



## MOTOS AND QUADS - BE PREPARED TO RACE IN BAJA

All Race Participants (Driver/Rider of Record, co-driver/co-rider of record) must: (1) be registered, (2) sign waivers, (3) pay fees, (4) have personal safety equipment approved by Tech, (5) wear race-day race wristbands at all times, and (6) have read all the SCORE General Regulations, Competition Regulations, Class-Specific Rules, Racer Brief, Penalty Bulletin, and other documentation published for the event.

All teams must operate with a Stella III Evo device, and SPICA device for safety purposes and penalty reporting. The Stella III EVO device requires you purchase and install an assembly kit made up of a bracket, power cords, and antennas. Be sure and complete an Anube lease agreement form online. Be sure and view the Stella instruction video at [SCORE Tracking – SCORE Race Info \(score-international.com\)](#) SCORE also requires a SPORT-Tag transponder for Timing purposes. Here are some important must-do's

### **Before you register, have a team meeting to discuss logistics such as:**

- Who is going to be the team leader? Who will race which sections and who will chase for them?
- Try to avoid as much leap-frogging as possible. Keep your plan simple.
- Know your registration and contingency day. Who will bring the bike through Tech/Contingency Inspections (must be banded race participant)? Note: Before getting in the Tech/Contingency line, make sure all team members are registered, the bike meets all the SCORE rules and safety equipment is with the bike.
- What Pit Support organization will you use? Make sure you are registered. Know where the pits will be located on the course.
- Make a plan for who will retrieve you if there is a mechanical problem or injury and you cannot continue on. It may take your team up to 24 hours to reach you so be prepared to spend the night in the desert.
- Make sure you have reviewed the usage of the Stella III EVO device and know how to call for assistance and when to use it. When in need of life-saving assistance push the **BLUE** and **RED** buttons simultaneously on the Stella unit until the letters SOS appear on the screen.
- Carry a personal satellite two-way tracking and communicating device such as SPOT or InReach for added safety, with all your emergency contacts pre-loaded.
- Establish a person who will remain at home to be a single point of contact for emergencies, and communication between team members. Make sure they have access to live tracking so they can provide updates to other team members.
- Make sure all team members have passports, insurance information, and cash on their persons at all times in the event there is an emergency and transport back to the US is required.
- Be prepared for all types of weather conditions both during pre-running and race day.
- Have a separate helmet lighting system as backup to the main headlights. SCORE requires red flashing lights be on the back of your helmet or attached to the back of rider.
- Determine what GPS system you will be using. Make sure GPS files are loaded and working before you leave home. You will need the GPS for pre-running. Memorize all the VCPs, Speed Zones and pit locations in your section.
- Develop a race notebook for each team member that includes: phone numbers of all team members, emergency contact persons, and the race radio frequency your team is using. Have a course map marked with each teammates' section and chase.
- All chase trucks should have copies of the insurance plan purchased to cover them in Mexico.
- Make sure your Contingency Declaration form is completed before you leave for the race and assign a team members turn it in to the Tech staff.

## Pre-Running and Race Day

1. Dehydration is one of the most significant health problems a rider may experience. Begin your hydration plan several days before the race start.
2. Make sure each rider has emergency supplies at all times. Each rider should be prepared to spend up to 24 hours in the desert.
3. During Pre-Running, run at reduced speeds to ensure you have an opportunity to mark your GPS with notes and warnings. Use your first pre-run pass of your section to learn the course and identify things that can hurt you during the race. Remember, it is “pre-running” not “pre-racing.”
4. During the race, be on your guard! Always look down-course for shiny metal objects, headlights or dust indicating possible traffic on the course ahead. Watch for footprints, the smell of animals, indicating possible animals on the course ahead.
5. Always be prepared for spectator traffic on the course or crossing the course at any time. Remember they may not know there is a race. **EXPECT AN OBSTACLE, PERSON, OR VEHICLE AROUND EVERY TURN.** When approaching large groups of spectators, be aware as there may be a man-made danger in the area that was not there during pre-running.
6. Always be alert for dangers or other vehicles approaching from any direction.
7. When approaching a water crossing learn where the shallow parts are during pre-running. Do not go where the spectators are pointing unless you can see they are pointing out a danger.
8. If a helicopter is making swoops near you, it may be trying to warn you of a danger.
9. It is inevitable that a moto/quad will be caught by a Trophy Truck or other four-wheel vehicle. When you receive a Stella warning or hear/see a four-wheel vehicle approaching, do not wait until they are on your rear fender to pull over. Pull some distance off the course and watch behind you for other oncoming vehicles. Do not re-enter the course until the dust has cleared and you can do so safely. Remember they cannot always see you.
10. Chase crews and riders should be in place at their assigned spots at least two (2) hours ahead of the race vehicles scheduled arrival. Plan on staying at a rider change location for twenty (20) minutes after a rider swap in the event there is a problem.
11. When pitting, visually make sure that your gas tank was topped off.
12. When riding on off-camber parts of the course, stay on high side in the dust, as the high side will usually have less ruts.
13. Jump the center hump of 2 track roads in anticipation of upcoming corners. Rail the outside berms and avoid the bushes and cactus on the inside of the turn.
14. Smoother is faster. When approaching a turn, take it easy in and accelerate hard out.
15. Most riders are injured when they first get on a bike/quad until they settle in and get their rhythm. Remember, you will not win the race in the first 5 miles, but you can certainly lose it there.
16. If you break down on the course, immediately move off the course as far as you can and radio your team for assistance and notify weatherman of your team number, RM location, what the problem is, and what kind of assistance you are needing.
17. **NEVER EVER GO BACKWARDS ON THE COURSE OR WALK ON THE COURSE.** Again, if you break down or are injured get as far off the course as you can safely and call or radio for assistance.

**Safety is #1!**



*The World's Foremost Off-Road Racing Organization*