



Organized in compliance with the MFR Sporting Regulations

**MINISTRY OF SPORTS OF THE RUSSIAN FEDERATION
MOTORCYCLE SPORTS FEDERATION OF RUSSIA
MINISTRY OF PHYSICAL EDUCATION AND SPORTS OF THE REPUBLIC OF TATARSTAN
SILK WAY RALLY ASSOCIATION FOR THE SUPPORT AND DEVELOPMENT OF MOTORSPORT**

Silk Way Snow Journey International Snowmobile Rally-Raid



SUPPLEMENTARY REGULATIONS

February 22–25, 2023

The Republic of Tatarstan

1. GENERAL

1.1. Preamble

The Silk Way Snow Journey International Snowmobile Rally-Raid is held by the Silk Way Rally Association for the Support and Development of Motorsport from February 23 to February 25, 2023 (February 22 is the day of arrival) and passes through the territory of the Republic of Tatarstan.

The competition is held in compliance with the Regulations of the Ministry of Sports of the Russian Federation and the MFR.

In accordance with the requirements established by Article 26.2, Paragraph 3, Part 4 of the Federal Law of December 4, 2007 No. 329-FZ "On Physical Culture and Sports in the Russian Federation", gambling at the bookmakers and sweepstakes by betting on official sports competitions is prohibited. It is forbidden to illegally influence the results of sports competitions.

1.2. Prohibition for Recce

From February 1, 2023 and until the end of the competition, route study and checks in any form that may give even the slightest advantage are prohibited throughout the entire route to all entered competitors or people planning to apply for participation, as well as to persons related to the entrant.

Failure to comply with these rules will result in refusal to start or exclusion from the competition.

1.3. Competition Status

The Silk Way Snow Journey International Snowmobile Rally-Raid is included in the National Timing Schedule, like other international sports competitions, on the basis of Appendix No. 267 to the Order of the Ministry of Sports of the Russian Federation of March 29, 2022.

1.4. Official Time

The official time is GPS time.

The exact time of the record is the responsibility of the competitors, who can check the official clock of the competition, located at the time control.

The official time of the competition is Moscow: GMT+3.

1.5. Total SS and Route Distance

Number of stages – 3.

Number of Selective Sections – 4.

Total Distance – about 304 km.

Total SS Distance – 303,2 km.

1.6. Surface

Snowy track, not prepared by the Organizer, with the road closure for foreign vehicles.

1.7. Start and Finish Location

Start and Finish of the competition – NAIKOM ARENA. Address: Naikom Arena, 2 Azmushkinskoe Settlement, Tukaevsky District of the Republic of Tatarstan.

1.8. Official Notice Board

All information regarding the competitors, such as classifications, bulletins, official documents, will be published on the Official Notice Board in the following places:

- in the catering area (Naikom Arena, 2, Azmushkinskoe Settlement, Tukaevsky District of the Republic of Tatarstan)
- Official Digital Notice Board – Sportity app.

2. ORGANIZATION

2.1. Organizer: the Silk Way Rally Association for the Support and Development of Motorsport. The Organizer is responsible for fulfilling the requirements of the MFR SR, holding the competition in a timely manner according to the calendar, ensuring the safety of competitors, officials and spectators during the event.

2.2. Organizer's Contact Details:

30 2nd Brestskaya Str. Moscow
tel.: +7 (495) 780-01-43

e-mail: info@npswr.ru

2.3. Competitors' Department

Oksana ELIKOVA
Tel.: +7 8552 372600,
Mob.: +7 937 585 0988
E-mail: info@silkwayrally.ru

2.4. Organizer's Website

All information about the competition is available here:
<https://snowjourney.silkwayrally.com>

2.5. Organizing Committee

Minister of Sports of the Republic of Tatarstan
Mayor of Naberezhnye Chelny
Head of Tukaevsky Municipal District
Head of Menzelinsky Municipal District
Head of the International Project Silk Way Rally

Vladimir LEONOV
Nail MAGDEEV
Fail KAMAEV
Aidar SALAKHOV
Vladimir CHAGIN

2.6. Stewards of the Meeting

Chairperson	Evgeny PARSHIN (Malakhovka)
Steward	Vadim TIMONOV (Volokolamsk)
Clerk of the Course	Igor KONOVALOV (Moscow)

2.7. Officials

Event Director	Vladimir CHAGIN (Naberezhnye Chelny)
Deputy Clerk of the Course	Marina SERGEEVA (Korolev)
Chief Secretary of the Event	Maria SOLONINA (Mytishchi)
Secretary of the Event	Olga SERGEEVA (Korolev)
Scrutineer	Robert SANAKOEV (Moscow)
Scrutineer	Roman ERMAKOV (Ramenskoe)
Competitors Relations Officer	Nikita ILYASOV (Frolovo)
Service Park (Bivouac) Officer	Artem GALAGUDIN (Kazan)
Chief Medical Officer	TBA
Head of Media Service	Olga EREMEEVA (Ekaterinburg)

2.8. Identification of officials, scrutineers and marshals

Contact details of the Clerk of the Course, Competitors' Relations Officer and Service Park (Bivouac) Officer can be found in Appendix 1 to these Regulations.

- Chief at the route – red tabard;
- Scrutineers – red tabard;
- Safety – yellow or orange tabard;
- Media – blue tabard.

3. PROGRAMME

<u>Tuesday</u> <u>January 10,</u> <u>2023</u>		Opening of entries	info@silkwayrally.ru
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<u>Monday</u> <u>February 20,</u> <u>2023</u>		Closure of entries. Entry list publication	https://snowjourney.silkwayrally.com Official Digital Notice Board – Sportity app
<u>Wednesday</u> <u>February 22</u> <u>2023</u>		Service Park Opening	Naikom Arena 2 Azmushkinskoe Settlement Tukaevsky District of the Republic of Tatarstan
<u>Thursday</u> <u>February 23,</u> <u>2023</u>	8:00	Rally HQ and Media Center opening	Naikom Arena 2 Azmushkinskoe Settlement Tukaevsky District of the Republic of Tatarstan
	08:30 11:30	Administrative Checks, issuance of navigation and safety devices. Medical control	Naikom Arena 2 Azmushkinskoe Settlement Tukaevsky District of the Republic of Tatarstan
	9:00 - 12:00	Scrutineering	Naikom Arena 2 Azmushkinskoe Settlement Tukaevsky District of the Republic of Tatarstan
	12:00	Mandatory briefing on navigation and safety devices operation	Naikom Arena 2 Azmushkinskoe Settlement Tukaevsky District of the Republic of Tatarstan
	12:30	Stewards Meeting	Naikom Arena 2 Azmushkinskoe Settlement Tukaevsky District of the Republic of Tatarstan
	13:00	Publication of Eligible competitor list and Start list for the Stage 1	https://snowjourney.silkwayrally.com Official Digital Notice Board – Sportity app
	13:30	Stage 1 start (1 st competitor)	Naikom Arena 2 Azmushkinskoe Settlement Tukaevsky District of the Republic of Tatarstan
	15:00	Stage 1 Finish (estimated time n th competitor)	Naikom Arena 2 Azmushkinskoe Settlement Tukaevsky District of the Republic of Tatarstan
	16:00	Publication of Start list for the Stage 2	https://snowjourney.silkwayrally.com Official Digital Notice Board – Sportity app
	16:00	Press Conference	Naikom Arena, precise location is to be announced
	16:30	Obligatory Briefing	Naikom Arena, precise location is to be announced
	18:00	Ceremonial Start	Naikom Arena 2 Azmushkinskoe Settlement Tukaevsky District of the Republic of Tatarstan
<u>Friday</u> <u>February 24,</u> <u>2023</u>	8:30	Stage 2 start (1 st competitor)	Tukaevsky and Menzelinsky Districts of the Republic of Tatarstan
	17:00	Stage 2 Finish (estimated time n th competitor)	Tukaevsky and Menzelinsky Districts of the Republic of Tatarstan
	19:00	Publication of Start list for the Stage 3	https://snowjourney.silkwayrally.com Official Digital Notice Board – Sportity app

