

REGULATIONS

FOR THE TRADITIONAL CROSS COUNTRY RALLY COMPETITION

“OPEN OFF-ROAD QUAD-SERIES CAN-AM X RACE 2019”

1. GENERAL TERMS

1.1. These Regulations (Series Regulations) define the rules for the management and staging of the traditional cross country rally competition “Open off-road quad-series Can-Am X Race 2019” (hereinafter “Can-Am X Race”).

1.2. The governing documents for the staging of Can-Am X Race series stages are as follows:

- Unified Sports Classification System of Russia
- Russian Registry of Types of Sports
- Sporting Code of the Russian Automobile Federation
- Effective Rules for Cross Country Rally Competitions
- Classification and Technical Regulations for Vehicles Participating in Sporting Competitions
- Appendix “J” to the International Sporting Code of FIA
- The Regulations of this Series
- Additional (Individual) Stage Regulations

1.3. Can-Am X Race series stages are included in the Calendar of sporting events of Russian Automotive Federation (hereinafter RAF Calendar) with their respective statuses.

1.4. The number of stages is defined by the RAF Calendar and these Regulations. Any changes to the calendar will be announced at least 1 month before the deadline for applications.

1.5. All the rights for placement of Compulsory and Non-compulsory advertisement belong to BRP Saint Petersburg LLC. Additional advertising beyond that listed in article 9.2 of the Regulations may be placed on an SSV and/or ATV only after approval by OOO B.R.P. Sankt-Petersburg,

2. TERMS OF MANAGEMENT.

2.1. The Organizing Committee of the Can-Am X Race series cooperates in the staging of the competitions with the Sporting Machinery Committee of the RAF, the Board of Officials and Judges for Automotive Sports, the corresponding regional affiliates of the RAF and the RMF, and the direct (technical) organizers of the stages of the Can-Am X Race series.

2.2. The Organizing Committee of the Can-Am X Race series is entitled to take any decisions concerning the management and/or staging of Can-Am X Race series stages, which are allocated to its competence by these Regulations, including the following:

- nomination of the Main Panel of Judges for Can-Am X Race series stages
- appointment of the inspections of the preparations for Can-Am X Race series stages
- preparation of propositions for the cancellation or rescheduling of Can-Am X Race series stages
- any other decisions outlined in these Regulations.

2.3. Any decisions of the Organizing Committee of the Can-Am X Race series that affect the interests of any competitors are to be announced in Official Informational Statements of the Organizing Committee.

2.4. The Organizing Committee of the Can-Am X Race series nominates the Secretary of the Can-Am X Race series. The Secretary of the Can-Am X Race is responsible for the publication of the following:

- informational letters of the Organizing Committee of the Can-Am X Race series
- current and final classifications of each stage, and the Can-Am X Race series as a whole, at the official web-site of the Can-Am X Race series www.canamxrace.ru within 10 days of the approval of

the official standings for the competitions.

2.5. The Board of Sport Commissioners (BSC) has the right to make final decisions on all matters concerning sporting regulation at Can-Am X Race series stages.

3. CLASSIFICATION OF THE COMPETITIONS. GENERAL REQUIREMENTS FOR THE ORGANIZATION OF SERIES STAGES.

3.1. The Can-Am X Race series comprises 3 stages. A stage is deemed canceled if fewer than 10 crews in total compete in it.

3.2. Dates and locations of the Can-Am X Race series stages.

#	Date	Competition name	Coefficient	Location
1	June 07-09	“1st stage of the Open off-road quad-series Can-Am X Race 2019”	1.0	Republic of Tatarstan
2	July 26-28	“2nd stage of the Open off-road quad-series Can-Am X Race 2019”	1.0	Republic of Karelia
3	September 06-08	“3rd stage of the Open off-road quad-series Can-Am X Race 2019”	1.2	Astrakhan Region

3.3. The Can-Am X Race series is held as an individual championship in the following groups and classes:

3.3.1. Overall standings among all crews of ATV and SSV groups.

3.3.2. ATV group

■ **ATV class** – individual standings.

3.3.3. SSV group

■ **SSV class Standard** – individual standings of first drivers and second drivers (navigators), separately

■ **SSV class Sport** – individual standings of first drivers and second drivers (navigators), separately

■ **SSV class Super Sport** – individual standings of first drivers and second drivers (navigators), separately.

3.3.4. Series stages may include competitions in the **Adventure group** – crew standings not counting towards the final standings of the season. Information about competitions in the **Adventure group** will be announced by the Series Organizers at a later date.

3.4. Can-Am X Race stages are managed by the Organizing Committee of the series. The applications for the staging of the competition were accepted and included in the timetables of the RAF and the RMF in due order.

3.5. The rules and conditions of cost allocation for staging Can-Am X Race stages, including the work of inspectors and Board of Judges, are defined by the Organizing Committee of the series.

3.6. Can-Am X Race stages may be combined with stages of other competitions only with the approval of the Organizing Committee of the series. Information about such combinations will be included in the Additional (Separate) Stage Regulations.

3.7. Each Can-Am X Race stage is organized according to the Additional (Individual) Stage Regulations drafted by the Organizing Committee of the series.

The Additional (Separate) Stage Regulations shall comply with the requirements of the Sporting Code of the Russian Automobile Federation, the Rules for Cross Country Rally Competitions and these Series Regulations.

