



***RAINFOREST CHALLENGE OF POLAND
2021 REGULATIONS***

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1. Event Form and Regulatory Authority

1.1. The organizer is Urban Construction sp. Z oo with its seat in Elbląg, organizing the Rainforest Challenge of Poland (RFC of Poland) event on April 21-24, 2021, which will take place in Elbląg.

The Rainforest Challenge of Poland (RFC of Poland) is an event aimed at gathering four-wheel drive enthusiasts from around the world and ultimately successfully completing an off-road adventure. During the 4 days of the competition in Elbląg (Poland), drivers will have the opportunity to test their skills on special stages in extreme off-road conditions.

1.2. The event is open to all four-wheel vehicles, provided that they have the required documents and the technical condition of the car, as specified further in the Regulations. The event is organized in three classes: SOFT, MEDIUM (together with MEDIUM +), and HARD. It is possible to create classes for off-road motorcycles, UTV, ATV and other off-road vehicles (e.g. 6x6) provided there are enough vehicles in the class. Otherwise, participants will only be able to participate in the Rally as traveling adventurers without being scored.

1.3 Hosted by the Global RFC Series the event is ranked 3rd in the world ranking of the 10 toughest motor racing events

1.4 The results from Special Stages(ss) determine the position of the champions as well as the first and second places in a given class. Scoring will be a combination of the time obtained minus any penalties imposed on the teams as specified in the event regulations

1.5. Special stages (SS) will be varied with the main emphasis on safety. The competition sections will be designed primarily to test the skills of teams and their vehicles. The Competition Committee evaluating the competition reserves the right to create special SS for teams consisting of two or more vehicles. In this case, a separate trophy will be awarded to the group with the highest number of points after completing all stages.

1.6. The TEAM SPIRIT AWARD will be awarded by the Competition Committee on the basis of the points that individual competitors will earn on each competition day for exceptional motivation, leadership and resourcefulness in solving obstacles to help other participants.

1.7. The JUNGLEMAN AWARD is a prestigious individual award of the RFC competition. It is granted to the participant that during all

stages of the rally demonstrates the unique combination of teamwork, survival, knowledge of mechanics, 4 wheel drive and belaying.

1.8. The ENVIRONMENT AWARD is awarded to each participant or group of participants who show special concern for the environment in order to promote 4WD and off-road traffic as a responsible user of public spaces.

1.9. There will also be discretionary prizes: MOST UNIQUE 4x4 for the most unique motive, the award of the President of the City of Elbląg, the award of the Organizer URBAN CONSTRUCTION

1.10. The body responsible for running the event will be the Competition Director of RFC Poland and the Competition Committee.

2. Competition classes and technical requirements

2.1. SOFT class

2.1.1. Off-road route with various obstacles. During individual stages, the crews have to pass PKP (crossing control points) "stamps" and taped special sections on time. For people who take their first steps in off road crossing, not all obstacles may be available

2.1.2. Construction of the vehicle

2.1.2.1. Drive system:

- any drive unit,
- allowek installation of non locks differential
- seriesserial drive axles,
- allowed suspension lift,
- the car cannot have portal bridges (on reduction gears).

2.1.2.2. Body:

- serial, closed, unmodified,.

2.1.2.3. Winch:

- One winch

2.1.3. Towing hooks:

- mandatory: front + rear of the vehicle.

2.1.4. Powered axles:

- 2.
- diameter up to 37 inches,
- unacceptable tread type, "fir" (the so-called agricultural tire).

2.2. MEDIUM class

2.2.1. Off-road route with various obstacles that can be overcome by the crews using the front winch. During individual stages, the crews have to pass CCP (crossing control points) "stamps" and taped special sections on time.

2.2.2. Construction of the vehicle

2.2.2.1. Drive system:

- any drive unit,
- the car cannot have portal bridges (on reduction gear). It also applies to cars in which such bridges were

fitted as standard.

2.2.2.2. Bodywork:

- recommendary internal or external cage
- unmodified to B-pillar

2.2.2.3. Winch:

- any one winch in front of the A-pillar,
- the installed second winch will be sealed during the technical inspection,

2.2.3. Towing hooks:

- mandatory: front + rear of the vehicle.

2.2.4. Powered axles:

- 2.

2.2.5. Tires:

- diameter up to 38.5 inches,
- unacceptable tread of the "fir" type (agricultural tire).

2.3. MEDIUM + class

2.3.1. Off-road route with various obstacles that can be overcome by the crews using the front winch. During individual stages, the crews have to pass the PKP (points of the passage control) "stamps" and taped special sections on time.

2.3.2. Construction of the vehicle

2.3.2.1. Drive system:

- any drive unit
- the car cannot have portal bridges (on reduction gear). It also applies to cars in which such bridges were fitted as standard.

2.3.2.2. Bodywork:

- any structure,
- recommendary outer safety cage or frame cage

2.3.2.3. Winch:

- without winches, will be fitted and sealed during technical inspection,
- recommended manual winch type TIRFOR / KIFOR + belt tree.

2.3.3. Towing hooks:

- mandatory: front + rear of the vehicle.

2.3.4. Powered axles:

- 2.

2.3.5. Tires:

- diameter up to 42 inches,
- permissible tread type, "fir" (so-called agricultural tire).

