

**BAJA INTERNATIONAL TOURIST CUP**  
North America's Real Road Race

# RULES AND REGULATIONS

7 & 8 OCTOBER 2024, FOURTH EDITION



**BAJA TARMAC RACING**  
Motorsports on Real Roads

TEMPORARY CIRCUIT KM32  
MEXICO 3 FEDERAL HIGHWAY

# BAJA INTERNATIONAL TOURIST CUP

North America's Real Road Race

## CONTENTS BY PAGE NUMBER

1. COVER
2. INDEX
3. COURSE MAP
4. EVENT, ROAD COURSE, AUTHORITIES.
5. ELIGIBILITY, ENTRIES, FEE REFUND POLICY.
6. CHANGE OF MACHINE / RIDER OR DRIVER, MOTORCYCLE CLASSES.
7. AUTOMOBILE CLASSES, INSURANCE REQUIREMENTS, RACE FORMAT, PRACTICE, QUALIFYING, AWARDS.
8. RACE SAFETY, REFUELING PROTOCOLS.
9. RIDER SAFETY REQUIREMENTS.
10. MACHINE SAFETY REQUIREMENTS, SCHEDULE OF EVENTS.



# BAJA INTERNATIONAL TOURIST CUP

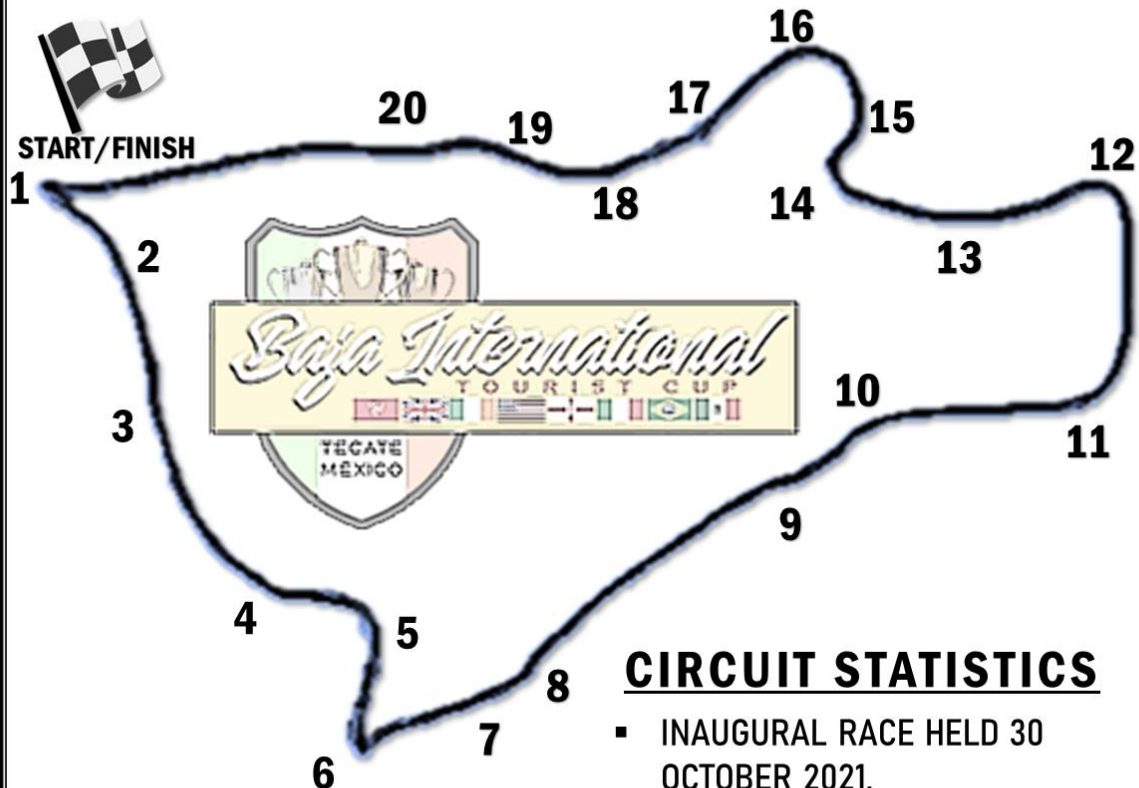
North America's Real Road Race



**BAJA TARMAC RACING**  
Motorsports on Real Roads

## TEMPORARY RACE CIRCUIT

**TECATE-ENSENADA FEDERAL HIGHWAY 3 AT KM 32**



### CIRCUIT STATISTICS

- INAUGURAL RACE HELD 30 OCTOBER 2021.
- CIRCUIT LENGTH 16 KILOMETERS.
- 20 CORNERS WITH 2 HAIRPINS.
- CIRCUIT RECORD LAP CLOCKWISE 4'-30", COUNTER-CLOCKWISE 5'-17".
- WIDTH: CORNERS 1-6 40 FEET, CORNERS 6-20, 20 FEET.
- SURFACE: 100% TARMAC.

# BAJA INTERNATIONAL TOURIST CUP

North America's Real Road Race

1. **EVENT:** The “Baja International Tourist Cup” is a closed circuit race for Motorcycles, Sidecars and Cars held on the Tecate-Ensenada #3 Federal Public Highway closed to civilian traffic by the Guardia Nacional, aided by the Tecate Municipal Police, and endorsed by the State of Baja California and the City of Tecate. Dates are Monday 7 and Tuesday 8 October 2024. It is organized and executed by the **Baja Tarmac Racing Promotions** team, self-sanctioned, under its own rules and regulations.

2. **ROAD COURSE / CIRCUIT:** Length of circuit is 16 kilometers, consisting of 20 corners, 2 hairpins and slight to medium elevation changes. The west section of the circuit is part of a renovation of the above mentioned highway, measuring 40-foot-wide with two lanes and shoulders at either side, 4 kilometers in length, either ends of the section are connected to an old semi loop of two lane blacktop, 20 feet in width, no shoulders and 12 kilometers in length, to complete the full 16 kilometers (9.95Mile) temporary race circuit. It is 100% paved and its