



Media Guide
Can-Am X Race 2019



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What are rally raids?

A rally raid is a car race on a cross-country terrain and on public roads. FIA international classification defines this sport event as a “cross-country rally”.

A crew in an SSV group includes two persons: a pilot and a navigator. In an ATV group, a single rider is both a pilot and a navigator. The mission of every crew is to hit the distance of the speed sections (SS) as fast as possible, with maximum authorized speed. Competition organizers prepare a race route in advance, recording it into a route log (legend) with the approved signs. A route has mandatory check points, where the judges check whether a competitor passed the prescribed route properly. Having completed an SS route most promptly and accurately without violation of the rules, a crew wins the section. A crew competition result consists of the total time spent for hitting a distance of all the special sections plus possible penalties (for not taking the control points, for exceeding the authorized maximum speed, etc.). Competitors become the champions if they have spent the shortest time for hitting the whole route.

Beside the speed sections, there are the road sections – liaisons (spans) going through public roads unprepared for racing. A crew must keep a certain schedule of passing the time checkpoints, while observing the Traffic Regulations. All the deviations from the required schedule, the special section results and violation of Traffic Regulations are registered in the special check-list (carnet) and are taken into account for the final result calculations.



About the series

Can-Am X Race is the greatest quad bike (ATV) and off-road buggy (SSV) competition series in Russia (until the 2017 it bore the name “Can-Am Trophy Russia”). The race has taken place since 2010. During that time about 500 sportsmen took part in Can-Am quadro-series sections from more than 30 Russia regions and from Kazakhstan, Ukraine, Latvia and Byelorussia also. BRP has arranged the series since 2018.

Can-Am X Race attracts both cross-country rally newbies and competitors of international renown. Champions and prize winners of Dakar, Africa Eco Race, and Silk Road race are among them.

Three sections are held annually (except 2016, when only two competitions took place).



What should you know about the Can-Am X Race?

The Can-Am quadro-series is a traditional (amateur) competition series for the owners of the ATV and SSV vehicles. Anyone who wants over 18 years old may apply for the competition (a driver's license of the relevant category is mandatory). There is no distinction between professional and amateur riders. A sportsman himself choose in what qualification category to compete (to be precise, a sportsman purchases and prepares a vehicle relevant to the qualification class). Competition rules are published in the **General Rules**. Every section is provided with **Particular (additional) Rules** specifying other essential competition particularities.

The technical specifications compile the basic features of vehicle preparation and the competitor's equipment.



Some mandatory components for ATV:

- certified helmet with chin protection,
- neck protection,
- motorcycle-type boots,
- chest and back protection.

Vehicle preparation. A vehicle should be standard, but several components should be added for competitors' safety.

Mandatory are:

- rear view mirrors,
- ignition circuit breaker.



Some mandatory components for SSV:

- certified helmet (open helmets are permitted),
- neck protection ("collar").

Vehicle preparation. A vehicle should be standard, but several essential features are mandatory to participate in a race:

- reinforcement of the regular roll cage,
- protective door net,
- lower door panel.

Every vehicle unit must have a fire extinguisher, a first aid kit in waterproof packaging, a stock of water (3 liters per a person), a strap cutter (for the SSV group). A vehicle must have a flagpole with a flag (pennant).



Series advantages

- The routes are specially prepared for the competitors in ATV and SSV vehicles. A single special section length is 90 km at most (frequent areas for vehicle refueling).
- Strong competition. Though the series has a traditional status, the best sportsmen from the whole Russia take part in it nevertheless.
- Excellent organization.
- Modern system of monitoring and online access to the results.
- Convenient schedule. The competition starts at Friday with administrative and technical inspections. Racing days are Saturday and Sunday.
- An opening ceremony program within the city is a great event for the whole family.
- Friendly aura of unity in the base camp.



