TECHNICAL REGULATIONS MOTO 2025
Carta Rallye

This regulation is written in terms of authorizations.
Therefore, any modification is prohibited if it is not authorized by these regulations.
Furthermore, any authorized modification cannot justify an unauthorized modification.

PREAMBLE

These regulations apply to all vehicles in the Baja Morocco by Carta Rallye.
To avoid any misinterpretation, unless explicitly authorized or made mandatory by these regulations, any modification is prohibited.

ARTICLE 1. ELIGIBLE VEHICLES

Eligible vehicles are of the quad or moto type with 2 or 4-wheel drive. Vehicles with naturally aspirated or turbocharged engines with a displacement less than or equal to 1000 cm3.
Whether the vehicle is a production vehicle or a prototype.
The vehicle must still be identified and administratively compliant (serial number, registration, etc.). It is the responsibility of the competitor to present all necessary documents for the vehicle inspection.
Vehicles in the Moto and Quad categories must comply with the general prescriptions and safety equipment defined in these regulations.

ARTICLE 2. CATEGORIES AND CLASSES

MOTO CATEGORY

Moto vehicles are 2-wheel production vehicles whose base model has been regularly produced and marketed in at least 500 units over 12 consecutive months, having undergone no other modifications than those listed in the technical regulations for this category or those necessary for the installation of certain safety elements. This category will be divided into 2 classes according to the vehicle's displacement: one class for vehicles from 0 to 450 cm^3 inclusive and one class for vehicles over 450 cm^3 and up to 1000 cm^3.

QUAD CATEGORY

Quad vehicles are quadricycle type vehicles whose base model has been regularly produced and marketed in at least 500 units over 12 consecutive months, having undergone no other modifications than those listed in the technical regulations for this category or those necessary for the installation of certain safety elements.

ARTICLE 3. AUTHORIZED MODIFICATIONS

DEFINITION OF A MOTO FRAME

The structure or structures used to join any steering mechanism at the front of the machine to the engine/gearbox unit and to all components of the rear suspension. Each motorcycle must be equipped with a side stand. The side stand must be attached either to the frame or to the swingarm. Starting

devices are mandatory. A guard must be installed on the output sprocket. A chain guard must be installed to prevent entanglement between the lower chain and the final sprocket at the rear wheel.

EXHAUST

Motorcycles must have either a production or CE road-legal exhaust system. A competition-type exhaust with the end of the silencer being horizontal and parallel (over a minimum distance of 30 mm) to the central axis of the motorcycle (with a tolerance of ± 10°) and not extending more than 5 mm beyond the end of the silencer body is also acceptable. All sharp edges must be rounded with a minimum radius of 2 mm. Exhaust gases must be discharged to the rear but not in a manner that raises dust, soiling the tires or brakes. All possible measures must be taken to prevent the loss of used oil so that it does not obstruct a following rider. Any non-original valve system installed in the exhaust system is prohibited. Only exhaust valve systems (e.g., Exup) provided by the manufacturer on the header pipe are permitted. Adjustment is free. The end of the exhaust pipes on motorcycles must not exceed the vertical tangent of the rear tire.

HANDLEBARS

Handlebars must be equipped with protection on the crossbar. Handlebars without a crossbar must have protection in the middle of the handlebars covering the clamps. Exposed handlebar ends must be plugged with solid material or covered with rubber. Solid stops (other than a steering damper) must be fixed to ensure a minimum clearance of 30 mm between the handlebars with their levers and the fuel tank at full lock to avoid trapping the rider's fingers. Handlebar clamps must be carefully rounded and designed to prevent breakage points in the bar. If handguards are used, they must be made of unbreakable material and have a permanent opening for the hand. Welding repairs on light alloy handlebars are prohibited. Handlebars made of carbon/carbon, carbon/Kevlar, or other composite materials are not permitted.

CONTROL LEVERS

All handlebar levers (clutch, brake, etc.) must have a spherical end (minimum diameter of this sphere 16 mm). This sphere may also be flattened but in all cases, the edges must be rounded (minimum thickness of the flattened part 14 mm). These ends must be permanently fixed and form an integral part of the lever. Each control lever (hand and foot levers) must be mounted on an independent pivot. The brake lever, if it pivots on the footrest axis, must function in all circumstances, including if the footrest is bent or deformed.