3.8. The Race Director shall submit the Stage Regulations to the Organizing Committee of the series, accompanied by the main content of the Stage Safety Plan, the track design and the preliminary route sheet, not later than 1 month before the beginning of any competition.

3.9. After the publication of the Stage Regulations on the official site, and the approval of regional affiliates of the RAF and the RMF, any alterations to the Additional (Separate) Stage Regulations shall be published as special bulletins by the Organizing Committee of the series (before the competition) or by the Sporting Commissioners (during the competition).

3.10. All stages of Can-Am X Race 2019 are staged in the “Baja” format, with the following characteristics:

- The length of the prologue route (SS1) shall be no less than 1 km and no longer than 20 km
- All other SS routes shall be no longer than 100 km

■ There shall be organized fueling zones between all SSs, no more than 90-100 km apart, and preferably also servicing zones if technically feasible.

3.11. Recommended timetable for a Can-Am X Race series stage:

■ Day 1 (Friday): administrative and technical inspections, opening ceremony

■ Day 2 (Saturday): SS1 (prologue), reseeding, 2-4 SSs with total length up to 400 km

■ Day 3 (Sunday): 2-4 SSs with total length up to 400 km, storing of ATVs/SSVs in *parcs fermés*, prize ceremony for the stage

The time and location of the final prize ceremony for the Can-Am X Race 2019 series will be announced at a later date.

3.12. In case several SSs are held on the same or overlapping routes within one day, a reseeding can be held after each SS to close the gaps in the running order.

3.13. EVERY CONTESTANT IS PERSONALLY RESPONSIBLE FOR THE ESTIMATION OF THE FUEL NEEDED FOR EACH SS.

IF A CONTESTING VEHICLE IS/WAS NOT ABLE TO DRIVE THE MINIMAL DISTANCE REGISTERED IN THE ROAD BOOK, REGARDLESS OF ROAD SURFACE, NO COMPLAINTS OR PROTESTS AGAINST THE ORGANIZERS OF THE CAN-AM X RACE SERIES STAGE WILL BE CONSIDERED VALID.

FOR REASONS OF SAFETY, 10% EXTRA FUEL IS COMPULSORY IN ESTIMATES.

3.14. Procedure for drafting the starting list for Can-Am X Race series stages:

3.14.1. At the first Can-Am X Race series stage, all crews within each class start the SS1 route in the order of the final ratings of Can-Am X Race 2018 or the Priority List for the Can-Am X Race (see Appendix 1 to these Regulations), taking into account the groups/classes of SSV and ATV, at the discretion of the Organizing Committee of the series. The rating of a crew in the SSV group is determined by the standing of the first driver. All the remaining crews start in the order of starting numbers, taking into account the sporting group of the vehicle.

3.14.2. The starting order in later Can-Am X Race series stages is determined:

■ For the contestants with points in the Can-Am X Race series—by the current standing of the driver (the first driver in SSV group) in series ratings and by the sporting group of the vehicle

■ For the contestants without points in the Can-Am X Race series—by the order of starting numbers taking into account the sporting group of the vehicle

3.15. The order of starting number assignment in the Can-Am X Race series stages is determined by the Organizing Committee of the series.

3.16. For reasons of safety, it is recommended to use an electronic system of crew monitoring for visual control of crews on the SS routes of Can-Am X Race stages.

4. CONTESTANTS AND DRIVERS PRIORITY LIST FOR THE CAN-AM X RACE SERIES.

4.1. Contestants in the Can-Am X Race are those persons and legal entities holding current Contestant Licenses issued by the RAF (for the SSV group) or the RMF (for the ATV group) and who have filed sporting applications for any Can-Am X Race series stage.

4.2. The following persons may participate in Can-Am X Race series stages:

4.2.1 Athletes with current RAF Driver's License of category E or higher (for the SSV group) or RMF Driver's License (for the ATV group)

4.2.2. Athletes with current International License issued by any member ASN of the FIA, if the License holder is a citizen of Russia.

4.2.3. Foreign Athletes and Contestants with current International Licenses issued by any member ASN of the FIA or current national licenses of the appropriate level for the competition in which the Contestant plans to compete. The awarding of points to foreign contestants is determined by decision of the Organizing Committee of the series.

4.2.4. For the SSV group, a license of category "E" or "D" includes a Contestant License. If the Contestant is a legal entity, or both drivers hold international licenses, a separate Contestant License is required.

For the ATV group, a Contestant License is included in the athlete license.

4.2.5. An RAF license includes insurance for the athlete's life and health, which means no additional coverage is needed for competitors in the SSV group.

An RMF license does not include insurance for the athlete's life or health. Crews in the ATV group must procure insurance policies individually and present valid policies at administrative inspections.

4.3. Prize-winning drivers (places 1, 2, and 3) from the previous season in Overall standings and in

the SSV Super Sport class are included in the Priority List for the Can-Am X Race series for one year. Crews with any driver on the Priority List will be admitted to competitions in Overall standings only (Appendix 1 to these Regulations).

4.4. The Contestant bears joint and several responsibilities for the actions of its stated first and second drivers, and its representatives, passengers, guests, or mechanics, or any other persons supporting them during competitions. A crew is responsible for the actions of any persons engaged by them for supporting their participation in the competition.

