



**Federal Agency for Sport, Tourism and Youth Policy of the Russian Federation**

**St. Petersburg Committee for Physical Education and Sports**

**Federal Agency for Physical Education, Sport and Tourism in the Republic of Karelia**

**Automobile Federation of St. Petersburg and Leningrad Region**

**Sports Tourism Federation of the Republic of Karelia**

**ATV Trophy Raids Committee of the Russian Motorcycling Federation**

**St. Petersburg Regional Sports Federation of Sports Tourism**

**Ladoga Trophy Raid Sports and Sports Tourism Development Foundation**

**Saint Petersburg Off-Road Club, NGO**

## **REGULATIONS**

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Ladoga Trophy Raid is the sports and tourism event organized in compliance with the Federal law *On Physical Culture and Sports in the Russian Federation* and approved by the administration of the federal subjects of the Russian Federation at whose territories the event takes place.

Ladoga Trophy Raid regulatory documents:

The present Regulations;

Technical Requirements for cars, ATV and motorcycles within different scoring categories and groups.

### 1. Goals and Objectives

- 1.1. Promotion of motorsports to the public.
- 1.2. Promotion of healthy lifestyles.
- 1.3. Identification of the winners among the participants.
- 1.4. Development and strengthening of international relations in motorsports.

### 2. Competition Date and Venue

- 2.1. Ladoga Trophy Raid is held on June 8 – 16, 2019 as a competition for 4WD light vehicles, ATV and motorcycles.
- 2.2. The event start ceremony is held in St. Petersburg. The route of the competition passes through Leningrad Region and the Republic of Karelia.

### 3. Ladoga Trophy Raid Program

- 3.1. The competition for sports scoring categories is held on the closed 1200+ km-long route including 150 - 400 km of special stages (SS) on a variety of heavy roads such as deep ruts, water crossings, sand, swamps, rocks, etc.
- 3.2. The competition for Grand-Tourism scoring groups is held on the closed 2000+ km-long route including beautiful historic places - parks, monasteries, churches, historic buildings, and natural monuments.
- 3.3. Ladoga Trophy Raid schedule:

October 1, 2018	- Entries open
October 15, 2018	- Deadline for the first entry fee tranche
December 25, 2018	- Deadline for the second entry fee tranche
March 31, 2019	- Deadline for the third entry fee tranche
June 7, 2019	- Deadline for the fourth entry fee tranche
June 6, 2019	- Registration for Participants from <b>Saint-Petersburg</b> and <b>other regions of Russia</b> . Technical Inspection, information materials handout.
June 7, 2019	- Registration for <b>foreign</b> Participants, and Participants <b>from other regions of Russia (except Saint-Petersburg)</b> . Technical Inspection, information materials handout.
8 June, 2019	- Ladoga Trophy Raid Opening Ceremony and start
8 -15 June, 2019	- Ladoga Trophy Raid route
15 June, 2019	- Ladoga Trophy Raid closing
15 June, 2019 ~ 23:59	- Awarding and Closing ceremonies

### 4. Competition Organization

4.1. The Organizer:	Saint-Petersburg OFF-ROAD CLUB, NGO
4.2. Official website:	ladoga-trophy.ru vk.com/ladoga_trophy facebook.com/ladogatrophy2018/
4.3. Contacts:	Address: 199178, 19-21, Smolenki riv. emb. St. Petersburg, Russia Phone: +7 (812) 999-88-66; +7 (911) 951 25 75 Email: 2016@ladoga-trophy.ru

#### 4.4. Officials of the Competition:

Director of the Competition	Dmitry Ovchinnikov
Chief Route Commissioner	Yuri Ovchinnikov
Chief Safety Commissioner	Anatoly Molchanov
Event Coordinator	Anna Arkhipova

The full Officials' list will be published additionally.

- 4.5. The official time zone of the competition – Moscow (controlled via GPS-receiver).



**4.6.** The official language of the competition: Russian. In case if Regulations texts in Russian and English do not match, the text in Russian is considered as primary.

## **5. Basic Terms of the Present Regulations**

**Camp Access Wristband** – Access to Ladoga Trophy Raid infrastructure for crewmembers and guests is granted with a wristband only. The wristband allows using the camp infrastructure – shower, sauna, WCs, cafe, medical service, and garbage collection point.

**Ladoga Challenge** – several special stages (LC1, LC2 etc.) with the specified time limit for liaison between them. Special stages should be passed according to the designated order: LC1, LC2 etc. Every SS has certain time limits. The result for every SS is counted separately.

**Organizers' Base Camp** – the territory marked by Organizers to accommodate Officials and competition services: secretariat, timekeeping service, showers, cafe, official information board, medical service etc. The Organizer provides identification of the Camp on the site.

**Briefing** – official instructions and information provided by Chief-Leaders of the scoring groups. Crews must be presented by at least one crewmember or their representative at Briefings. Official information regarding changes in the competition that was announced at the Briefing must be confirmed by the Bulletin issued within half an hour after the Briefing. Briefings schedule and location is displayed on the official information board. In case if a crew or their representative did not manage to attend the Briefing due to unforeseen circumstances, they must read the respective Bulletin and acknowledge this fact by their signatures.

**Bulletin** – an official written notification, the essential part of the Regulations. The Bulletin is meant to provide information on changes, clarifications, and addendums to the latter.

Bulletins must be numbered and dated. Bulletins are issued and signed by:

- The Organizer – before the start of the Registration at the competition's official website,
- Board of the Sports Commissioners – during the competition.

Crews must acknowledge that they have received/read the Bulletin by one of the crewmembers' signature. All the Bulletins are to be issued in a written form and displayed on the Official information board, and, if necessary, they have to be acknowledged by one of the crewmembers' signature at Timing Marshals' posts.

**Special Stage Running Time** – time interval between the special stages start opening and finish closing.

**Rope Absorber** – an appliance that must be installed on a wired winch cable in order to prevent injuries in case of cable rupture. Rope absorber weight must be at least 1 kg. The absorber must be placed in the middle third part of the cable under load.

**Road Book** – competition information booklet. It is handed out to the Participants at Registration and contains base camps coordinates, the list of waypoints, route of each special stage and additional information.

**Request** - a written request from the participant, not accompanied by a deposit. The request is related to Participant's results reconsideration. The Request must be handed over to the Competitor Relations Officer. The Request is to be submitted in the following cases: Participant's results contain mathematical errors; protocols contain wrong information. Deadlines for request submission to reconsider Special Stages' results are:

- before 23:59 on the day after SS closing. SS result becomes final at 23:59 of the day following the day SS closing and is not subject to objections /requests from the participants.

Final results of the competition:

- one hour from the moment of their publication on the Official Information Board.

The request must precisely specify an exact error and correct value. All other matters should be submitted as protests.

**BSC** – the Board of the Sports Commissioners, provides observance of the Participants' rights and compliance with the Regulations during the Competition.

**Circuit Race** – a timed Special Stage on a closed route. Crews must make the route multiple times. Mass start is possible.

**Team** – two-three crews who make the competition route together at "ATV-Open", "ATV- Adventure", "ATV-Original", "Moto Sport", "Moto Adventure" scoring groups. The participants compete in pairs of two riders according to their application forms. The pair's finish time at SS is recorded when the second participant crosses the finish line.

**Checklist (Carnet)** – a form issued by the Organizer in order to ensure the crew's attendance at checkpoints and/or keeps the time of passing the Timing Marshal's posts during the Competition. May be used as an additional control of passing SS.

**Time Limit** – the maximum time to complete a special stage considering all penalizations. The Organizer does not guarantee the presence of the Timing Marshals at control posts for teams who exceed the specified time limit.

**Tree Protecting Strap** – a flat, non-elastic strap with a minimum width of 90 mm (not less than 50 mm for ATV) and minimum 2 meters long designed to attach the vehicle winch cable to trees.



**Camp** – an area designated by the Organizer in order to accommodate Participants and Officials of the competition. Camp boundaries are published in the Road Book prior to the competition start as a list of GPS coordinates marking the Camp perimeter. It is forbidden to fence Participants' camps at the Competition Camp except marking their tents within the 5-meter radius.

**Liaison** – an official route from the Camp to SS Start, after SS Finish to the Camp, and between SS using public roads that must be driven in compliance with traffic laws or according to the Road Book. The time limit might be applied for a liaison. Late arrival is penalized as 1:1 (1 minute of time penalty for each incomplete minute of being late).

**Time Penalty (Normative)** – time that is assigned to a Participant when they fail to get SS result in the following cases:

- Missing start or finish at the Special Stage
- Exceeding the SS time limit

The Time penalty is calculated as follows:

- the worst result of the Participant in this group who kept within the Time Limit (considering all time penalizations) multiplied by 1,2 coefficient;

For "Adventure" category assignment of Time Penalty means that SS is not passed.

**Officials** - the term Officials in the current Regulations refers to Director of the Competition, Chief Route Commissioner, Chief Safety Commissioner, scoring groups Chief-Leaders, Sports Commissioners, Timing Marshals, Competitors Relations Officer, Security Officers.

**Official Information Board** – a board where all official event information is displayed including bulletins, results, decisions of BSC, etc.

**Penalty** – a sanction, set for violation of certain articles and clauses of the present Regulations. Penalties can be applied either in monetary or in a time form. Penalties list is determined by the Regulations and in the Penalty Table.

**Neutralization Period** – time interval specified by the Organizer to stop the crews participating in the competition. The neutralization period is not included into the crew's timing at SS.

**Protest** – a written appeal (application) of the Participant or the Participant's representative, applied in compliance with art. 14.5 of the present Regulations.

**Repairs** – repairs of damages, replacement of parts and assemblies, any adjustment, lubrication, diagnostic, re-fuelling and maintenance works, performed by the crew with the possibility to engage members of other crews participating in this SS. Repair work may be conducted using materials and tools that are on board at the participants vehicle for crews from any scoring group, who make the route and did not yet cross the finish line at the current SS.

