

PROVISIONS

(program) of “Military Motor Rally” International Competition within the International Army Games

I. General provisions

The International Army Games – complex of international competitions between units of the Armed Forces of different states who are the participants of the International Army Games (hereinafter referred to as “the Games” and “the Games participants”), and international competitions are being held during these Games (hereinafter referred to as “the Competition”).

The “Military Motor Rally” International Competition is a contest that is carried out between the drivers of truck maintenance units.

The terms of this competition are defined in accordance with the Competition Provisions (program) that is approved by the Head of the Main Armored Directorate of the Ministry of Defense of the Russian Federation being responsible for execution of the Competition.

Aims of the Competition:

Reinforce of the international military and military-technical cooperation of the Competition participants;

Increase of credibility of military service;

Enhancement of field training capabilities of the Competition participants;

Demonstration of combat capabilities (performances) of modern tactical wheeled vehicles (TWV).

The official languages of the Competition are both Russian and English.

Competition Stages

The Competition comprises three stages:

The 1st stage – “Individual Race”;

The 2nd stage – “Pursuit Race”;

The 3rd stage – “Team Race”.

Competition Team’s line-up

The Team’s line-up that is the Competition participant:

The 1st group is a “Steering Group” and composed of two servicemen:

The team foreman is a representative of the Competition participating State who is responsible for communication with the Competition Senior Judge and Competition Judicial Committee. And there is also a team leader;

The 2nd group is a “Motor Rally Group” – includes six crew members participating in Motor Rally stages.

Two crews of them are light motor vehicle crews each comprising two servicemen. In total – four servicemen;

Two crews of them are cargo trucks with 4x4 wheel (axle) configuration comprising two servicemen. In total – four servicemen;

Two crews of them are cargo trucks with 6x6 wheel (axle) configuration comprising two servicemen. In total – four servicemen;

The 3rd group is a “Running Service Group” composing two teams (crews):

One team of engineering support vehicle comprised of two servicemen;

One team of maintenance workshop vehicle comprised of five servicemen.

List of tactical and special vehicles of the Competition Team

Series-produced motor vehicles put into service in the Armed Forces are accepted to participate in the Competition stages and to the number of (accounted for one team):

A-1 category – “light motor vehicles” with 4x4 wheel (axle) configuration and cargo capacity of 0.5-0.8 tons;

B-2 category – “cargo trucks” with 4x4 wheel (axle) configuration and cargo capacity of 3.0-3.5 tons;

B-3 category – “cargo trucks” with 6x6 wheel (axle) configuration and cargo capacity of 6.0-8.0 tons;

The teams are allowed to use either vehicles produced by the Russian Federation or by their own states to participate in the Motor Rally.

The organizers of the Motor Rally will provide with tactical wheeled vehicles (herein after - TWV) those teams that chose TWV produced by the Russian Federation to the number of (accounted for one team):

For “Motor Rally Group”

light motor vehicle – 2 items;

cargo trucks – 4 items;

for “Running Service Group”

engineering support vehicle – 1 item;

maintenance workshop vehicle – 1 item.

If a foreign team takes a decision to participate in the Motor Rally by cargo vehicles belonging to the Armed Forces of their own state, in this case the cargo vehicles shall comply with the performances defined by the Provisions in document and technical check. The team leader shall provide the documentary proof:

Taking into force of the declared samples to the Armed Forces of their state;

Compliance of performances of the declared samples with the terms of Section I.

Structure of the teams ATWV of the Provisions.

If a foreign team takes a decision to participate in the Motor Rally by motor vehicles belonging to the Armed Forces of their state, in this case, an additional tank vehicle with the crew of two persons can be included into the Running Service Group.

The team leader shall inform sponsors of the Motor Rally of the decision taken in a request (application form) for the Motor Rally participation.

Competition venue

The competition is being held on the territory of the Russian Federation on the base of military unit 22220, Volgograd.

II. Competition Program

The preparation period completes at least three days before the beginning of the Competition.

The route of the Motor Rally stages is laid on through the territory of the Republic of Kalmykia, Astrakhansk and Volgograd Regions.