4.5. Crews in sporting classes should consist of:

- 1 athlete for each ATV in the ATV group
- 2 athletes for each SSV in the SSV group

4.6. THE TOTAL NUMBER OF CREWS (ATV + SSV) competing in any Can-Am X Race series stage is limited TO 80.

5. APPLICATIONS AND ENTRY FEES.

5.1. The Organizing Committee of the Can-Am X Race series shall set a deadline for the receipt of applications no later than the end date of administrative inspection for a stage. Any application not accompanied by its entry fee is considered preliminary. An application is considered accepted when its crew is included in the competitors list for the Can-Am X Race series stage, which is published on the official site www.canamxrace.ru.

5.2. Applications should be accompanied by payment of the entry fee.

5.3. The Organizing Committee of the Can-Am X Race series may provisionally accept applications presented after the deadline.

5.4. The size of the entry fee for a single competitor at any Can-Am X Race stage will be determined by the Organizing Committee of the series, within the limits stated in Table 5.4.1.

5.4.1. Fees for Contestants in the Overall standings and sporting groups ATV and SSV (for each crew member, regardless of vehicle type):

For participation in stage 1 of Can-Am X Race 2019

Entry fee	Amount	Conditions
Preferential	30,000 rubles	Before May 31, 2019
Standard	40,000 rubles	From June 1 till June 6, 2019
Urgent	50,000 rubles	To be paid on registration day during administrative inspection

For participation in stages 2 or 3 of Can-Am X Race 2019

Entry fee	Amount	Conditions
Preferential	30,000 rubles	To be paid during registration period, but no later than 30 days before competition start
Standard	40,000 rubles	To be paid less than 30 days before competition start
Urgent	50,000 rubles	To be paid on registration day during administrative inspection

Entry fees can be paid only on the site www.canamxrace.ru, in the member area.

5.5. The entry fee for a single sporting vehicle covers the following expenses:

- route preparation
- work of judges
- safety measures

- medical care
- providing food for contesting athletes
- providing branded clothes for contesting athletes
- production and distribution of Road book (1 pcs)
- production and distribution of competition emblems
- production and distribution of labels with starting numbers
- production and distribution of passes for 1 servicing vehicle and 1 following car

5.6. ENTRY FEES WILL NOT BE ACCEPTED AFTER THE LIMIT FOR VEHICLES STATED IN THE ARTICLE 4.6 OF PRESENT REGULATIONS IS REACHED.

5.7. Any Contestant who applies for participation in a Can-Am X Race stage but is unable to compete must send written notification of withdrawal, with a stated reason, to the address info@canamxrace.ru no later than the established deadline for applications.

5.8. The Organizer of the series may partly reimburse the registration fee if a Competitor is unable to compete for a valid reason, at the discretion of the Organizing Committee of the series, on the grounds of the Competitor's written petition addressed to the Organizer of the series. The Organizing Committee of the series in such cases will withhold the following amounts:

5.8.1. 25% in the case that this information is received earlier than 20 days before beginning of administrative inspections;

5.8.2. 50% in the case that this information is received later than 20 but earlier than 15 days before beginning of administrative inspections;

5.8.3. 100% in the case that this information is received later than 10 days before beginning of administrative inspections.

Technical breakdowns, loss of registration documents or drivers license or national registration plates, inadvertent business trip etc. are not considered valid reasons. Any petition listing such reasons will be declined by the Organizer.

5.9. Entry fees for the competition will be reimbursed in full:

- to Contestants whose applications are declined by the Organizing committee
- to all Contestants if the competition is canceled by the Organizer of the series

5.10. The Organizer may apply a returnable ecological fee for the purposes of environmental protection to any SSV and ATV vehicles which will be located in the field camp provided for competitors. This fee is to be reimbursed after a territory inspection conducted after the competition.

5.11. Contestants are allowed to change the second driver (navigator) in the SSV group only before the beginning of administrative inspections. This change must be approved by the Organizing Committee of the series. Approval is provided in written form and constitutes an integral part of the Application, with a copy provided to the Contestant upon signing.

5.12. Contestants have the right to substitute any declared vehicle with another sporting vehicle of the same group/class up to the beginning of the administrative inspection.

5.13. SUBSTITUTION OF DRIVERS IN THE ATV CLASS OR OF FIRST DRIVERS IN THE SSV CLASS IS NOT ALLOWED AFTER THE INCLUSION OF DECLARED ATHLETES IN THE LIST OF ADMITTED COMPETITORS AND THE PAYMENT OF THE ENTRY FEE.

5.14. If a sporting vehicle presented to the Technical Commission does not comply with the requirements for the sporting group it was initially applied to, the Race director may do the following, subject to agreement of the BSC:

5.15.1. Transfer it to another group or class

5.15.2. Exclude it from competitions (if technical requirements are not met entirely), in which case the entry fee is not reimbursed.

6. SPORTING VEHICLES.

6.1. Sporting vehicles are accepted to compete in Can-Am X Race stages only if they are prepared according to the Technical Regulations of the Series (Appendix 2 to these Regulations).