Organizer

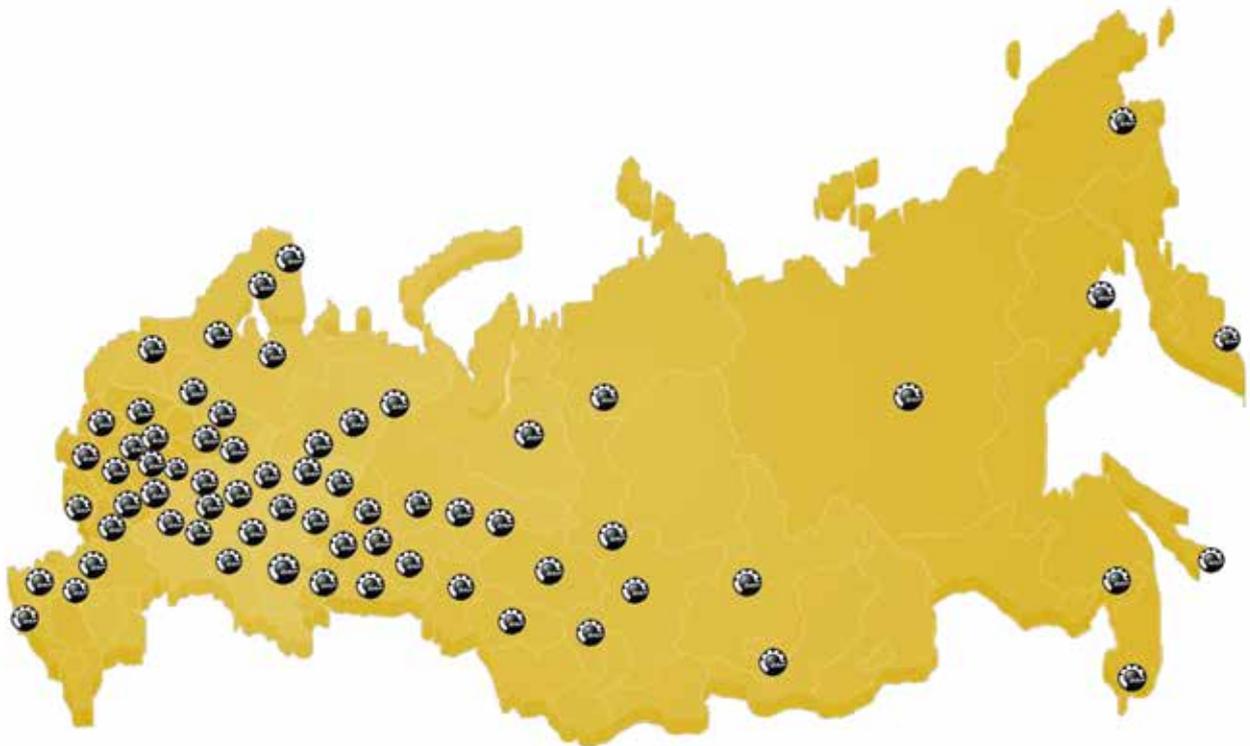
BRP is the Can-Am X Race series organizer.



BRP is the world leader in sport and adventure utility vehicles and the waterjet systems. The family of innovative and industry-unique products include the Ski-Doo and Lynx snowmobiles, jet skis Sea-Doo, Can-Am ATV and SSV vehicles, Can-Am Spyder roadsters, waterjet systems Evinrude and Rotax, and ROTAX engines for carts, motorcycles and small aircrafts. The company offers the full range of spare parts, accessories and apparel for full implementation of the vehicle potential. BRP operates in more than 100 countries. The annual BRP sales volume is 4.5 billion Canadian dollars, and the company staff comprises more than 10,000 of talented and dedicated fellow employees.

BRP launched its activity in Russia on July 1, 2018.

Allover Russia dealer network support.



Competition officials



Diana Boaghi
Chairman of the series organizing
committee



Robert Sanakoev
Race manager-in-chief



Sergey Talantzev
Commissioner on the route



Galina Kosheleva
Head the of Media Center



Officials' comments

Diana Boaghi, the Chairman of Can-Am X Race quadro-series organizing committee: "For those working for BRP, the Can-Am X Race is not just a PR project and big marketing event. We spend a substantial part of our labour hours preparing it with great relish. And after all, no less of our private time. Yes, this one is the most complicated of our projects. It requires us colossal concentration, patience, energy, strength, sleepless nights, briefings, disputes, and healthy humor. The world of ATV sports is not for those loving sofas and TV. When the next section is coming up dartingly, an electrical tension in St. Petersburg's Kupchino bursts with sparks from our working energy and feats of our labor. Every season we do our best to come up with something new to surprise, to engage, to remove all the barriers, and shift paradigms."



Robert Sanakoev, race manager-in-chief:“The Can-Am series is one of the most interesting and complex in Russia. Due to the tight-knit, professional and friendly team, the race retains the real family setting. We here are happy to welcome both newbies and international champions.

Development of the series is governed by the BRP vehicles, which are the perfect choice for amateurs to enter the world of rally raids. At the same time, being slightly modified, they turn into irrepressible rushing racing cars. Can-Am X Race competitors show excellent results in large-scale competitions in further times, having gained essential skills. And this is the best indicator of success of the series!”



