

# Preliminary regulation book – 4x4 Shumen 2010

## class EXTREME

**Valid for:** offroad competition 4x4 Shumen 2010, for determination of the

### 1. In the competition:

1.1 In the competition are allowed motor powered vehicles with 4wd or 6wd, with a maximal weight of 3.5 tons. All vehicles must possess official papers regarding the traffic rules of the countries. ATV or SIDE BY SIDE vehicles are NOT allowed.

1.2 Team consist of pilot, navigator (co-pilot) and a vehicle. The pilot must hold a valid driver's license. The co-pilot must have 18 years of age and hold a valid identification card.

1.3 The team have the right to use maximum 3 vehicles in the competition, each one with Number plates, passed technical check, and must hold the required safety features. All the cars must be registered for each stage use and cannot be used in other..

1.4 All competing vehicles must be ready to be re-checked every day and without warning.

1.5 Administrative and Technical Check.

1.5.1 Administrative documents – Application/Registration forms, Declaration, Paid Tax/Fee, all required official papers for the law of traffic..

1.5.1.1 Driver's license, ID card for the co-pilot..

1.5.1.2 Car's insurance / Green Card

1.5.1.3 Valid technical check for traffic law.

1.5.1.4 For LPG fuel systems – all papers required as traffic

1.5.2 Check up on vehicle.

1.5.2.1 Seat belts

1.5.2.2 Lighting system

1.5.2.3 Break lights.

1.5.2.4 Hand break.

1.5.2.5 Turn signals.

1.5.2.6 Front window water cleaning system.

1.5.2.7 Proper front window/ wind shield.

1.5.2.8 Check of documents of the LPG system data.

1.5.3 Check up of OBLIGATORY EQUIPMENT.

1.5.3.1 Fire extinguisher, min 2 liters powder.

1.5.3.2 Helmets and seatbelts for the pilot and co-pilot.

1.5.3.3 The vehicle must be equipped with the necessary equipment for the official traffic law: signal jacket, first aid kit, fire extinguisher, signal triangle, jack, spare tire.

1.5.3.4 OBLIGATORY ROLLBAR ( WITH DIAGONAL BRACE ) behind the pilot and co-pilot.

1.5.3.5 MINIMUM ONE GPS UNIT – GARMIN is a must, with a TRACK LOG recording for minimum 3000 points WITH THE ABILITY FOR UPLOADING MAPS INSIDE with a USB interface. The unit must be used by the team for GPS navigation. Spare batteries are a must.

1.5.3.6 Wide soft straps for tree protectors for using winches..

1.5.3.7 Weight over the winch rope/cable in the middle of it, no matter the material of the rope.

1.5.3.8 Towing strap.

1.5.3.9 WORKING WINCH

1.5.4 Recommended equipment:

1.5.4.1 Compass

1.5.4.2 Roll cage

1.5.4.3 4 point seat

1.5.4.4 Trip master

1.5.4.5 Winch accessories.

- 1.5.4.6 Pull-pall / grown anchor
- 1.5.4.7 Hi-Lift jack
- 1.5.4.8 Spare parts
- 1.5.4.9 GPS holder
- 1.5.4.10 Food and water for 24 hours in the woods.
- 1.5.4.11 Spoon and metal cup for each member of the team.
- 1.5.4.12 Toilet paper.
- 1.5.4.13 Sand ladders
- 1.5.4.14 Everything that can help you with in the offroad terrain.
- 1.5.5 FORBIDDEN EQUIPMENT:
  - 1.5.5.1 Spare fuel.
  - 1.5.5.2 Each component that is not secured in the vehicle.
- 1.6 Price fond.
  - 1.6.1 Cups and material gifts from the organizer and sponsors for the 3 day competition + general ranking.