7. SAFETY AND ROUTE PROGRESS CONTROL

7.1. An *SMM GPS instrument* is a satellite system device, installed by the Organizer of a Can-Am X Race series stage on the contesting vehicle to track GPS information and to confirm the passing of all route checkpoints according to the Road Book. Upon the passing of a route checkpoint, WPE/WPS informs the crew and the Organizer (by sending data to monitoring server www.canamxrace.ru) the arrival to the route checkpoint zone.

Crews must adhere to the SS route provided in the Road book. On a given route, crews must visit all checkpoints marked (WPE), (WPS), (DZ), (FZ) or (CP) in strict order according to the Road book for the given SS. A checkpoint is considered cleared for a crew when it arrives in the checkpoint zone for the first time; any subsequent arrivals are disregarded.

7.2. SOS sign and button. In the case of a crash on a route, or any other circumstances requiring medical aid on the track, the crew must **press the emergency (SOS) button and keep it depressed for at least 5 seconds**, and place an emergency sign on a vehicle or the nearest road object. The instrument sends a report to the race headquarters via cellular GSM channel and to the Organizer's site via GPRS (Internet) channel. The report contains the crew number, name and surname of the driver, and the coordinates of the emergency location.

The race headquarters processes the report and sends a confirmation to the crew, which is confirmed by the blinking of all indicators on the instrument panel for 30 seconds. Race headquarters will try to communicate with the crew via the cellular phone number included in the application for the competition in order to clarify the type of emergency and the reason for the medical aid request. A safety group with medical personnel will be dispatched to provide medical first aid to the crew.

The first crew arriving to an emergency location must stop near the affected crew (unless there is an "OK" sign) and check if any help is needed. That crew provides first aid to the affected crew and waits at the place for the arrival of the safety group and medical personnel. The crew stopping to provide help should press the emergency button on **their own** SMM GPS instrument. **If there is no network coverage in the area where the SOS button was activated** or confirmation of the SOS signal was not received from race headquarters for any other reason, the crew should mark its current position in the Road book and send a message to the nearest Judges' station with the next passing crew.

If the Organizer has provided a satellite radio beacon for emergency signals in areas with no cellular coverage, the crew shall perform the following in order to send an emergency signal: press the emergency (SOS) button on the InReach device and keep it depressed for at least 5 seconds.

When medical personnel arrive at crash location to provide first aid, the crew shall switch off the emergency signal by pressing the same emergency (SOS) button again and keeping it depressed for at least 5 seconds until the indicator light starts blinking rapidly.

7.3. "OK" sign. A crew has to place an "OK" sign on the vehicle or the nearest road object in the case of a technical malfunction not requiring medical aid. The crew is also obliged to clear the way for traffic, if the faulty vehicle blocks the free passage of other crews even partially.

7.4. Pulses (track recording for SS and liaison sections). In accordance with the requirement for constant GPS usage, the SMM instrument constantly saves a track of the crew on SS and liaison sections with a periodicity of 1 pulse per 1 second.

7.5. DZ in the Road Book marks the beginning of a zone with speed control.

The speed limit for a zone with speed control is provided in this position in the Road Book. **FZ** in the Road Book marks the end of a zone with speed control.

Exceeding the speed limit in speed-controlled zones. One or more excessive speed events noted within one speed-controlled zone, as defined by **DZ** and **FZ** signs, is considered a violation and is penalized **for each occurrence**. The **DZ** and **FZ** checkpoints have an effective radius of **90 meters**.

7.6. Waypoints: A **WPE (Obscured way point)** is a compulsory checkpoint, saved in the memory of the SMM GPS instrument and marked in the Road Book, the coordinates of which are not disclosed to crews. A **WPE** has a clearing radius of 200 meters.

A **WPS (Safety way point)** is a compulsory safety zone point, saved in the memory of the SMM GPS instrument and marked in the Road book, the coordinates of which are not known to crews. It might designate an area with a high risk level, a road crossing, gas pipe, railroad etc. A **WPS** has a clearing radius of 90 meters. The start and finish of each SS is usually marked by **WPS** points.

7.7. MCP (Manned checkpoint). Manned checkpoints are marked by two flags. Judges' marks of a "stamp on a yellow background" are placed before the flags at the entrance to a checkpoint, which mean that the checkpoint should be cleared without stopping and without a stamp. Crew may pass through the checkpoint only in the direction stated in the Road Book. Driving through a checkpoint in reverse direction, opposite to the official race direction, is **STRICTLY FORBIDDEN**. The judges keep records of crews passing through the checkpoint. Incorrect passage through a checkpoint is penalized.

7.8. All Can-Am X Race series stages have the following speed limits:

7.8.1. 120 km/h in all SS sections for the ATV category.

7.8.2. 140 km/h in all SS sections for the SSV Standard, SSV Sport, and SSV Super Sport categories.

7.8.3. 90 km/h or according to driving regulations in all liaison sections for all classes.

7.8.4. 20 km/h in Camp zones.

7.9. Driving at a speed greater than the stated limit, as recorded by the SMM GPS instrument, is penalized according to the penalization table.

7.10. Time spent on helping injured crew member and/or removing obstacles that completely block the route of an SS will be compensated for, subject to the ruling of the BSC on the petition of the affected crew. Calculation of the time spent may be done by taking into account data from instruments provided by the Organizer, on-board camera recordings, GPS, or other relevant resources.