**Service** – provision of any kind of help to the crew at SS (Special Stage) by any persons that are not members of crews passing the same SS, which includes using of materials, process liquids, spare parts, instruments and equipment, that are not on board of the competition vehicles participating in this SS during its running time period. Information transfer, passing on drinking water, food and medications are not considered as Service.

**Special Stage (SS)** – a timed race (competition with route timing as a determinant factor). SS is a part of the competition route for all scoring categories and groups. SS for "Adventure", "ATV- Adventure" and "Adventure – Open" groups is a part of competition route; passing it within the Time Limit is a determinant factor for scoring the crews from these groups.

**Timing Marshal** – the Competition Official ensuring a fact (facts) of meeting requirements or violation of the present Regulations and its Appendices by the Participants.

**Technical Inspection** – general inspection of a vehicle, including identification of the model and manufacturer of the vehicle, ensuring the vehicle compliance with the declared category/group, compliance with safety requirements. Weighing of a vehicle is possible to identify its compliance with technical requirements.

**Track Logger** – a device installed by the Organizer to log the Participant's GPS track. To be returned to Organizers after the competition completion.

**Participant of the Competition (Participant)** – an individual specified in the entry form and allowed to participate in the competition.

**Chip** – electronic punching system chip that records start and finish times. To be returned to Organizers after competition completion

**Crew** – consists of the number of Participants defined in Technical Requirements for each scoring category and indicated in the entry form for one vehicle, ATV, and motorcycle.

## 6. Scoring Categories and Groups

6.1. Each Participant can apply for one of the scoring categories listed below:

"Sport" category, group TR-1

"Sport" category, group TR-2



"Sport" category, group *TR-3*

"Sport" category, group *ROTO*

"Sport" category, group *Euro*

"Sport" category, group *ATV-Open*

"Sport" category, group *ATV-Special* (ATV up to 1.5 tons; 4x4, 6x6, 8x8, tracked vehicles up to 3.5 tons)

"Sport" category, group "ATV-Special" (6x6, 8x8, tracked vehicles up to 3.5 tons)

"Adventure" category, group "ATV-Adventure"

"Adventure" category, group "Adventure"

"Adventure" category, group "Adventure-OPEN"

"Moto" category, group "Moto Sport"

"Moto" category, group "Moto Adventure"

"Grand-Tourism" category, group "Grand-Tourism Pro", ("Quest", technical stages)

"Grand-Tourism" category, group "Grand-Tourism Lite", ("Sightseeing navigation", "Quest", technical stages)

"Grand-Tourism" category, group "Grand-Tourism Lite Moto", (Sightseeing navigation, Quest, technical stages)

"Grand-Tourism" category, group "Grand-Tourism Travel",

**6.2.** Technical requirements for all the scoring categories and groups are defined in relevant Appendices for the current Regulations.

**6.3.** Scoring in a group will not take place if less than 7 for vehicles or teams applied for it (for "ATV-Open", "ATV-Adventure", "Moto Sport" and "Moto Adventure").

## **7. Technical Requirements**

**7.1.** Technical Requirements are defined for each scoring group.

**7.2.** Technical Inspector is eligible to reject the participation for vehicles that do not comply with the respective Technical Requirements and provisions of the current Regulations. In addition, the vehicle can be detained by the Officials at the start of SS to eliminate non-conformances under the threat of *minute for minute* penalty for being late to the start. During SS, a vehicle can be detained by the Officials for non-compliances elimination at the cost of a Participant's time.

### **8. 1. Insurance and Liability**

**8.1.** The Organizer provides medical service for Participants during the period of competition at its own expense including immediate medical aid during the competition.

**8.2.** Medical service for crews and guests of the competition is ensured by Camp Access Wristband only.

**8.3.** The Organizer is not liable for any damages, caused by the Participant/Participants to third parties or for damage caused to the Participant/Participants by third parties.

**8.4.** The Participant who signed the Entry form undertakes all the risks and burden of liability for his or her actions (negligence), causing damage, including bodily injuries or death, to third parties, including the Competition Officials.

**8.5.** The Organizer is not liable in cases when the Participant/Participants do not have information that has been announced at Briefings regardless of the reasons of their absence at Briefings.

**8.6.** Each participant must have an accident insurance policy, the recommended coverage is no less than 300 000 RUR. The individual insurance policy valid for the duration of the competition is mandatory and is checked at TI. In addition, each participant must provide a medical certificate on the admission to participate in the competition.

## **9. Entry Form**

**9.1.** In order to become the Participant of the Competition, it is necessary to:

a) Send a completed Entry Form published at [www.ladoga-trophy.ru](http://www.ladoga-trophy.ru), in the section *Documents*. Entries are accepted from individuals over 18 years old.

b) Receive a confirmation on the right to pay the entry fee from the Organizer. The confirmation, containing bank transfer details for entry fee or refusal to participate in the Competition is sent by the Organizer via e-mail to the applicant's address not later than 5 (five) days from the date the Organizer received the Entry form.

c) Pay at least 25% of the respective entry fee as stated in clause 9.3.1 by a non-cash transaction with the proposed wording in the payment comment.

d) Provide the Organizer with payment receipt.

e) Pay the remaining sum of the entry fee before March 31, 2019. In case if payment is done later, the remaining sum is calculated from an entry fee tranche that is active at the date of payment.

**9.2.** Having become a Participant of the Competition, according to p. 9.1 of the Regulations all crewmembers undertake to observe the requirements of the Regulations strictly from a moment of arrival to the Registration until the official closing of the competition and departure from the last base camp.



### 9.3. Entry fees.

9.3.1. Depending on the date of applying for participation in the competition, the following Entry fees are set for each registered crew who prepared spots for “optional” Organizer’s advertising COMPLETELY clean and free.

Entry fee (tranches) deadlines	TR-1 TR-2 TR-3 Proto Euro Adventure Adventure-Open Grand-Tourism Pro	ATV-Open ATV-Adventure ATV-Special	Grand-Tourism lite	Grand-Tourism Travel	Moto	Additional Tech Support Vehicle
<b>PROLOGUE</b> before Oct 15, 2018	<b>850 €</b> (44 700 RUR)	<b>500 €</b> (26 800 RUR)	<b>700 €</b> (35 500 RUR)	<b>450 €</b> (22 300 RUR)	<b>150 €</b> (8 900 RUR)	<b>150 €</b> (8 900 RUR)
<b>SS1</b> before Dec 25, 2018	<b>1 050 €</b> (53 600 RUR)	<b>650 €</b> (32 200 RUR)	<b>850 €</b> (42 600 RUR)	<b>550 €</b> (26 800 RUR)	<b>200 €</b> (10 700 RUR)	<b>200 €</b> (10 700 RUR)
<b>SS2</b> before Mar 31, 2019	<b>1 250 €</b> (64 400 RUR)	<b>750 €</b> (38 600 RUR)	<b>1 050 €</b> (51 100 RUR)	<b>650 €</b> (32 300 RUR)	<b>250 €</b> (12 800 RUR)	<b>250 €</b> (12 800 RUR)
<b>SS3</b> before Jun 7, 2019	<b>1 450 €</b> (77 300 RUR)	<b>850 €</b> (46 300 RUR)	<b>1 250 €</b> (61 300 RUR)	<b>750 €</b> (38 600 RUR)	<b>300 €</b> (15 400 RUR)	<b>300 €</b> (15 400 RUR)

If partial payment of 25% was made, the second and subsequent parts of the payment also to be made according to the tranche set by the Organizer at the time of payment.

The Organizer reserves the right to adjust the exchange rate and the final cost.

9.3.2. In case of refusal to place the *optional* advertisement offered by the Organizer the Entry fee is increased by 100 (one hundred) percent.

9.3.3. Technical support vehicles must be declared officially.

9.3.4. Entry fee includes one light technical support vehicle. An additional technical support vehicle is paid according to the fees table. The technical support vehicle is not included in the entry fee in *Grand-Tourism Travel* category.

9.3.5. Having paid the entry fee the Participant has a right to introduce one vehicle in the respective scoring category/group.

9.3.6. In case if the participant would like to cancel their participation in written form (as of via email) in the Competition before March 31, 2019, the Organizer undertakes to repay to the Participant 50 (fifty) percent of the paid sum in a period not exceeding 30 (thirty) calendar days from receiving the participation refusal note by the Organizer. The entry fee is not returnable after March 31, 2019, no matter what kind of force majeure resulted in participation refusal.

9.3.7. All guests’ cars must be registered and are obliged to get a pass – a guest’s sticker for a car. GUEST status allows guests of the competition to stay on a territory of the event’s camp during two and more days. The fee for a GUEST pass per one car is 2000 RUR for two days. GUEST status is available only in a case if a Participant or Organizer invites a guest to the competition (a guest gets a registration number in accordance with a starting number of the inviting crew). The inviting crew fully holds responsibility for observing ecological and disciplinary rules by the Guest according to current Regulations for all Participants, technical support team members, organizers, and guests. The number of people in a Guest car must not exceed the number if equipped seats. In order to use the camp’s infrastructure, each person from a Guest car must obtain a Camp Access wristband. The Guest pays an admission fee at the Secretariat in the base camp and gets souvenirs, stickers with competition’s logo as well as the Road Book with competition schedule and coordinates of the most spectacular Special Stages’ spots.

9.3.8. Detecting of an unregistered technical support car or a guest’s car by the Organizer implies a monetary penalty for a responsible crew, equal to 300% of an Entry fee, otherwise, this crew will be expelled from the event.



**9.3.9.** Access to Ladoga Trophy Raid camp infrastructure is available for crewmembers and guests wearing Camp Access Wristband (wristband hereinafter) only. The wristband for technical support cars' crews and guest cars is free of charge. The wristband allows using shower, sauna, toilets, cafe, medical service, garbage collection.

## **10. Registration and Technical Inspection**

**10.1.** All the crews applied for the Competition have to pass through the Registration that also includes Technical Inspection (TI) according to the schedule mentioned above. Attendance and time of arrival at the Registration are recorded.