<u>Saturday</u> <u>February 24,</u> <u>2023</u>	9:00	Stage 3 start	Tukaevsky and Menzelinsky Districts of the Republic of Tatarstan
	C 11:00	Ceremonial Finish (estimated time 1 st competitor)	Naikom Arena 2 Azmushkinskoe Settlement Tukaevsky District of the Republic of Tatarstan
	15:30	Preliminary publication of general classification	https://snowjourney.silkwayrally.com Official Digital Notice Board – Sportity app
	16:00	Publication of general classification	https://snowjourney.silkwayrally.com Official Digital Notice Board – Sportity app
	17:00	Press Conference	Naikom Arena 2 Azmushkinskoe Settlement Tukaevsky District of the Republic of Tatarstan
	18:00	Prize-giving Ceremony, buffet	

4. ENTRIES

4.1 Entry Procedure

To participate in the event, the competitor (or their representative) should submit a completed Entry form to the Organizer, accompanied by the Entry fee and copies of the required documents. The completed Entry form and the Agreement can be sent via the Organizer’s website <https://snowjourney.silkwayrally.com> or to the following address: info@silkwayrally.ru.

Together with the Entry form, it is necessary to send the Organizer a complete package of the following documents:

- passport copy;
- rider license (authorization) copy for 2023 (if available);
- FMN authorization for holders of licenses issued by FMN other than MFR (if available);
- insurance policy against accidents and injuries, valid for all days of the competition (can be issued at any insurance company; motorsport should be specified in the column “Type of Insurance”, the amount is at least 300,000 rubles).

The Organizer must confirm the receipt of Entry form and copies of required documents.

Competitors under the age of 16 are not allowed to participate in the event. Competitors between the ages of 16 and 18 are allowed to participate in the rally-raid with the notarized consent of both parents.

Foreign competitors are allowed to participate in the event.

Registration must be fully completed no later than February 20, 2023, i.e., until the closure of entries.

The Entry will be considered accepted only if the fees are paid in full (cash payment is possible on the day of Administrative Checks).

Signing the Entry form, the riders, as well as the members of their team, agree with the sports and technical regulations of the Silk Way Snow Journey International Snowmobile Rally-Raid and undertake to unconditionally comply with the provisions of the Supplementary Regulations and Annexes to it, as well as the decisions of the Clerk of the Course and Stewards of the Meeting.

4.2. Admission of snowmobiles and distribution of competitors in scoring categories

The following scoring categories are established for the competitors:

- Snowmobiles Enduro (among men, BPBC 0910007511Я code);
 - PRO turbo+ class: men and women on snowmobiles manufactured in any country with turbo engines from 1000 cm³ inclusive and above;
- PRO+ class: men and women on snowmobiles manufactured in any country with engines from 1000 cm³ inclusive and above;
- PRO turbo class: men and women on snowmobiles manufactured in any country with turbo engines up to 1000 cm³;

- PRO class: men and women on snowmobiles manufactured in any country with engines up to 1000 cm³;
- Overall standings – competitors on the snowmobiles related to all the classes listed above.

4.3. Entry Fees

Minor Rate: 170,000 rub., rate is valid from 01.10.2023 to 02.01.2023

Standard Rate: 230,000 rub., rate is valid from 02.02.2023 to 02.20.2023

Rate includes:

- Sports fees;
- Medical service;
- Civil liability insurance;
- Mandatory devices of the organizer: ERTF Unik 1 (GPS), Active GPS Broadcasting Servicetracker (radio beacon);
- Sports numbers, reflective vest with starting number and documentation;
- Access to the bivouac (Service Park) outlined for each team, shower with hot water;
- Catering at the bivouacs: lunch, dinner (competitor + 1 person);
- Buffet at the rally finish;
- Evacuation of the competitor's snowmobile from the route to the bivouac;
- Admission to the Service Park: 1 service car + trailer + 1 accompanying person per 1 rider (children under 12 are free of charge);
- Accommodation in a single room with a large bed (competitor, breakfast included);
- Provision of fuel not lower than AI 98 (oil for two-stroke engines is not provided) for the passage of selective sections, in the service area and at the route.

Rate does not include:

- Sports licenses;
- Visa issuance (if necessary);
- Individual insurance policy providing for sport risks insurance during the competition;
- Installation kits for mandatory safety and navigation devices. It is recommended to purchase them in advance for self-installation on a snowmobile (instructions are attached). Purchase orders are accepted to email durmanaev@silkwayrally.ru;
- Expenses for transportation of competitors to the start and back after the finish to their base;
- Technical support of snowmobiles during the competition using the competitor's spare parts (option – is paid extra).

Assistance Rate is valid from 01.10.2023 to 02.20.2023.

- 25,000 rub. Fee for access to the Service Park of an additional competitor's car. Due to the surface characteristics, the car must have 4x4 drive. Access to the Service Park includes a marked area.

- 45,000 rub. Fee for each next person accompanying the competitor. For access to the bivouac.

4.4. Payment

Payment must be made by bank transfer according to the details below (all bank commissions and other costs involved in the entry fee transfer are paid by the payer) or in cash.

There should be the team's name or the competitor's name in the payment order, as well as payment details: Entry Fee for 2023 Snow Journey.

Only one invoice will be issued per team in the name and address of the payer, indicating the amount of all services paid to the Snow Journey Organizers.

BANK DETAILS FOR ENTRY FEE PAYMENT:

Beneficiary: Silk Way Rally Directorate LLC

Registered Office: 30 2nd Brestskaya Street, off 8 Moscow 125047 Russia

TIN: 9721036338

RRC: 771001001

Beneficiary account (rubles): 40702 810 0 0110 0 014194

Beneficiary bank: ALFA BANK JSC, MOSCOW

Beneficiary bank address: 27 Kalanchevskaya Street Moscow 107078 Russia

RCBIC: 044525593

Correspondent account: 30101 810 2 0000 0 000593

4.5. Navigation and Safety Devices

4.5.1. It is obligatory to use the following navigation and safety systems provided by the Organizer on a rental basis:

- GPS UNIK I:
- Active GPS Broadcasting Servicer

4.5.2. The Organizer will formalize an agreement with the competitor to reimburse the cost of the Organizer's mandatory devices in case they are lost or damaged.

4.5.3. This equipment will be issued during the Administrative Checks. The devices must be returned at the end of the competition in the Parc Ferme, or after the final retirement during the competition, immediately after arrival at the Bivouac.

4.5.4. Competitors also need to purchase installation kits (brackets, wires, antennas) for mounting devices on vehicles.

To purchase installation kits and accessories for GPS UNIK I devices, please contact Alexander Durmanaev: durmanaev@silkwayrally.ru

4.5.5. Navigational devices will not be installed on technical support vehicles.

4.6. Refundable Environmental Deposit

In order to ensure environmental safety requirements, the Organizer will charge each competitor a returnable environmental deposit (RED) of the Service Park in the amount of 10,000 rubles.

RED is collected from the competitors during the Administrative Checks.

After the end of the event, the Bivouac Officer inspects the parking lots of all competitors. In case of violations (littering of the territory, polluting the soil and asphalt pavement with fuels and lubricants, car washing, making fires, etc.) by any member of the competitor's team, the environmental deposit will be withheld.

The return of the deposit following the results of the competition will be carried out after the Finish Ceremony (the exact time and place will be announced).

4.7 Entry fee refunds

4.7.1 The Entry fee shall be refunded in full:

- to riders whose entry application is rejected;
- if the event does not take place.

4.7.2. The Organizer may partially refund Entry fees (but no more than 50%) if a competitor cannot take part in the event due to a duly proved case of force majeure. Refund of Entry fees is made within 1 month from the day of the end of the competition.

5. INSURANCE

5.1. Competitor insurance

5.1.1. The extent and types of personal insurance are determined by the competitors themselves, however, they should have original individual insurance policies providing for insurance of sports risks in the amount of at least 300,000 rubles, valid on the territory of the Russian Federation during the competition, or other documents confirming the fact of such insurance that will be checked at the Administrative Checks. Motorsport should be specified in the column "Type of Insurance".