surface is medium to rough grain on 75% of its surface and smooth to medium on the wider west section. Some corners have protective guardrails at hazardous sections. There are no buildings on the road proximity, with boulders and rock walls, precipices and open fields lining the full loop. Highest elevation of the road course is 650 meters above sea level, and is located between turns 12 and 14. (see circuit map), lowest elevation at 250 meters above sea level, is located at hairpin south.

3. **AUTHORITIES:** Event to be run with the endorsement of the Municipality of Tecate, Baja California, The Tourism Secretariat of the State of Baja California, and road closures performed and monitored by the Guardia Nacional.

4. **RACE OFFICIALS:**

**RACE DIRECTOR:** Pedro A. Vargas Valdez

**RACE SECRETARIAT:** Monserrath Cibrian.

**TECHNICAL DIRECTOR:** To be determined

**COURSE & PIT LANE DIRECTOR:** To be determined

**TIMING AND SCORING DIRECTOR:** Baja Brother's Garage.

**COURSE WORKER COORDINATOR:** Edgar Perez.

**CHIEF RESCUE AND MEDICAL OFFICER:** T.R.U.M. Benjamin Gilbert

**RADIO RELAY/COMMUNICATIONS:** Larry & Susan Smith.

**UNITED STATES LIASON:** To be determined.

# BAJA INTERNATIONAL TOURIST CUP

## North America's Real Road Race

**5. ELIGIBILITY:** All holders of a recognized sanctioning body race license to include, but not limited to: Federation Internationale de Motocyclisme (FIM) Federación Mexicana de Motociclismo (FMM) American Motorcyclist Association (AMA) American Federation of Motorcyclists (AFM) Arroyo Seco Motorcyclist Association (ASMA) American Sport bike Racing Association (ASRA) Championship Cup Series (CCS) Central Motorcycle Road racing Association (CMRA) Central Road racing Association Inc. (CRA) Loudon Road Racing Series (LRRS) Motorcycle Riders Association (MRA) Oregon Motorcycle Road Racing Association (OMRRA) Team Promotion GP Moto Elite Sandia Motorcycle Road racing Inc. (SMRI) Utah Sport bike Association (USBA) Chuckwalla Valley Motorcycle Association (CVMA) WERA Motorcycle Road racing (WERA) Washington Motorcycle Road Racing Association (WMRRA) Moto West Grand Prix (MWGP) . and all holders of a valid rider/driver license from their country of origin with a seniority of at least 2 years on the day of the event, may participate, with the race technical director's approval.

