponsors are important for the Rally, important for participants, important for us all. For this reason we will be taking a closer look and making checks this time around. When we find that anyone has removed the sticker, painted it over or stuck something else on it, the offenders will have to reckon with consequences. Failure to comply can lead to penalties up to and including a start prohibition.

15. SAFETY INSTRUCTIONS, SAFETY REGULATIONS, ENVIRONMENTAL REGULATIONS

15.1 General

In the course of the event in its entirety the designees and helpers of the organiser shall have the right to issue instructions to the Participant. The organiser expressly draws attention to the fact that the participant must behave in an extremely disciplined manner during the entire course of the event and must also follow the regulations and the instructions of the organiser.

The following of the rules is imperative for ensuring safety. In the event of infringements against these rules the organiser has the right without the need to issue a further warning, to exclude the participant from any further participation in the event. A repayment of the participation fees shall not be made in cases of this kind. A good physical condition is a requirement for participation in BAJA DEUTSCHLAND. The participant undertakes the obligation to inform the organiser of any health problems from which s/he suffers. Participation under the influence of drugs or alcohol (absolute alcohol prohibition 0.0 per mil), under psycho pharmaceuticals or other intoxicating substances and the like is not permitted. In cases of suspicion a test will be performed by the rally doctor!

Each participant must be fully aware of the fact that this is a rally in very difficult terrain, with unpredictable weather influences and having the road and track conditions connected with this. The own driving speed should be adjusted to the requirements of the vehicle and its condition and for the safety of the persons in the vehicle. Personal overestimation of driving experience, faults and problems in the vehicle as a result of accidents or material fatigue, unfair behaviour and failing to observe the instructions given in the rules can lead to accidents, or even to death. Checking your own vehicle for its safety on the road start is the responsibility of the participant and it is highly recommended.

Each participant must have a full awareness her/himself, whether s/he is in a suitable state of physical health and fitness and also that the vehicle is in a suitable condition to start in a timed trial. Each timed trial and every route section that appears to be difficult to the driver should when necessary be first checked out for personal feasibility with a visual inspection or by going over it on foot. What counts: ruling out all risks, give health and safety priority over an event position!

The length of the timed trials can result in concentration and stamina problems. You are strongly recommended not to continue with the event if you face physical difficulties or problems with a damaged vehicle.

We as every participant who drops out of the race to report this to the ORGA office – to make sure no unnecessary search actions are started!

A general obligation to wear helmets and use safety belts applies!

Each side-by-side, off-road vehicle and truck must have a roll-over safety bar fixed firmly to the vehicle body. All the parts in the vehicle must be firmly tied down or secured in place in the vehicle, so that no risk can arise for the passengers or for spectators.

Fuel canisters must not be carried in the vehicle interior, the fuelling zone is available for this!

Fireproof clothing for the driver is recommended, the installation of 2 fire extinguishers (off-road vehicles and truck) or 1 fire extinguisher (side-by-side) are compulsory requirements.

Open flames and fire are prohibited at the drivers' base, no camp fires or any other types of fire (danger from flying sparks etc.)!

Driving must always be at walking pace at the drivers' base! The driving of any vehicle by under-aged persons, or by persons without the valid driving licenses for the vehicles in question is prohibited in all areas, and this applies especially strictly for children!

Extra care an attention must be paid to spectators and to children!

Despite our careful compilation and checking of the road books, it can sometimes happen that they contain errors. It cannot be ruled out that vehicles driven by outsiders or by participants may move contrary to the traffic direction.

The event will be held in an open-cast mine. Deviations from the road book can lead to closed areas which are in active use for coal mining. Each participant has personal responsibility to ensure that s/he does not leave the specified route and must on no account make short cuts!

15.2 Environmentally relevant regulations

The maintaining of all relevant environmental regulations, in particular in regard to the handling of fuel and lubricants is an event requirement. All participants are called upon to avoid any environmental pollution. All wastes and packaging materials, changed vehicle parts and used tyres, empty oil and paint cans, batteries etc. must be taken away by the participants and they must dispose of these correctly themselves. Used oil must be collected and disposed of in the waste oil collection tanks provided!