Qualification classes

The Can-Am X Race 2019 have four qualification classes + overall final scoring for all the competitors who applied. In ATV, SSV Standard, SSV Sport, SSV Super Sport classes have common route and rules.

ATV

ATV (All-Terrain Vehicle) – a commercial off-road vehicle not intended for permanent use on public roads.

Requirements for a sportsman personal equipment in the ATV category are more restricted: chest and back protection, neck protection, motorcycle-type boots – high boot-top safety footwear are mandatory to use.

ATV category crews: 1 sportsman on one vehicle.



SSV Standard

SSV Standard – A commercial SSV (Side-By-Side Vehicle) with side-by-side seating, produced in 2000 pc. of identical items or more.

The regular SSV vehicles without a turbocharger, with regular suspension, and on regular wheels are authorized to compete in the SSV Standard class.

A crew in the SSV Standard class consists of two sportsmen in one vehicle.



SSV Sport

SSV Sport – a commercial SSV (Side-By-Side Vehicles) with side-by-side seating, produced in 2000 identical items or more.

The SSV vehicles with naturally aspirated or turbocharged engine, with regular suspension, and on regular wheels are authorized to compete in the SSV Standard class if their overall width at wheels is 1700 mm at most.

A crew in the SSV Sport category consists of two sportsmen in one vehicle.



SSV Super Sport

SSV Sport – a commercial SSV (Side-By-Side Vehicles) with side-by-side seating, produced in 2000 of identical items or more.

The SSV vehicles with naturally aspirated or turbocharged engine, with suspension of all types are authorized to compete in the SSV Super Sport class if their overall width at wheels is 2000 mm at most.

A crew in the SSV Super Sport category consists of two sportsmen in one vehicle.



Absolute

Absolute is a competition between the crews in all the qualification classes.

According to the series rules, sportsmen – champions and prize winners of the 2018 season in the SSV Super Sport and Absolute categories may pretend to win only in the overall final scoring. They are Artem Khairullin, Irek Minnakhmetov, Sergey Karyakin, Rais Minnakhmetov, and Denis Krotov in 2019.





How is a course prepared

The course preparation begins a year before the competition starts. The organizing committee selects the regions where races will take place in the new season. A representative studies terrain maps, outlines the approximate route, and drives through it recording the track. The track is transferred to a route commissioner later on, he drives through the route once more and records the road log. At the same time the course (and the competition itself) is negotiated with the local authorities: Road police (GIBDD), Federal Rescue Service, regional administration and a plenty of other services. The road log and the route are checked for errors and possible changes several times.



Competitors' safety

The racing must bring the competitors only the pleasant memories, and the organizers do everything they can (and even more that they can) to achieve that.

The main law of a good competition is the utmost safety of competitors and spectators. Therefore:

- the organizing committee publishes annually the technical specifications, where all the terms for vehicle preparation for competition and mandatory sportsman equipment are figured out. Judges and commissioners watch the competitors to execute these requirements properly throughout the whole competition;
- the race route is approved in the road police (GIBDD). When necessary, the organizer takes care of closing road sections included in the race route, locating marshals at places where people may come out onto the track;
- several Safety Stations (SS) are arranged along the route. Physicians are on duty there, ready to drive to a competitor and provide first aid as quick as possible. The organizer informs the nearest hospitals in advance about the competition and agrees therewith the possibility for situational medical aid to the competitors
- and (perhaps this item is the most important) the crew's proceeding through the course is monitored online. The organizer installs several monitoring devices on every vehicle. These devices transfer information about the current location and speed of a crew to the organizer's server using cellular communications (GPRS) or satellite signal (in case of the GPRS signal is absent). The devices have emergency SOS buttons. Pressing these buttons informs the race headquarters that a sportsman needs emergency aid. The organizer has elaborated an operational algorithm for any case of a sportsman stopping along the route.



History of the Can-Am quadro-series

An idea should underlie a history of foundation and development of any successful project, either a company, or an invention, or competition series as we do. An idea of a dedicated person, who bundles around him in a short time a group of like-minded people and energizes them. It was so with the Can-Am quadro-series.

In 2009, the off-road club of Ekaterinburg organized a section of the ATV Trophy-Raid Russia Championship. Two weeks before the competition, a title sponsor of the competition refused to support the coming section, and everything hung on a thread. ROSAN company, the distributor of BRP vehicles at that time, gave a helping hand. After having held the Can-Am Trophy – the first section of the Russia championship in the ATV Trophy-Raids in the middle of May, the ROSAN company announced the launch of the open off-road quadro-series Can-Am Trophy Russia. “No cars, ATVs only!” was one of its slogans. The Off-road Club of Ekaterinburg took charge of its sporting part.