7.11. Unauthorized shutdown or failure to enable the SMM GPS instrument invokes penalty according to the penalization table. Crews are **PERMITTED** to use only official route control instruments during competition, namely the SMM GPS instrument and other instruments listed in the Stage Regulations. Use of any other GPS systems and/or instruments, including GPS-enabled holders or fixtures, not included in the series or Stage Regulations, is **PROHIBITED**. Crews are responsible for the proper functioning of the SMM GPS instrument provided by the Organizer for the duration of the event. The instrument should be switched on for the whole period of competition, with power supply and antenna constantly connected. Any discrepancies discovered by technical specialists for GPS monitoring systems will be recorded on a control card with the signatures of the crew and the chief judge of a control point. A copy of this card will be provided to the crew, and another copy to the Head judge (Race Director) or the Chief Secretary of the competition. A crew declining to sign the card will be penalized. Failed instruments will be replaced.

7.12. The rules of transit through speed-controlled zones in all Can-Am X Race series stages are defined as follows:

7.12.1. Vehicles transiting zones marked as speed-controlled zones (within SS or liaison sections) must not exceed speeds of 30, 50, or 90 km/h (as applicable). Crews failing to respect this requirement will be penalized according to the penalization table.

7.12.2. Crews should choose their speed based on the driving regulations, density of population, and traffic, but in no case shall it be higher than the speed specified in the Road book.

7.12.3. Speed-controlled zones will be marked in the Road book by DZ (beginning of a zone) and FZ (end of a zone) signs.

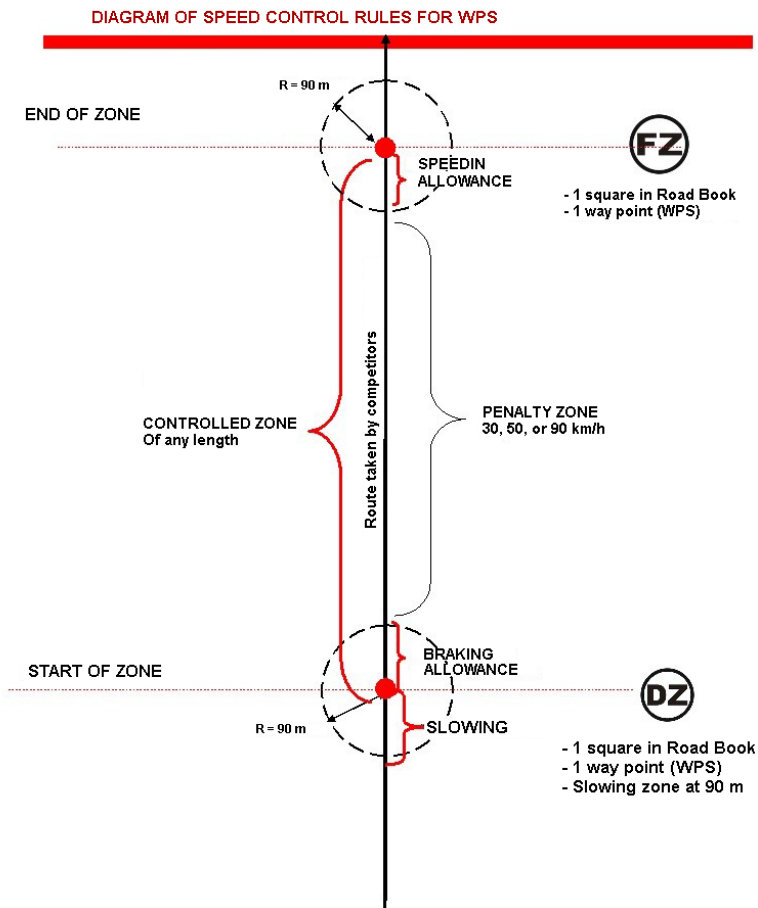
7.12.4. In case of excessive speed in a speed-controlled zone, the SMM GPS instrument will switch on the "MAX km/h" indicator and save the data in its internal memory. Pulses are recorded every 100 meters. If a speed-controlled zone consists of 2 successive segments with different speed limits, the speed limit within 90 meters of the boundary of the second segment shall be defined as the greater of the two speed limits for those segments. If the second segment has the lower speed limit, then a distance of 90 meters before its point of entry marks the beginning of the braking zone.

7.12.5. If a crew wishes to dispute a charged violation, it has the right to present a petition to the Race Director within 30 minutes of the publication of the corresponding penalization. If the violation was noted in the last SS or liaison section of a race, the petition should be presented within 30 minutes of the publication of the preliminary results for the last SS, in order to check GPS monitoring instrument readings.

7.13. Speed limits on liaison sections:

7.13.1. Regardless of the location of speed controlled zones, a maximum speed is specified for all the length of liaison sections, with some special exceptions listed in a corresponding appendix to the Additional (Individual) Stage Regulations or in the Road Book.