Crews who did not pass the Registration at the appointed time are not allowed to start the Competition. The exceptional case for passing Registration and Technical Inspection outside the schedule is force majeure acknowledged as such by the Board of the Sports Commissioners.

**10.1.2.** Registration and TI schedule is the Regulations integral part. In case of late arrival to the Registration, TI or additional TI within the time of referees' work is charged with 20% of Entry fee fine. This sum shall be paid before the start of the competition.

**10.1.3.** Early arrival to Registration or TI is not allowed except cases approved by the Organizer not later than 3 days before Registration opening.

**10.2.** The Participants or their representatives shall provide the following documents for the Registration:

- copies of payment receipts that prove the fact of the Entry fee payment,
- passports of all the crewmembers,
- Driver licenses (mandatory for the 1st driver),
- Sports license, E or D category (for TR-1, TR-2, TR-3 scoring groups),
- Accident insurance policy,
- Medical certificate on the admission to the competition,
- Registration papers for vehicle/ATV,
- A completed questionnaire for Press Service.

**10.2.1.** During the Registration, each crew must make a returnable deposit of RUR 10 000. This deposit may be withheld in whole or in part according to p. 16. Penalties Table.

**10.2.2.** Each crew must pay RUR 1000 rent for using the track-logger (if it is installed on a vehicle).

**10.3.** It is allowed to replace the 2nd driver before the end of the Registration. Replacement of two members of the crew, as well as replacement of the 1st driver can be done during the same period after Organizer's approval only. The approval request shall be submitted in a written form and becomes an integral part of the Entry Form. The applicant also has the right to replace the vehicle with another one belonging to the same scoring group prior to Technical Inspection. The vehicle replacement to another one belonging to other scoring group is possible only with the permission of the Board of the Sports Commissioners. After the competition start transition to another scoring category and vehicle replacement are possible upon BSC approval only. Crews applied for transitions above participate the Competition outside the standings.

**10.4.** During the Registration, the Organizer provides the Participants with the following:

- a copy of the Competition Regulations, including a list of GPS points (technical requirements are not included),
- maps,
- waypoints GSP coordinates,
- track-logger installation to track the GPS route of the Participant at Special Stages,
- advertising materials, including starting numbers, emblems of competition, etc,
- souvenirs.

**10.5.** During the Registration Participants or their representatives are obliged to provide the vehicle, registered for participation in the competition for TI (Technical Inspection). TI includes an examination of the vehicle for compliance with technical requirements for selected categories/groups, installation of electronic means of results tracking (a chip or track logging device). The vehicle, provided for TI, shall have advertisement stickers, identification for categories/groups and starting numbers according to the advertisements allocation scheme.

At the completion of Technical Inspection in the case if the declared vehicle does not comply with technical requirements for the category/group specified in the Entry form, the Technical Inspector is eligible to assign the given vehicle into another scoring category/group (in case if vacant places are available there), or set a term for discrepancies elimination and perform additional TI not later than 2 hours before the start of the Competition.

The vehicle passing TI must be clean with all competition emblems and starting numbers. Pre-start Technical Inspection is a general one to identify the vehicle's brand and model, compliance to the *Rules of holding Trophy Raid Competitions*, safety and belonging to the scoring group, it is applied to.

**10.6.** Additional examinations of vehicle's technical condition can be appointed by the BSC any time during the competition.

**10.7.** The returnable deposits will be returned within 1 month after the Competition finish (until July 16, 2019).

**10.8.** Identification



**10.8.1.** For all scoring groups, the last name and the first name initial of the 1<sup>st</sup> and the 2<sup>nd</sup> drivers (the rider's for ATV and *Moto* groups) and national flags shall be located on both sides of the vehicle at the front fenders or doors. The dimensions are set as follows: font height for names and national flags is 30-50 mm (for *Moto* group – 15-30 mm).

**10.8.2.** Participants supply their vehicles with the stickers with their names and national flags themselves.

**10.8.3.** In case if any elements mentioned above are missing during the competition, the crew will be charged at a rate of 20% of the entry fee.

#### **10.9. Advertisement**

**10.9.1.** Participants' cars, ATVs and motorcycles can have any type of advertisements in case of compliance with the following conditions:

- this type of advertisement does not contradict with the legislation of the Russian Federation,
- the advertisement is located everywhere except the places, reserved for the Organizer's mandatory advertisement.

**10.10.** Areas reserved for Organizer's mandatory advertisement:

##### *Cars:*

- Two squares 50 x 50 cm on front doors of a vehicle – for starting numbers and emblems of the competition;
- A rectangle of 50 x 20 cm at the front part of the bonnet – for an emblem of the competition;
- A rectangle of 65 x 10 cm in the upper right corner of a windscreen for the starting number;
- A line with the height of 10 cm in the upper part of a windscreen for the name of the competition.

##### *ATV and motorcycles:*

- A square of 17 x 17 cm at side surfaces of ATV for starting numbers;
- A rectangle of 15 x 20 cm for the competition emblem.

**10.11.** Areas reserved for Organizer's optional advertisement:

##### *Cars:*

- Side surfaces of vehicles from the middle of the front wheel arch to the middle of the back wheel arch;
- The front part of the bonnet;
- 10-cm high rectangle at the top part of the windscreen;

##### *ATV:*

- Side surfaces of vehicles from the middle of the front wheel arch to the middle of the back wheel arch;

##### *Motorcycles:*

- Fuel tank, front fender, rear fender.

These areas must be completely free to allocate the Organizer's advertisement; otherwise, refusal from optional advertisement must be paid.

**10.12.** The advertisement allocation scheme is provided to the Participants at the Registration.

**10.13.** The Participants are not allowed to start Special Stages with dirty mandatory and optional advertisements, starting numbers and identification stickers.

**10.14.** The crews are required to provide a proper fixation of advertisements during the entire competition. If any Organizer's advertisement is missing, the following penalizations will be applied: the first violation is charged with 50% of the Entry fee; the second violation is charged with 100% of Entry fee; the third violation is fined with expulsion from the Competition.

**10.15.** Participation in the opening ceremony is mandatory for all Participants. If a crew will not attend the opening ceremony, it will be penalized according to the Penalties Table.

#### **11. Food Service, Equipment and Information.**

**11.1.** Each crew must have an emergency food reserve, as well as outdoor gear and warm clothes. Food and drinking water reserve must be enough for two days outdoors.

**11.2.** All vehicles, ATV and motorcycles must have a fuel reserve. Refueling is possible at existing gas stations, as well as by technical support vehicles outside SS.

**11.3.** The Participants must have GPS-receivers, as well as necessary equipment (cables or dongles) to download the information from Organizer's PC to the competitors' GPS-receivers or PCs.

**11.4.** Each participant must ensure that the crew has a set of AA batteries for EACH competition day - two batteries for 12 hours non-stop (*Grand-Tourism* participants will be informed about track-loggers additionally by the Bulletin prior to the Competition start).

**11.5.** All the equipment must be securely fixed on / in the vehicle, ATV or motorcycle. In case of non-compliance with this requirement, the Technical Inspector is eligible to exclude the vehicle from participation in the competition. In addition, a vehicle can be detained by the Officials at the start of SS for an elimination of the revealed discrepancies under the threat of "minute for minute" penalty for being late at the start. During the SS, such a vehicle can be detained by the Officials for an elimination of discrepancies at the expense of the Participant's time.



**11.6.** All winches with wired cables, installed on a vehicle or ATV shall be equipped with rope absorber. Every vehicle shall be equipped with a tree protecting strap.

**11.7. Information.**

**11.7.1.** Start lists for the next day of the competition are displayed on the Official Information Board daily before 22:00.

**11.7.2.** Results of the completed SS, as well as current overall scoring, are displayed on the Official Information Board in 2 hours after next day start lists publication.

**11.7.3.** SS result becomes final at 23:59 of the day following the day SS closing and is not subject to objections / applications from the participants. In case if results contain errors (mathematical/human factor), BSC is eligible to correct them.

**11.7.4.** In order to inform the Participants concerning the competition consecution, the Organizer holds Briefings. The crew shall be represented by at least one crewmember at the briefing. Official information announced at the Briefing must be confirmed by a Bulletin issued during half an hour after the Briefing. Briefings schedule and location are to be published on the Official Information Board. Crew presence fact at Briefings is to be recorded. In case if crew skips a Briefing due to unforeseen circumstances, at least one crew member must read the respective Bulletin and confirm this fact by a signature. Nightly Briefings will take place at 22:00 each competition day.

**11.7.5.** Participants' vehicles and ATV evacuation. Repairs and service.

**11.7.5.1.** The Crew must take all measures for self-evacuation from SS route.

The Organizer does not provide Participants with evacuation from SS route. The crew can evacuate themselves or use service of any company, providing this kind of services.

**11.7.5.2.** Service at SS is prohibited. Violation of prohibition for servicing under this paragraph causes a fixed penalty - Time Penalty for the SS.

**11.7.5.3.** Repairs by means of the crew, as well as the transfer of fresh water, food, medical supplies and money to members of a crew and ATV drivers are allowed at SS.

**11.7.5.4.** Technical support vehicles entry to SS is strictly prohibited. Violation of this prohibition by participant/participants causes a fixed Time Penalty for the crew according to Penalties Table.

**11.7.5.5.** Crews, guests and technical support teams are prohibited to camp overnight, perform repairs and leave trailers closer than 100 meters from start and finish points at all SS and 50 meters from the Organizers' base camp point. This prohibition violation is charged by RUR 6000 penalty.

**11.7.5.6.** The participant who has crossed the finish line must not drive (get back) to SS before the closing of this SS. The violation of this prohibition leads to penalty according to Penalty Table.

**11.7.5.7.** All crew members must be present at the finish of SS. Change of crew members is prohibited during the Competition. The violation of this prohibition leads to penalty according to Penalty Table.

**12. Environment and Safety.**

**12.1.** During the competition, all vehicles, ATVs, and motorcycles, including technical support and guest cars are strictly forbidden to drive in rivers and lakes and wash them closer than 50 meters from rivers and lakes (Ladoga Lake – 200 meters). It is allowed to drive through water crossings specified in the Road Book or marked explicitly on the ground by the shortest possible path.