**Non race license holders** will have to perform a full course lap during the practice session, chased by one of our staff's chase/quick response riders to observe the riding skill set of the participant at an average speed to be determined the day of the event. If the participant is deemed to be a danger to himself or others, he / she will not be permitted to participate in the race, and will forfeit any entry fees paid. This "screening" is done with the purpose of a self-examination on soliciting racers prior to making the decision to participate in the race

**6. ENTRIES:** An official entry form and proof of payment via wire transfer or PayPal must be completed by all competitors, banking information is on entry form. Please E mail receipt / proof of deposit to [rhtranspen@gmail.com](mailto:rhtranspen@gmail.com) attention of Monserrath Cibrian.

Entry fee is **\$600.00 u.s.d.** Pre-Register with **\$300 u.s.d.**, complete entry fee by August 1st. A late fee of **\$75.00 u.s.d.** will apply for entry fees after August 1st. Any participant wishing to compete in more than one class, will pay an additional \$100.00 u.s.d. for the first additional class, \$50.00 u.s.d. for the second additional class, and \$25.00 u.s.d. each for the rest of the classes entered, fees will not exceed \$775.00 u.s.d. regardless of number of classes entered.

**7. FEE REFUND POLICY:** Entry fees will only be returned as credit for the following year's event with a notice of a month or more prior to the event or if the meeting is cancelled by the promoter. Cancellation by force majeure, automatically credits the entry for the following year's event. The Promoter reserves the right to refuse entry, to abandon, cancel or postpone the meeting and alter the program of events and awards.

# BAJA INTERNATIONAL TOURIST CUP

## North America's Real Road Race

**8. CHANGE OF MACHINE/DRIVER/RIDER.** The secretary of the meeting must be informed in writing of any changes of rider/driver an hour at the latest before the start of the practice and qualifying session. Replacement/changed rider/driver must conform to the eligibility requirements stated in this document. No exceptions will be made.

**9. MOTORCYCLE CLASSES:** All machines participating must be production based and retain original stock frame as produced by the manufacturer. All classes must use DOT tires for this is a real road course that presents various grades of conservation, adherence and materials will present, including potholes and smooth, to rough to middle texture and loose gravel surfaces. The use of new tires is highly recommended. No open headers, must have spark arrestor exhaust system. **All classes include naked, half or full fairing motorcycles.** RACE NUMBERS must be at least 7" tall and of an easily identifiable font.

**9.1. ULTRALIGHTWEIGHT (ULW)** Production based motorcycles, up to 350 c.c.'s

- Number of cylinders is open
- Mandatory DOT tires
- Two or four stroke engines.
- Black numbers over yellow background to identify class.

**9.2. LIGHTWEIGHT (LW):** Production based motorcycles, over 350 to 500 c.c.'s

- Number of cylinders is open.
- Mandatory DOT tires.
- Two or four stroke engines.
- White numbers over green background to identify class.

**9.3. MIDDLEWEIGHT (MW):** Production based motorcycles, over 500 to 850 c.c.'s

- Single, double or triple cylinder engines.
- Mandatory DOT tires.
- Two or four stroke engines.
- White numbers over blue background to identify class.

**9.4. SUPERSPORT (SSPT):** Production based motorcycles, up to 650 c.c.'s

- Four cylinder engines.
- Four stroke engines.
- Mandatory DOT tires.
- Black numbers over white background.

**9.5. HEAVYWEIGHT (HW):** Production based motorcycles over 850 c.c.'s.

- Number of cylinders is open.

# BAJA INTERNATIONAL TOURIST CUP

## North America's Real Road Race

- Mandatory DOT tires.
- Four stroke engines.
- White numbers over red background to identify class.