7.13.2. Pulses are recorded by SMM GPS instrument on liaison sections every 500 meters.



7.14. Repeated violation of speed control rules on SS and liaison sections. One or more excessive speed events noted within one speed-controlled zone, as defined by DZ and FZ signs, is considered a single violation. One or more excessive speed events noted within another speed-controlled zone is considered a second violation. In the case of repeated violations during competitions, the 3rd violation (excessive speed in 3 different zones) may be draw penalties, up to elimination from competition, depending on the observed speed. A speed-controlled zone consisting of two consecutive sections with different speed limits will be considered a single speed-controlled zone. If speed control is applied to full SSs, each SS will be considered one zone for the duration of one stage (day). If speed control is applied to full liaisons, each liaison will be considered one zone for the duration of one stage (day).

7.15. The BSC may assign a higher starting position to any crew which includes a driver from the Priority list of the FIA, RAF or Can-Am X Race series at the start of any event day (or after a prologue SS), upon a petition of the crew provided within 30 minutes of the publication of the results for the previous day or the prologue SS. No other petitions concerning a change of starting position will be considered.

7.16. Help and/or towage of one vehicle by another vehicle during competitions is allowed only for competitors who have not finish the section.

7.17. If the vehicle of any contestant is unable to leave the finishing zone without assistance, it must be removed from that zone by any means necessary, including by towage, with a penalty of 30 minutes applied to the crew of said vehicle.

7.18. If the vehicle of any contestant is unable to leave a time control station or the starting zone of an SS without assistance, it must be removed from that zone by any means necessary, including by towage, with a penalty of 30 minutes applied to the crew of said vehicle, which will also be considered as having successfully started the stage or SS.

8. IDENTIFICATION

8.1. Names (initials) and surnames of drivers and national flag designations should be placed on both sides of the sporting vehicle, on the front wings or the doors. Required size for designations: 30-50 mm font height for surnames and names (initials), 30-50 mm flag height. If both drivers represent one

country, it is permissible to place one flag designation with a height of 60 mm. The absence of any elements listed above during competitions will be penalized according to the Penalization table.

8.2. In order to identify Crew members, the Organizer of the series may use identification wristbands and high-visibility vests on Can-Am X Race series stages.

9. ADVERTISEMENT

9.1. Contesting sporting vehicles and crews may bear advertisement and symbols of any kind, with the following conditions:

- advertisement complies with the laws of the Russian Federation and specifically Advertising law
- advertisement and symbols occupy only those areas designated for individual team advertising
- advertising is consistent with normal notions of decency and customs
- advertising and symbols do not deliver any political and/or religious opinions

Crews violating the aforementioned conditions may not start until the violations are eliminated.

9.2. The places for the obligatory advertising and symbols of the Organizer of the series are determined according to the “Scheme of official labels and advertisement placement”, which is provided in Application 3 to these Regulations.

9.3. Crews are not permitted to start with dirt on the obligatory advertising, symbols, identification designations and/or starting numbers.

9.4. Refusal to place the Obligatory advertisement provided by the Organizer will entail the payment of an additional entry fee in the amount of the STANDARD entry fee for each Crew.

9.5. It is forbidden to place the emblems of any other competitions on the surfaces of a contesting sporting vehicle. Failure to comply with this provision will entail the payment of an additional entry fee in the amount of the STANDARD entry fee.

10. DETERMINATION OF THE RESULTS

10.1. Athletes’ results in the Can-Am X Race series are classified by the following rules:

10.1.1. The final result of an athlete in the Can-Am X Race 2019 series is calculated as the sum of results for all stages, measured in points.

The result of an athlete (first or second driver) in individual championship within any sporting group is calculated as the sum of points for each stage multiplied by the respective stage coefficients.

10.1.2. If two or more athletes have an equal number of points in the Can-Am X Race series classification, priority is given to the athlete with the higher position in stage 1.

10.1.3. If their positions are still equal, priority is given to the athlete with the higher result in their last “face-to-face” encounter in later Can-Am X Race stages.

10.2. Athletes’ results in a Can-Am X Race series stage are classified by the following rules:

10.2.1. Sporting time is expressed in hours, minutes, and seconds.

The choice of timing equipment is the responsibility of the Organizing Committee of the Can-Am X Race series.

The final classification for a stage is determined by the sum of the sporting times in all SS sections and all time-denominated penalties for rules violations on SS or liaison sections (for missing checkpoints, etc.).

The crew with the lowest time result is announced as the winner in the Overall classification, the crew with the second lowest result takes second place, and so on. Classifications in sporting groups and classes are calculated in the same manner.

10.2.2. In case of equal results in a stage, the winner is determined by the best time on the last SS section. If that is not enough to determine the winner, results in second to last SS are taken into account, and so on.

Points earned as a crew are awarded individually to all drivers in the crew, according to the Table of points for finishing places.

10.2.3. If only 3 crews start a race in a given class, then only the winning driver (or crew) is announced in that stage and points are not awarded in the total classification for the Can-Am X Race series.

10.2.4. If fewer than 3 crews start a race in a given class, the competition is deemed canceled for that class.

10.2.5. The result for a competitor in a Can-Am X Race stage is expressed in points awarded for the corresponding championship or class according to the Table of points for finishing places.

