

BAJA TT CUENCA 2026

BRIEFING NOTES

SOS EMERGENCY PHONE NUMBER + 34 646 874 657

We would like to take this opportunity to extend a warm welcome to all competitors, teams, officials and members of the media to the Baja TT Cuenca 2026. This will be the first time that the Baja TT Cuenca is part of the Championship FIA European Baja Cup and also it will be the opening event of the championship, that is why we are so excited and feel a great sense of responsibility to offer you a fantastic event where everyone can enjoy themselves and feel very welcome.

Our Team Cuenca Motor 4x4 have over 10 years of experience in national Cross Country Rally competitions and has inherited the spirit of the 4x4 events that began in our region in the 1980s. Therefore, we have designed a route that reflects our commitment to a demanding event where both drivers and navigators will have to demonstrate their skills. We are fortunate to have an exceptional terrain for organizing this type of competition, that is why we have prepared a varied route that embodies the essence of the Cross Country Rally discipline.

We are looking forward to welcoming international visitors from the world of cross-country rallying to discover this new event for them.

The Baja will have a format of a Prologue to determine starting orders and then two stages across the province of Cuenca taking in some of the most spectacular terrain has to offer.

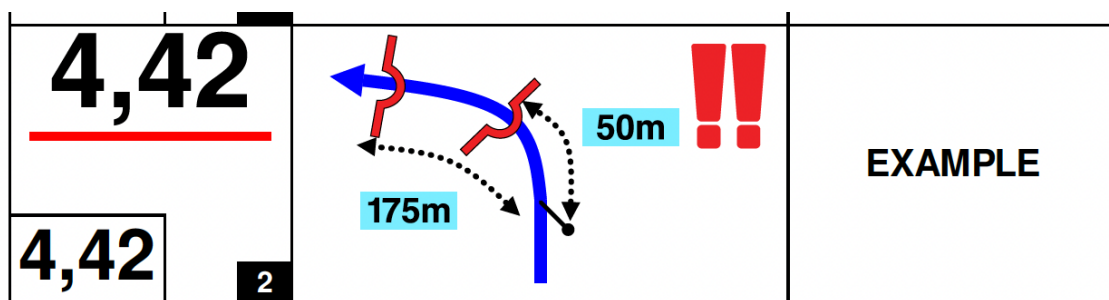
From the organization we wish you a great race and good luck.
Welcome to the Baja TT Cuenca!

IMPORTANT REMINDER

According the communication of RFEdA Sport Delegate in charge of the Road Book revision:

- DANGER (1) ! - **ATTENTION**
- DANGER (2) !! - **DIFFICULT**
- DANGER (3) !!! - **ALMOST STOP**

There are diagrams with distances between signs. The second distance is the total distance starting in the marking pin (from where the partial is set to zero)

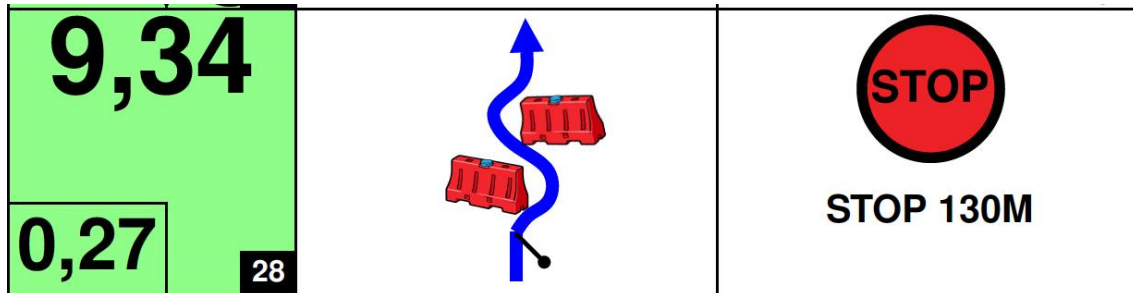


A.- Deceleration area on SS Finish

In accordance with the Art. 5.5.4.1.c) of Appendix H of FIA ISC, it will be established a deceleration area between the Flying Finish and the Stop Control in each Special Stage in order to reduce the arrival speed at the Stop point on each special stage.

These modules will be placed approximately in the 100 m before the Stop Point.

The Organiser will place a straw bales and it is indicated in the roadbook.



B.- ELECTRONIC CONTROL OF ITINERARY

As stated in Supplementary Regulations (art. 11.12.4), we are controlling electronically the passage for each one of the diagrams in the Road Book (considered as PRECISE WAYPOINT (WPP)).

The passage of the vehicle through each road direction diagram is registered by the GPS.

Through the passage at each diagram the Stella RESTART automatically to the total distance.

The validation distance for each diagram are 20 meters and the system send a "bip".

It will be shown in the screen the number associated to this diagram in the road book (i.e: from 1 to 368 in the case of SS1 or from 1 to 214 in the case of SS 2 and from 1 TO 251 in SS3).

Competitors must pass through all road direction diagrams in chronological order and cannot drive back to get a previously missed diagram.

At the end of each Leg, the GPS may be inspected to control the validation of the road book diagrams.

SPECIAL ATENTION TO AVOID "SHORTENING" IN SELECTIVE SECTIONS

Infringements will be penalized accordingly art. 43. Appendix I "List of Penalties" of 2026 FIA CCR SR.

C.- CROSS ROADS AND SAFETY POINTS

We remind competitors that the Special Stages route ARE NOT EXCLUSIVELY RESERVED TO COMPETITORS, although we have taken many work and great care in safety:

- The rally route has been carefully selected, checked (and where necessary corrected). Great care has been taken in signposting the rally route.
- Among the Start and Finish Controls, there are several Control points (Cross Road Controls, Passage Controls and Security Controls).