**10. AUTOMOBILE CLASSES:** We will open an automobile class, only if three of a class in two or more classes solicit registration to race, based on 4, 6 and 8 cylinder engines.

**11. INSURANCE REQUIREMENTS!!** Real Road Racing is extremely dangerous and not for all riders/drivers, racing in itself is a dangerous sport, this particular racing discipline is specially so, and may result in serious injury or death. All racers will have to present a valid / current personal medical insurance policy, including repatriation and medevac. If not insured, participant will sign a liability release form for the organizer, promoter and crew of the event. A limited third party insurance policy is carried by the event promoter.

**12. RACE FORMAT:** A 10-minute warning to start will be made by a race official with a board and megaphone for each class / race, all racers will suit up and may start machines for warm up. At 5-minute notice, all racers will proceed to staging area in pairs, and will be ready to be clutch started at 15 second intervals. Race is to be run counterclockwise on a temporary race circuit closed to civilian traffic on a public highway as a time-trial with a start in pairs on 15 second intervals, with a maximum of 20 competitors per race. Start / Finish line is located 250 meters North of #1 (North) Hairpin. Races will be two 5 lap heats per group, to be determined contingent upon total race entries at a week prior to the event's celebration.

**14. PRACTICE SESSION:** All registered racers will do a mandatory 3 lap practice session per group, at 15 second interval start in pairs of racers. Group practice order to be kept until the preceding group has finished its scheduled practice session. If a racer has a mechanical issue, he must wait by the side of the road, on a safe place, to be aided by track workers and will return to paddock until his / her practice session is over and race operations orders the retrieval of all stranded, stopping the practice session until all are back to paddock.

**15. QUALIFYING:** All registered racers will run three qualifying laps, lap times recorded will be used for starting position,

**16. AWARDS:** First through third place trophies awarded to all classes. A credit on next year's race registration fee of 50% for 1st place, 25% for 2nd place and 10% for third place will be awarded to podium finishers.

# BAJA INTERNATIONAL TOURIST CUP

## North America's Real Road Race

**17. RACE SAFETY PROTOCOL:** Temporary circuit will be divided in 4 quadrants, each to be covered by a quick response vehicle equipped with a paramedic, a fireman, radio communication, sand container, fire suppression equipment.

Each quadrant will also be visually checked by a track marshal / flagman located at approximately 1-mile distance intervals, this to have response times of 8 minutes or less in case of a mechanical or an on or off track accident.

Two ambulances will cover the course, one located at the start/finish line, to cover from race kilo 0 to 8, and a second one about midway to cover race kilo 8 to finish.

A medevac aircraft to be on call as well as the Tecate general hospital will be monitoring the event for admittance of injured victims in case of need. Tecate is 20 miles from the proposed temporary race circuit.

If a rider falls or suffers a mechanical issue during practice, qualifying or racing, reentering is forbidden, session is only valid if 75% of practice, qualifying or race is completed. Otherwise it will register as DNF. (Did not Finish)

No loose pets allowed anywhere in the event. If you must bring your pet, please have it on a leash at all times.

**NO FUEL IS ALLOWED IN PIT LANE,** Fuel can be left in the designated refueling area, only approved fuel storage containers to be used and must be stored in a well ventilated area. No smoking or naked flames in the area of fuel storage and during refueling. Suitable and current fire extinguishers to be maintained by all teams.

**18. REFUELING PROTOCOL.** Due to the 10 lap / 160 Km. length of each race, refueling will be made between the two scheduled 5 lap heats of each race group under the supervision of a race official / Fire Fighter. Refueling Station is located at the end of pit row. Refueling will be performed under the following protocol:

- ♣ 1 Crew member maximum per team, rider / driver does not count.
- ♣ Refueling of machine will be done with engine turned off and will remain so until refueling is completed, fuel dispenser on ground and motorcycle gas cap closed in full lock position.
- ♣ Only 1 (one) five-gallon maximum capacity fuel container per team allowed, sealed and certified by the tech director or one of his staffers during tech inspection.
- ♣ Fuel container shall have a screw on cap with a maximum 19mm (¾") diameter hose 450 mm (18") in length maximum, with a screw on cap, quick fill caps allowed.
- ♣ Fuel containers shall be clearly marked with the participant's race number(s); illegible numerals will not be accepted.