## 2. Stage 1 - Navigation – 03 December 2010

### 2.1 Basics

- 2.1.1 Navigation following a track in a roadbook with a vehicle with a pilot and co-pilot. The track can be marked inside a roadbook or marked with straps, buntings, GPS waypoints and GPS Areas
- 2.1.2 While driving on an open traffic roads, all teams must follow the traffic law of republic of Bulgaria.
- 2.1.3 Control of passing trough the track will be done by the GPS unit of the competitors, virtual check points, Check points and competitors time cards.
- 2.1.4 Speed limit sections will be announced in the Roadbook, and on the open traffic roads.
- 2.1.5 Allowed GPS speed difference no more than 10% more for nor more than 25 meters. GPS units will be used for the control.
- 2.1.6 Maximal difference in the roadbook track with the GPS track log – 25 meters from left and right side of the track, with no more than 50 meter missing.
- 2.1.7 When passing out of the roadbook track, the team must return to the last know sure point so that the GPS track log can be overwritten.
- 2.1.8 Maximum time allowed will be announced at the start of the day, regarding the weather condition.
- 2.1.9 The organizer does not change the time of closure of stage due to weather condition changes. The organizer can change the finish of the stage.
- 2.1.10 Driving in agricultural areas is forbidden – penalty – disqualification for a 3 years period and passing data of team to the police.
- 2.1.11 The teams are allowed to help each other for passing extreme section if that does not argues with other rules.

### 2.2 Safety

- 2.2.1 On open traffic roads, in urban areas with sign or without signs, it is a must to follow the traffic rules. Additional speed limits will be added in the roadbook. The speed will be monitored by the GPS track log.
- 2.2.2 Using helmets and seatbelts is a must throughout the competition. It is forbidden to use helmets for cycling (watermelon style), horse riding, caving, military and winter sports.
- 2.2.3 It is a must that the vehicle to be equipped at all times with the traffic law obligatory equipment: signal jacket, first aid kit, fire extinguisher...
- 2.2.4 Then a vehicle must be towed out of the track, it will be done after the passing of all vehicles.
- 2.2.5 When using winches, it is a must to have a weight around the centre of the winch cable, and a tree protector around the trees and branches. Gloves are recommended.
- 2.2.6 The co-pilot is recommended to be wearing easily visible clothing.
- 2.2.7 The stage can be separated into different sections, and between the section a pause shall be made.
- 2.2.8 Throughout the stage, there will be media post, the team members are recommended to help them make media materials, interviews photos and reports. With the actions of the Medias they shall not interfere with the safety of the competition.

2.2.9 It is FORBIDDEN FOR THE CO-PILOT TO BE A BALANCE ON THE VEHICLE! For that purpose a belt shall be used.

## 2.3 Start.

2.3.1 The starting order is traditional for the competition 4x4 Shumen. First starts the team with most attending in the competition. If that number is the same with other competitor, the order of sending application forms will be taken in mind.

2.3.2 The teams starts in 1 min intervals / after the marshals call.

2.3.3 The start after a pause / service zone/ will be done with the arrival time of the teams, after a call of the marshal at place.

2.3.4 Starting order is final and cannot be changed.

## 2.4 Navigation

2.4.1 The track is open for traffic.

2.4.2 It is obligatory to pass through the roadbook track, marked paths and GPS areas.

2.4.3 The track goes on the asphalt roads, offroad, paths, and places with no road at all.

2.4.4 On asphalt roads, urban areas it is obligatory to follow the traffic law rules.

2.4.5 The passing through a compass section, the left and right margin is unlimited

2.4.6 The choosing path from GPS point to the next GPS point, the teams are allowed to use all kind of roads and offroads, without entering agricultural areas, and on asphalt roads they must follow the traffic law rules, and the notes in the roadbook.

2.4.7 The teams must pass through Check points, virtual check points and timing check points.

2.4.8 Check point passing is done after the full stop at the marshal on place, and after a call of the marshal the team can continue on.

2.4.9 The Marshal at point might ask for the timing card of the team, and if needed to ask for the car door to be open for check of safety belts and helmets. If the team does not follow the marshal's request or a penalty is done, the marshal has the right to disqualify the team.

## 2.5 Finish

2.5.1 The finishing shall not possess a risk to the marshals, public and medias.

2.5.2 After the finish the team must give the roadbook, GPS unit/s and timing card to the marshal no more than 5 minutes after crossing the finish line. If some of the above mentioned things are not given the team gets a penalty.

2.5.3 After the closing time have passed, the teams that are late must find the organizer and give him the roadbook, GPS unit/s and the timing card. If not the team will be penalized as not to start the next days.

2.5.4 All team must follow the traffic law rules of Bulgaria after finish.

2.5.5 It is forbidden for a team members/assistance to be around the marshal's tables while checking the data. If problems occur the team will be asked to join the marshals.