НИКАКИХ МАШИН



The Can-Am quadro-series approached a new turn in its development in 2017. FORMULA 7 company – a distributor of the BRP vehicles in Russia, became the organizer and general partner of the series.

Changes were necessary, and the major ATV competition series in Russia received the new brand name Can-Am X Race.

The BRP company has been the organizer and the general partner of the Can-Am X Race quadro-series since the 2nd section of the 2018 season.





Safety regulations in the competition

We, the organizers, stand for the popularization of ATV sports. The races should be accessible, clear and interesting to journalists and spectators. But on the other hand, we understand that we must choose safety over audience appeal. Rally raids mean high speeds, quality vehicles, and possible driving errors.

We kindly ask you:

- to respect the adopted safety regulations carefully,
- to follow to the Judges instructions,
- never to get onto and never to run across the competition course, fenced with signal tape,
- media personnel and photographers may stay on the course only when they wear the yellow jackets distributed by a series media center supervisor.

Please keep in mind that it is dangerous to be on the external radius of a turn for vehicles. Your acting may provoke a crew to sharply change their trajectory. This may cause a vehicle to rush out of the course in turn.



People in the Can-Am quadro-series: season prize winners

2010

QUALIFICATION CLASS

CHAMPIONS

Absolute

Sergey Zhulyabin
Anton Berdnikov

UTV

Sergey Zhulyabin
Anton Berdnikov

ATV-open

Sergey Karyakin
Anton Vlasyuk

ATV-original

Nikolay Baranov

ATV-twin

Aleksey Romanov
Aleksey Ivanov

QUALIFICATION CLASS

CHAMPIONS

ATV-open

Denis Mikheev
Maksim Mustaev

ATV-original

Vitaly Belobrov
Viktor Pomogaev

SSV-open

Sergey Zhulyabin
Anton Berdnikov

SSV-original

Aydar Madyarov
Lenar Sagdeev

SSV-women

Alina Minnakhmetova
Alga Vasilyeva

QUALIFICATION CLASS

CHAMPIONS

ATV-open

Denis Mikheev
Maksim Mustaev

ATV-original

Sergey Novikov
Nikolay Novikov

SSV-open

Sergey Evstratov
Evgeny Boaghi

SSV-original

Rafael Fattakhov
Artem Lyulinsky

QUALIFICATION CLASS

CHAMPIONS

ATV over 650cc

Sergey Karyakin
Ilya Molchanov

SSV

Inna Martyanova
Viktor Schmelkov

Absolute

Artem Khairullin

2012

2013



2014

QUALIFICATION CLASS	CHAMPIONS
ATV	Sergey Karyakin

SSV	Viktor Syropyatov
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2015

QUALIFICATION CLASS	CHAMPIONS
ATV	Anton Berdnikov

SSV Standard	Radik Garifyanov Kirill Shubin
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SSV Sport	Irek Minnakhmetov Anton Vlasyuk
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2016

QUALIFICATION CLASS	CHAMPIONS
ATV	Maksim Antimirov

SSV Standard	Sergey Loschkarev Aleksandr Starchenko
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SSV Sport	Sergey Karyakin Anton Vlasyuk
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2017

QUALIFICATION CLASS	CHAMPIONS
ATV	Vladislav Malikov

SSV Standard	Vladimir Liakh Viktor Schitikov
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SSV Sport	Alina Minnakhmetova Sergey Skripka
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SSV Super Sport	Irek Minnakhmetov Evgeny Pavlov
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2018

QUALIFICATION CLASS	CHAMPIONS
SSV Standard	Anatoly Kuznetsov Aleksey Smolin

SSV Sport	Azat Minnikhanov Ilnaz Gizzatullin
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SSV Super Sport	Sergey Karyakin Anton Vlasyuk
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Absolute	Artem Khairullin Aleksey Kuzmich
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Can-Am X Race partners

XPS oil – the quadro-series partner

This oil is designed specially for the ROTAX engines. It's unique formulae results from the thousands hours of testing. Durable service under heavy loads. Only entrust protection of ROTAX engines to oils specially designed for them.



When the other are wasting millions of dollars to promote their oils, BRP invests those millions into development, testing and improvement of the XPS oils.