At all of them, the passage of each competitor is checked and the Clerk of the Course is informed if there is any anomaly.

As stated in the Supplementary Regulations (Art. 11.12.6), ALL the Cross Road points are CONTROLLED SPEED ZONES of 30 km/h and the vehicle must be ready to STOP if necessary under the surveillance of Marshalls.

A car missing at any passage will cause the start up of all the safety measures. Thus it is that, we require all competitors to inform – by means of phone or other means – any accident or any other incident.

Art. 11.12.3.1 MAXIMUM TIME AT A CP

Intersection controls will be installed at all crossroads opened to traffic and will be considered as a speed control zone with the speed limited to 30 km/h.

These C.I. will be considered as Virtual Passage Controls (CPV) for the application of the lateness exceeding the maximum time as established in article 40.2 of 2026 CCR SR.

These CPV are in direct communication with the Clerk of the Course and indicated at the Road Book and by standard signs as established in Appendix II of 2026 FIA CCR SR.

The Maximum time for this CPV is as follows:

SS1	CP4 (pk 102,81)	maximum time 2:30
------------	------------------------	--------------------------

Any infringement of these Regulation shall entail penalties according article 36.3.3 and 48 of 2026 FIA CCR SR.

D.- SPEED CONTROL ZONES

There are several speed control zones along the Special Stages (iii remember that also for environmental reasons iii).

All the Speed Control Zones, the Panels, penalties and all the details are explained in article 37 of 2026 FIA CCR Sporting Regulations.

PLEASE, BE CAREFUL BECAUSE THE NON COMPLIANCE OF THESE SPEED LIMIT ZONES COULD PREJUDICE NEXT EVENTS.

The “STELLA” system gives a warning 90 meters before the Zone (DZ) showing in **orange the speed limit (30 or 50)**. When you enter the “speed zone” the limit is shown in **red**.

There is an **acoustic and lighted warning if you overspeed** the limit.

90 meters before the end of the speed zone the speed limit in the screen are automatically removed.

The system controls the over speeding infringement on-line.

E.- ALARM AND TRACKING SYSTEM

THE SYSTEM IS SET UP TO RECEIVE THE REQUESTS AT 300 METERS

Alarm system “vehicle to vehicle”

- We have put on each car a “vehicle to vehicle” alarm system called “STELLA” to help cars during the overtaking manoeuvres and we think this will increase the rally safety standard.
- These alarm system is received and checked **on – line for all the vehicles** at Race Control.
- According art. 47.3.3 the system is registering ALL the request to overtake received and the time.
- If a vehicle receives **THREE (3) requests for overtaking within a period of 45 seconds** (or less) **the system shows automatically a regressive clock of 60 seconds** (time limit to allow passing as per art. 47.3.3):

OVERTAKING / BLUE FLAG



The system controls **on-line** the potential overtaking and the time elapsed after the reception of the three requests and gives an alert to Race Control.

As stated in art. 47.3.3 infringements will be penalized as per Appendix I - "List of Penalties" of 2026 FIA CCR SR.

Position control system GPS – SOS System

Also - and according Cross Country Rallies regulations – all cars are fitted with a satellite position system (GPS) that allow us to know, from the Rally Headquarters, the position of each vehicle for their easier localization.

You have all the instructions on the web page and any additional explanation required should be given to you immediately.

OPERATION: SOS button: (mandatory use only in emergencies)

- The SOS button should be used ONLY in an emergency.
- It should be **hold for 5 seconds** when the team suffers or see an accident that requires medical help. Pressing the button, automatically activates the voice connection with Race Control.
- If you have to leave the vehicle urgently (eg.: fire or rollover) GPS may be removed from the vehicle and used as a mobile phone.
- The misuse of it, or use to communicate any other subject not concerning medical help should be immediately reported to the Stewards.
- When the Clerk of the Course, at its sole discretion, believes that the emergency situation and risk has ended, the GPS will be disconnected to open the channel to other competitors.

TRACKING SYSTEM

General.-

Dangers showed in the road book as 3 exclamation signs are activated in STELLA device at 300 mts before the danger.

Customer Service for Competitors.-

In order to control – **and replace if necessary** – there will be personnel from the tracking system provider - ANUBE – at the start of each Stage (Prologue, Stage 1 and/or Stage 2) and at the start of each Selective Section (SS 1, SS 2 and SS 3).

F.- CLOSING TIME FOR CONTROLS

On each Time Card are specified the maximum time allowed to finish the SS. Any vehicle with more time shall be awarded the max. time and could find (if his lateness is more than 30 minutes) the next Time Control closed for him.

G.- ENVIRONMENTAL REMINDERS

All participants must comply with the following environmental requirements:

- Waste must be deposited in designated containers. Do not leave any waste in the field.
- Refueling and maintenance operations must be carried out using protective mats to avoid spills.
- Any accidental spill must be reported immediately to the organization.
- Respect marked areas and avoid leaving designated tracks or entering sensitive zones.
- Follow all instructions from the organization regarding environmental protection.

Failure to comply with these measures may result in penalties.

Let's work together to minimize the environmental impact of the event.

H. – FIA ANTIDOPING REMAINDER

https://cdn.shopify.com/s/files/1/1042/4149/6389/files/2026_FIA_anti-doping_introduction.pdf?v=1778182727

Have a nice and lucky Baja !!!!



Manuel Vidal
Clerk of the Course