5.1.2. The Organizer is not responsible for damage caused to snowmobiles, following cars and personnel of the competitor.

5.1.3. Signing the Entry Form, the rider waives any claims for reimbursement of expenses that may arise as a result of an accident during the competition. This waiver applies to the MFR, Organizer, Officials and other competitors.

5.2. Incident report

In the event of an accident on the route, the competitor or team representative must notify the Clerk of the Course or the Competitors' Relations Officer as soon as possible in writing.

6. IDENTIFICATION and ADVERTISING

See Appendix 2 to the Supplementary Regulations.

7. BIVOUACS, SERVICE PARKS

7.1. Bivouac is an area located between the Finish and Start Time Controls of the stage, where the regrouping of competitors is carried out. The area for free assistance to competitors who continue to take part in the event, and accommodation of vehicles and/or persons entered in the technical support category. The bivouac is a closed controlled and protected area

used during the competition, access to which is allowed only to people accredited by the Organizer, as well as representatives of local authorities.

- 7.2. The line-up of the teams at the bivouac will be made by the Organizer representatives. Teams must comply with the rules and recommendations of persons authorized by the Organizer.
- 7.3. It is forbidden to move at the bivouac/in the Service Park with excess speed (more than 10 km/h).

8. TECHNICAL SUPPORT (SERVICE)

- 8.1. Service is any assistance in repair work provided by non-competitors, as well as the use or receipt by riders of any materials (solid or liquid), spare parts, tools or equipment from people who are not competitors.
- 8.2. Any outside assistance is prohibited during the SS under threat of exclusion from the competition by the decision of the Stewards of the Meeting.
- 8.3. Service is only allowed between the finish of one stage and the start of the next stage (on the bivouac territory):
 - by officially entered competitors continuing to participate in the race;
 - by assistance category cars.
- 8.4. Vehicles entered in the assistance category are allowed to leave the bivouac to refuel or wash.
- 8.5. Service allowed at the bivouac after the start of the selective section:
 - after the start of the competitor at the special stage, assistance is allowed at the bivouac if the competitor does not return to the bivouac in the direction opposite to the rally route;
 - driving by the only accessible route, it is prohibited to move in the opposite direction under the threat of exclusion.
- 8.6. Any violation regarding the service, registered by the officials, leads to a penalty by the decision of the Stewards of the Meeting, up to exclusion.

Every rider is responsible for their own maintenance team.
- 8.7. The presence of any moving vehicle (car, motorcycle, truck, plane, helicopter, etc.) moving along the rally route on the same day, or a few days earlier, entails the immediate exclusion of all competitors related to this vehicle.
- 8.8. Any infringement may be penalized by the decision of the Stewards of the Meeting.

9. REFUELLING

- 9.1. Refueling of snowmobiles during the competition will be carried out in the equipped Refueling Zones in the Service Parks on the bivouac, indicated in the plan of the bivouac.

In the service area the Organizer will provide competitors with fuel not lower than AI-98 for passing selective sections. Fuel for refueling sports snowmobiles is included in the entry fee. Refueling will be carried out by the Organizer's services.
- 9.2. Sports vehicles must have a range of 150 km + 10%.
- 9.3. Any actions not directly related to refueling are prohibited in the refueling area, while the following requirements are established:
 - Smoking and open flames are prohibited.
 - Driving speed is limited to 5 km/h.
 - Refueling is the sole responsibility of the riders.
 - During the refueling procedure, the engine must be switched off.
 - The rider must be outside the snowmobile while refueling.
 - In the event of a breakdown, the snowmobile may be evacuated from the area by the competitor, officials or team members without penalty.

The first violation of any of the requirements of the refueling area is penalized for 1 hour, the subsequent is by the decision of Stewards, up to exclusion.

10. ADMINISTRATIVE CHECKS (AC)

The competitor must arrive at the AC in accordance with the schedule.
Being late for the AC will be penalized in the amount of 10,000 rubles.

Documents to be submitted for the Administrative Checks:

Personal:

- valid rider's license (authorization) if available;
- authorization to compete from their National Federations (FMN): letter from the FMN or inscription on the license for holders of the licenses issued by FMN other than MFR;
- a document confirming the rider's insurance against injuries and accidents valid during the competition.
- the passport.

Medical control will be carried out during the Administrative Checks. A valid medical certificate is required.

The rider's license (authorization) can be issued online on the MFR website or at the competition during the Administrative Checks.

The license is issued to the competitor against presentation of a completed application for a license, a medical certificate (a sports dispensary/sports medicine doctor) and an individual insurance policy. The cost of a single license is 2,000 rubles, the cost of an annual license is 6,000 rubles.

After the mandatory briefing, there will be the obligatory instructions for the competitors on the use of the GPS Unik1 and Active GPS Broadcasting Servicer devices. Presence of the competitor at the briefing is mandatory. Absence will result in a fine of 10,000 rubles that must be paid before the start of the 1st stage.

11. SCRUTINEERING

11.1. All competitors who pass the Administrative Checks must submit vehicles to the Scrutineering in accordance with the schedule. Being late for the Scrutineering will be penalized in the amount of 10,000 rubles.

Penalization must be paid before the start of the 1st stage.

11.2. Scrutineering Requirements

Presenting a sports vehicle for Scrutineering, competitors must fulfill the following requirements:

11.2.1. Starting numbers and advertising must be affixed to the snowmobiles in the stated positions (see Appendix 2).

11.2.2. Outfit including the following items must be presented:

- 1) A helmet that meets the following standards:
 - European standard: ECE 22-05 (P, NP or J);
 - Japanese standard: JIS T 8133;
 - US standard: SNELL M 2010, SNELL M 2015.

Long hair of all competitors must be completely inside the helmet.

- 2) Safety goggles with double lenses must be made of unbreakable material. An option with heated glasses is possible. Spectacle cleaning coils are not recommended.
- 3) Rigid neck protection (neck brace).
- 4) Protection gear for the chest and back.
- 5) Knee pads.
- 6) Hard snowmobile boots.
- 7) Gloves.
- 8) Drinker (Hydropak).

11.2.3. The following safety and navigation equipment must be installed:

- GPS Unik 1
- Active GPS Broadcasting Servicer.

GPS systems must always be connected directly to the battery in order to function even when the engine is not running.

11.3. The Organizer has the right to install video cameras on the snowmobile. Mounting for video cameras will be installed at the Scrutineering.

11.4. Upon Scrutineering completion and before the start at SSS (SS1), snowmobiles will be located in the Service Park under their tents.

12. COMPETITION RUNNING

12.1. Ceremonial Opening

After the finish of the SSS, the competitors return to the Service Park to the location of their teams. The line-up of snowmobiles for the Ceremonial Start will be carried out by the officials. In accordance with the Ceremonial Start List, at the command of an official, the competitors pass through the starting arch (approximately from 18:00). The order of passage through the arch is determined by the Organizer and will be published additionally. There is a stop at the starting arch for photographing. After passing through the arch, the competitors return to the location of the team.

12.2. Briefings

A mandatory briefing for all competitors will take place on February 23, 2023 at 16:30 at the Naikom Arena. The participation of the rider and at least one of the crew members of the assistance vehicles is mandatory. Presence will be controlled by signature. Absence from the briefing is penalized in the amount of 30,000 rubles. Important information and the GPS code for the next day's stage will be published on the Official Notice Boards.

12.3. SSS (SS1).

Super Selective Section (SSS): Selective Section, organized for the purpose of placing participants in the starting list for the next SS, held in compliance with increased safety requirements.

Time at SSS will be measured to the nearest hour, minute, second and fraction of a second. After determining the results and starting order for the next SS, tenths of a second will be discarded. In the case of an equal time, priority will be given to the participant who first set this time.

12.3.1. A fixed penalty of 5 minutes added to the allotted time will be applied to any competitor who, starting at the Stage 1:

- does not finish at SSS;
- does not finish the SSS within the allotted time.