Russian automobile federation (RAF)

The quadro-series competitions are listed in the 2018 RAF time-schedule of sport competitions in the "Rally raid" section under "Automobile sports".



Gurtam – the quadro-series partner

Gurtam is an international IT company founded in 2002. It develops software for satellite traffic monitoring, which assists businesses in optimum operation of their vehicle fleet.



Gurtam controls 1.5 million vehicles in 130 countries all over the world. The Gurtam company flagship is Wialon – a multipurpose GPS and Glonass system for monitoring transportation, mobile and stationary objects. More than 950 operating companies have chosen the Wialon for its favorable terms of cooperation, flexible system features and round-the-clock assistance. Wialon is used for online monitoring, fuel measuring, and tachograph monitoring in logistics and transportation, construction, housing and communal services, agriculture, health service, and personal monitoring.



Media center

Whether you will have any questions about the series, need more detailed information about the competition and photos and videos of the race, you are welcomed to the Can-Am X Race series media center.

Galina Kosheleva, Head of Media Center, Ekaterinburg
e-mail: info@canamxrace.ru, tel.: +7 912 202 1521



Brief glossary of terms, concepts, and synonyms better used properly



ATV = quad bike = quad.



Can-Am X Race = Can-Am quadro-series. It is better to use term "Can-Am quadro-series" when speaking about the events before 2017. Can-Am X Race is a re-branding of the Can-Am Trophy Russia (that was the name of the series until 2017), therefore in order not to confuse the readers and spectators with the history, we advise you to use the generalized name.



InReach – a satellite safety device. The device is used by the organizers for monitoring current location of competitors in the races run in the regions without the cellular communication coverage at SS. It enables sending emergency SOS and OK messages to the organizers through a satellite communication channel.



In brief, the **Sentinel** system is communication from car to car. It serves as "communication" among the crews on the competition course. Once a crew (ex. "A") have reached another crew (ex. "B"), the first one sends a signal requesting to let them forward (pressing the yellow button for two seconds). Having received the signal ("bip bip beep – bip bip"), the "B" crew must do all the efforts to let the "A" crew forward (The "B" crew may also press the yellow button from its side sending an answer to the "A" crew: "Got it. I'll give way to you." at the earliest opportunity).



If a crew have dropped out of a race and is standing in a hazardous place, it must inform the other crews about the hazard (two emergency stop buttons in two seconds). The other competitors driving in a range of 500 meters from the crew that stopped will receive notification about the need to be careful.



SMM GPS device for track monitoring is the satellite apparatus installed by organizers on the competitor's vehicle for recording the GPS track and logging all of the route checkpoints passed on the route log. The recorded track is continuously transferred to the Wialon server through the GPRS channel. When passing a route checkpoint WPE/WPS, the SMM GPS device informs the competitor about his entrance into the checkpoint area by means of LED signaling.



SSV = side-by-side vehicle = buggy = recreational off-highway vehicle (slang)



Bivouac = a base camp = a place, where the competition headquarters resides, and most of the participants live. It is a minor glade usually, the race headquarters resides in its center where one can meet the organizing committee representatives.



Route log = legend = a draft diagram of the competition course. The crew should drive using this diagram and must follow the order of passing through the checkpoints established by organizers. The route log shows mileage (total of a special section, and between two locations) and additional information needed for getting around properly (road forks, pits, abandoned buildings, settlements, and other markers).

The route log may be transferred to the competitors on two kinds of carriers: a roll (for ATV drivers; it is fitted into the roadbook and wound by a participant by his own while driving along the route), and as an A5-sized notebook (for the SSV group).



Closed park – a place, where the vehicles are stored having finished the last special sector (or between the special sector racings, if this is prescribed by the competition General Rules). No works with vehicles preserved in the closed park are allowed, and violation of this rule leads to disqualification. The officials only may have access to the closed park.

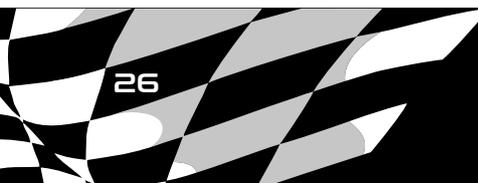
Liaison – a course section which goes normally through the public roads. It is not included into the scoring of the race time. Normally, these are the idle drives from the bivouac to a starting area, from the finishing area to the bivouac, or to the starting area of next sector. A certain time is given for “idle drive”, the crew can definitely drive to the desired place within this time observing the Road Regulations. Special rules apply for liaisons. For instance, service works and roadside assistance are forbidden, and the crew must wear equipment.