**12.2.** It is forbidden to drive in, move and camp within SPNR (Specially Protected Natural Reserves) territories. Participants will be informed about SPNRs before the competition start, and explicit information with SPNRs maps and coordinates will be displayed on the Official Information Board.

**12.3.** Felling or damaging trees, shrubs, and anthills etc. by any means are strictly forbidden. Felling (damaging) trees and shrubs by any means is penalized by disqualifying from SS and fine at a rate of 10 000 RUR. This violation is stated in the Russian Criminal Code, art. 260 (Illegal logging). The Organizer can give photo and video footage to executive government agencies.

Be very careful at special stages passing forests: falling tree can cause death!

**12.4.** During the competition at all Camps and along the competition route (at SS and Liaisons) it is strictly forbidden to:

- Make a fire,
- Throw burning matches, cigarette butts, and dump burning ashes from smoking pipes,
- Carry a weapon (according to the Federal Law from Jun 19, 2004 N 54)
- Fire guns, use fireworks,
- Leave cleaning material, oiled or soaked with gasoline, kerosene and other flammable substances, out in the forest,
- Refuel vehicle with working engine, drive vehicles with faulty power sully system as well as smoke and use open fire near to vehicles being refueled,
- Leave glass bottles and their fragments in the forest, as well as other garbage,
- Burn grass and stubble in the fields.



- 12.5.** Unauthorized driving along the Ladoga Lake's beach and dunes is forbidden. The parking lot along the Ladoga Lake's beach and dunes is forbidden.
- 12.6.** It is allowed to use barbecue, grills and similar equipment that prevent soil surface damage according to fire safety measures. Do not leave the fired-up grill unattended.
- 12.7.** It is strictly forbidden to rest and sleep in a vehicle with the running engine. Always remember about carbon monoxide hazard.
- 12.8.** It is recommended to open windows while winching or crossing water.
- 12.9.** It is strongly recommended to be very careful when towing a broken vehicle. We recommend towing it at the lowest speed using preferably rigid towline if it is possible.
- 12.10.** It is strongly recommended to warn people around you when you start winching.
- 12.11.** Using a tree-protecting strap is a must! It is not allowed to fix it higher than 30 centimeters from the ground. Besides, it must not be tied as slipknot or twisted.
- 12.12.** It is mandatory to use gloves when working with wired winch cable.
- 12.13.** It is prohibited to touch a wired winch cable under load.
- 12.14.** It is recommended to use safety rope when re-fixing a winch cable.
- 12.15.** It is prohibited to cross a wired cable under load.
- 12.16.** It is prohibited to stand next to a winch cable under load closer than 1 meter away.
- 12.17.** It is forbidden to stay under the vehicle being winched uphill.
- 12.18.** It is forbidden to stay lower than a vehicle driving down the hill.
- 12.19.** It is mandatory to ensure that there are no people standing on the way when pulling out other vehicle.
- 12.20.** Be cautious using Highjack – being lifted up both vehicle and Highjack are extremely unstable.
- 12.21.** During the competition it is prohibited to drain vehicle liquids onto the ground (lube, fuel, etc.), as well as dropping, burning and/or burying any garbage, any contamination of the area and causing any other damage to nature. There will be a specially organized "official" and the only place for collecting garbage in every camp.
- 12.22.** By decision of the competition official doctor, any participant/crew can be refused to start in the following cases:
- Missing the first-aid kit or unsealed the first-aid kit,
  - Lacking two-day supply of food and/or fresh water,
  - The crewmembers have symptoms of alcoholic intoxication,
  - Any medical indications for emergent medical aid.
- 12.23.** Any participant/crew can be stopped during any SS if there are medical indications for emergent medical assistance by the decision of the official doctor of the competition.
- 12.24.** It is recommended using repellents against insects; do not leave exposed body areas to avoid snake and insect bites.
- 12.25.** At SS route, Participants of all categories (for *Grand Tourism* category see app. 3) must use protective helmets and high visibility vests (jackets, shirts) (fluorescent yellow, red, green colors). All "ATV" and "Moto" riders, as well as drivers of vehicles with safety cages installed, must use protective helmets.
- 12.26.** The Participants are not allowed to drive their vehicles, ATVs or motorcycles in the Organizer's camp. An exception is made for downloading the data from track loggers and chips. Afterwards, vehicles must leave the Organizer's camp territory within 10 minutes.
- 12.27.** Parking vehicles on Organizers Camp territory is prohibited.
- 12.28.** The 5 km/h speed limit at the whole camping area is a must.
- 12.29.** Participants and guests are prohibited to fence off their camping places on the Camp territory, except marking their tents within 5 meters radius.
- 12.30.** The crew's vehicle (ATV) must be equipped with sealed extended first-aid kit, fire extinguisher, tow rope with a tensile strength of not less than 4 times of the total vehicle weight, tree protecting strap and protective gloves (if winch is installed), fuel reserve for at least 150 km of heavy off-road, fault-free towing eyes or hooks at front and behind. ATVs and motorcycles must be equipped with extended sealed first aid kit and fire extinguisher (fire extinguisher is mandatory for ATVs and is recommended for motorcycles).
- 12.31.** The crew is considered to be at SS route from their start until finish.
- 12.32.** The crew must take all possible measures to ensure their security, and avoid any actions that may be the reason causing any harm to human health.
- 12.33.** The crew must to take all possible measures to inform the Timing Marshals about their location at the moment when their Time Limit exceeds at SS.
- 12.34.** It is forbidden driving with crewmembers or others outside the vehicle (at sides, bumpers, roof etc.) outside SS except for extraordinary cases.
- 12.35.** It is required to drive during the competition with daylight on except crossing water.



**12.36.** Each crew at SS is recommended to have a sealed and fully charged cell phone preferably with two SIM cards from different providers («MTS», «Megafon»), and have a car charger for this phone. It is recommended to install emergency means of communication (CB-radio stations, etc.)

The list of Organizers' emergency phones will be displayed on the Official Information Board and are specified in the Regulations and the Road Book. In the case of poor cell coverage, it is recommended using text messages. All the crews are advised to be equipped with satellite phones for an emergency when GSM coverage is absent.

**12.37.** Being on the public roads, participants, technical staff and guests must follow traffic rules and laws of the Russian Federation.

**12.38.** It is strictly forbidden to drive across other crew's winch cable. In case if a winching crew blocked the way by their vehicle or winch cable, other crews must wait until the crew pulls out the vehicle. If the stuck crew cannot pull out in 10 minutes, they must provide an overtaking possibility to other competitors.

**12.39.** Non-fulfillment of Organizers', Security officers', Timing Marshals', Rescue officers and other officials' requirements as well as safety rules violations and actions that contradict to the event goals and objectives, unsportsmanlike behavior, applying deliberate damage to other participants impose a variety of penalties applied according to Penalties Table to all participants, their representatives, technical support staff and guests.

The organizer is not liable in the event of damage to participants or their property or by participants to third parties.

All violations of safety rules and environmental protection are the responsibility of the offender. Organizer undertakes to convey information about the offender available in the application form to the official bodies.

### **13. Board of the Sports Commissioners (BSC)**

**13.1.** Activities of the Board of the Sports Commissioners aim to ensure rights of the Participants during the competition and compliance with the current Regulations. Any doubts considering the objections and appeals are resolved in favor of the Participant.

**13.2.** BSC (consisting not more than three persons) shall serve on a collegiate basis under the supervision of the Chairman. In cases of voting parity, the final decision is to be made by the Chairman of BSC.

**13.3.** The competence of BSC includes:

- Amendments to the current Regulations due to force-majeure circumstances and/or to provide safety,
- Application of sanctions for violation of the current Regulations,
- Making the decision to stop the competition,
- Scoring commission decisions cancellation,
- Consideration and decisions on Officials' requests and Participants' protests; making of decisions on them,
- Other matters, referred to BSC's competence by the current Regulations.

### **14. Scoring and Protests**

**14.1.** Scoring during the competition is provided by the Organizer. The Organizer shall provide equal conditions for the Participants for each scoring category/group. This obligation does not include the condition of the competition route.

**14.2.** Any Participant who has not paid monetary penalties during 24 hours since the bulletin publication where such monetary penalties are stated will not be allowed to start the next Special Stages.

**14.3.** The Timing Marshals' requirements are mandatory for all the Participants. Violation of this clause causes a penalty according to the Penalties Table.

**14.4.** Facts of violations of the current Regulations and its Appendices are considered by BSC only based on applications from the Officials and/or protests from the Participants.

**14.5.** Protests should be handed over to the Competitors Relations Officer only. The protests are to be addressed to the Board of the Sports Commissioners.

The protest must contain a reference to the respective clause of the Regulations or its Appendices that was violated according to the Participant's opinion by another Participant and must include the proof of this violation. Photo and video materials, as well as testimonies, may be considered as a proof of Regulations violation. In case if the BSC reveals deception, the Participant guilty of this deceit will be expelled from the competition.

Any protest submission is to be accompanied by a deposit for RUR 15 000 that is returned to the applicant of objection in case if the protest is upheld. The deposit is to be paid to the secretariat of the competition followed by the respective confirmation record on the protest.

If a protest is submitted on a vehicle's technical condition and requires disassembly procedure, the protest deposit is to be specified by the Board of the Sports Commissioners.

The BSC will consider the received protests of the Participants and reports from the Officials until 2:00 a.m. of the next day except for the last competition day.



**14.6.** Disparage. Disparage includes violations of the current Regulations provisions and the generally accepted norms of morality. It is forbidden to insult other participants, timing marshals, other officials and organizers of the competition, apply any acts of physical violence and vandalism to them or their property, or threat thereof.

**14.7.** Requests related to errors in results calculation are not classified as protests and do not require a deposit. These applications must be handed over to the Competitors Relations Officer only.

Deadlines for requests submission to reconsider Special Stages' results are:

- Before 23:59 on the day after SS closing. SS result becomes final at 23:59 of the day following the Special Stage closing day and is not subject to protests / requests from the participants,

- Final results of the competition: 1 hour from the moment of their publication on the official notice board.

Results of the SS are published at 22:00 everyday.

Final results are published at 21:00.

**14.8.** BSC is eligible to correct preliminary/final results in the case of detecting errors in results calculations, including the period exceeding 48 hours from the moment of results publication.

**14.9.** Protests against decisions made by Timing Marshals on the duty is prohibited. Single protests filed against several applicants is not accepted.

### 15. Results and Awarding.

**15.1.** Ladoga Trophy Raid winners are determined in the following categories:

“Sport” category, group “TR1”

“Sport” category, group “TR2”

“Sport” category, group “TR3”

“Sport” category, group “Proto”

“Sport” category, group “Euro”

“Sport” category, group “ATV-Open”

“Sport” category, group “ATV-Special” (6x6, 8x8, tracked vehicles up to 3,5 tons)

“Adventure” category, group “ATV-Adventure”

“Adventure” category, group “Adventure”

“Adventure” category, group “Adventure-OPEN”

“Moto” category, group “Moto Sport”

“Moto” category, group “Moto Adventure”

“Grand-Tourism” category, group “GT Pro”

“Grand-Tourism” category, group “GT Lite” (cars and motorcycles)

**15.2.** Ladoga Trophy Raid winners in all scoring groups are awarded with diplomas and prizes. Additional awards nominations may be announced.

**15.3.** All the Participants who completed Ladoga Trophy Raid route will receive certificates.

### 16. Penalties table

No	Penalty Violation	Start rejection	Expulsion	SS is not scored (Time Penalty)	Specified time penalty	Monetary penalty (base entry fee %)	Decision makers
16.1	Non-compliance with Technical Requirements p. 7.2.	⊗					Regulations
16.2	Unregistered technical support or Guest car p. 9.3.8		⊗			300%	Regulations
16.3	Being late for Registration and/or technical inspection p. 10.1.2					20%	Regulations
16.4	Missing competition identification on a vehicle p. 10.8					20%	Regulations



№	Penalty  Violation	Start rejection	Expulsion	SS is not scored (Time Penalty)	Specified time penalty	Monetary penalty (base entry fee %)	Decision makers
16.5	Starting with dirty starting numbers, identification and advertisement handed out by the Organizer p. 10.13	⊗					Regulations
16.6	Absence of advertisements handed out by the Organizer, 1st violation p. 10.14.					notice	Regulations
16.7	Absence of advertisements handed out by the Organizer, 2nd violation p. 10.14.					50%	Regulations
16.8	Absence of advertisements handed out by the Organizer, 3rd violation p. 10.14.					100%	Regulations
16.9	Absence at the competition Opening Ceremony p. 10.15					RUR 6 000	Regulations
16.10	Absence or incorrect installation of rope absorber, p. 11.6.				1 hour		Regulations
16.11	Towing the Participant's vehicle by the Organizer p. 11.7.5.1.	⊗					Regulations
16.12	Service at SS p. 11.7.5.2.			⊗			Regulations
16.13	Outside help p. 11.7.5.4.			⊗			Regulations
16.14	Camping, overnight stay, repairs closer than 100 meters to SS Start/Finish and 50 meters from the Organizers' base camp, each violation p. 11.7.5.5.					RUR 6 000	Regulations
16.15	Driving/getting back to SS before its closing p. 11.7.5.6		⊗	⊗			BSC
16.16	Paragraph 11.7.5.7, each violation		⊗	⊗			BSC



№	Penalty  Violation	Start rejection	Expulsion	SS is not scored (Time Penalty)	Specified time penalty	Monetary penalty (base entry fee %)	Decision makers
16.17	Driving in rivers and lakes, vehicle cleaning closer than 50 meters from rivers and lakes (the Lake of Ladoga – 200 m), each violation p. 12.1.			⊗		RUR 10 000	Regulations
16.18	Driving through / camping at SPNR, each violation p. 12.2.			⊗		RUR 10 000	Regulations
16.19	Paragraph 12.3, violation		⊗	⊗		RUR 10 000	Regulations
16.20	Paragraph 12.4, violation		⊗	⊗		RUR 10 000	BSC
16.21	Paragraph 12.5, violation		⊗				Regulations
16.22	Violation of security measures, p. 12.6.					RUR 10 000	Regulations
16.23	Absence or wrong usage of the tree-protecting strap, each violation p. 12.11.				30 min	RUR 5 000	Regulations
16.24	Working with wired winch cable without gloves, each violation p.12.12.				1 hour		BSC
16.25	Contact with winch rope under load, each violation p. 12.13.				1 hour		BSC
16.26	Crossing the winch rope under load, each violation p. 12.15.				1 hour		BSC
16.27	Paragraphs 12.16-12.18, each violation				1 hour		BSC
16.28	Paragraph 12.21, each violation					RUR 2 000	Regulations
16.29	Paragraph 12.25, each violation			⊗		RUR 1 000	Regulations



№	Penalty  Violation	Start rejection	Expulsion	SS is not scored (Time Penalty)	Specified time penalty	Monetary penalty (base entry fee %)	Decision makers
16.30	Participant's vehicle parked in the Organizers' Camp, each violation p. 12.27.					RUR 2 000	Regulations
16.31	Exceeding speed limit in the Camp, each violation p. 12.28.					RUR 2 000	Regulations
16.32	Fencing the camping territories, each violation p. 12.29.					RUR 2 000	Regulations
16.33	Driving vehicle with armour, 1 <sup>st</sup> violation p. 12.34.					RUR 2 000	BSC
16.34	Driving vehicle with armour, 2nd violation p. 12.34.					RUR 4 000	BSC
16.35	Driving vehicle with armour, 3d violation p. 12.34.					RUR 6 000	BSC
16.36	Driving through other competitor's winch rope, each violation p. 12.38.					1 hour	Regulations
16.37	Officials' requirements nonobservance, each violation p. 12.39.					From RUR 10 000	BSC
16.38	Unpaid monetary penalty p. 14.2.	⊗					Regulations
16.39	Timing Marshals' directives nonobservance p. 14.3.		⊗	⊗	⊗		BSC
16.40	Deception p. 14.5.		⊗				BSC
16.41	Disparage p. 14.6.		⊗	⊗		From RUR 10 000	BSC
16.42	Crew headcount violation, Appendices № 1, 2, 3 p.3.			⊗			Regulations
16.43	Damaged (lost) track-logger seal, Appendices № 1, 2 p. 4.2.2.			⊗			Regulations
16.44	Proven fact of manipulations with the track logger, Appendices № 1, 2 p. 4.2.2.			⊗			Regulations



№	Penalty  Violation	Start rejection	Expulsion	SS is not scored (Time Penalty)	Specified time penalty	Monetary penalty (base entry fee %)	Decision makers
16.45	Track logger damage / loss, Appendices № 1, 2 p. 4.2.3.			⊗			Regulations
16.46	Missing marks, loss, unauthorized corrections in the Checklist Appendices № 1, 2 p. 4.2.4.			⊗		Deposit retain- ment	Regulations
16.47	Loss of the Chip Appendices № 1, 2 p. 4.2.4.			⊗			BSC
16.48	Missing marks from Check Points in the Checklist Appendices № 1, 2 p. 4.2.4.			⊗		RUR 1 500	Regulations
16.49	Checklist loss Appendices № 1, 2 p. 4.2.4.				1 hour		Regulations
16.50	Unauthorized corrections in the Checklist Appendices № 1, 2 p. 4.2.4.			⊗			BSC
16.51	Deviation of more than 30 meters from "red" way point marked with W in the Road book (each violation) Appendices № 1, 2 p. 4.2.5.			⊗			BSC
16.52	Deviation of more than 42 meters from the "red" way point marked with W in the Road Book (each violation) Appendices № 1, 2 p. 4.2.5.			⊗			BSC
16.53	Deviation of more than 60 meters from other way points, specified in the Road Book (each violation) Appendices № 1, 2 p. 4.2.5.				2 minutes for each incomple te meter		Regulations
16.54	Deviation of more than 90 meters from other way points specified in the Road Book (each violation) Appendices № 1, 2 p. 4.2.5.				1 hour		Regulations
16.55	Being late at start for more than 30 minutes Appendices № 1, 2 p. 4.3.4. Appendix № 4 p. 4.3.2.				1 minute for each incomple te meter		Regulations



№	Penalty  Violation	Start rejection	Expulsion	SS is not scored (Time Penalty)	Specified time penalty	Monetary penalty (base entry fee %)	Decision makers
16.56	Being late at start for less than 30 minutes Appendices № 1, 2 p. 4.3.4. Appendix № 4 p. 4.3.2.				30 minutes		Regulations
16.57	Exceeding the Time Limit at SS Appendices № 1, 2 p. 4.3.5. Appendix № 4 p. 4.4.	⊗ at SS		⊗			Regulations

BSC – by decision of the Board of the Sports Commissioners  
Regulations – according to the Competition Regulations

**Contact phones:** +7-921-999-88-66, +7-911-951-25-75



## Appendix 1

### “Sport” scoring category

(groups “TR-1”, “TR-2”, “TR-3”, “Proto”, “Euro”, “ATV-Open”, “ATV-Special”, “Moto-sport”)

1. Description
2. Technical requirements
3. Crews size
4. Program and competition part

#### 1. Description

##### “Sport” scoring category

The scoring is based on “pass-through timing” meaning the sum of all special stages results and all the time penalties. The winner is a crew with minimal total time.

#### 2. Technical requirements

4WD cars, vehicles, and ATV conforming to the Technical Requirements are allowed to take part in the competition.

Group	Maximum wheel diameter	Weight/maximum wheels width	Safety cage	Winch
TR-1	838 mm	from 1200 to 1500кг/ up to 240 mm from 1501 to 1800кг/ up to 267 mm from 1801 to 2100кг/ up to 305 mm from 2101 to 3500кг/ up to 343 mm	-	1
TR-2	895 mm	from 1200 to 1500кг/ up to 242 mm from 1501 to 1800кг/ up to 280 mm from 1801 to 2100кг/ up to 305 mm from 2101 to 2300кг/ up to 345 mm from 2301 to 3500кг/ up to 385 mm	+	2
TR-3	965 mm, tractor tires are allowed	from 1400 to 1600 кг/ up to 254 mm from 1601 to 1800 кг/ up to 295 mm from 1801 to 2100 кг/ up to 343 mm from 2101 to 2400 кг/ up to 381 mm from 2401 to 3500 кг/ up to 470 mm	+	2
Proto	1043 mm, tractor tires are allowed	470 mm	+	2



<b>Euro**</b>	1043 mm, tractor tires are allowed Minimal weight - 2 100 kg	470 mm	-	2
<b>ATV-Open</b>	740 mm	12,5"	-	1

### 3. Crews size

For crews competing in "TR-1", "TR-2", "TR-3", "Proto" scoring groups the crew must consist of two-three people, the crew size must not exceed the number of installed seats. The crews compete individually.

For "Euro" scoring group the crew must consist of two-five people. The crew size must not exceed the number of installed seats. The crews compete individually.

For "ATV-Open" and Moto-sport scoring group, the crew consists of one person. Crews compete in teams consisting of two crews.

For "ATV-Special" the crew consists of no less than two people, the crew size must not exceed the number of installed seats. The crews compete individually. If there is only one installed seat in a vehicle the participants compete in a team which consists of two crews.

### 4. Terms of the Competition. Duties of the Participants.

For "Sport" scoring category the competition is held on the closed route of more than 1200 km length, including a 150 - 400 km of special stages (SS) including heavy roads, deep ruts, water crossings, sand, swamps, rocks etc. The competitive part of the trophy-raid program includes additional special stage (Additional SS). The results of Additional SS are included into overall scoring. Additional SS scoring includes coefficients that will be published in bulletin before the competition start.

The Organizer is eligible to make changes to the competition routes, program, and schedule. Participants will get informed about these changes in advance.

#### 4.1. Starting order

**4.1.1.** The starting order for the first Special Stage is defined by a drawing procedure that takes place during the Registration.

In case if some Participants retire from the competition, respective changes may be added to the start lists.

**4.1.2.** Starting on the first competition day: There is no penalty for being late at SS1 start. If the crew is late at SS1 for more than 3 hours, they are not allowed to start. An early start is not possible.

#### 4.2. Road Book. Driving at SS

**4.2.1.** Participants must follow the route specified in the Road Book. The route is designed using cartographic material and geographical coordinates obtained by GPS-receivers. In order to limit the route width, a corridor may be established at some sections of the route (electronic means may be set up to ensure that participants follow the designated corridor). Check Points can also be established on the route. These Check Points will be stated in the Road Book and will be easily recognizable.

**4.2.2.** To ensure that Participants follow the designated route the Organizer provides them with a track logger – it will be installed in vehicles and sealed to record GPS-track of Participants at each SS. During the competition, Participants hold the responsibility over this track-logger.

Any incident occurred through the fault of the Participant (loss, destruction, switching off, was not switched on in time, etc.), making it impossible to download the Participant's GPS-track and / or any attempt of fraud, manipulation, proven by Navigation Control service, entails penalties. Damage or absence of the seal is penalized at a rate of the Time Penalty for the given SS.

If desired, the Organizer can seal up the participant's navigation device to double-check the correct special stages' passage in case of dispute, if technically feasible. Sealing laptops, tablets and other devices running Windows, Mac OS, iOS and Android as well as Garmin 276 and 276c is not allowed.

It is not recommended to use the Organizer's track loggers as an external GPS signal receiver.

Data from the Participant's navigation device installed additionally and sealed by the Organizer will be accepted for consideration in case of dispute only after submitting a written request to the Competitor Relations Officer.

It is strongly recommended to turn off the track logger at liaisons to avoid erasing the SS track tail from the device.

The track logger must be turned on 5 minutes before the start to establish a proper satellite connection.

**4.2.3.** In case of the track logger loss or damage the returnable deposit of RUR 10 000 will be retained by the Organizer in addition to a fixed Time Penalty (Normative) if SS track is also missing in the Participant's sealed device.

**4.2.4.** The following means are used to record Participants' results at SS: an electronic punching system chip, Checklist (Carnet) and Timing Marshals' records. BSC is eligible to penalize crews in case of Checklist loss or missing records at Check Points in it. Checklist loss may lead to a fixed penalty equal to Normative for this SS according to



the decision of BSC. An electronic punching system chip loss may lead to a fixed penalty equal to Normative for this SS and i9s penalized by a fine of RUR 1 500. A penalty equal to Normative is applied if it is impossible to detect start/finish by the score's list. Participants are prohibited to make any corrections in the Checklist. In case if these corrections are made, a Time Penalty for this SS is applied.

**4.2.5.** Participants must follow through all the GPS points specified in the Road Book in the designated order with the following maximum deviations: not more than 30 meters for way points marked with W (so called "red" way points) – 5 minutes for every complete meter, deviation for 42 meter and more – 1 hour, deviation for more than 60 meters from other points in the Road Book – 1 minute for every incomplete meter, deviation for 90 meters and more – 30 minutes. Note that the predetermined allowed deviation from the way point is because any navigation device recording the data has a certain inaccuracy depending on the signal quality received from satellites. In order to ensure taking the point precisely it is recommended to drive up to it as close as possible.

**4.2.6.** If point B is located after point A in the Road book, then point B is scored in case, if it is located after point A in the Participant's track log. Point B that is located before point A in the Participant's track log is not scored. To restore the points sequence in case of a navigation error, the Participant must return to the point, following the last correctly passed point and continue the way according to the designated route.

**4.2.7.** Detailed information about methods for marking the route will be published in Bulletins.

**4.2.8.** Participants are allowed to transport their sports vehicles, ATV and motorcycles outside SS.

### **4.3. Time limit, Start, Finish**

**4.3.1.** SS Start closes 30 minutes after the start of the last Participant (Team) of this group according to the start list.

**4.3.2.** SS Finish closes according to SS Schedule.

**4.3.3.** The crew must provide their chip and track logger to the respective Services at the base camp to download timings and tracks after the SS completion according to Services' schedule (see Appendix 6 to the current Regulations).

After "Ladoga Challenge", the crew must provide their chip and tracks not later than 23:00 of the day, following "Ladoga Challenge" start day. In case if the crew does not provide Timekeeping and Navigation Control services with data stated above, the crew gets a Time Penalty (Normative) for the SS.

On the last Competition day, Participants must provide their chip and track-logger to the respective Services at the base camp until 18:00.

**4.3.4.** If the crew is late to the SS start up to 30 minutes, a fixed penalty is applied as 1 minute for each minute of delay. If the crew arrives at SS start later than 30 minutes, they are not allowed to start. If the crew is late to the SS start from liaison for more than 30 minutes they are allowed to start but late arrival is penalized 1:1 (1 minute of penalty for every incomplete minute).

**4.3.5.** Exceeding the Time Limit at SS and absence of the track from SS causes a fixed Time Penalty (Normative) for the SS.

**Time Penalty (Normative)** – a time that is assigned to a crew when they fail to get SS result in the following cases:

- Missing start or finish at the SS
- Exceeded the SS time limit

Time Penalty is calculated as follows: the worst result of the Participant in this group who kept within the Time Limit (considering all time penalizations) multiplied by 1,2 coefficient;



## Appendix 2

### “Adventure” scoring category

(groups “Adventure”, “Adventure-Open”, “ATV-Adventure”, Moto-adventure)

1. Description
2. Technical requirements
3. Crews size
4. Program and competition part

#### 1. Description

One or several Special Stages included into “Ladoga Challenge” for “Adventure” scoring category (“Adventure”, “Adventure-Open”, “ATV-Adventure”, Moto-adventure scoring groups) are based on “pass-through timing” (exact Special Stages will be specified in the Road Book). “Adventure” scoring category winners (“Adventure”, “Adventure-Open”, “ATV-Adventure”, Moto-adventure scoring groups) are determined by the maximum number of special stages, made within the time limit. In case if this value is equal for two or more, the winner is determined by results of timed SS.

#### 2. Technical requirements

4WD cars and ATV conforming to the Technical Requirements are allowed to take part in the competition.

Group	Maximum wheel diameter	Maximum wheels width	Safety cage	Winch
Adventure-Open	970 mm, tractor tires are allowed	470 mm	-	2
Adventure *	838 mm	343 mm	-	1
ATV-Adventure	740 mm	12,5”	-	1

\* Cars competing in Adventure group must conform to TR-1 Technical Requirements. The following is additionally allowed:

- For cars with wheelbase of 2740 mm and more – wheel diameter up to 890 mm, wheel width – up to 343 mm;
- Wheel arches cut to install wheels of larger diameter;
- Subframe installation;
- Body and suspension lift as well as suspension parts replacement including springs relocation.

#### 3. Crews size

For crews competing in “Adventure” scoring category, the crew must consist of not less than two, but not more than five people, the crew size must not exceed the number of installed seats. Crews compete individually.

For “ATV-Adventure” and Moto-adventure scoring group, the crew consists of one person. Crews compete in teams consisting of two crews.

#### 4. Terms of the Competition. Duties of the Participants.

For “Adventure” scoring category, the competition is held on the closed route of more than 1200 km length, including a 150 - 400 km of special stages (SS) including heavy roads, deep ruts, water crossings, sand, swamps, rocks etc. The competitive part of the trophy-raid program includes additional special stages (Additional SS). The results of Additional SS are included into overall scoring. Additional SS scoring includes coefficients that will be published in bulletin before the competition start.

##### 4.1. Starting order

**4.1.1.** The starting order for the first Special Stage is defined by a drawing procedure that takes place during the Registration.

In case if some Participants retire from the competition, respective changes may be added to the start lists.

**4.1.2.** First competition day starts: There is no penalty for being late at SS1 start. If the crew is late at SS1 for more than 3 hours, they are not allowed to start. An early start is not possible.

##### 4.2. Road Book. Driving at SS



**4.2.1.** Participants must follow the route specified in the Road Book. The route is designed using cartographic material and geographical coordinates obtained by GPS-receivers. In order to limit the route width, a corridor may be established at some sections of the route (electronic means may be set up to ensure that participants follow the designated corridor). Check Points can also be established on the route. These Check Points will be stated in the Road Book and are easily recognizable.

**4.2.2.** To ensure that Participants follow the designated route the Organizer provides them with a track logger – it will be installed in vehicles and sealed to record GPS-track of Participants at each SS. During the competition, Participants hold the responsibility over this track-logger.

Any incident, which occurred through the fault of the Participant (loss, destruction, switching off, was not switched on in time, etc.), making it impossible to download the Participant's GPS-track and / or any attempt of fraud, manipulation, proven by navigation control service entail penalties. Damage or absence of the seal is penalized at a rate of Time Penalty for the given SS.

If desired, the Organizer can seal up the participant's navigation device to double-check the correct special stages' passage in case of dispute, if technically feasible. Sealing laptops, tablets and other devices running Windows, Mac OS, iOS and Android as well as Garmin 276 and 276c is not allowed.

It is not recommended to use the Organizer's track loggers as an external GPS signal receiver.

Data from the Participant's navigation device installed additionally and sealed by the Organizer will be accepted for consideration in case of dispute only after submitting a written request to the Competitor Relations Officer.

It is strongly recommended to turn off the track logger at liaisons to avoid erasing the SS track tail from the device. Turn on the track logger 5 minutes before the start to establish a proper connection with satellites.

**4.2.3.** In case of the track logger loss or damage the returnable deposit of RUR 10 000 will be retained by the Organizer in addition to a fixed Time Penalty (Normative) if SS track is also missing in the Participant's sealed device.

**4.2.4.** The following means are used to record Participants' results at SS: an electronic punching system chip, Checklist (Carnet) and Timing Marshals' records. BSC is eligible to penalize crews in case of Checklist loss or missing records at Check Points in it. Checklist loss may lead to a fixed penalty equal to Normative for this SS according to the decision of BSC. An electronic punching system chip loss may lead to a fixed penalty equal to Normative for this SS and i9s penalized by a fine of RUR 1 500. A penalty equal to Normative is applied if it is impossible to detect start/finish by the score's list. Participants are prohibited to make any corrections in the Checklist. In case if these corrections are made, a Time Penalty for this SS is applied.

**4.2.5.** Participants must follow through all the GPS points specified in the Road Book in the designated order with the following maximum deviations: not more than 30 meters for way points marked with W (so called "red" way points) – 5 minutes for every complete meter, deviation for 42 meter and more – 1 hour, deviation for more than 60 meters from other points in the Road Book – 1 minute for every incomplete meter, deviation for 90 meters and more – 30 minutes. Note that the predetermined allowed deviation from the way point is because any navigation device recording the data has a certain inaccuracy depending on the signal quality received from satellites. In order to ensure taking the point precisely it is recommended to drive up to it as close as possible.

**4.2.6.** If point B is located after point A in the Road book, then point B is scored in case, if it is located after point A in the Participant's track log. Point B that is located before point A in the Participant's track log is not scored. To restore the points sequence in case of a navigation error, the Participant must return to the point, following the last correctly passed point and continue the way according to the designated route.

**4.2.7.** Detailed information about methods for marking the route will be published in Bulletins.

**4.2.8.** Participants are allowed to transport their sports vehicles, ATV and motorcycles outside SS.

### **4.3. Time limit, Start, Finish**

**4.3.1.** SS Start closes 30 minutes after the start of the last Participant (Team) of this group according to the start list.

**4.3.2.** SS Finish closes according to SS Schedule.

**4.3.3.** The crew must provide their chip and track logger to the respective Services at the base camp to download timings and tracks after the SS completion according to Services' schedule (see Appendix 5 to the current Regulations).

After "Ladoga Challenge", the crew must provide their chip and tracks not later than 23:00 of the day, following "Ladoga Challenge" start day. In case if the crew does not provide Timekeeping and Navigation Control services with data stated above, the crew gets a Time Penalty (Normative) for the SS.

On the last competition day, Participants must provide their chip and track-logger to the respective Services at the base camp until 18:00.

**4.3.4.** If the crew is late to the SS start up to 30 minutes, a fixed penalty is applied as 1 minute for each minute of delay. If the crew arrives to SS start later than 30 minutes, they are not allowed to start. If the crew is late to the SS start from liaison for more than 30 minutes they are allowed to start but late arrival is penalized 1:1 (1 minute of penalty for every incomplete minute).



**4.3.5.** Exceeding the Time Limit at SS and absence of the track from SS causes a fixed Time Penalty (Normative) for the SS.

“Time Penalty (Normative)” – a time that is assigned to a crew when they fail to get SS result in the following cases:

- Missing start or finish at the SS
- Exceeded the SS time limit

Time Penalty is calculated as follows: the worst result of the Participant in this group who kept within the Time Limit (considering all time penalizations) multiplied by 1,2 coefficient;

Getting a Time Penalty for “Adventure” competitors means that the SS is not scored.



## Appendix 3

### “Grand-Tourism” category

#### Groups “GT Pro”, “GT Lite”, “Grand-Tourism Travel” and “GT Lite Moto”

1. Description
2. Technical requirements
3. Crews size
4. Program and competition part

#### 1. Description

##### “GT Pro” scoring group

Participants will be offered navigation tasks that require searching various objects and solving different tasks in order to find way points used for High-Speed Special Stages.

The crew’s position in the final classification of the competition is determined by the sum of “High-Speed SS and Additional SS results (including coefficients stated in the bulletin issued before the competition start). The coordinates of points used at High-Speed SS must be calculated by formulas handed out at each SS start.

##### “GT Lite” and “GT Lite Moto” scoring groups

The participants are offered navigation tasks including visiting natural monuments and historical sites.

The crew’s position in the final classification of the competition is determined by the number of obtained “Scorings of the Day” and “Bonuses”.

#### 2. Technical requirements

4WD cars conforming to the Technical Requirements are allowed to compete in “GT Pro” and “GT Lite” scoring groups. Any road motorcycles are allowed to compete in “GT Lite Moto” scoring group.

It is recommended to equip “GT Pro” vehicles with special off-road equipment (a winch, Hi-Jack, sand tracks etc.)

**2.1.** Stock off-road 4x4 vehicles produced in a quantity of not less than 1000 identical items and equipped with two seats minimum.

**2.2.** Participants are responsible for proving that the car is stock as a whole and its separate parts and units. During the Technical Inspection parts and units of the car might be compared with stock parts physically or using the manufacturer’s catalog.

**2.3.** It is allowed to use only automobile pneumatic tires marked for use on public roads (DOT). Wheels width is not limited, provided that when viewed from above, they are completely covered with the body or plastic expanders.

**2.4.** When using a steel winch cable, it is mandatory to use the rope dampener put on the cable. A piece of the rubber hose not shorter than 500mm and not lighter than 1.5 kg can be used as a rope dampener.

**2.5.** Hi-Jack: The jack must be securely fastened in the vehicle (metal holders are recommended).

**2.6.** The battery must be securely fastened.

**2.7.** The battery (as well as its terminals in case of a side contact) must be covered with a solid dielectric (rubber or plastic) cover.

**2.8.** Seat belts: The vehicle must be equipped with at least three-point factory-made seat belts for every crew member.

**2.9.** Helmets for all crew members are recommended. Helmets must have a rigid external shell, shock absorbing internal insert being an integral part of a helmet’s design, and ventilation holes. Using automobile or motorcycle helmets, of E22 and above standards is recommended. It is allowed to use rafting helmets of EN 1078, EN 1077 (Europe) or ASTM of 2040 (USA) standards; mountain bike helmets - Snell B 90 (USA) standard (the standard mark is located on an inner helmet surface); mountain skiing or hockey helmets. Using building helmets, helmets for road bicycles, tanker’s or other soft-top helmets is not allowed.

**2.10.** Vehicles must be equipped with factory-made fire extinguishers containing not less than 2 kg of fire extinguishing substance, concentrated in one or two cylinders. Using foamy and aerosol fire extinguisher cylinders is not allowed. Fire extinguishers must be located in easily reachable places for both driver and the co-driver. Fire extinguisher fastening must be reliable but should be easy removable barehanded in case of fire. Fire extinguishers must have an easily readable label containing its weight, fully loaded weight, weight of an empty cylinder and production date (the date of recharge).

**2.11.** Vehicles must be equipped with a first aid kit. All kit components must have a valid expiration date and have no visible package damage. First aid kit must be waterproof-packed and located in an easily reachable place.



### 3. Crews Size

For crews competing in "GT Pro" and "GT Lite" scoring groups the crew must consist of not less than two and not more than four crew members, the crew size must not exceed the number of installed seats.  
For motorcycles, competing in "GT Lite Moto" size of a crew must not be more than the number of installed seats.

### 4. Program and Competition Part

#### 4.1. "GT Pro" scoring group:

**Road Book** is a printed document handed out to crews at daily mandatory briefings every day. It contains numbers and description of mandatory and bonus points that crews shall visit during the day as well as a task that should be done at each point. Track-loggers provided by the Organizer are used to record the Participants' track and ensure that they follow the designated route.

**Mandatory point** – a point that crews must visit to find an answer to the respective question in the Road Book. This answer is then used in the formulas needed to calculate High-Speed SS coordinates.

**Bonus point** - a location that participants can visit to get an answer for a task and obtain the time advantage that is taken into consideration for High-Speed SS results. The exact time bonus is specified in the Bulletin.

**High-Speed SS** - a timed special stage where participants must find check points specified in the Road Book handed out at High-Speed SS start. To get a High-Speed SS scored, Participants must visit at least one check point included to this SS. Crews who found all the check points must reach the SS Finish as fast as they can. When determining the result of High-Speed SS, the advantage is obtained by the crew who has found the largest number of check points; if results are equal, the crew with the least time, including Bonuses, considered as SS winner. The task at the High-Speed SS includes: a list of SS Points, formulas necessary for calculating the geographic coordinates of the check points, a task to be solved at check points, and other necessary information. High-Speed SS start coordinates and the start list are displayed on the official information board not later than 1 hour before the High Speed SS start. The time limit (if the time limit is exceeded, the High-Speed SS is not scored for the crew) for the High-Speed SS will be published in the bulletin before the start of the competition.

**SS point** - a location that crews must find. The points' coordinates are calculated according to formulas handed out at High-Speed SS start, using answers discovered at mandatory points. The point is not scored if a task is not solved.

SS point calculation example:

Destination point: N 60° AB,CDM' E 30° GH,XYZ', where A = Answer 1 + Answer 3; B = Answer 2 divided by Answer 1; C = Answer 2 multiplied by Answer 3

Mandatory point Q112 GPS-coordinates: N 60°41'763", E 34°37'045" Answer 1: Number on a birch

Mandatory point Q113 GPS- coordinates: N 60°55'647", E 35°00'065" Answer №2: Number of stripes on a tree

Mandatory point Q114 GPS- coordinates: N 60°47,931", E 34°59,454" Answer 3: Number of bells in the bell tower etc...

**Additional SS** - an additional high-speed section. Short timed special stage with timing as a determinant factor. Additional SS examples: "Orienteering by the Road Book", "Sandy sprint", "Trial", "Figure driving", etc. Final results are calculated with reduction coefficients. The exact list of additional SS to be published in the Bulletin before the competition start.

**Finish** – the timing marshal will be located at the finish point. The finish record is made when a car with all the crewmembers on board is present in the Finish point.

**Photo Evidence** – the way to prove that the crew visited Bonus points and SS points. Crews must take a photo of themselves using a digital picture camera and following the picture composition rules. The picture composition rules will be published in a bulletin before the Competition start. Participant must ensure the technical possibility of transferring photos to the organizer's laptop and keep all the photos taken before the end of the competition.

#### "GT Pro" crews tasks:

During Ladoga Trophy Raid, the participants competing in "GT Pro" scoring group must visit Mandatory Points specified in Road Books handed out at daily mandatory briefings and find answers at these points. Taking the points by people who are not a part of a crew or by crewmembers on a car that has not been included into the scoring group is prohibited. Crews are free to choose what specified Bonus points they will visit during their daily route. Taking the Bonus point by a car is mandatory.

The participants are offered several High-Speed Special Stages. Bonus Points scored for SS1 are not taken into consideration for SS2 result etc.

After each High-Speed SS the crews will get scoring points according to the following formula:

$OM = 100 - (100 - 1) / (v_c - 1) * (v_m - 1)$  where OM – the number of scoring points; C – number of crews within "GT Pro" scoring group; M – position taken. Values are rounded according to mathematical rules to one decimal place.

The number of scoring points obtained by the crew is the SS result.

Additionally during Ladoga Trophy Raid the participants will be offered several Additional Special Stages. At the end of each Additional SS the participants will get scoring points calculated by formula for High-Speed SS



multiplied by the lowering coefficient. Lowering coefficients will be published in the Bulletin before the Competition start. The scoring points multiplied by lowering coefficient are the Additional SS result.

“GT Pro” winner is the crew obtained the maximum number of scoring points at all SS and Additional SS. If scoring points sum is equal for two or more crews, the advantage is given to the crew who earned the largest number of scoring points at SS, and in case of repeated equal scoring points number the winner is determined by SS3 results.

*For example:*

There are 40 crews in “GT Pro” group, a lowering coefficient for all Additional SS is 0,33. Crew N1 took the first place in two SS and all Additional SS, but was not scored for third SS. Crew N2 was third at SS1, fifth at SS2, fifteenth at SS3 and second at all Additional SS. This way these two crews will get the following scoring points:

Crew	SS1	SS2	SS3	Add. SS1	Add. SS2	Add. SS3	Add. SS4	Overall
N1	100	100	0	33	33	33	33	332 points
N2	86,4	77	46,6	30,5	30,5	30,5	30,5	332 points

Crew N2 is considered a winner between two crews as far as the crew obtained more scoring points at all three SS: 210 points against Crew N1 that obtained 200 points.

#### 4.2. “GT Lite” scoring group:

**Day Scoring** – in order to get the competition day scored the crews must visit at least 90% of points specified in the Road Book. Track-loggers provided by the Organizer are used to record the Participants’ track and ensure that they follow the designated route.

**Road Book** is a printed document handed out to crews at daily mandatory briefings every day. It contains numbers and description of mandatory and bonus points that crews shall visit during the day as well as task that should be done at each point.

**Mandatory point** – a point that crews must visit to find an answer to the respective question in the Road Book. This answer is then used in the formulas needed to calculate High-Speed SS coordinates.

**Bonus Point** – a location that can be visited by a crew to get an additional timing advantage. Scored bonus points are considered to define the competition results.

**Additional SS** - an additional high-speed section. Short timed special stage with timing as a determinant factor. Additional SS examples: "Orienteering by the Road Book", "Sandy sprint", "Trial", "Figure driving", etc. Final results are calculated with reduction coefficients. The exact list of additional SS to be published in the Bulletin before the competition start.

**High-Speed SS** - a timed special stage where participants must find check points specified in the Road Book handed out at High-Speed SS start. To get a High-Speed SS scored, Participants must visit at least one check point included to this SS. Crews who found all the check points must reach the SS Finish as fast as they can. When determining the result of High-Speed SS, the advantage is obtained by the crew who has found the largest number of check points; if results are equal, the crew with the least time, including Bonuses, considered as SS winner. The task at the High-Speed SS includes: a list of SS Points, formulas necessary for calculating the geographic coordinates of the check points, a task to be solved at check points, and other necessary information. High-Speed SS start coordinates and the start list are displayed on the official information board not later than 1 hour before the High Speed SS start. The time limit (if the time limit is exceeded, the High-Speed SS is not scored for the crew) for the High-Speed SS will be published in the bulletin before the start of the competition.

**SS Point** - a location that crews must find. The points’ coordinates are calculated according to formulas handed out at High-Speed SS start, using answers discovered at mandatory points. The point is not scored if a task is not solved.

SS point calculation example:

Destination point:  $N 60^{\circ} AB, CDM' E 30^{\circ} GH, XYZ'$ , where  $A = \text{Answer } 1 + \text{Answer } 3$ ;  $B = \text{Answer } 2 \text{ divided by Answer } 1$ ;  $C = \text{Answer } 2 \text{ multiplied by Answer } 3$

Mandatory point Q112 GPS-coordinates:  $N 60^{\circ}41'763''$ ,  $E 34^{\circ}37'045''$  Answer 1: Number on a birch

Mandatory point Q113 GPS- coordinates:  $N 60^{\circ}55'647''$ ,  $E 35^{\circ}00'065''$  Answer №2: Number of stripes on a tree

Mandatory point Q114 GPS- coordinates:  $N 60^{\circ}47,931''$ ,  $E 34^{\circ}59,454''$  Answer 3: Number of bells in the bell tower etc...

**Additional SS** - an additional high-speed section. Short timed special stage with timing as determinant factor. Additional SS examples: "Orienteering by the Road Book", "Sandy sprint", "Trial", "Figure driving", etc. Final results are calculated with reduction coefficients. The exact list of additional SS to be published in the Bulletin before the competition start.



**Finish** – the timing marshal will be located at the finish point. The finish record is made when a car with all the crewmembers on board is present in the Finish point.

**Photo evidence** – the way to prove that the crew visited Bonus points and SS points. Crews must take a photo of themselves using a digital picture camera and following the picture composition rules. The picture composition rules will be published in a bulletin before the Competition start. Participant must ensure the technical possibility of transferring photos to the organizer's laptop and keep all the photos taken before the end of the competition.

**“GT Lite” and “GT Lite Moto” crews’ tasks:**

During Ladoga Trophy Raid, the participants competing in “GT Lite” scoring group must visit Mandatory Points specified in Road Books handed out at daily mandatory briefings and find answers at these points. Taking the points by people who are not a part of a crew or by crewmembers on a car that has not been included into the scoring group is prohibited. Crews are free to choose what specified Bonus points they will visit during their daily route.

The participants are offered several High-Speed Special Stages. Bonus Points scored for SS1 are not taken into consideration for SS2 result etc.

After each High-Speed SS the crews will get scoring points according to the following formula:

$OM = 100 - (100 - 1) / (v_c - 1) * (v_m - 1)$  where OM – the number of scoring points; C – number of crews within “GT Pro” scoring group; M – position taken. Values are rounded according to mathematical rules to one decimal place. A final value is multiplied by a lowering coefficient. This coefficient will be published in a bulletin before the competition start. The number of scoring points with an applied lowering coefficient obtained by the crew is an Additional SS result.

The winner in “GT Lite” and “GT Lite Moto” scoring groups is determined by the largest number of obtained Day Scorings. If the number of Day Scorings is equal for two or more crews, the advantage is given to the crew visited more Bonuses, and in case of repeated equal numbers the winner is determined by the sum of scoring points obtained at all High-Speed SS and Additional SS. In case of repeated equal numbers the winner is determined by the best result at the last High-Speed SS.



**Camp Services Schedule**

Administration	Daily, except relocation days	From 7-30 to 24-00
	Sunday, 16.06.2019	From 7-30 to 13-00
Navigation Control and Timekeeping service	Daily, except relocation days	From 7-00 to 24-00
	Relocation day	From 7-00 to 2-00
Medical service	Daily, except relocation days	From 7-30 to 24-00
	Emergency cases	24/7
Press service	Daily, except relocation days	From 9-00 to 24-00
Cafe	Daily, except relocation days	From 7-00 to 2-00
Shower	Daily, except relocation days	From 15-00 to 24-00
	Relocation day	According to capability to 1-00
Play space	Daily, except relocation days	From 11-00 to 20-00
	Relocation day	Out of service