## 2.6 Penalties

2.6.1 Late for start: starts last, with penalty time equal from the real start.

2.6.2 Not wearing helmet and seat belts: disqualification from the competition.

2.6.3 Leaving the roadbook track without returning to the place of leaving for more than 25 meters off – 30 minutes penalty time added to each leave.

2.6.4 When short cutting or using additional roads in fixed roadbook track – 4 hours penalty time added to each leave.

2.6.5 Finishing after closure of stage – ranked only for those section finished properly.

2.6.6 Unsportsmanlike behavior to organizers, marshals, public, damaging the prestige of the competition – disqualification of the stage for 3 year's period.

2.6.7 Blocking the track on purpose – disqualification from the competition.

- 2.6.8 Modeling the data/position of the GPS units – disqualification from the competition.
- 2.6.9 Missing a predefined virtual check points with 15 meters accuracy – 1 hour per check point.
- 2.6.10 Not passing through a fixed with buntings, straps, poles check point, GPS areas – 2 hours penalty time each.
- 2.6.11 Not following the safety rules while using winches – the marshal tells the penalty and adds it in the time card. The penalty depends from the mistake made and it is penalized from 1 hour to disqualification.
- 2.6.12 Not giving Roadbook, GPS unit/s and time card after 5 minutes from the crossing the finish line – not starting the next day.
- 2.6.13 Not following the speed limit for more than 25 meters in the section:
  - 2.6.13.1 From 10% until 25% of the speed limit– 10 minutes penalty time.
  - 2.6.13.2 Over 25 % of the speed limit – the stage is not counted as finished.
  - 2.6.13.3 Missing a track log in the speed limit section – the stage is not counted as finished.

## 2.7 Ranking

- 2.7.1 The ranking is made by the least time for passing of the total sections, plus the penalties..
- 2.7.2 The smallest time is seconds, the biggest hours.
- 2.7.3 Those penalized with disqualification, will not have time, and will be added last in the list.
- 2.7.4 Protest against the results can be done within the hour after the official release of the ranking. For a protest to be made, the team must make an official hand written protest in English language with a triple starting fee in cash. Only individual protest will be taken in to the marshals. In case the protest is approved, the money is given back, and the results changed.

## 3.Stage 2 - Trails - 04 December 2010

### 3.1 Basics.

- 3.1.1 Several special sections from natural and man made obstacles, marked with poles, straps, GPS areas, with numbered check points to pass through. Sections for best driving and team work.
- 3.1.2 Each section is divided into several segments as follows: start and end of segment.
- 3.1.3 For Check point to be taken as successfully passed, the team, car and equipment must pass the line between the 2 poles. **IT IS NOT ALLOWED TO MISS A CHECK POINT.**
- 3.1.4 If penalty occurs the team will be ranked by the number of check points passed until the moment of penalty. After that the team must go out of the track.
- 3.1.5 After the maximum time of the stage goes out, the team will be ranked by the number of check points passed within the time.
- 3.1.6 The liaison section ( transport section ) from special to special stage will be done according to roadbook track with a maximum time for the transport section. The liaison has a penalty for arrival and late at start check point. The checking in the start check point **MUST BE DONE WITHIN THE MINUTE SIGNED IN THE TIME CARD.** The team must follow the marshals orders.
- 3.1.7 There is maximum time for each special stage.
- 3.1.8 It is approved for the team to join in 2, so that they can help each other in the trials and helping the organizer make the work in the day's stage faster.
- 3.1.9 The ranking will be done on the basis of the least time for taking all the special stages with the penalties and the number of check points passed.
- 3.1.10 In a special stage are allowed to start together 2 teams as one in order to help each other. Each of them has an individual timing at the finish.
- 3.1.11 The teams must obey the marshals orders, if not a penalty will be given.

### 3.2 Safety.

- 3.2.1 The passing through a transport stage, all teams must follow the traffic law rules and the notes in the roadbook. For control will be used the GPS track log.
- 3.2.2 The teams must check in at the start marshal within the time and if there is team in the special stage, the

incoming team must park in the waiting area.