All garbage must be disposed of in the containers provided and of course, the site must be left in the same condition in which it was found!

15.3 Accident response

In the case of an accident involving injuries, it is imperative that competitors inform the RCC by all possible means as quickly as possible so that appropriate means can be sent as quickly as possible.

A competitor who has stopped on a special stage is obliged to display either the red "SOS" or green "OK" panels located at the rear of the standard road book.

15.4 Assistance in the event of an accident of another competitor

1) It must be remembered that ethics demand that a crew which sees that an accident has occurred must stop in order to provide assistance in the most appropriate manner until the rescue service arrives.

Also, it must be remembered that major means are implemented to shorten the intervention times.

2) Any crew that witnesses an accident placing another competitor in physical danger must in the following order:

- stop,
- make the area safe for the other competitors arriving on spot
- give the first aid to the crew members and get information on their condition,
- call the RCC to report the situation,
- wait for the rescue service or another competitor to arrive.

3) The total stopping time will be subtracted from the time taken to cover the Special Stage on same day, upon the request of the competitor to the Check Out, made after finishing the day's Leg.

The total stopping time can be checked and validated by the Rally Safety System.

4) Any crew which fails to comply with the prescriptions of the present article will be reported to the RCC who may impose penalties.

16. ORGANISER

The event organiser of the BAJA DEUTSCHLAND is the Gladiator Sport Association with headquarters:

St. Petersburg Blvd. 75

4006 Plovdiv (Bulgaria).

RALLY SAFETY SYSTEM

INSTRUCTION AND FITTING MANUAL

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Version released on 28.04.2017

17. OVERVIEW

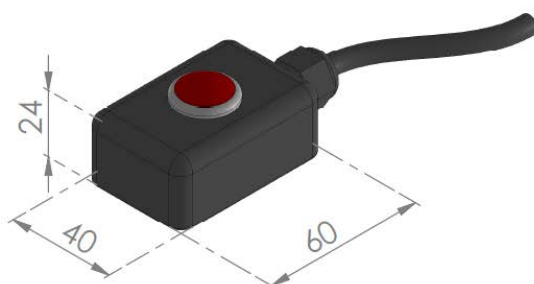
- 17.1 Complete rally monitoring system based on GPS and GLONASS satellite positioning technology, GPRS data transfer and advanced cloud server data processing.
- 17.2 Online solutions for rally control and interactive dispatch of services.
- 17.3 The GEOTRAQ system is developed, maintained and operated by active rally drivers and co-drivers.
- 17.4 The system is rented at the administrative check and it is installed and sealed by the organizer at the scrutineering.
- 17.5 The system will be dismantled at the end of the rally or if the competitor is "Out of race" only by a member of the organization.
- 17.6 The "RALLY SAFETY SYSTEM" consists of the following units:
 - 17.7 - "Tracker box" – 73x73x27mm (WxDxH)
 - 17.8 - "Alarm button" – 40x60x24mm (WxDxH)
- 17.9 The devices have built in battery providing back up power if the external power is lost.
- 17.10 The devices have waterproof housing (IP67).
- 17.11 It is forbidden to unseal, disassemble, and remove the external power supply for the devices. Checks will be carried out during the event.

18. FUNCTIONS

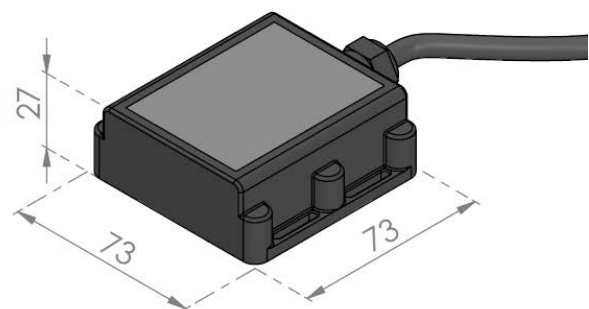
- 18.1 The "Tracker box" records the competitor's progress on the rally legs at each second. Additionally it provides real time data to the rally server for live tracking and timing purposes.
- 18.2 The device starts working at the moment the power supply is provided at the scrutineering at the beginning of the rally.
- 18.3 The "Alarm button" provides direct transfer of the current coordinates of the vehicle via SMS messaging to the Rally Control for direct alarm signal. Triggering the alarm is done when pressing and holding for over 5 seconds the alarm button. After sending the alarm signal, prepare your mobile phone for communication with Rally Control!