A competitor who did not start at the Stage 1 will be subject to a fixed penalty of the Stage 1 (5 times the SSS allotted time).

If a competitor retired at the Stage 1 and/or used outside assistance to move the snowmobile (with the exception of towing by non-finishing competitors), the FP of the Stage 1 applied to such a crew is 5 times the SSS allotted time.

12.3.2. The competitors listed in 12.3.1 will start at SS2 after the classified competitors in order of start numbers.

12.4. Start Order and Intervals

12.4.1. The start order for the first SS (SSS) will be determined by a draw at the AC.

The sequence of categories is determined by the Clerk of the Course.

12.4.2. The start at each next stage is given in accordance with the general classification of the SS of the previous stage among all categories.

12.4.3. Start interval at all stages is 1 minute.

12.4.4. In case of adverse weather conditions, changes to the start order may be made.

12.5. Allotted Time, Time Limit and Fixed Penalties

Allotted Time: The maximum time set by the Organizer and indicated in the Itinerary and the Time Card for the competitor to overcome each SS.

Time Limit: For the passage of the Road section (liaison) the Organizer sets the Time Limit (in hours and minutes), compliance with which is mandatory. A competitor who deviates from the established Time Limit is penalized for every minute or fraction of a minute of deviation.

12.5.1. At Stage 2 a competitor who has exceeded the allotted time at SS2 may start at SS3 if they receive a mark at SS3 TC before the start of SS3 prior to this control closure. A competitor who did not start at SS2 is not allowed to start at SS3.

12.5.2. A competitor who exceeds the allotted time at SS will receive the SS Fixed Penalty (FP) (1 hour) that will be added to the allotted time of the corresponding SS. In this case the competitor will have the following result at this SS: allotted time + SS fixed penalty + penalty for missed points.

Points taken after the allotted time end are not taken into account.

12.5.3. Competitors who did not finish at SS and did not receive the entry at Bivouac entrance TC (finish of the stage) before this control closure, receive the FP in the amount of 5 times the allotted time of all the SS of the stage that they did not pass.

12.5.4. A competitor who retired at Stage 2 and/or used outside assistance to move the snowmobile (with the exception of towing by non-finishing competitors) receives the FP in the amount of 5 times the allotted time of all the SS of the stage that they did not pass.

12.5.5. Competitors who have retired at Stage 1 or 2 may start at the next stage under the following conditions:

- if no notification of the final retirement was received from the competitor;
- if the competitor receives the entry at the start of the next stage before the SS TC closure.

12.5.6. Competitors who did not receive the entry at the Stage 3 finish (PF entrance TC) before this control closure, receive the Stage 3 FP (exclusion).

12.5.7. If a competitor retired at Stage 3 and/or use outside assistance to move the snowmobile (with the exception of towing by non-finishing competitors), the FP of the final stage – an exception is applied to such a competitor.

The closing time of the SS3 entrance TC, Bivouac entrance TC, PF entrance TC will be published later.

12.6. Assistance, Towing

Repair works (repairs) is repair of damage, replacement of elements, parts and assemblies, as well as any adjustment, lubrication, diagnostic, refueling work and maintenance carried out by the competitor with the possible involvement of other competitors and using materials and tools, they have with them.

Towing is the movement of one snowmobile by another and/or by any other means that causes the snowmobile to move, other than the normal means of movement by running its engine or using the rider's own muscle power. Pushing the snowmobile by hand does not count as towing.

12.6.1. During the competition, assistance and towing of the snowmobile of one competitor by others is allowed only for those competitors who have not yet finished. For towing in an area where the Parc Ferme Conditions are in effect (clause 13.1.2), a penalty is imposed.

12.6.2. For passing through and/or within the Control Area of the control (TC, Start, Finish), where the Parc Ferme Conditions are in effect (clause 13.1.2), by towing a fine of 30 minutes is imposed for each control.

12.6.3. If the competitor's snowmobile cannot independently leave the TC zone at the start of the stage or the SS Start zone, it must be removed from it by any means, up to towing, and is considered to have started at the stage/SS. In the case of towing, penalties are charged in accordance with clause 12.6.2.

12.6.4. Any towing of the competitor's vehicle by unauthorized persons (including assistance cars, spectators, competitors who have already finished, etc.) is prohibited assistance and is punished with a failure at this SS (5 times the allotted time of this SS).

It is not considered towing and is not penalized the return of the crashed (overturned, went off the track, etc.) snowmobile to the track or the release of the SS track from the vehicle unable to move independently for the passage of other competitors.

12.7. Time Cards

12.7.1. During the competition competitors are given Time Cards that indicate the time limits and allotted time for each selective section. The time card must be submitted upon arrival at each control and can be replaced with a new one at the start of the stage or at another control. Each competitor is responsible for the Time Card safekeeping.

12.7.2. Any correction or alteration on the Time Card will be penalized by exclusion from the competition, unless this correction is made at the control and certified by the official signature.

12.7.3. The competitor is responsible for:

- obtaining a Time Card before the start of the stage;
- submission of the Time Card at the control and the accuracy of the entries.

12.7.4. Only officials at the controls are allowed to make entries on the Time Cards.

12.7.5. The Time Cards must have entries from each control in the order indicated on the Time Card, under the threat of penalization. For the absence of entries (and in the correct sequence of controls) or the failure to submit the Time Card at any control, the competitor will be penalized by the decision of the Stewards of the Meeting, up to exclusion. In case of the Time Card loss, the competitor will be penalized for 10 minutes, which does not exclude additional penalties for the lack of entries in the TC.

12.7.6. Time Cards will be given to the competitors at the start of the stages in front of the Bivouac Exit TC yellow sign.

12.7.7. Between SS2 and SS3 there is a change of Time Cards.

13. CONTROLS and ZONES

13.1. All controls, i.e., Time Controls, Start and Finish of Selective Sections, Passage Controls are marked with standard signs (Appendix 3), the meaning of which is described below.

13.1.1 The beginning of the Control Area is marked by signs on a yellow background. The alignment of the Control Area is formed by pair of signs. If it is impossible to mark the alignment of the Control Area with a pair of signs, the signs are located to the right in the direction of the scoring movement, the Control Area is marked in other ways.

13.1.2 The entire Control Area, i.e., the space between the first yellow and the last white/beige signs is considered to be a Parc Ferme Conditions area where only the rider and officials are allowed to move the snowmobile. The time of stay in the Control Area should not exceed the time required for the procedure provided for this control (entry in the Time Card, start, etc.).

13.1.3 It is strictly forbidden to enter or leave the Control Area in directions not provided for by the route, and it is also forbidden to re-enter the Control Area after the time entries have been put down. Violations are penalized:

- 1st violation: 10 minutes;
- 2nd and subsequent violations: decision of the Stewards of the Meeting.

13.1.4 Estimating the time of arrival at the Control Area is the responsibility of the rider alone, who may refer to the official clock of the control.

13.1.5 Riders must obey the instructions of the officials. In case of disobedience, the rider is excluded from the competition by decision of the Stewards of the Meeting.

13.2. Time Control (TC)

13.2.1. At the Time Control (TC) the exact time of arrival is registered, i.e., the time when the competitor handed in the Time Card to the official. Entries on the Time Card are made only if the snowmobile and rider are in the Control Area in close proximity to the control.

13.2.2. The time of the correct entry at the TC is obtained by adding the allotted time for this section and the starting time for this section. This time is determined to the nearest minute and is called the estimated time. The time is entered in the following form: from 00.01 to 24.00.

The procedure for obtaining an entry by a competitor at the control begins from the moment when the snowmobile passes the yellow signs at the beginning of the Control Area.

13.2.3. The procedure for obtaining an entry is completed correctly if the competitor entered the Control Area in the estimated minute or in the minute preceding the estimated one, and the Time Card is submitted to the official during the estimated minute.