The overall distance of the route is 1100 km.

The Competition is carried out within four days:

1st day – Competition grand opening, start of the participants along the ostentatious special track.

2nd day – “Individual race”, march along the route of the 1st stage of the Rally the city of Volgograd – the city of Astrakhan. The overall distance of the route is 470 km; the special track is 230 km.

3rd day – “Pursuit Race”, march along the route of the 2nd stage of the Rally the city of Astrakhan – the city of Elista. The overall distance of the route is 310 km, the special track is 200 km.

4th day - “Team Race”, march of the team crews along the route the city of Elista – the city of Volgograd. The overall distance of the route is 320 km, the special track is 210 km.

III. Regulation on preparation and holding of the Competition

The organizer of the Competition is the Main Armored Directorate of the Ministry of Defense of the Russian Federation.

The Head of the Main Armored Directorate of the Ministry of Defense of the Russian Federation is responsible for the preparation and execution of the Competition.

The Head of the Main Armored Directorate of the Ministry of Defense of the Russian Federation forms the working competition group (hereinafter - the Working Group) to provide direct leadership over the Competition in place.

The Head of the Main Armored Directorate of the Ministry of Defense of the Russian Federation appoints the Judicial Committee by his Order to lead the Competition. The Judicial Committee consists of:

the **Competition Senior Judge** who leads the working process of the Judicial Committee and controls over:

accomplishing by the participants of the Competition Provisions and Program terms;

preparation and equipment of the control points along the route;

accuracy of accomplishment of the obligations by the Judicial Committee personnel;

accuracy of realization (accomplishment) of the Competition stages.

He shall:

take decisions on implementation of the statements of the Provisions during the Competition and provide its accomplishment by official persons, functionaries and team members;

lead the work of the Judicial Committee;

control the Competition realization in accordance with the Provisions;

coordinate the work of official persons and functionaries of the Competition;

notify the participating teams' foremen and teams' leaders about any changes in the Competition in due time;

take for consideration notices of appeal and other claims of the Applicants, transfer notices of appeal and claims for consideration by the Competition Judicial Committee;

suspend Competition stages in case of conditions prohibitive to the normal accomplishment of the competition as well as in conditions that can lead to violation of the safety rules and measures;

prevent teams (crews) from participation in Competition stages in case of violation of the Provisions requirements on the Competition procedure;

approve the results of the Competition, and upon its completion shall report (provide protocols and Competition ranked table) about the Competition finished to the Chief Judge of the Games;

approve the participants name list of the Competition in accordance with the Competition final protocol and provide it to the Chief Judge of the Games;

during daily briefings bring the results of the completed Competition, including for each day, to the representatives of Mass Media and public.

Deputy of the Competition Senior Judge is subordinated to the Senior Judge. He shall implement instructions of the Competition Senior Judge and in case of the Senior Judge, absence shall carry out his duty.

The Secretary of the Competition Judicial Committee is subordinated to the Senior Judge (to the Deputy of Senior Judge) and responsible for the results recording, taking of minutes (protocol) and documentation of the Competition.

The Security Judge is subordinated to the Senior Judge (to the Deputy of Senior Judge) of the Competition.

The Security Judge shall:

develop Competition Security Plan and provide its accomplishment during the Competition preparation and execution;

steadily maintain contact with the Competition Senior Judge, Main Medical Specialist and all judges of the control points on the special tracks (herein after - - ST);

organize briefings on safety precautions in due time and log briefings.

Some deputies (security assistants on the ST) can be appointed in order to provide the work of Safety Judge by the decision of the Competition Senior Judge. They

will inspect the ST allocated to them and provide the compliance of safety precautions on these ST with the provisions of the Motor Rally Safety Plan.

A Competition Technical Judge is under command of the Senior Judge (Deputy Senior Judge) and responsible for:

technical checks of TWV;

secure TWV consistency control to the actual technical requirements.

The Technical Judge of a Competition stage shall make arrangements for:

all technical checks specified by the Provisions as well as checks carried out at the direction of the Competition Senior Judge;

work of technical inspectors;

pre-operation and transmission all technical check minutes (protocols) made during the whole competition period to the Competition Senior Judge;

presentation for consideration of the Judicial Committee proposals on motor vehicles rating upon results of the pre-start technical check;

participate in work of the Motor Rally Judicial Committee in considering cases concerning vehicles participated in the Motor Rally;

shall immediately report to the Chief Judge in case of discrepancy of a participating vehicle with safety requirements.

The following persons are appointed in addition to the Judicial Committee to facilitate judgment on Motor Rally stage:

The Senior Judge on a route of the Competition stage is under command of the Senior Judge (Deputy Senior Judge) and responsible for:

right and in time displacement of control points judges on a stage route;

accomplishment of the activity to provide the Competition stage by the functionaries.

Control points judges are appointed to fix the fact of the checkpoint passage by the crew.

Judges of control points also perform duties on maintenance control points (points of the control of time, the control of passage, etc.).

Judges of control points are responsible for the correct and safety operation of the entire control point.

All officials (functionaries) at control points should be externally easily identifiable.

Judges at start and finish positions – two persons.

A judge at the start (finish) shall:

organize the fixing of the start (finish) time of the rally stage participants;

ensure safety conditions for vehicles movements at the start (finish) position.

Timekeepers - are appointed by the number providing heats at the stages and special tracks of the Motor rally.

Timekeepers are responsible for the correct operation of the timekeeping equipment and keeping the time fixed with the accuracy specified for the given competition.

Timekeepers organize preparation and transfer of all timing protocols to the Secretary of the Competition Judicial Committee and the Competition Senior Judge, and also ensure the safety of time recording originals and / or tapes of time control printers.

A Senior Timekeeper commands and controls the work of the timekeepers. The senior timekeeper is responsible for the preparation of all timekeepers and timing equipment, as well as for synchronizing all judges' hours prior to the beginning of the competition and immediately before the passage of the participating crews.

The **Service Park Officer** is responsible for the organization of the service park, its marking, allocation of seats to the participants and Teams (for this purpose he organizes preliminary collection of information on the requirements for accommodation areas), controls the compliance with the access regime during the Motor rally, maintenance of order in the Service Park, and secures the firefighting measures.

An officer of the Service Park should be easily identified by the participants, for this he shall wear a noticeable waistcoat with the inscription "SERVICE PARK OFFICER".

The **Main Physician** of the Motor Rally is responsible for the medical support of the rally, which is described in detail in Plan of the Motor Rally safety.

The Competition Chief Judge takes chair at all meetings.

Only the representatives of the teams (crews) participating in the races of the competition participate in consideration of the results of the races.

Participants of the Competition must:

know and follow the Provisions requirements of the Competition;

arrive at the Competition (the Competition stages) by the specified time with the ATWV (established by the Provisions requirements of the Competition), carry identification documents and other documents specified in the Provisions requirements of the Competition;

stay in the areas designated for the Competition participants and follow the schedule established for the Competition;

follow the instructions of the Competition Judicial Committee;

obey safety precautions.

Competition participants cannot simultaneously participate in the Competition Judicial Committee in which they participate.

Head of the Competition Team:

is responsible for the safety of weapons and ammunition, the state of military discipline, adherence to the provision on the Competition, safety precautions and the execution of the daily routine by the Competition team;

is permanently located at the venue of the Competition, is absent only with the permission of the Competition Senior Judge or the person who is on supply;

informs the Competition team about the decisions of the Competition Judicial Committee, changes in the daily routine and detailed program of the Competition;

submits additional applications to the Competition Judicial Committee, informs in due time about the representatives of the Competition team who are leaving the Competition for health reasons;

sums up the results (acquaints with the results) to representatives of the Competition team for the day, assigns missions to the Competition team for the next days;

is present at the meetings of the Competition Judicial Committee and participates in the draw.

The Head of the Competition team is not allowed to interfere with the work of the Competition Judicial Committee, and also take decisions on the withdrawal of representatives of the Competition team without informing the Competition Judicial Committee.

IV. Terms and Competition procedure

The motor vehicles comply with the categories specified in the Section I. corresponding to the categories specified in Section I. **Structure of the teams ATWV of the Provisions** are allowed to participate in the Competition.

A Committee under command of the Competition Technical Judge shall organize the technical and documentary inspection of the crews, tactical performances and manning of the vehicles one day before the start of the first stage of the Motor Rally in order to verify the right of a crew to drive the vehicle and determine the categories of vehicles submitted by the Teams.

During the inspection, the following is to be verified:

The crew:

driver license with the authorized category for the right to drive a vehicle of international type;

Motor vehicle:

the parameters specified in the application (documentary confirmation);

availability and completeness of the reserve equipment and accessories to the vehicle, according to the manufacturer's sheet, (documentary confirmation);

the presence and completeness of the first-aid kit (in accordance with the requirements of the Russian Federation Traffic Regulations);

presence (at least two) of fire extinguishers with volume of at least 2 liters with actual expiry date;

the presence of at least two signs of “Emergency stop” is additionally checked;

the presence and serviceability of the helmet of the crew;

availability and serviceability of seat belts.

It is allowed to have a second spare wheel for the vehicles of the “Rally Group”, means of improving the passability of terrain.

The Crew check for the right to drive a vehicle and inspection of the technical condition of the vehicles to make a decision on admission it to the race at the rally stage is held on a daily basis.

The main condition for the Motor Rally stage team (the crew) is to pass a certain route indicated on the map with the obligatory mark made by the judges in the road book at the checkpoint.

The Competition route is laid on:

road sections are paved along the public sealed roads. When driving along the road sections all participants of the Rally shall follow the requirements of the Road Traffic Regulations of the Russian Federation.

special tracks on restrictive terrain with natural obstacles (ravines with steep slopes and descents, sand dunes);

When conducting a race along special tracks, this section is to be closed for the Running Service Group by the Decision of the Chief Judge and the local population movements are also restricted.

The total time for overcoming the section is determined by the decision of the Chief Judge to conduct the race along a special track and in order to ensure security and regulate the time for the passage of each Rally stage.

The start time and the order of the start of the participants, as well as the total time allocated for overcoming the special track are brought during the briefing that is held on the eve of the race.

When passing through the race stages and special track, the drivers can be replaced by the crew members. The crew time of the performance (passage) of the race stage is entered to the overall offset regardless of the person ran the vehicle.

The order of start of the vehicles at the first race stage is determined by the results of the draw separately in each category.

The start of the crews at the first stage is carried out with a time interval at the start of 2 minutes in the following sequence:

The first vehicles that are allowed to start the march are the vehicles of the light motor category;

The second start with a delay at the start of 5 minutes is given to cargo trucks with 4x4 wheel (axle) configuration;

The third start with a delay at the start of 5 minutes is given to cargo trucks with 6x6 wheel (axle) configuration;

The order of the start of vehicles at the second race stage is determined by the results of their finish at the first rally stage. Herewith the crew that has reached the first place within its vehicle category by the results of the first Rally stage shall start the second stage. And the following crews may start the second stage with a delayed of the time of their lagging at the finish. The delay time is determined with due regard to the imposed penalty time.

The peculiarity of the third stage is the march made up of the team.

The order of the team start is determined by the draw procedure. The start time interval for the teams is 5 minutes.

The countdown (start of the crew) starts at the command of the judge at the start line.

The team leaders and participating crews are provided with maps and following indications when carrying out the Race along the special tracks by the Race:

the boundaries of the race along the Special Track;

placement of Control points;

the closing and opening time of the Special Track;

communication scheme at a special track.

The Motor Rally organizer shall equip “Control Points” in order to arrange and fix the passage made by the crew, the passage time of the team (crew) along the route and when passing special tracks.

The “Control Points” are indicated both on the map and terrain. Control Points are obligatory equipped with a tent (staff vehicle), communication facilities, a sanitary and evacuation vehicle, a maintenance workshop vehicle with the corresponding specialists in order to arrange the work of judges on Control Points.

Recreation areas are set to organize recreation, prepare the TWV for the next Motor Rally stage.

Recreation of the personnel of the teams is organized:

For the personnel of the Rally Group not less than 8 hours per day;

For the personnel of the Running Service Group after preparing vehicles for the upcoming stage of the Motor Rally, upon the decision of the Team Leader, but not less than 6 hours a day.

the crew is not allowed to participate in the race on the next day of the Rally by the decision of the Chief Judge if the personnel does not meet recreation requirements.

V. The order of damage repair, technical assistance, maintenance and vehicles repair during the Competition.

The procedure for rendering technical assistance when conducting races along special tracks of the Motor Rally.

Only the crew of the vehicle is allowed to eliminate problems that have arisen in the vehicle during the heats along the special sections.

Helping the crew, in carrying out any kind of maintenance and (or) repair of out-of-order vehicles during the heats along the special tracks of the rally is allowed after the race competition and opening (permit for the movement of vehicles) of the special track.

When conducting races along the special tracks of the Competition stages, the personnel of the team, armament, military and special equipment not participating in the race are located on the territory of the specially designated (marked) site in the "Security Area".

General rules for the technical assistance.

The use of personnel and support equipment to provide technical assistance, maintenance and repair during the Motor Rally is carried out on the basis of the decision taken by the team leader.

The decision to use technical assistance vehicles is taken by the team leader with the approval of the Competition Chief Judge.

The crew members course of action in case of emergency and malfunction of the vehicle during the march.

The crew made the forced stop shall take all measures to prevent the traffic accident and immediately inform the team leader about it in the prescribed manner.

In case of failure of the vehicle, the crew shall:

indicate the presence of a malfunction in the vehicle (turn on the "Hazard light" on the vehicle, put two signs of "Emergency stop" with the first at a distance of not

less than 100 m to the stop place of the vehicle and the second not less than 15 m to the place where the vehicle stops);

stop the vehicle in a safety place;

designate emergency stop of the vehicle at the stopping (parking) place;

install wheel blocks under the wheels of the vehicle;

the crew must be in safety helmets before all the above mentioned requirements has been fulfilled.

Compliance with the security requirements is a prerequisite for participation in the Competition.

VI. Requirements for the implementation of environmental safety during the Competition

It is FORBIDDEN during the Competition:

to leave traces of human vital activities after parking (halts);

to drain off oil products and technical fluids on the ground or water ponds when carrying out any type of maintenance or repair;

After carrying out maintenance or repair work, replaced spare parts of vehicles, wheels and batteries, rags must be removed;

Participants must drive round agricultural land or move along their borders when driving through a territory where there is no clearly marked road. Moving directly through agricultural land is prohibited. The detected violations are considered by the Chief Judge for taking a decision on penalization;

To use for self-pulling trees without the use of a protective flat sling/cord (a belt with width of at least 60 mm, excluding damage of the tree bark), penalization is provided for violation of this requirement in the amount of:

the first violation - 1 hour.

the second violation - the fail of the ST.

The third violation - suspension from participation in the Competition by the decision of the Competition Chief Judge.

Failure to comply with these requirements entails the removal of crews (teams) from participation in the Competition.

VII. The procedure for determination of winners and prizewinners of the Competition

At each stage of the Motor Rally, the winners are determined in the nominations, the winner of the “Individual Race”, the winner of the “Pursuit Race” and the team winner of the “Team Race”, the team winner of the Team Race is the winner of the Military Motor Rally Competition.

at the first stage of the Motor Rally in the nomination “Individual Race” winners in categories A-1, B-2 and B-3 are determined;

at the second stage of the Motor Rally in the nomination “Pursuit Race” the winners in categories A-1, B-2 and B-3 are determined;

the team winner is determined at the third stage of the Motor Rally in the nomination “Team Race” representing the participants in the categories A-1, B-2 and B-3.

The main criterion to determine the winners at the race stages is the time spent by the crew to overcome a Special Track. The spent time is corrected with due regard to the application of penalties imposed on the crews.

The procedure to determine the winners of the Competition:

the winners of the first stage of the Motor Rally in the “Individual race” for each category is the crew of the vehicle, which has spent the minimum amount of time for passing a special track. However, in considering the results of the passage, the places at the beginning are distributed among the crews that passed all control points, then the results of the crews which passed control points in the order of their descending;

the winners of the second stage of the Motor Rally in the “Pursuit Race” for each category is the crew according to their actual finish time;

the winner of the “Team Race” and the winner of the Competition “Military Motor Rally” is determined by the total (resulting) minimum time spent by all the crews of the team to complete the march during the third stage. The final check-in time of the Team, is the time of finishing the last vehicle of the team.

VIII. Penalties (penalization) applying to the Competition participants

The following penalties shall be applied to the crews violating the Provisions requirements of the “Military Motor Rally” procedure when carrying out a rally:

for the absence of the passage mark at the control point, for each point that has not been passed, the crew gets additional 30 minutes to the worst result of the crew that has more passage marks at control points;

for violation of rules and security measures, which caused in injuring a crew members - this crew is excluded from participation in the race;

absence of one or more crew members on the route of the race stage is not allowed;

drive outside of the boundaries along a special section - + 30 min.

The team-winner of the "Team Race" is the winner of the Competition "Military Motor Rally".

IX. The procedure for determination of winners and prizewinners of the Competition and their awarding

The winners and prizewinners of the Competition are determined by the Competition Judicial Committee on the results (time) of passing the stages of the Competition.

The results of the Competition are drawn up by a protocol (minutes), which is signed by the members of the Competition Judicial Committee and approved by the Competition Senior Judge.

Copies of the minutes with the list of winners and prizewinners of the Competition are sent to the Chief Judge of the Games.

The results of the teams of the Competition are reflected in the Competition rating table by the Competition Judicial Committee. Rewarding of the winners and prizewinners of the Competition is carried out after the end of each stage of the Competition after summing-up the results and approval of the final protocol by the Competition Chief Judge.

BASIC DEFINITIONS

The Military Motor Rally is a sport event, which determines the results of the professional qualifications of military personnel.

The Military Motor Rally is a multi-stage competition, each of which is a separate competition.

The Military Motor Rally consists of one common route for all vehicles with a given average speed of passage along public roads and special tracks (along the roads closed for public use).

Road sections - part of the route laying along public roads. Road sections are unused for special stages routes on which speed can never be the determining factor for classification.

Special tracks (ST) is a timed speed additional competition held along the sections of roads closed for extraneous movements.

The main factor for determination of the result on a Special Track is the time of passing its distance.

Control point (checkpoint) is a place on the route of the military motor rally, indicated in the road book, where located at least one judge whose function is to ensure that the crews participating in the Motor Rally get the marks for passing this control point or other control procedure.

The day is a part of the Motor Rally, separated from the other parts of the rally, by a fixed time of the night break.

Penalization - punishment, imposed on the crew for violation of these Rules or other regulatory documents.

The list of violations for which penalization is imposed, with specification of possible types of penalization, is determined by the Competition Provisions.

A Senior Judge (judges) can establish penalization for violations not included in such a list.

Neutralization is the time appointed by the Chief Judge of the race to the crews in case of their stopping for any reason. This time is not taken into account when calculating the penalization for deviation from the schedule of the Motor Rally.

Applicant is an official who has the right, given to him on behalf of the Armed Forces of the participating country, to declare information about the First and Second Drivers of the crew, and who takes a decision on the participation of the crews by the corresponding vehicles.

Crews - the crew of a vehicle participating in the Motor Rally. The crew consists of two people (referred to as the First and Second Drivers). Both members of the Crew shall have the right to drive a vehicle during the Motor Rally, and everyone shall have a driver's license for driving the vehicle specified in the application form.

Tests during the Military Motor Rally for the First and Second Drivers are calculated in general for the crew.

Data about both Drivers must be included in the application form. After the deadline for accepting Applications, one of the crew members can be replaced with the consent of the Competition Chief Judge - before the start of administrative checks. The replacement of crew members is not allowed after the publication of the list of crews admitted to the start.

Both crew members must be in the vehicle while driving along the rally route from its start to finish of the rally, except for:

time set of breaks by the schedule and service parks;

cases when the vehicle is not in motion;

cases of absence a crew member in the vehicle if the vehicle is in the control area or enters it, and the missing crew member is in the same control area.

It is prohibited to have anyone on its board, except for the crew members and with the exception of the cases of transportation of the injured persons to the place of rendering assistance while following a competing vehicle along a rally route. The Crew may be excluded from the Motor Rally for violation of the rules established by this paragraph.

Permitted vehicles - vehicles that have passed a technical inspection can participate in the Motor Rally, The inspection shall confirm their compliance with the technical requirements specified in the Provisions requirements of the Military Motor Rally (competition) procedure.

The applicant can replace the vehicle with another vehicle of the same set-up before the start of technical checks by notifying the Chief Judge of the Race in a writing form.

Official Motor Rally stickers and starting numbers are placed on the outer surfaces of each vehicle, participating in the rally.

The organizer provides each crew with the following stickers, which must be fixed on a vehicle in the indicated places:

Two starting numbers on the door panels with width of 35 cm, 20 cm high. (Figures are bright yellow on a black matted field);

Two starting numbers for the front and rear part of a vehicle - a figure of 25 cm high, width of 15 cm. (Figures are bright yellow on a black matted field) should be located in front and rear part of a vehicle.

One starting number for the hood (cab roof) - a figure of 43 cm width, 21.5 cm high.

The official stickers must be located and fixed on a vehicle during the entire Motor Rally, while they must be fully visible, and can not be overlapped with any other stickers.

It is not allowed to change these stickers. The Team is punished for violation of this requirement. The crew can be excluded from the Motor Rally for the absence of two or more starting numbers.

Participants of the competition independently provide the following:

application of the names and initials of the Crew members, as well as national flags on the vehicles. This information about the crew and the participating country must be designated on the front doors of vehicles. The font for the surname is Helvetica. The first letter of the surname is the capital letter (the height of the letters is not less than 6 cm, the rest - lowercase), the thickness of the letter line is 1.0 cm, the color of the letters is white on a transparent field. The surname of the First Driver must be written on the top of both sides of the vehicle. Surnames must be written in two languages: English and Russian.

The team will be punished in case of absence of the drivers' names of on the vehicle or national flags.

The organizers of the Motor Rally are not responsible for injures and damage caused to the Participants and their property, except for the cases directly provided by these Rules.

All Crews take part in the Motor Rally at their own risk. The Applicant and the Crew by signing the application form shall waive any rights to recompense the expenses raised to the Sponsor, officials and other Motor Rally participants that may arise as a result of the incident during the rally.

The procedure of sending notices of appeal (proposals (claims))

A notice of appeal (proposal (claim) regarding the results of the Competition (actions (decisions) of the Competition Judicial Committee) shall be submitted by the Head of the Competition Team in a written form to the Competition Judicial Committee during the day of the Competition until the relevant results of the Competition (actions (decisions) of the Competition Judicial Committee) has been approved.

A notice of appeal (proposal (claim) shall include the content of the disputable issue, time and place of the contested results of the Competition (actions (decisions) of the Competition Judicial Committee), photo and video materials fixing the controversial results of the Competition (actions (decisions) of the Competition Judicial Committee) shall be attached.

Decisions on the notices of appeal (proposals (claims) concerning the results of the Competition are taken in an open vote of the Competition Judicial Committee by a simple majority vote of the members of the Judicial Committee present at the meeting.

If it is not possible to resolve the notice of appeal (proposal (claim) regarding the results of the Competition by the Competition Judicial Committee, it is submitted to the Judicial Committee of the Games.

A notice of appeal (proposal (claim) regarding the results of the Competition is discussed during conciliatory meetings of the Judicial Committee of the Games.

The decision of the Competition Judicial Committee of the Games shall be taken if at least half of its members are present at the meeting of such a Committee.

The decision of the Competition Judicial Committee is registered by the protocol, approved by the Competition Senior Judge and brought to the teams of the Competition.

Respectfully, Competition organizers