3.2.3 Helmets and seatbelts are a must within the special stages.

3.2.4 The teams must park their vehicles in the park/waiting area, and they are not allowed to move the vehicles unless the marshal calls them. If not following this rule, the team will be penalized with not starting the section.

3.2.5 The track marked with buntings, straps and GPS area is the place that the team can use freely in the section.

3.2.6 The natural change of the marking poles, check point pole or breaking the bunting/straps will be penalized.

Definition making pole – that could be a men, cliff, building, tree, end of bridge or other obstacles, which are impossible to pass and are a topic on making a traffic violation.

3.2.7 When using winches, it is a must to use tree protector and weight around the centre of the winch cable. The driver must be wearing his seat belt. Not following this rule adds a penalty.

3.2.8 Those teams joined in one, can help each other. The helping team can go around the check point in order to make an anchor point for the second team. If allowed the helping team can go over the marked area if the marshal gives that order. For the check point to be taken by the helping team, they must go back and go through the check point from the right direction.

3.2.9 The maximum time of the special stage will be noted at the start of each special depending on the hardness and weather condition.

3.2.10 It is forbidden for a co-pilot to be used as a balance on the vehicles parts. He must be on the side steps, bonnet or any other part of the vehicle while it is on a move. For a balance can be used a strap from the vehicle to the co-driver.

### 3.3 Starting

3.3.1 The starting order is made from the results of the previous day. The joining of the teams can be done only at the briefing.

3.3.2 After consideration of the starting order, it is final and no changes can be done in it !

3.3.3 After arrival, the first team, or in clear special, the team will have 10 minutes to go on foot in the stage, afterwards they must go at the start.

3.3.4 The starting marshal calls the team. If the team does not arrive at the start within the 3 minutes after called, the team is counted as not started.

3.3.5 On the first special stage the joined team must be on the starting line both of the vehicles.

3.3.6 Starting is made on the marshal's signal, with started engine and wearing seatbelts and helmets. All the required equipment must be within the vehicle. Propositioned equipment is not allowed.

3.3.7 The starting of joined team is on the same time.

3.3.8 Those teams, arrived in the special must wait until checking and following the marshal's order. They must watch but not interfere or help in any possible way the team in the stage. If the waiting team helps it will be both teams will be penalized.

### 3.4 In the special stage.

3.4.1 Marked track with buntings, GPS area, marks the place where the teams can freely use. The anchor points within this area can be used for winching if following the safety rules. The anchor points that marked the track can be used if not changed while winching. If the marshal allows out side points then they can be used

3.4.2 The teams the are joined can help each other if they follow the safety rules.

3.4.3 An object used for marking gate/check point, bunting, straps is changed/moved/broken by the vehicle, team member, of equipment, leads to penalty.

3.4.4 Breaking on purpose bunting, poles, check points from assistance members or other teams, which does not compete, may lead to disqualification of the team.

3.4.5 Only those started in the special stage teams are allowed in the section. No other team members, assistance members or public is allowed inside. Only marshals, organizers and Medias have the right to be

inside by not interfering with the teams.

3.4.6 In risk moments – rollovers, only the members of the team started in the special have the right to help the needing team..

3.4.7 The used help from other people, teams, marshal, spectators lead to penalty.

3.4.8 The towing outside of the vehicle can be done after the passing of the other team inside the special.

3.4.9 The check points that the team must collect are taken from the start to the finish as numbered.

3.4.10 Each team , even in joined team, is timed individually. Help is not essential!

3.4.11 After taking a penalty, the team must go out from the special stage track/area.

3.4.12 After passing of maximum time, the team must go out of the stage and goes to the start/finish marshal for their timing card.

### 3.5 Finish.

3.5.1 Finish is taken in a “II” cage, made of 2 parallel side buntings and a closing one. The cage is counted as check point and touching / breaking of elements leads to penalties

3.5.2 The cages for start and finish are counted as check points and all rules for poles and buntings apply.

3.5.3 The driver and co-driver must always wear seatbelts and helmets. Helmets are a must at all times for the pilot and co-pilot regarding if they are inside or outside the vehicle. All used equipment must be taken in the vehicle when finishing. The marshal waits for the signal of the driver and co-driver when all seatbelts are on and with a hands over and all equipment in, the marshal stops the time .