13.2.4. Any difference between the estimated time and the actual time of the entry is penalized as 1 minute of penalization for 1 minute or a fraction of a minute of deviation from the estimated time of the entry.

13.2.5. A competitor who is late to the start of the stage or SS TC will be penalized for each minute or fraction of a minute of being late if they receive a mark before the control closure.

A new time and a new starting order will be given to the competitor at the discretion of the chief official of the control.

13.2.6. In case of being late for the start of the stage or SS (after the control is closed), the competitor will be denied the start. However, the competitor will have the right to start at the next stage.

13.2.7. At the combined TC-Start point the official makes an entry of the time of rider's arrival on the Time Card, as well as the planned start time at the SS. There must be a gap (at least 5 minutes) between the TC entry time and the scheduled start time to prepare the rider for the start. Just after the entry at the TC point, the rider must drive up to the SS start and immediately submit the TC to the official. The official enters the prescribed start time of the rider on the Time Card, and then lets this rider to start at the time of the prescribed minute. In the event of a discrepancy between the planned and prescribed start time, the prescribed start time shall be taken into account.

13.3. SS Start

13.3.1 At the SS start points the rider stops in front of the SS Start red sign", the official enters the prescribed start time on the Time Card (hours and minutes) and gives the start command.

If a rider checks in at the TC before the SS start prior to his estimated time, it should not change the established start order.

The official at the TC is obliged to return the competitor, who checked in at the TC earlier than his estimated time, put it to his schedule by assigning him a neutralization time equal to the time of his lead, and informing the Clerk of the Course.

13.3.2 At the SS start an automatic (electronic) start system will be used.

Start at all SS is made as follows:

- at the official's invitation the rider takes a position at the SS start and immediately hands in the time card to the official;
- the official gives a sign to the rider about the correct starting position on the conditional start line;
- after being placed on the start line, the snowmobile must be stationary until the start;
- the starting board displays the current astronomical time with an accuracy of up to a second;
- 30 sec. before the start, the official returns the time card to the rider;

- after the number of seconds of the current astronomical minute becomes more than 30, the countdown of seconds before the start begins;
- 5 seconds before the start a red signal on the board lights up;
- at “0” seconds the red light blinks off and the green one lights up and is in for 20 seconds. This is the start command when the rider must immediately take off;
- if the fact of a false start is fixed, then “FS” is displayed in the seconds field.

If a rider does not start within 20 seconds after the start signal, a penalty of 2 minutes will be imposed.

The SS start can only be delayed from the scheduled start time by the official in case of force majeure. A rider causing a start delay will be penalized by the Stewards of the Meeting for at least 1 minute or more, as reported by the official.

For a false start (starting to move forward before the start command is given by the official) the rider will be penalized for at least 1 minute or more, according to the official’s report. For repeated false starts, the Stewards of the Meeting may impose a more severe penalty on the rider.

13.3.3 Any competitor who refuses to start at the Selective Section at the prescribed time and from position assigned to him by the official will be penalized or excluded from the competition.

13.4 SS Finish – STOP TC

13.4.1 The Special Section (SS) ends with “on the move” finish, signs are located in accordance with Appendix 3 of these Regulations.

13.4.2 Stop in the Finish Control Area between the SS Finish yellow signs and the STOP signs is prohibited. This violation entails a penalty of 15 minutes.

13.4.3 The finish timing is made at the finish line, marked with SS Finish red signs. The minimum timing accuracy is 1 second.

13.4.4 At a distance of 150–300 m after the finish line, the rider must check in at the control, marked with TC red signs and STOP red signs. The official enters the finish time on the Time Card (hour, minute, second) and possibly the start time for the next Road section. The start time for the next Road section is the hour and minute of the finish time. If several competitors finish within one minute, then the official assigns the competitors a start time for the next Road section, taking into account the order of their arrival at the control, so that the gap between the start times of these competitors corresponds to the start interval at this stage.

13.4.5 If a rider is unable to leave the area independently, they may be pushed or towed out of the area with the assistance of officials and/or other competitors without penalty.

13.4.6 If the competitor does not stop at the STOP sign and does not receive an entry, a penalty of 1 hour is imposed.

If the competitor after the finish did not stop at the control and rolled out of the control area, then they can return to the control on foot to receive entries. In this case, the rider will be penalized in the amount of 1 minute.

13.5 SS Interruption

13.5.1 If a competition along the SS is permanently stopped before the last competitor has passed the SS, regardless of the reason, classification for that SS can still be obtained by crediting all competitors affected by the circumstances of the interruption with the worst time actually recorded before the race was stopped. Scoring can be made at the nearest position to the place where the competition was stopped.

13.5.2 A classification can be made even if only one competitor was able to complete the SS under normal racing conditions. It is up to the Stewards of the Meeting to decide whether or not to apply this measure after the Clerk of the Course has informed them of the reason for the SS interruption.

If the Stewards of the Meeting considers that the worst actual time recorded is not appropriate, they may choose the most appropriate actual time recorded.

Any competitor who is partially or wholly responsible for the event interruption cannot benefit from this measure under any circumstances, i.e., that rider is scored with his actual time, if it is greater than that given to other riders.

In exceptional cases, for safety reasons, the Clerk of the Course may interrupt the SS at the nearest position in front of the dangerous area, and the competitors may continue the SS passage after the danger has passed. The classification in this case is scored by adding the times of the two parts of this SS.

Except in cases recognized by the Stewards of the Meeting as the SS interruption, in the event of a complete or partial track blocking by any obstacle, the competitors must take all possible measures to clear the passage and help other riders. At the decision of the Clerk of the Course, the stage may be continued or not continued, neutralized, conducted in an escort and fall or not fall under the Parc Ferme Conditions.

13.6 Contact wrestling is prohibited under threat of penalization up to exclusion from the competition.

14. OFFICIAL NAVIGATION and SAFETY DEVICES.

14.1. The official route is recorded in the GPS provided to the competitors. The chronological confirmation of each waypoint will ensure that the competitor follows that route. Each point will be entered into the GPS.

14.2. Passage Controls (WPE, DZ, FZ) will be located to monitor compliance with the route.

14.3. GPS ERTF Operation

14.3.1. Instruction for Use of GPS Unik I Device – Appendix 4 to the Supplementary Regulations.

14.3.2. Radius for opening and taking points:

Points of type DSS (start), ASS (finish), DZ/FZ (beginning and end of the speed limit zone) and WPE (all other navigation points) are used at the competition. The radius of taking all points is 50 m.

If the prescribed order of taking points is observed, each next point becomes visible (i.e., the direction to the point, the course to it and the distance to it are shown) immediately after the previous one is taken. When a point is missed, the next point becomes visible on the device screen 1 km away, until this moment the current course, speed and distance traveled from the start are shown on the device screen.

If a competitor misses a point, it is necessary to manually switch to the next one by pressing “W+” or “W-” (it will be shown at the device training).

Penalization for non-confirmation of the waypoint passage is 10 minutes.

14.3.3. If the competitor has 2 working GPS units and only one of them confirms the waypoint passage, no penalty will be applied.

14.3.4. Control Procedure

Any accident caused by the competitor (loss, destruction, disconnection, etc.) that makes it impossible to read the GPS and/or any attempt at fraud or manipulation recorded by the GPS technician, entails the application of penalties up to exclusion from the competition, the decision on which is made by the Stewards of the Meeting.

Control is carried out at the finish of the stages or at the SS finish. The competitor must set the CHECK page on their GPS at the finish line. All waypoints will appear on the screen, the information will be highlighted in white or in gray: not confirmed or confirmed waypoints.

During the stop to check at the Stage finish TC, the information contained in the GPS is automatically transmitted to the scrutineer (missed points, speed, etc.). If a violation is detected, the technical specialist states this fact and points it out to the competitor.

14.4. Speed Limit

14.4.1. The ERTF GPS Unik1 device is used to control the SL zones, the pulse signal of which is recorded every 150 m on the SS at the maximum. The speed is shown on the GPS display and stored in memory. All excesses (“pulses”) are listed on the control page (CHK → SPD). Upon arrival at the finish of the stage, the official records all speeding and reports them to the competitor.