Neutralization – a competition time break for a crew. Neutralization is equal for all the crews and generally goes to vehicle fueling and servicing. During that time sportsmen use to take a brief rest and the pit crew make a minor urgent repairs.



Odometer – the same as in a usual car: it is a device for measuring the number of wheel rotations. The odometer is important for measuring the distance between two legend locations (unlike the car device counting the distance in kilometers of drive, the rally odometer counts with accuracy of several meters). It is one of the mandatory navigation devices in rally raids.





Organizing committee = organizers = organizing committee = org. (slang) is a group of people united with the shared vision – to stage the competition in the excellent manner. Organizers are distinguished by the position and rate of responsibility, but they act as a joint team in a case of any irregular situation without searching for a scapegoat.

Penalization – a penalty (monetary, or adding of pre-defined hours/minutes to the total crew scoring time), which may be imposed onto a crew by competition commissioners for some violations of the competition General Rules (speeding, poor sportsmanship, vehicle fueling in an undue place, etc.)



Regrouping – a change in the car starting order during the competition considering the intermediate results. Regrouping is normally made in between the sections of one race in order to compress the channel.



Roadbook is a special installation for a route log.

Race manager-in-chief = Senior Judge = “rukogon” (“race leader”) – is an organizing committee official, head of the race headquarters. He is responsible for everything, as a rule. Or he may know, who is responsible.



Throughout time counter – a kind of competition scoring. There was another kind of scoring in Can-Am quadro-series before (long before). Points were earned at every special section. For instance, those who have finished first received 100 points, the second – 86 points, etc. The “Throughout time counter” used in the Can-Am quadro-series is a summary of time spent by

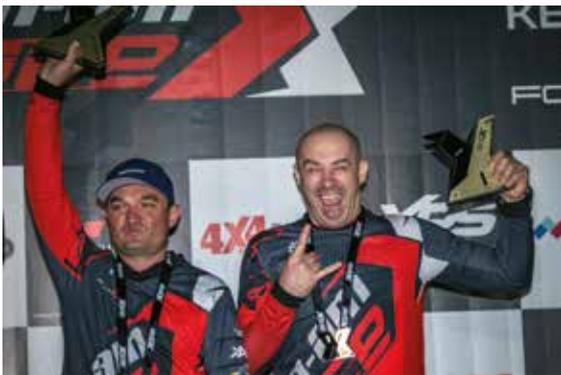
a crew for riding through all the special sections. That is, the final time of the every crew equals: (SS-1 time + SS-2 time + SS-n time = penalization) – neutralization = final racing result.

Special section = SS = “sushka” (slang) is a section of the race route limited with a start and finish. The competition course is divided into several parts. A Can-Am X Race single section is normally no longer than 90 km (the ATV and SSV fuel tanks contain fuel for a 100-110 km ride on the average).

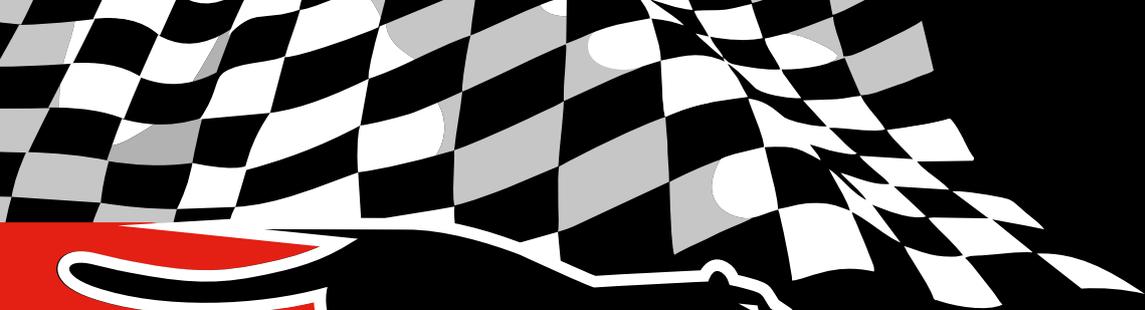


Crew – are (to speak not in exactly right, but in definite manner) the competitors performing together on one vehicle. A crew in the SSV group includes two sportsmen: a pilot and a navigator, and the single competitor rides in the ATV group (being both a pilot and a navigator of himself). That is why the number of crews is not equal to the number of competitors. For example, 62 crews and 107 competitors took part in the 1st section of Can-Am X Race 2018.









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www.canamxrace.ru