3.5.4 Then joined teams finish, they both go in the 2 cages.

3.5.5 The teams does not go out of the cages until all time cards are done. After marshal’s call they are allowed to exit the cages.

3.5.6 Ranking is individual for each team.

3.5.7 After the marshal’s call, the teams must use the roadbook and go to the next special stage, where they must check in and wait turn.

3.5.8 At the transport section, all teams must obey the traffic law rules and the notes in the roadbook.

3.5.9 After finish of a team, they are not allowed to go back and help the team in the special stage.

### 3.6 Penalties.

3.6.1 Not started / not finished - 0 passed check points..

3.6.2 Change of the natural state , breakage of pole, bunting, straps, check point gates with the vehicle, team mate or equipment – the team is ranked by the number of check points passed correctly until the penalty.

3.6.3 Outside help in the special stage – 0 passed check points.

3.6.4 Not obeying the safety rules – disqualification from the competition.

3.6.5 Not passing a check point – the team is ranked by the number of check points passed correctly.

3.6.6 Unsportsmanlike behavior and damaging the prestige of the competition – disqualification from the competition for a 3 years period.

3.6.7 Not finishing within the maximum time – the team is ranked by the number of check points passed correctly within the time.

3.6.6 Leaving the GPS area – 30 minutes penalty time added.

3.6.8 Changing, breaking, moving on purpose an object used for marking gate, check point, bunting, made by an assistance team, other outside team, lead to disqualification from the competition for the team who’s member did the offence.

3.6.9.1 If the team takes an advantage from the change in 3.6.8 before the marshals repair the gate, the team will not be penalized unless it was done on purpose to help them take an advantage.

3.6.10 The marshal can allow outside help from everyone when needed. The team will be then penalized by not finishing the stage.

3.6.11 The penalties are for each special stage separately.

3.6.12 – Not following the traffic law rules – 1 hour penalty time added.

3.6.13 – Not following the roadbook track – 30 minutes penalty time added for each penalty in each transport section.

### 3.7 Ranking

3.7.1 The ranking will be made by the least time and the total number of check points passed plus the penalties.

3.7.2 The smallest time is seconds, the biggest hours.

3.7.3 Protest against the results can be done within the hour after the official release of the ranking. For a protest to be made, the team must make an official hand written protest in English language with a triple starting fee in cash. Only individual protest will be taken in to the marshals. In case the protest is approved, the money are given back, and the results changed.

3.7.4 Those teams that does not start a single special stage will not gain points for the overall ranking.

## 4. Stage 3 – Speed trails - 05 December 2010

### 4.1 Basics.

4.1.1 Closed track type “Italian chaise” with elements of trail.

4.1.2 Natural and man made obstacles for passing with in a check points and bunting.

4.1.3 Starts for best time and the best 8 teams starts in an elimination round.

4.1.4 Each round has a maximum time allowed.

### 4.2 Safety

4.2.1 The track is not fully safe for the teams and spectators.

4.2.2 Due to huge media and spectator impact and the specifics on the terrain, the teams must drive in a safe manner of speed for them and the public.

4.2.3 The track is marked with buntings and check points.

4.2.4 Helmets and seatbelts are a must at all times.

4.2.5 Touching the vehicles are not allowed and the teams will take full responsibilities for their actions.

4.2.6 Then help is required for passing an obstacle, only a chosen vehicle from the organizer is allowed to give help or be an anchor point.

4.2.7 Leaving the track is counted as a with draw.

4.2.8 Then using winches, it is obligatory to use tree protectors and weight over the winch cable and gloves for the person working with the winch cable. If a ground anchor is needed, the team is responsible for the safety of the public around the winch cables and anchor.

4.2.9 The public is not allowed to help the teams. If not the teams will be penalized and taken out of the stage.

### 4.3 Start

4.3.1 Starting grid will be decided on the briefing, 20 minutes before the start of the 1<sup>st</sup> round.

4.3.2 Start will be given by a marshal’s call.

4.3.3 Nor starting leads to direct elimination.

4.3.4 After the team is called to start, they must be at the line within 3 minutes. If not they are considered as eliminated. The second competing team must start alone.

### 4.4 In the track.

4.4.1 Help from the public is not allowed. A penalty of direct elimination applies.

4.4.2 Marshals will be on the total distance of the track checking the correct passing of the check points.

Check points will be only passed in the direction of the start to the finish and they are not allowed to be touched in any way.

4.4.3 Object marking gate, check point or bunting, which is changed from the natural state or broken by the vehicle, team members or equipment leads to penalty of direct elimination.

4.4.4 Leaving 2 wheels outside the track is counted as withdraw and direct elimination.

4.4.5 When using winch, the safety rules must be obeyed at all times.

4.4.6 Marshals will be looking for left equipment and no finish will be allowed if a piece of equipment is left on the track. The finish will be given when only all the equipment is back in the vehicle.

#### 4.5 Finish.

4.5.1 Flying finish applies.

4.5.2 The teams are ranked by their time plus the penalties.

4.5.3 Those closed with lap, but made the total number of laps.

4.5.4 The finish marshal awaits for the team to get all the equipment back in the vehicle, afterward the finish will be given.

4.5.5 After the finish the vehicles must not interfere with the normal progress of the competition rounds.

4.5.6 The best 8 times plus penalties from the rounds will go to the elimination round.

#### 4.6 Penalties

4.6.1 Not started – not finished / eliminated

4.6.2 leaving the track – not finished / eliminated

4.6.3 not passing through a check point – not finished / eliminated

4.6.4 Touching, breaking or pole, bumping, check point by vehicle, team member or equipment – not finished / eliminated

4.6.5 not wearing seatbelts and helmets – disqualified from the competition.

4.6.6 Outside help – not finished / eliminated

4.6.7 not following the safety rules – disqualified from the competition

#### 4.7 Ranking

4.7.1 The smallest time is second, the biggest hour.

4.7.2 Protest against the results can be done within 30 minutes after the official release of the ranking. For a protest to be made, the team must make an official hand written protest in English language with a triple starting fee in cash. Only individual protest will be taken in to the marshals. In case the protest is approved, the money is given back, and the results changed.

4.7.3 The teams from 1<sup>st</sup> to 4<sup>th</sup> place are ranked by the last round of the eliminations.

4.7.4 The teams from 5<sup>th</sup> to 8<sup>th</sup> place are ranked by their time in the elimination round.

4.7.5 The teams after 9<sup>th</sup> place are ranked by their time within the time round.

#### 4.6. Eliminations

4.6.1 The round is run like the timing

4.6.2 The max time allowed is made bigger.

4.6.3 Starting order is made by the organizers and the marshals at start.

4.6.4 Those who finishes first without penalties goes to the next rounds, those eliminated is ranked by it's time from 5<sup>th</sup> to 8<sup>th</sup> place.

4.6.5 Small cup fight is for 3<sup>rd</sup> and 4<sup>th</sup> place.

4.6.6 Big cup fight is for 1<sup>st</sup> and 2<sup>nd</sup> place.

4.7.4 Those team with penalties for disqualified does not have time and not gain points for the overall ranking.

#### 5. Overall ranking.

5.1 The overall ranking is made from the total sum of points from each day.

5.2 Points will be given to those teams successfully ranked for the day.

5.3 Maximum point that a team can gain, is equal to the number of started teams for the day. The first ranked takes the maximum points the second with 1 point less.

5.4 If a teams are with equal points, the best of them is those with better ranking from day 1- navigation stage.

#### ASSISTANCE

6.1 Day 1 – navigation stage:

6.1.1 After the start the assistance members can only give help at the service areas and the points given by the organizer. Help inside the track is not allowed.

6.2 Day 2 – trail's stage

6.2.1 The assistance can follow at all times the team, but within the special stage they are not allowed to help in any way.

6.2.2 repairs can be only done while the team is waiting but within 3 minutes from the call of the starting marshal the vehicle and team must be on the starting gate.

6.2.3 Giving spare parts, and any kind of communication is forbidden when the team is in the special stage.

6.2.4 The assistance vehicle cannot be used as an anchor point while the team competes. It can only be used if the vehicle must be towed outside the stage or after the marshal allows the use of it.

6.3 Day 3 – speed trail's stage.

6.3.1 the vehicle must be ready to start at before the actual start time.

6.3.2 Repairs can be done if they does not interior with the progress of the competition and the actual start of the team.

6.3.3 The vehicle must be ready and in the start gate within 3 minutes after the marshal's call.