THROTTLE CONTROLS

Throttle controls must close automatically when not held by hand.

TECHNIQUES

Motorcycles must be equipped with a functional kill switch or stop button mounted on the right or left side of the handlebars (within reach when holding the grips) capable of stopping a running engine.

FOOTRESTS

Footrests must be of the folding type and equipped with a device that automatically returns them to the normal position. A full protection must be provided at the end of the footrest, which must have a radius of at least 8 mm.

BRAKES

All motorcycles must have at least 2 effective brakes (one on each wheel) operated independently and functioning concentrically with the wheel.

MUDGUARDS AND WHEEL PROTECTION

Motorcycles must be equipped with mudguards. Mudguards must extend laterally beyond the tire on each side. The front mudguard must cover at least 100° of the wheel circumference. The angle formed by a line drawn from the front edge of the mudguard to the wheel center and a line drawn horizontally through the wheel center must be between 45° and 60°.

The rear mudguard must cover at least 120° of the wheel circumference. The angle formed by two lines, one drawn from the rear edge of the mudguard to the wheel center and the other drawn horizontally through the wheel center, must not exceed 20°. The angle (20° max.) for the rear mudguard must be measured with the rider seated on the motorcycle.

FAIRING

Radiator covers (guards) must be made only of flexible materials (e.g., plastic).

WHEELS, RIMS, TIRES

All tires will be measured mounted on the rim at a pressure of 1 kg/cm²; measurements taken at a tire section located 90° from the ground. Any modification of the rim or spokes of an integral (molded, cast, riveted) wheel provided by the manufacturer or a traditional detachable rim other than for spokes, valve, or security bolts is prohibited except for tire retaining screws sometimes used to prevent tire movement relative to the rim. If the rim is modified for these purposes, bolts, screws, etc. must be installed. The dimensions of front and rear tires are free concerning diameter and width. Tires with metal studs, spikes, chains, or any other anti-skid device are not allowed. Paddle tires (continuous radial rib) are prohibited.

TECHNIQUES

Only tires normally available from commercial or retail sources are permitted. Tire modification is not allowed. It is prohibited to treat tires with chemicals, cut, or groove them, use tire warmers, or any other means that may alter the shape, minimum shore hardness, construction, or other characteristics. Tires must be listed in the tire manufacturer's catalog range or in publicly available specification lists. They must be manufactured to comply with the European Tyre and Rim Technical Organization (ETRTO) requirements regarding load and speed codes and have a minimum service description of 45 M. Both front and rear tires must have an "E" mark and/or DOT (American Department of Transportation) approval, and the DOT number must be molded on the tire sidewall.

TREAD PATTERN

The specifications for the rear tire tread pattern are free.

NUMBER PLATES

Number plates are required for off-road rallies. The organizer must provide each rider with a set of identification plates, including 1 front plate and 2 side plates called number plates. Number plates must be visibly attached to the front and rear sides of the motorcycle. They must not cover, even partially, the motorcycle's registration number for the rally's duration.

LIGHTING, WARNING EQUIPMENT, AND SPEEDOMETERS

Motorcycles and their equipment must comply with national legal requirements for road traffic in the country where the vehicle is registered and other rules specified in the supplementary regulations. The electric generator must operate continuously and normally in terms of current and voltage during the competition and post-competition inspection. Electrical connections must be maintained.

OFF-ROAD RALLY MOTORCYCLES

GENERAL

All vehicles must fully comply with the 1968 Vienna Convention, even if the country where the machine was manufactured is not a signatory of this convention and must be registered for road use.

LIGHTING AND SAFETY EQUIPMENT

Lighting equipment for all categories must fully comply with the International Road Traffic Convention. Additionally, original headlights and taillights may be modified or replaced. Additional lights may be added.

Each motorcycle/quad must be equipped with at least:

- A front headlight (min 55 watts or equivalent in lumens)
- A generator with the required performance to support all demands
- An audible warning device with a minimum of 90 dB/A measured at one meter.
- A fixed water tank of

3 liters or a hydration pack of equivalent quantity.

All motorcycles/quads must carry the necessary survival equipment as required in the general race regulations.

FUEL

For all categories, the engine must run on unleaded fuel equivalent to that available at public service stations.