10.3. All protests and appellations are presented and considered according to the Sporting Codes of the RAF and RMF.

11. PRIZE CEREMONY

11.1. Prizes are awarded on Can-Am X Race series stages by the Organizing Committee of the series in the following sporting groups and classes:

OVERALL STANDINGS		
FIRST DRIVERS:		
Places 1, 2, and 3	Cup	Medal
SECOND DRIVERS (NAVIGATORS):		
Places 1, 2, and 3	Cup	Medal
ATV CLASSIFICATION		
DRIVERS:		
Places 1, 2, and 3	Cup	Medal
SSV Standard CLASSIFICATION		
FIRST DRIVERS:		
Places 1, 2, and 3	Cup	Medal
SECOND DRIVERS (NAVIGATORS):		
Places 1, 2, and 3	Cup	Medal
SSV Sport CLASSIFICATION		
FIRST DRIVERS:		
Places 1, 2, and 3	Cup	Medal
SECOND DRIVERS (NAVIGATORS):		
Places 1, 2, and 3	Cup	Medal
SSV Super Sport CLASSIFICATION		
FIRST DRIVERS:		
Places 1, 2, and 3	Cup	Medal
SECOND DRIVERS (NAVIGATORS):		
Places 1, 2, and 3	Cup	Medal

11.2. Prizes are awarded by the Organizing Committee for the results of the Can-Am X Race series in the following sporting groups and classes:

OVERALL STANDINGS		
FIRST DRIVERS:		
Places 1, 2, and 3	Cup	Medal
SECOND DRIVERS (NAVIGATORS):		
Places 1, 2, and 3	Cup	Medal
ATV CLASSIFICATION		
DRIVERS:		
Places 1, 2, and 3	Cup	Medal
SSV Standard CLASSIFICATION		
FIRST DRIVERS:		
Places 1, 2, and 3	Cup	Medal
SECOND DRIVERS (NAVIGATORS):		
Places 1, 2, and 3	Cup	Medal
SSV Sport CLASSIFICATION		
FIRST DRIVERS:		
Places 1, 2, and 3	Cup	Medal
SECOND DRIVERS (NAVIGATORS):		

Places 1, 2, and 3	Cup	Medal
SSV Super Sport CLASSIFICATION		
FIRST DRIVERS:		
Places 1, 2, and 3	Cup	Medal
SECOND DRIVERS (NAVIGATORS):		
Places 1, 2, and 3	Cup	Medal

11.3. ANY PRIZEWINNER WHO FAILS TO BE PRESENT AT THE PODIUM DURING THE PRIZE CEREMONY WILL BE DEPRIVED OF THE RIGHT TO RECEIVE CUP, MEDAL OR PRIZE FUND, IF SUCH IS AWARDED. THE PROTOCOL FOR STAGE AND SERIES PRIZE CEREMONIES IS CONSIDERED OBLIGATORY FOR ALL PRIZEWINNERS WITHOUT EXCEPTION.

11.4. Sponsors of the Organizer of the series may nominate special prizes for other classifications, subject to approval by the Organizing Committee of the series.

PRIORITY LIST FOR THE CAN-AM X RACE SERIES

First driver	Year of result	Priority until December 31
Artem Khairullin	2018	2019
Irek Minnakhmetov	2018	2019
Sergey Karyakin	2018	2019
Rais Minnikhanov	2018	2019
Denis Krotov	2018	2019

TECHNICAL REQUIREMENTS FOR SPORTING VEHICLES COMPETING IN THE CAN-AM X RACE 2019 SERIES

Published on the official site of the series www.canamxrace.ru in the “Documents” section

LAYOUT FOR OFFICIAL LABELS AND ADVERTISEMENT

Will be published on the official site of the series www.canamxrace.ru no later than 10 days before start of the competition.

Appendix 4
To The Regulations of Traditional Cross Country Rally Competition
“Open off-road quad-series Can-Am X Race 2019”

Penalization table

No	Violation	Start not allowed	Exclusion from competition	Penalization	Monetary penalty in the amount of STANDARD entry fee.
1	Noncompliance with chosen category	X			
2	Denial of non-obligatory advertisement				100%
3	Missing or mis-located emblems and/or starting number - 1st occurrence - 2nd occurrence - 3rd occurrence		X		10% 50%
4	Absence of name, surname, and/or flag designations on ATV/SSV vehicle				10%
5	Absence of Organizer’s advertisement - 1st occurrence - repeated occurrences				10% 100%
6	Placement of emblem of any other competition on any surface of contesting sporting vehicle.				100%
7	Violation of timetable for administrative and/or technical inspection				1,000 rubles
8	Second technical inspections during one technical inspection period				1,000 rubles
9	Second technical inspection after the technical inspection period				5,000 rubles
10	Absence of mounting bracket or SMM instrument during technical inspection				3,000 rubles
11	Absence of turn indicators or hazard warning lights during technical inspection				100%
12	Failure to pass administrative or technical inspection	X	X		
13	Deception or false markings		X		
14	In the case that GPS instruments are prohibited on a stage, the presence of docking station or mounting bracket for GPS navigator or any other GPS device not permitted by the Organizer in a ATV/SSV vehicle. Possession of any GPS devices (except permitted or distributed by the Organizer) in SS or liaison section.	X	X		
15	Absence at a briefing				10%
16	Late arrival to the Opening ceremony area, as defined by the Organizer.				1,000 rubles
17	Absence of a crew at the Opening ceremony or failure to drive through Starting Arch.				5,000 rubles
18	Studying of the track after the beginning of an administrative inspection	X	X		
19	Late arrival at Start of stage for each minute of delay more than 30 minutes of delay	X		1 min TT +30 minutes + penalization for missed checkpoints + penalization for missed time control stations	
20	Absence or breach of seal on identification wristband at the start of SS			5 mins	
21	More than 20 seconds’ delay at the start line after start signal			2 mins	
22	False start, for each full or partial minute			1 min	
23	Late arrival at time control station: - less than 20 minutes, for each full or partial minute - more than 30 minutes of delay	X		1 min TT +30 minutes + penalization for missed checkpoints +	