14.4.2. The beginning of the speed control zone is marked in the GPS by a Checkpoint containing the DZ sign. 90 meters before this point, the competitors see on their GPS that they are approaching the control zone. The next 90 meters after this point is considered a braking zone within which there is no penalty.

The end of the speed control zone is marked by a Checkpoint containing the FZ sign. 90 meters before this point, the “free” zone begins, within which there is no penalty.

GPS points connected with a DZ or FZ can only be “taken” when the competitor is within 90 meters of it.

Within the SL zone the speed may be limited to 30 or 50 km/h. The speed limit is constantly displayed on the GPS.

14.4.3. The SS will be subject to speed limit zones mandatory for all competitors.

14.4.4. The maximum permitted speed throughout the SS (except for the SL zones) for all standings is 80 km/h. In case of adverse weather conditions, the maximum permitted speed at the SS can be changed downwards. For any excess of the maximum speed throughout the SS route and for exceeding the speed in the SL zones registered by GPS, the following penalties will be imposed:

- from 1 to 5 km/h: 10 sec. x for the number of pulses when the permitted speed is exceeded;
- from 6 to 15 km/h: 1 min. x for the number of pulses when the permitted speed is exceeded;
- from 16 to 40 km/h: 2 min. x number of pulses when the permitted speed is exceeded;
- over 40 km/h:
 - First pulse: 5 min.
 - Second pulse: 10 min.
 - Third pulse: 15 min.

Any subsequent pulse above 40 km/h will be penalized at the discretion of the Stewards of the Meeting.

15. RETIREMENT, EVACUATION

15.1. A competitor who has retired at a stage may use outside assistance to move the snowmobile to the Service Park. A team intending to recover the retired snowmobile from the track using external assistance may enter the track **only** with the permission of the Clerk of the Course.

15.2. A competitor who is unable to continue the competition may declare his retirement at this stage or in the competition as a whole.

15.3. Each competitor is obliged to hand over all navigation and safety devices to the representatives of the supplier at the end of the competition or in case of retirement.

16. ACCIDENTS

16.1. **In the event of an accident at the SS, the competitors must act in accordance with the Instructions for use the Active GPS Broadcasting Servicer safety device (Appendix 5 to these Regulations)**

16.2. In order to send a signal, the competitor must press and hold the SOS button for at least 5 seconds (device vibrates). By pressing the SOS button, the competitor reports the incident and requests medical assistance. If another competitor needs help, the SOS button is first pressed on the tracker of the one who stopped to help, then on the tracker of the one who needs help.

The competitor following the crashed one must:

- stop, take action to help. If communication facilities are available, it is necessary to report the accident to the competition officials. If necessary, wait for the arrival of medical help. Enter on the Time Card the fact of the victim transfer. Continue moving along the route to the nearest control, where to report the accident.

All subsequent competitors following the crashed one must:

- stop, if there are means of communication – to report the accident to the competition officials, if this has not been done before. Continue moving along the route to the nearest control, where to report the accident.

Failure to provide assistance to an injured competitor and/or non-compliance by the injured competitor with the above requirements is considered by the Stewards of the Meeting and penalized up to and including exclusion from the competition.

16.3. In the event of an accident with injuries and damage, the competitor must immediately inform the Competition Headquarters by any means in order to call for the appropriate means of assistance and rescue.

In addition, the competitor must immediately report the incident to the Rally Safety Service, where they will explain what should be done in this situation:

Viktor Sokolov: +7 (937) 586 68 19

Telephone number of fire and rescue services on the territory of the Russian Federation is 101(112)

16.4. Additional safety requirements

It is recommended that the competitor has a fully charged satellite phone and/or GSM phone at the Selective Section.

Phones may only be used during a competitor's stop to provide information regarding a retirement, accident or breakdown.

It is recommended to have a thermos with hot tea (at least 1 liter), IR (fat, bread, stew, chocolate).

17. PROTESTS and APPEALS

17.1. Protests are made according to the following rules:

- A technical condition protest must be made no later than 30 minutes after the last finishing vehicle of this Scoring Group has entered the Parc Ferme;
- A protest against classification based on the results of the competition must be made no later than 30 minutes after the publication of the preliminary results on the Official Notice Board;
- if the protest is not satisfied and the amount of the security deposit is not enough to cover the costs, then the competitor who filed the protest must reimburse the missing amount, the amount of which is determined by the Stewards of the Meeting.

17.2. Each protest must be filed in accordance with the MFR SR and accompanied by a cash contribution of 50,000 rubles.

17.3. The competitor may file an Appeal in accordance with the provisions of the MFR SR.

18. FINAL CLASSIFICATIONS

18.1. Classifications

The following classifications will be drawn up by the competition results:

- Enduro on Snowmobiles
- PRO turbo+ class
- PRO+ class
- PRO turbo class
- PRO class
- Overall Standings

18.2. Prizes

The official Prize-Giving Ceremony will take place on February 25, 2023.

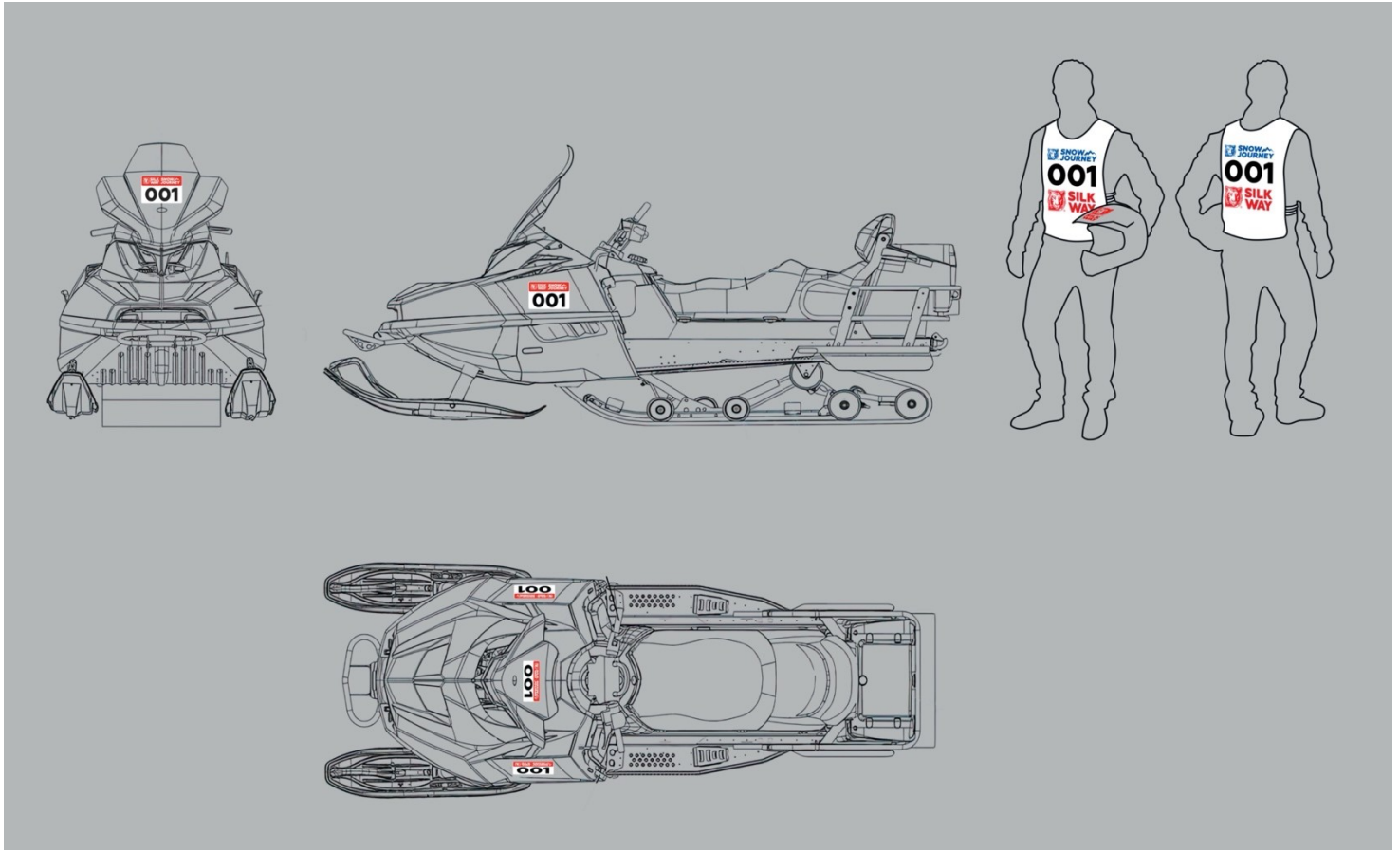
Finished competitors will be awarded Cups for 1st–3rd place in each category.