# BAJA INTERNATIONAL TOURIST CUP

## North America's Real Road Race

- ♣ Each refueling team will have a Class "B" 10 lb. dry chemical fire extinguisher at 5 feet from race machine at full stop position.
- ♣ No refueling will be allowed on practice or qualifying day while the race circuit is "hot"
- ♣ Refueling on practice and qualifying day, will only be allowed during the one-hour break between the practice and qualifying sessions, please refer to the schedule.
- ♣ A full tank is advised at the start of practice and qualifying day to avoid crowding the refueling station. a full tank should be sufficient for the 3 lap practice session and the 3 lap qualifying session, gas consumption may vary, refueling strategy will be the responsibility of each race team.
- ♣ Only tagged crew members will be allowed inside refueling station, fully dressed, no sandals or flip flops allowed.
- ♣ If a machine has sufficient fuel capacity in its tank, be it original issue or a custom made item, a 30 second engine stop inside the refueling station is mandatory, as if to refuel
  - ♣ Gas containers shall be kept away from flame sources as grinders, welders or torches. No smoking allowed on pit lane!!

### 19. RIDER SAFETY REQUIREMENTS.

- Motorcycle riders must present a recognized sanctioning body race license or a valid Motorcyclist license, with a seniority of at least two years on the day of the event.
- Riders must be at least 18 years of age on the day of the meet.
- All riders will go through a medical examination during the scrutineering process, performed by the Chief Medical Officer or his staff. Any special medical condition shall be disclosed to the Chief Medical Office, and shall be recorded.
- All removable dental pieces and jewelry shall be removed from driver / rider during practice, qualifying, or race sessions.
- No intoxicated, "hung-over" or otherwise impaired person will be allowed to attend practice, qualifying or compete, no fees will be refunded if found not fit to race by the medical examination.
- All rider's helmets must show name, blood type, allergies and D.O.B. on either side of it, in contrasting to background color, ½" high in bold characters.
- All riders must wear full body covering riding suits synthetic or leathers in good condition, no torn or burnt garments will be allowed. One-piece suits are mandatory.

# BAJA INTERNATIONAL TOURIST CUP

## North America's Real Road Race

- Eye protection must be worn, riding gloves and boots must also be worn, body armor is strongly recommended
- Helmets must have labels showing manufacturer and foundation certification, and must not be older than 3 years, and free of blows, cuts, scrapes, etc.

### 20. MACHINE SAFETY REQUIREMENTS:

- All machines must be on the current FIM list of homologated machines.
- Other machines admitted at the discretion of the Organizers.
- Tires must not be showing excessive wear, blows or cords.
- No off-road knobby type tires will be allowed for any vehicle competing.
- All oil drain plugs must be lock-wired in position and oil pipes secured and wire locked to their machines.
- Exhaust systems shall be complete, that is, a pipe and muffler, all secured to chassis by mechanical means.
- Mandatory fitting of a chain guard to all machinery, from the rear fork (swinging arm), in front of the rear drive sprocket, to beyond the lower chain run so nothing can be caught between the chain and the sprocket. Exclusion at scrutineering if not fitted.
- Bodywork / Fairing for all 4-stroke machines 400cc and over the lower fairing has to be constructed to hold, in case of an engine breakdown, at least half the total oil and engine coolant capacity used in the motorcycle.
- The inside of the lower fairing must be fitted with an oil absorbent and fire retardant material.
- Alternatively, a sub sump fitted between the crankcase and the lower fairing is permitted and minimum modifications with relation of two holes 25mm. These holes must remain closed in dry conditions and must be only opened in wet race conditions, as declared by the Clerk of the Course.
- Motorcycles must be equipped with a brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

### 21. SCHEDULE OF EVENTS:

15:00 hrs. Monday 7<sup>th</sup>. October 2024 HOST HOTEL LOBBY AND PARKING LOT.

- **Station #1** Lobby Show payment proof and Valid Race license or Rider's State of origin license (Original & Photocopy) in exchange for envelope containing Tech Inspection Sheet, Medical Exam Sheet and Entry Form.