19. TECHNICAL DETAILS:

- 19.1 Dimensions(in mm):



Alarm button (dimensions under change)



Tracker box

19.2 Electrical details:

- The allowed range of voltage is 6V to 30V DC.
- The nominal voltage is 12V.
- Energy consumption (at 12.6V power supply): 110mA r.m.s.
- Maximal power consumption – 2W

20. POWER SUPPLY

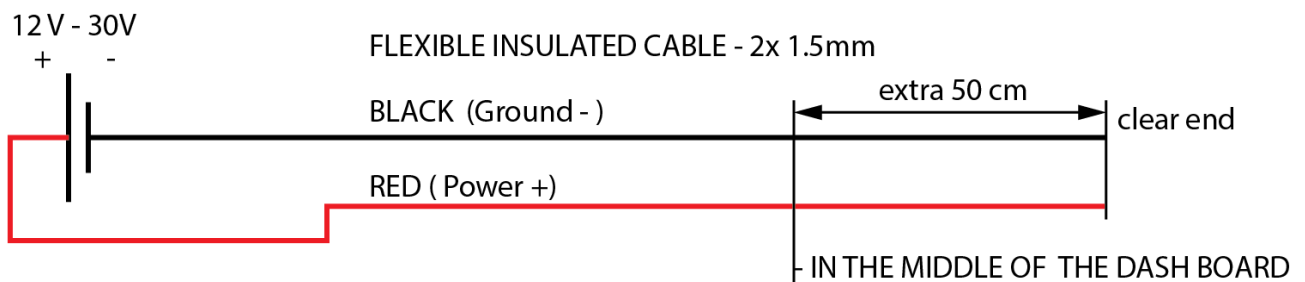
IMPORTANT !!! The battery master cut-off (kill) switch MUST NOT DISCONNECT the power supply for the tracking system.

20.1 It is the responsibility of the competitors alone to provide, DIRECT POWER SUPPLY from the vehicle's battery according to the drawings provided.

20.2 The power cables must be "flexible" (multi wire), insulated cables – 2 x 1.5mm² – RED and BLACK colored.

20.3 The connection may have an IN-LINE FUSE - "BLADE TYPE" of 5A.

VEHICLE'S BATTERY



20.4 The wires must be prepared in advance and connected to the vehicle's battery when the vehicle is presented for scrutineering.

20.5 The cable must have minimum 50cm extra usable length from the middle of the dash (See installation position).

20.6 The connection to the Rally Safety System will be done with a simple connector terminals supplied by the organizer.

21. CONNECTORS

21.1 The power supply cables (Power+ and Ground-) must be equipped with FULLY INSULATED FEMALE Crimp Spade Terminal Connector - 6.3 x 0.8mm.

21.2 See the graphic bellow for example:



22. MOUNTING:

22.1 The mounting of the system will be done by the organizer at the scrutineering.

22.2 The mounting of the alarm box and the tracker box will be according to the specifics of each vehicle using the following (supplied by the organizer):

- Cable / zip ties;
- 3M Velcro tape;
- Electrical connectors

22.3 It is the responsibility of the competitors alone to provide enough space for the Alarm button and the Tracker box in the places shown bellow.

23. INSTALLATION POSITION

23.1 The position of the alarm button should give access to both driver and co-driver with fastened harnesses. If this is not applicable, then the alarm button should be positioned on an easy to see location.

23.2 Overview of correctly positioned Tracker box and Alarm button:

