

RUSSIAN AUTOMOBILE FEDERATION

FIVA

CLASSIC CARS CLUB

CLASSIC CARS RALLY

“THE GOLDEN RING OF RUSSIA - 2009”

REGULATIONS

MOSCOW 2009

ORGANIZATION

“Golden Ring of Russia 2009” is a traditional classic (historic) cars rally in which the highest speed or the best time is not the determinant factor.

The idea of the rally is to keep historical memory of automobiles and historic motor rallies, as well as to popularize automotive engineering and to develop automobile tourism in Russia.

The rally is organized in compliance with the following regulatory documentation:

- FIVA Event Code;
- RAF Event Code;
- Regulations of Historic (Classic) Automobile Competitions;
- current Regulations.

1. ORGANIZATION

1.1. Definitions

NAME:	“Golden Ring of Russia 2009”
ORGANIZER:	Nonprofit Partnership <i>Classic Cars Club</i>
STATUS:	FIVA A
APPROVAL OF THESE REGULATIONS (BY RAF):	No. ____ dated 19 th April, 2009

1.2. Organizing Committee

CHAIRMAN:	Boris Bazhenin
MEMBERS OF ORGANIZING COMMITTEE:	Nadia Bazhenina
	Alexander Vasenin
	Marina Karhaleva

1.3. Organizer’s address and phone numbers:

POSTAL ADDRESS:	P.O.Box 759, Glavpochtamt, 101000 Moscow, Russia
PHONE:	+7 (495) 726-8376
FAX:	+7 (495) 745-9895
E-MAIL:	<u>INFO@CCCLUB.RU</u>
WEB:	<u>WWW.CCCLUB.RU</u>

1.4. Officials

CHIEF JUDGE:	Antonio Viaro
CHIEF SECRETARY:	Boris Macievskiy
TECHNICAL COMMISSIONER:	Vasiliy Kuleshov
COMPETITOR RELATIONS OFFICER:	Polina Sheina
CHIEF TIME-KEEPER:	Franco Benedetti
CHIEF DOCTOR:	Margarita Vikluk

PROGRAM

- Official time of competition: Moscow time
 - Application Form deadline: July 01, 2009
 - Publication of List of Registered Competitors: July 01, 2009
- Place of publication: www.goldenringrally.com

July 11, 2009, Saturday

- Administrative Checks: From 10:00
Place: Vasilievskiy spusk (Red Square), Moscow
- Technical inspection: From 10:00
Place: Vasilievskiy spusk (Red Square), Moscow
- Briefing: 11:00
Place: Vasilievskiy spusk (Red Square), Moscow
- First competitor's start: 12:00
Place: Vasilievskiy spusk (Red Square), Moscow
- First day finish:
 - First competitor's time, approximately: 19:00Place: Yahroma Park, Dmitrovskoe sh., Moscow region

July 12, 2009, Sunday

- First competitor's start: 10:00
Place: Yahroma Resort, Dmitrovskoe sh., Moscow region
- Second day finish:
 - First competitor's time, approximately: 18:00Place: Volzhskaya Riviera Hotel, Uglich, Yaroslavl region

July 13, 2009, Monday

- First competitor's start: 9:00
Place: Volzhskaya Riviera Hotel, Uglich, Yaroslavl region
- Third day finish:
 - First competitor's time, approximately: 20:00Place: Pushkarskaia Sloboda Hotel, Suzdal, Vladimir region

July 14, 2009, Tuesday

First competitor's start:	9:00
Place:	Pushkarskaia Sloboda Hotel, Suzdal, Vladimir region
Finish of competition	
- First competitor's time, approximately:	18:30
Place:	VVC, prospect Mira, Moscow
• Prize-giving ceremony:	20:00
Place:	Ostankino museum, Moscow
• Publication of results (classification):	
First day summarizing results:	22:00 July 11, 2009, Saturday
Two days summarizing results:	22:00 July 12, 2009, Monday
Preliminary results:	19:30 July 14, 2009, Tuesday
Final results:	20:00 July 14, 2009, Tuesday

* The Competitor Relations Officers' schedule is published in a separate bulletin.

2. DESCRIPTION OF COMPETITION

The rally route runs by roads of the city of Moscow, as well as by roads of Moscow, Tver, Yaroslavl, Kostroma, Ivanovo and Vladimir regions. The number of ability trials are carried through public-inaccessible roads of Dmitrov test grounds of Research and Development Center for Motor Vehicle Testing and Engineering (NICIAMT).

Average speed of rally - not more than 50 km/h. Total length of route – approx. 1200 km, including:

- first day: approx. 250 km;
- second day: approx. 350 km;
- third day: approx. 350 km;
- fourth day: approx. 250 km.

3. CARS

3.1. Cars in original condition and manufactured before July 11th, 1979 may take part in the rally.

3.2. The maximum number of participants is limited by 50 vehicles.

3.3. Only the crew which is registered at the Administrative Check and properly entered to the identification card, may be inside the Competitor's car while running by the scoring route of the rally. The identification card shall be kept in the car within the entire period of the competition.

3.4. It is disallowed to replace the state number plate by information plates of any kind. If any car has no state number plate, the place meant for such plate should be left unoccupied.

4. APPLICATION FORM

4.1. Any person may submit the Application Form for a crew to the Secretary's Office and pay entry fee. A preliminary Application Form may be sent by the Competitor to the Organizer by fax +7 495 745 9895 or by e-mail: info@ccclub.ru

- 4.2. The Application Form is available on the Website: <http://www.goldenringrally.com>
- 4.3. The crew shall consist of 2 persons, and at least one of them should have a valid driving license of category B.
- 4.4. If the Competitor (Applicant) is not the crew member, the first pilot, given in the Application Form, will be liable for the crew within the whole period of the rally.
- 4.5. The Competitor (Applicant) may submit one technical support car and two guests car, for which he is taking the personal responsibility.
- 4.6. Organizer may allow the crew to take part in the rally without paying the entry fee.
- 4.7. The Organizer may refuse to permit start of some crew without any clarification of such refusal.
- 4.8. The Participants may apply as a Team after filling the entry form and paying the fee. The team should consist at least of 5 crews. No one crew maybe entered as part of different teams at the same time.
- 4.9. Start fees:
- 4.8.1. For crews participating in the 1st day without overnight accommodation - EUR 510.00
- 4.8.2. For crews participating in the 1st and the 2nd days with one overnight accommodation - EUR 1110.00
- 4.8.3. For crews participating in 4 days rally - EUR 2410.00;
- 4.8.4. The above amounts are valid for 1 crew of 2 members with double or twin-bedded room accommodation. Additional fee may be charged in the case of single room accommodation.

The above fees are to be paid in rubles to the Organizer's office or remitted to the Organizer's bank account:

Nonprofit Partnership *Classic Cars Club* INN 7702517434, KPP 770201001
Acc. # 40703810320020153101 in JSCB PROMSVYAZBANK (CJSC), Moscow
BIC 044583119, Corr. # 30101810600000000119.

For wire transfers please ask for exact currency bank details: info@ccclub.ru

5. IDENTIFICATION AND ADVERTISING

- 5.1. The Competitors will get identification stickers with rally logo and the starting number after registration. If some car misses at least one of these stickers or the starting number, it will penalized as specified in Section 14 hereof.
- 5.2. Location of advertising stickers will be specified in the bulletin.
- 5.3. Placement of any advertising materials, except for materials provided by the Organizer, on competitors' cars or registered maintenance and accompanying vehicles is

prohibited. The Organizer reserves the right to take a final decision about compliance of the Competitors' cars with these requirements.

5.4. If any disallowed advertising is placed on the Competitor's car or maintenance and accompanying vehicles, the Competitor will be penalized as specified in Section 14 hereof for every advertising sticker discovered by an officer or judge, but not more than once at each judging point.

5.5. The registered maintenance and accompanying vehicles will get passes at the Administrative Checks allowing to enter the Maintenance Areas and parking site in the start/finish areas and are subjects to be controlled by the Organizer.

6. INSURANCE

6.1. Personal insurance for the drivers are to be established by the Competitors independently, however, availability of individual insurance policies (effective from July 11th to 14th, 2009) is compulsory and will be checked during the Administrative Checks.

CONTEST HOLDING

7. ADMINISTRATIVE VERIFICATIONS AND TECHNICAL REVISION. MEDICAL CONTROL

7.1. Every crew, participating in the rally should be presented according to the schedule of the technical revision and at the administrative verifications by a member of a crew or by a participant's representative. The fact and the time of attendance to the technical revision and administrative verifications is registered by a secretary.

7.2. Administrative verifications consist of the following documents verifications:

- valid driving license (for the first driver),
- valid sporting driving license (could be issued during the administrative checks)
- valid insurance and medical polices (for each driver),
- vehicle registration documents.

7.3. Technical revision consists of checking up that the declared vehicle corresponds to registration form data, checking up that identification and advertising stickers and starting number are correct.

Participants' vehicle should be introduces for TR entirely ready for the start.

7.4. The organizer reserves the right to carry out additional pre-start medical control of the participants and their accompanied crews. Selective medical control of participants may also be held in any part of the route, except parts of additional contests.

7.5. If at least one member of the crew refuses to have medical control, it is penalized according to the issue 14 of the Regulations.

7.6. Valid decision of the head doctor that the crew is unable to be allowed to start and to continue the contest for medical indications is definitive. Head doctor's decisions are not the subject to be appealed.

8. FOLLOWING THE ROUTE. REFEREE'S POINTS. ADDITIONAL CONTESTS.

8.1. Participants' cars are to move along the route on their own within the whole rally, i.e. using a properly working engine as a source of motion. Each case when a car is being tugged is penalized according to the issue 14 of the Regulations.

8.2. To check that participants follow the schedule of the rally the following referee's points are set along the route:

- Time control points (TC), including: Secret time control points (STC) denoted on the roads by standard signs, but not mentioned in the Road book and Hidden time control points (HTC) not specified on the route and in the Road Book.

- Following the route control points (PC)

- Start CT (Cronometrical Test) and Finish CT.

8.3. Time marking procedure may be done either in a contact way or in a non-contact way.

8.4. Referee's points open in 30 minutes before estimated time of 1st crew arrival and close in 30 minutes after last crew number estimated arrival time.

8.5. Each subsequent TC point passing time is calculated by adding the quota (given in a route schedule) to actual timing mark at the previous TC. If TC point, given in the Road Book, is absent at the route, this TC point passing time is considered to coincide with estimated (ideal) time.

8.6. The quota for STC is calculated as the result of dividing the distance from the start of time control zone (sector) till STC point on the scheduled speed given in the road-book in this sector. The quota till STC is shown in hours and full minutes without any seconds. The crew is not penalized for delay of forwarding on STC point if both of the values are not higher then the quota for the particular STC according to the table:

Calculated time till STC point (hours : minutes)	Quota (minutes)
From 00:00 till 00:01 (incl.)	0
From 00:01 till 00:10 (incl.)	2
From 00:11 till 00:20 (incl.)	4
From 00:21 till 00:30 (incl.)	6
From 00:31 till 00:40 (incl.)	8
From 00:41 till 00:50 (incl.)	10
From 00:51 till 01:00 (incl.)	12

etc.	
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It is prohibited to stop or change the direction (if it is not written in the road-book or pointed by the road signs) within the vision of the Secret time control point. It is up to referees at the STC referee's point to define whether the car has stopped or not, and their decision is not the subject to be protested. In that case the time of stopping or changing the direction is fixed as the control time of the crew on the STC point.

8.7. Time marking at the TC points is implemented in a non-contact way, using chronoprinters DIGITECH, accurate within one second as follows:

8.7.1 The crew takes a timing mark means their car has crossed the line of chronoprinter sensor.

8.7.2 The time is marked when the line is crossed with the front wheel of the car.

8.7.3 The line of the time marking is designated on the traffic area with a red or orange line limited with red or orange cones from the both sides.

8.7.4 The crew is not permitted to stop or change its traffic route within a range of cones. It is up to referees at the referee's point to define whether the car has stopped or not.

8.7.5 Passing the referee's point with a non-contact time marking procedure outside of the cones range is penalized according to the issue 14 of the Regulations.

8.7.6 Any deviation of time mark from the estimated time of arrival at TC referee's point is penalized:

- at the rate of 1 point per one complete or incomplete second of delay from the estimated time of arrival + 60 seconds, but totally not more than 300 points;

- by adding 300 points for any advancing of the estimated arrival time.

E.g. Estimated time of crew's arrival at the TC point is 12:25:30

<i>Time of arrival</i>	<i>Penalization</i>
<i>12:23:30</i>	<i>300 points</i>
<i>12:25:29</i>	<i>300 points</i>
<i>12:25:30</i>	<i>0 points</i>
<i>12:26:29</i>	<i>0 points</i>
<i>12:26:59</i>	<i>30 points</i>
<i>12:27:24</i>	<i>115 points</i>
<i>12:31:30</i>	<i>300 points</i>

12:39:00	300 points
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8.8. Time marking at the STC and HTC points is implemented in a non-contact way, using chrono-printers DIGITECH, accurate within one second. The marking could be made by one of the following methods: as on TC by chrono-printer sensors or manually by fixing the time of crossing the referee's point, thus two independent protocols are made in this control point; if the results in the protocols differ from each other, the best time for the crew is taken.

8.9. Time marking at the PC referee's points is realized in a contact way as follows:

8.9.1. Passing the referee's point without a stop or absence of the control point mark in the control card is equal to missing the referee's point and is penalized according to the issue 14 of the Regulations.

8.9.2. Time marking is made only if the participant's car and both members of the crew are in the control area at that moment.

8.10. During the whole rally additional contest in traffic regularity are held (CT). Its essence is to pass the CT distance through the route given in the Road Book within a certain time accurate to 1/100 second.

8.10.1. The area of the additional contest is confined with referee's points Start CT and Finish CT.

8.10.2. Time marking at the Start CT and Finish CT points is implemented in a non-contact way, using chrono-printers DIGITECH, accurate within one 1/100 of a second. The procedure of non-contact time mark obtaining is similar to the procedure of time mark obtaining for TC points, described above.

8.10.3. Any deviation of time mark from the estimated time of arrival at CT point given in the Road Book is penalized at the rate of 1 point per 1/100 of a second, but not more than 300 points at each CT.

8.11. Examples of the signs, which denote referee's points, are given in the Road Book, which is provided to each crew registered on the start.

9. CONTROL CARD

9.1. At the start of each stage participants are given with a Control Card.

9.2. Making records in a control card by participants themselves is not allowed. Any erasures and corrections made by referees in a control card, should be signed by referees.

9.3. In the case of refusal of further participating in the rally or technical breakdown at the certain stage, the Control Card is to be returned in secretariat or delivered to any official.

9.4. The participant takes full responsibility for the Control Card safe keeping and correct data input. The loss of the Control Card is penalized according to the issue 14 of the Regulations.

CLASSIFICATION AND RESULTS. PENALIZATION

10. CLASSIFICATION

10.1. As a result of the rally the following classifications will be arranged:

- absolute classification (among all crew who took part in the rally)
- national classification (separately for the Russian and foreign crews)
- Team classification – between the teams registered at the administrative checks.

10.2. The crews are classified:

- by the 1st day summarizing results
- by the 1st two days summarizing results
- by the final results.

10.3. The result of a crew is defined in the following way:

- all points, scored by every participant are summed up;
- the best result is considered to be one of the participant with less penalties.

10.4. The team result is calculated by summering of the team 3 best crews results. Only those team crews that applied and finished during the first two days will be classified by the end of the second day of the rally. The total team classification is applied to the team crews that applied and finished after the 4 days of the rally. In the case that less then 3 crews of the team finished – the team could not enter the final classification.

11. AGE-SPECIFIC FACTOR

The Organizer introduces a correction age-specific factor to calculate the penalization at CT points. The coefficient is calculated as two last digits of the vehicle year / 100 +1, e.g.:

<i>Vehicle</i>	<i>Year</i>	<i>Coefficient</i>	<i>Est. pen. at CT</i>	<i>Total pen.</i>
<i>Vehicle 1</i>	<i>1932</i>	<i>1,32</i>	<i>100</i>	<i>132</i>
<i>Vehicle 2</i>	<i>1960</i>	<i>1,60</i>	<i>100</i>	<i>160</i>
<i>Vehicle 3</i>	<i>1972</i>	<i>1,72</i>	<i>100</i>	<i>172</i>

12. BONUS SYSTEM

The cars with valid FIVA passports registered on the start during the administrative checks will have a bonus by cancelling the worst result on the CT of the each day of the rally.

13. REWARDING

13.1. The crews won in the below classifications will be rewarded by the end of the rally:

- in absolute classification
- in national classification
- in the team classification

Furthermore, the Organizer rewards the best female and the best family crews.

13.2. The Organizers and the sponsors may introduce additional special prizes. The full list of categories and prizes will be announced complementarily.

14. FINES AND PENALIZATION

14.1. Any violation, not denoted in the table of penalization will be considered by the head referee to make a penalizing decision.

14.2. For violations of the Regulations the following types of penalization are provided:

14.2.1. Disallowance to start:

- the entry fee is not paid or not paid in full;
- participant's vehicle doesn't correspond to the Regulations requirements or found dangerous;
- being late to administrative checks or punching over their opening hours;

14.2.2. Expulsion from the contest:

- dangerous driving;
- repeated insubordination to referees' requests;
- refusal to have medical control;

14.2.3. Penalization:

- illicit advertisement is on participant's car or registered service or following car	monetary fine at 20% of the entry fee per every violation
- passing referee's point in tow	1800 points
- passing PC referee's point without a stop	1800 points

- absence of a referee's point mark in the control card	10000 points
- changing route within the area of TC referee's point	600 points
- advancing TC time mark comparing to the estimated time	300 points
- being late for TC time mark from the estimated time + 60 seconds, per each complete or incomplete second	1 point, but not more then 300 points
- advancing time mark at STC or HTC comparing to the estimated time, per each complete or incomplete minute	60 points, but not more then 1800 points
- passing referee's point with non-contact marking procedure outside of the cones range	1800 points
- not authorized corrections in the control card	10000 points
- referee's point omitting	10000 points
- deviation from the CT quota, for 1/100 second	1 point, but not more than 300 points at one CT
- loss of the Control Card	10000 points
- stop in CT or TC control zone	600 points
- stop in the vision of STC or HTC zones	600 points
- violation of point 3.4 of the current regulations	10000 points
- absence of any number/ identifying sticker	5000 points
- obstructing competitors and registered service and following cars	5000 points
- refuse to pass the medical check by the participant of the following person	Exclusion and monetary fine at 20% of the entry fee

15. PROTESTS AND APPEALS

15.1. The participant has a right to write a protest in the name of Chief Judge.

A protest is any written appeal of the Participant (Declarant) in head of referees' name with detailed statement of the fact of violation or/and incorrect application of normative documents, with listing of violated or incorrectly applied issues of the correspondent normative documents, accompanied by obligatory pledge payment. Protests are not to be accepted from persons who are not participants (Declarants).

15.2. Filing of a protest time:

- against participant's Claim acceptance – not later than 1 hour after TR has finished;
- against Technical Commissioner's decision – immediately after the decision is made;
- during refereeing - not later than 30 minutes after the crew has arrived at the finish TC of the stage.

15.3. Protests against Referees' decisions of the facts (for referees of non-contact referee's points), the Head Doctor while discharging of his duty are not accepted.

15.4. Filing of a protest is accompanied with paying a 300 euro pledge.

15.5. In the case of any arithmetic errors are found, the Participant may file an application in the Head Secretary name within 30 minutes after preliminary results are announced, which is to be immediately considered by the Secretary.

16. OTHER

16.1 Taking into consideration the idea of the rally as well as the unique historical value of the cars, the Organizers remind all the participants and their guests to take care of the vehicles, ecology, all the surroundings, historic and cultural objects.