# BAJA INTERNATIONAL TOURIST CUP

## North America's Real Road Race

- **Station #2** Lobby First Medical Exam sign off. You are being asked to be examined for the purpose of obtaining competition racing privileges. This exam concentrates on conditions and disease processes that could lead to injury or even death during a high speed racing event and possibly put others at risk who are participating in, working at, or attending such event.

**From a physical point, a racer must have:**

1. **Musculoskeletal Integrity** – physical ability to rapidly operate the mechanical systems of the race machine (assist devices allowed on case-by-case basis)

2. **The ability to pick up** and push a race machine 25 meters, without outside assistance.

3. **Good Vision** – distant vision correctable to 20/30 each eye, normal depth perception, ability to distinguish basic colors (red, green, yellow, blue and black flags are used to signal racers when on the race course), and peripheral vision to 70 degrees in the horizontal median for each eye.

4. **Good General Health** – minimal chance of sudden incapacitation from any disease or from drug therapy for an on-going treatment of stable chronic disease.

5. **Mental Acuity** – the ability for rapid mental activity and problem solving. The applicant must be able to operate a race machine in an environment, which may contain:

- A. High heat (temperatures in race conditions may exceed 20-30 degrees over ambient).

- B. Presence of fumes, noxious vapors and dust.

- C. Very loud noise levels, high “G forces” compression and vibration.

- D. Risk of collision, impact, flying debris and fire.

- **Station #3** Parking lot Present Tech Inspection Sheet, race machine with numbers affixed and personal protective riding gear for inspection. Get Tech Sheet checked and signed off, ok sticker for race machine and Helmet.

- **Station #4** Lobby Turn in Tech Inspection Sheet, Medical Exam Sheet, Race and or Rider/Driver license photocopy. You get an admittance to race bracelet with your name and race number, and for your pit lane crew (up to three people admitted at pit lane not including racer).

# **BAJA INTERNATIONAL TOURIST CUP**

North America's Real Road Race

**18:30 to 19:15 hrs. RIDERS MEETING / HOST HOTEL MEETING ROOM** Race Team's Crew Chief mandatory attendance, rest of pit crew attendance encouraged. Meeting conducted by Heads of Race Staff, subjects will be, but not limited to:

- Pit box and paddock space assignment.
- Pit lane and paddock usage protocol.
- Radio / Board communication to racers protocol.
- Chain of command at paddock and pit lane.
- Registration of up to three crew members allowed at pit lane.
- Registration of up to 6 crew members at paddock.
- Mechanical breakdown and Accident retrieval protocol.

**19:15 to 20:00 hrs. RACER'S MEETING / HOST HOTEL MEETING ROOM.**

All Riders / Drivers must attend meeting, there will be a roll call, racers not attending meeting will be penalized with 2.5% time added to his race result. Subjects to be addressed will be:

- General temporary circuit highlights, road conditions, hazard potential spots, etc.
- Temporary circuit safety features and proceedings.
- Circuit retrieval from mechanical or accident issues protocol.
- Entry / Exit procedure to paddock, pit lane and circuit.
- Practice, Qualifying and Race starting, running and finish procedures
- Circuit Flag signaling protocol
- Protest filing procedure

**07:30 hrs. Tuesday October 8<sup>th</sup> / PRACTICE SESSIONS (3 LAPS)**

**08:15 hrs. Tuesday October 8<sup>th</sup>. /QUALIFYING SESSIONS (3 LAPS)**

**08:40 hrs. to 10:00 hrs. Tuesday October 8<sup>th</sup>. / REST / BREAK**

**10:00 hrs. Tuesday October 8<sup>th</sup>. FIRST 5 LAP RACE HEAT**

**11:00 hrs. Tuesday October 8<sup>th</sup>. SECOND 5 LAP RACE HEAT**

**13:30 hrs. Tuesday October 8<sup>th</sup>. LUNCH / AWARDS CEREMONY** location to be announced.

**15:00 hrs. Tuesday October 8<sup>th</sup> EVENT OFFICIALY CLOSED.**