No	Violation	Start not allowed	Exclusion from competition	Penalization	Monetary penalty in the amount of STANDARD entry fee.
				penalization for missed time control stations	
24	Early arrival at time control station, for each full or partial minute			1 min	
25	Failure to start at an SS at the crew's assigned time and position			15 mins	
26	Changing of flat tire in time control and/or starting zone, exceeding 10 minutes			1 min for each full or partial minute	
27	Creating hindrances for other competitors at finish			1 hour	
28	Low beam headlights switched off at start of SS	X			
29	Failure to comply with judges' instructions		X		
30	Exceeding speed limits in SS section , recorded at 1 pulse per 100 m. - From 1 to 20 km/h, for each pulse - From 20 to 40 km/h, for each pulse - Above 40 km/h, for each pulse			1 min 2 mins 5 mins	
31	Exceeding speed limits in speed-controlled zone defined by DZ and FZ points within SS section , recorded at 1 pulse per 100 m. - From 1 to 20 km/h, for each pulse - From 20 to 40 km/h, for each pulse - above 40 km/h - First pulse signal - Second pulse signal - Third pulse signal - Each subsequent			1 min 2 mins 5 mins 10 mins 15 mins BSC decision	
32	Excessive speed in one liaison section in speed-controlled zones, recorded at 1 pulse per 500 m. - From 1 to 20 km/h, for each pulse - From 20 to 40 km/h, for each pulse - Above 40 km/h, for each pulse			30 secs 1 min 5 mins	
33	Driving with speed over 20 km/h within Camp zone , recorded at 1 pulse per 500 m. - From 1 to 20 km/h, for each pulse - From 20 to 40 km/h, for each pulse - Above 40 km/h, for each pulse				500 rubles 1,000 rubles 2,000 rubles
34	Penalty for non-clearance of checkpoint or way point			10 mins	
35	Missing stamp in Check list affirming clearing of checkpoint (time control) for an SS			1 hour	
36	Servicing work in SS			TT +30 mins	
37	Outside assistance to a competitor in SS			TT +30 mins	
38	Outside assistance to a competitor in a liaison outside of designated service area			1 hour	
39	Entrance of support personnel to an SS section		X		
40	Driving through fields, agricultural areas outside of official route, damage to any crops along the route: - 1st occurrence - 2nd occurrence - 3rd and any subsequent occurrence (each)				10,000 rubles 50,000 rubles 100,000 rubles
41	Failure to comply with safety requirements in SS			1 hour	
42	Driving in wrong direction in SS		X		
43	Violation of rules for passing of a judges' station, arrival to judges' station in wrong direction and/or repeated arrival to a judges' station after stamping - 1st occurrence - repeated occurrences			10 mins 1 hour	
44	Failure to adhere to official route		X	BSC decision	
45	Exchange of SMM GPS instruments between different ATVs and/or SS		X		

No	Violation	Start not allowed	Exclusion from competition	Penalization	Monetary penalty in the amount of STANDARD entry fee.
46	Absence of safety belts, helmets or neck protection in SS	X	X		
47	Failure to provide safety measures in a crash area		X	BSC decision	
48	Result above Target time, absence of finish stamp for SS1			TT+5 mins	
49	Result above Target time, absence of finish stamp for SS			TT+30 min + penalization for checkpoints cleared after TT	
50	Absence of GPS track in an SMM instrument at competitor's fault (damage to instrument, antenna cable, or power cable, device switched off) with correct stamps for start and finish for SS			Penalization for all SS checkpoints that are not confirmed	
51	Lost Check list			1 hour	
52	Stopping in zone between yellow finish flag and STOP sign in a judges station.			15 mins	
53	Failure to stop at STOP sign			1 hour	
54	Missing timestamp from time control at camp zone			1 hour	
55	Late check-in of vehicle to Parc fermé with less than 30 minutes' delay (for each full or partial minute of delay)			1 min	
56	Late check-in of vehicle to Parc fermé with more than 30 minutes delay or leaving Parc fermé without authorization of officials			3 hours	
57	Movement by towage within or through any control zones of judges station (time control, checkpoint, start or finish)			30 means for each	
58	Transportation of ATV/SSV in an SS or liaison section		X	Unless stated otherwise in Separate Regulations	
59	Delivery of fuel to ATV/SSV in an SS section		X		
60	Failure to pay fine	X	X		
61	Failure to apply protective covering (designed to prevent fuel and lubricants spillage) under an ATV/SSV during servicing in service area: - 1st occurrence - 2nd occurrence - 3rd occurrence		X		1,000 rubles 3,000 rubles
62	Deceit or unsporting behavior	X	X	X	X
TT = Target (Maximum) Time for an SS section					

Penalties can be paid only on the site www.canamxrace.ru, in the member area.