EXHAUST SYSTEM

Exposed edges of the exhaust pipe(s) must be rounded to avoid sharp edges.

FRAME AND ACCESSORIES

The main frame must be marked with the original Vehicle Identification Number (VIN). The frame number (VIN) must remain visible at all times. The frame must not be replaced during the event. The frame may be repaired under the supervision of the technical steward.

FUEL TANK(S)

The total fuel capacity carried in all tanks is free, provided it covers at least 120 km of range. The transport of fuel cans is strictly prohibited.

WEIGHT

Not restricted.

ENGINE

The engine number must remain visible at all times. Engine preparation is free except for the crankcase(s), which must remain strictly standard.

QUAD SPECIFIC

EXHAUST SYSTEM

The silencer must not extend beyond the rear end of the quad. The exhaust pipe of the silencer must be protected by a rounded edge with a minimum of 4 mm.

CHASSIS AND ACCESSORIES

The main chassis must be marked with the original Vehicle Identification Number (VIN). The chassis

number (VIN) must remain visible at all times. The chassis must not be replaced during the event. The chassis may be repaired under the supervision of the technical steward.

IGNITION CUT-OFF SWITCHES
Quads must be equipped with a safety ignition cut-off switch that must stop the primary circuit and be permanently attached to the rider by a non-elastic spiral cable of adequate length (max. 100 cm stretched), similar to a telephone cable.

NUMBER PLATES
2 number plates are required:
- 1 plate on each side of the machine

SUSPENSIONS
All supports for the front and rear suspension units, suspension arms, and steering spindle must be secured with a safety wire or cotter pin.

BRAKES, WHEELS, AND RIMS
The rear wheel rim diameter must not exceed 15 inches. Wire spokes are not allowed. Each front wheel must have a functional brake installed on each axle and be operated by a handlebar lever. At the rear, the vehicle must have a brake on each wheel or a brake installed jointly on the rear wheel axle, operated by either a handlebar lever or a foot pedal.

MUDGUARDS
Drive wheels must be covered by flexible material mudguards covering each wheel over an area of at least 30 degrees.

FUEL TANK(S)
Additional fuel tanks must be at least 25 mm (1 inch) from the edges of the protective barrier. The maximum total capacity of the fuel tanks in all tanks is 45 liters. The transport of fuel cans is strictly prohibited.

ARTICLE 4. GENERAL PRESCRIPTION

HELMET WEARING
It is mandatory for all participants taking part in trials and races to wear a protective helmet. The helmet must be properly fastened, well-fitted, and in good condition. The helmet must have a chin strap type retention system. Helmets constructed with an outer shell made of more than one piece are allowed, provided that in an emergency, they can be quickly and easily removed from the rider's head by releasing or cutting only the chin strap.

TECHNIQUES
HELMET OPERATING INSTRUCTIONS
Under the supervision of the chief technical steward, the stewards may check before trials and races that all helmets meet the technical requirements. If a helmet does not meet the technical requirements and is deemed defective, the technical steward must remove all approval marks and retain the helmet until the end of the event. The rider must present another helmet for approval by the technical steward. After an accident involving an impact, the helmet must be presented to the technical steward for inspection (see also Art. 77.02.14). All helmets must be intact, and no alterations should have been made to their construction. After an accident involving an impact, the helmet must be presented to the

technical steward for inspection.

The technical steward and/or the technical steward may carry out the following checks before the rider is allowed to participate in the race trials:
- That the helmet fits well on the rider's head.
- That it is not possible to slip the retention system over the chin when fully fastened.
- That it is not possible to pull the helmet over the rider's head by pulling it from the back of the helmet.

TECHNIQUES
INTERNATIONALLY RECOGNIZED APPROVAL MARKS FOR HELMETS**
- Europe ECE 22-05 'P', 'NP', or 'J'
- Japan JIS T 8133: 2007 (from 01.01.2010)
- USA SNELL M 2010 (from 01.01.2010)

EYE PROTECTION
The use of glasses, goggles, as well as helmet visors and 'tear offs' is allowed. The material used for eye protection and goggles must be unbreakable. Helmet visors must not be an integral part of the helmet. Eye protectors causing visual disturbances (scratches, etc.) must not be used.