Additional prizes will be awarded by the Organizer for the first five places in the Overall standings























Appendix 1. Photographs and contact details of the officials

<p>CLERK OF THE COURSE</p> 	<p>COMPETITORS' RELATIONS OFFICER</p> 
<p>Igor KONOVALOV +7(926)900-88-12</p>	<p>Nikita ILYASOV +7 (908) 611-73-83</p>
<p>SERVICE PARK (BIVOUAC) OFFICER</p> 	
<p>Artem GALAGUDIN +7(927)483-72-22</p>	

Appendix 2. Identification, advertising, positioning



Appendix 3. STANDARD SIGNS (Signs diameter: 70 cm)

Movement Direction	Type of Control	Control Area			Movement Direction	
		Start of Control Area (sign on yellow background)	Mandatory Stop (sign on red background)	Finish of Control Area (sign on beige background)		
→	Passage Control (PC)		100 m  Entry on Time Card	100 m 	→	
→	Passage Control without stop (PC without stop)		100 m - 300 m  Ride through the alignment without stop		→	
→	Time Control (TC)		100 m  Entry on Time Card		→	
→	Time Control (TC), joined with SS start		25 - 50 m  on Time Card	50 - 200 m  Start time entry on Time Card	25 - 50 m  Entry	→
→	Time Control (TC), joined with SS finish		100 m  SS Finish (timing line) WITHOUT STOP	150 - 300  25 - 50 m  Finish time entry on Time Card		→
→	Refueling Zone				→	
→	Service Area				→	

Appendix 4. Instructions for the use of ERTF Unik 1 navigation device

Description of the ERTF Unik 1 device

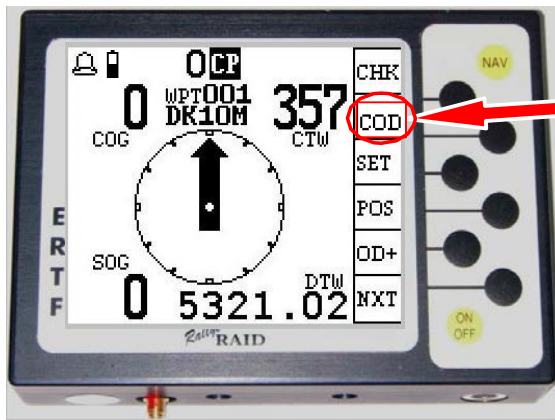


Fig.1 Main view of Unik 1 with all necessary accessories

The device is connected to the vehicle onboard network. An external battery (on the right in Fig. 1) is optional and may not be included.

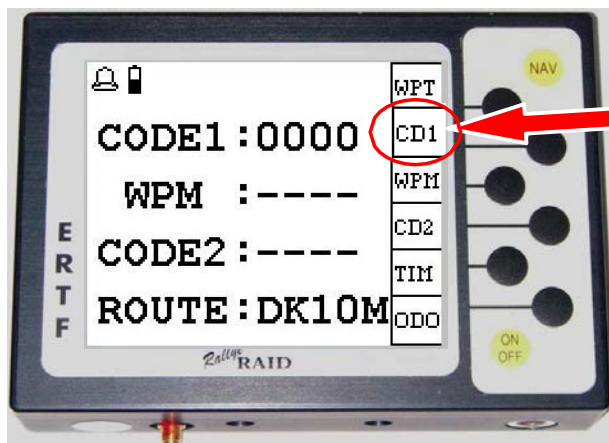
The general principle of work with the device is the following: after switching on and entering the “code of the day”, the device leads the competitor sequentially along all the scoring points. After the point “is taken”, the distance and course to the next point appear on the screen, as well as an arrow showing the direction to it. The device does not contain maps and only shows the direction, without taking the terrain into account.

THE GPS CODE IS ANNOUNCED IN THE EVENING OF THE PREVIOUS DAY



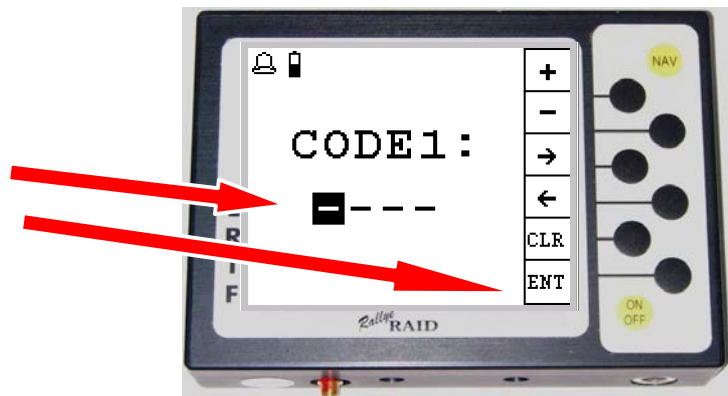
PRESS COD BUTTON

(Main navigation screen: NAV)



PRESS BUTTON
CD1

1. Enter the code of the day
2. Press ENT to confirm



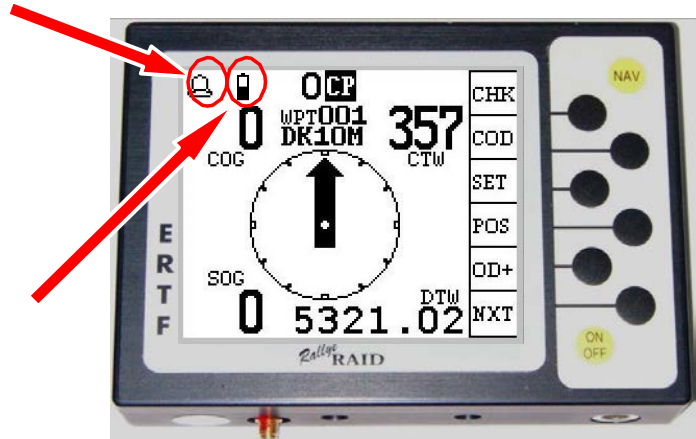
DEVICE CORRECT OPERATION CHECK (IS ON, RECEIVING THE SATELLITE SIGNALS)



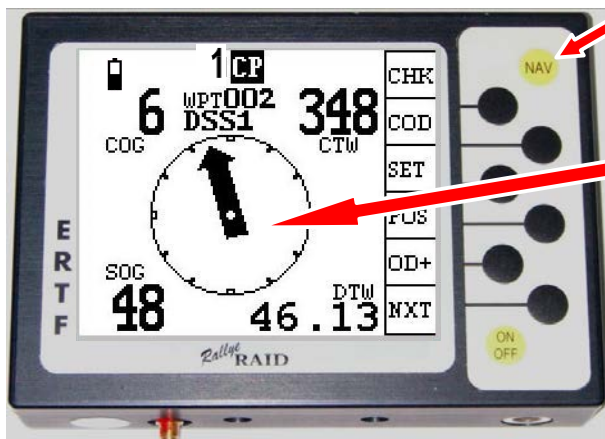
- Indicates no GPS reception
- Disappears a few minutes after switching on when the device is working properly



indicator of vehicle onboard network supply



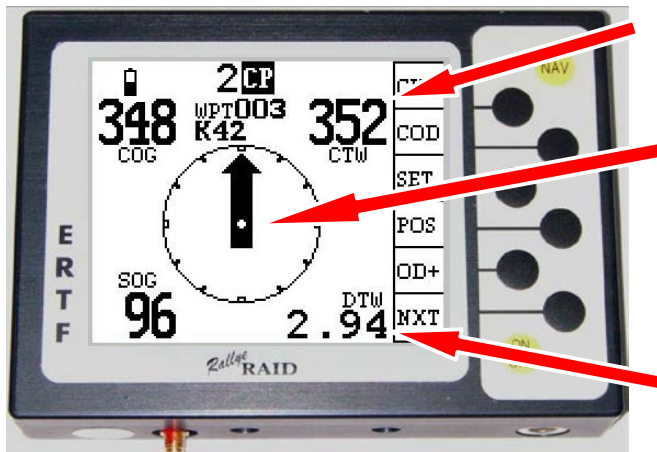
NAVIGATION START:



NAV: return to the main screen from anywhere

The arrow shows the direction to the next point

30 m before the point the device emits a sound signal and automatically switches to the next point



CTW: Course to Waypoint open

Arrow showing direction to a point

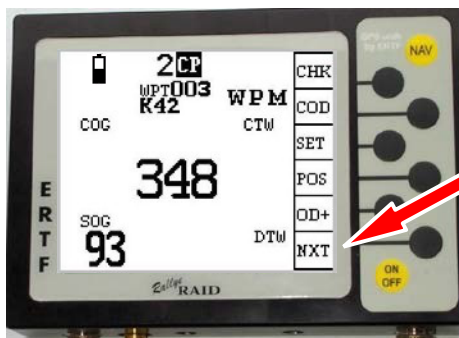
DWP: Distance To Waypoint



The point is considered passed (“taken”) only if you pass within a radius of 30 m from it

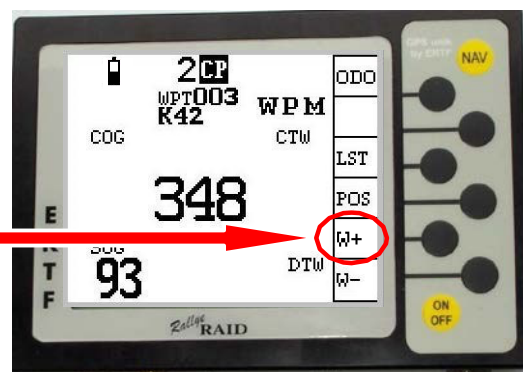
As soon as the device has “taken” a point, it automatically switches to the next one (for example, in this case – “Wpt 003”)

WHAT TO DO IF I MISSED A POINT AND WOULD LIKE TO GO TO THE NEXT ONE

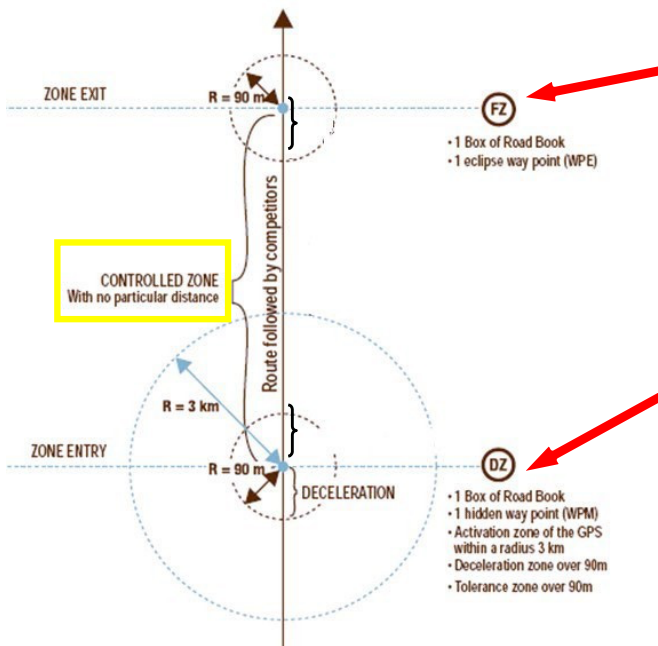


NXT: change destination

go to the next point in the list



SPEED CONTROL:

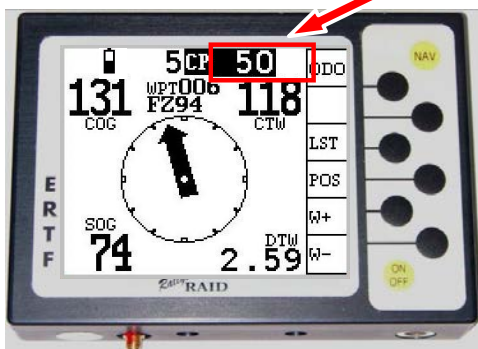


Speed control ends at the FZ radius entrance

Speed control starts at the DZ radius exit

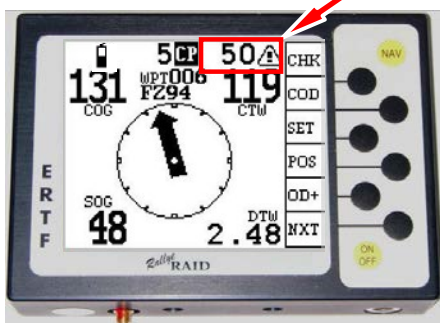
AT THE DZ ENTRANCE:

Контроль скорости на въезде



Speed control at the entrance

Контроль скорости внутри зоны ОС



Speed control within SL zone

Appendix 5. Instruction for the use of Active GPS Broadcasting Servicer safety device

SYSTEM DESCRIPTION

GPS operation

Active GPS Broadcasting Servicer trackers are installed in order to ensure monitoring and competitors' safety (registration of waypoints passage and speed control as a backup device).

Trackers and recharging devices (if necessary) are given during the Administrative Checks.

A refundable security deposit (10,000 RUB) is paid by the competitor in CASH during the Administrative Checks. The deposit is not returned to the competitor in case of loss or damage to the device.

At the end of the event the competitor must hand over the Active GPS Broadcasting Servicer to the Organizer (WETRACE staff) before the Prize-Giving Ceremony.

Usage of Active GPS Broadcasting Servicer tracker

The device has a built-in battery and does not require connection to the on-board power supply.

The tracker must be turned on 10-15 minutes before the start and turned off 15 minutes after the finish.

Activation: press and hold the power button for 2-3 seconds until the LED display on the case lights up (first the red LED, then the blue and green ones; red and blue LEDs will blink off after a while, the green will blink). Shutdown: press and hold the power button for 3-5 seconds (the device will vibrate and after 5-10 seconds the LED display will blink off).

In the case of long selective sections, the tracker must be recharged at the end of each day. The tracker is charged **when off**. When charging, the red LED is blinking. The tracker is charged when the red LED is **just on**. The tracker has a mini-USB connector.



The device has a SOS button. In order to send a signal, the competitor must press and hold the SOS button for at least 5 seconds, the device will vibrate. By pressing the SOS button, the competitor reports the accident and requests medical assistance. If another competitor needs help, the SOS button is first pressed on the tracker of the one who stopped to help, then on the tracker of the one who needs help.

Throughout the competition, the competitor is responsible for the normal operation of the tracker provided by the Organizer. Any attempts to interfere with the operation of the device, manipulate, try to turn off or disable the device can be diagnosed by technical specialists and will cause penalization by the decision of the Organizer, up to the exclusion. The rules for using the tracker will be explained during administrative checks and/or at a briefing.

Tracker appearance and instructions

The device is installed by the competitor on the handlebar or in breast pocket, backpack behind using a bundle tie. Placement in side pockets, belt pockets/bags is prohibited. The ties should not cover the LED indicators and the SOS button to exclude accidental pressing when driving. The tracker at the attachment point should not have a closed metal circuit that can interfere with the reception of the GPS signal.

Tracker appearance and instructions