2.4. HARD class

2.4.1. Off-road route with various obstacles. Crews must be able to overcome steep climbs, descents, traverses, and water trials. During each stage, the crews complete the taped special stages on time.

2.4.2. Construction of the vehicle:

2.4.2.1. Drive system:

- any drive unit,
- any drive system.

2.4.2.2. Bodywork:

- any structure,
- mandatory outer safety cage or frame cage

2.4.2.3. Winch:

- any two winches
-

2.4.3. Towing hooks:

- mandatory: front + rear of the vehicle.

2.4.4. Powered axles:

- 2.

2.4.5 Tires:

- diameter up to 42 inches,
- permissible tread type, "fir" (the so-called agricultural tire).

3. Vehicle equipment

3.1. The vehicle must have a 3 ton belay point required at the rear and front of the vehicle, must be securely attached to the chassis with at least two 12mm or four 10mm class 8 (or equivalent) high tensile bolts, belay points must be painted red or yellow, safety points can also be attached to another part of the vehicle if it is strong enough to withstand a load of 3t.

3.2. The vehicle must have a windshield, the glass must not have any openings.

3.3. Vehicles must be equipped with a high air intake. 3.4. Mandatory safety equipment:

- rope break damper,
- Snatch block,
- 2 shackles up to 3 tons,
- for SOFT and MEDIUM classes: tow rope.

3.5. Recommended safety equipment:

- earth anchor,
- rope break damper,
- Snatch block,
- 4 shackles up to 3 tons
- ,1 tree protection belt (2 pcs for HARD class),
- for MEDIUM + and HARD classes:
 - tow rope ,
 - kinetic
 - rope
 - HI-LIFT (HI-JACK).

3.6. Mandatory safety equipment:

- helmets for crew members,
- 2 pairs of leather gloves with covered fingers,
- the vehicle should be equipped with two powder extinguishers, total of 2 kg,
- a well-equipped first aid kit,
- a vest for driver and pilot.

3.7. Mandatory operational equipment:

- **GSM phone with Android system min. 8 with the MODULE NFC permanently connected to the power source**
- distance measuring device (a GSM phone with at least 8 or iOS 13 may be connected permanently to the power source),
- device enabling navigation in the field "to coordinates", equipped with current maps (e.g. dedicated navigation, computer navigation systems, telephone with the Locus application),
- environmental mat with an area larger than the surface of the car at the point service crew.

3.8. Recommended operating equipment:

- shovel with a fixed handle,
- a comprehensive set of tools to carry out ongoing repairs for the duration of the competition,
- car jack and wheel wrench,
- spare parts: fan belts, radiator hoses, oil, wheel bearings and filters,
- spare winch cable / synthetic rope, winch motor, winch solenoids.

3.9. Required documents

- insurance policy,
- registration certificate,
- current technical examination.
- **If the car does not meet the above criteria, it must be ride on the trailer/tow truck between the sections.**

3.10. Vehicles and all equipment must be available for scrutineering at the appointed time and place. A team representative must be present during these checks.

3.11. The driver must present the vehicle in a ready-to-take-off condition, including mandatory equipment, driving license, insurance and registration documents.

3.12. The Organizer puts special emphasis on the safety aspects of the vehicle and its condition for the event to be successful. It is the responsibility of the competitor to ensure that the mandatory equipment is in good condition and that it is self-sufficient for the completion of the competition.

4. Vehicle specification

4.1. Chassis / chassis

4.1.1. All vehicles must have a fire wall between the passenger compartment and the engine compartment

4.1.2. Any equipment that is moved from the engine compartment to other parts of the vehicle, such as the radiator / batteries that are installed behind the driver or co-driver, should be separated by a steel, polycarbonate or plexiglass wall that must be installed in such a way as to separate the cabin.

4.1.3. Vehicles must have a hood covering the engine and rotating pulleys.

4.1.4. Open passenger compartments shall be equipped with a load barrier mounted directly behind the driver and passenger seats. The cargo barrier should be made of steel / alloy with a maximum aperture of 50x50 mm and should be secured in at least four places with clamps or bolts.

4.1.5. Objects carried in and on the vehicle must be properly secured against falling into or out of the vehicle while driving.

4.1.6. Any modification is subject to approval by the main controller.

4.2. Seat belts

4.2.1. Each vehicle must be equipped with (4-point) seat belts that meet European, American, Australian or FIA standards. The harness must not be frayed, torn or damaged in any way.

4.2.2. The lap section of the harness must be secured to the floor behind the seat back line. The shoulder straps must fit not less than 100 mm below the top of the seat-back. The fixing bolts must have a tensile strength of 10mm. Washers for the seat belt bolts must be installed under the floor.

4.3. Safety cage

4.3.1 If required for the class, vehicles must be equipped with a 6-point internal roll cage

4.3.2. Tubes used in the manufacture of a roll cage must meet a standard consistent with accepted engineering practice and should have at least:

4.3.2.1. Seamless steel pipe with an outer diameter of 45 mm and a wall thickness of 2.5 mm.

4.3.2.2. Aluminum alloy tube with an outer diameter of 45 mm and a wall thickness of 5 mm.

- 4.3.2.3. The roll cage will be mounted to the cabin floor in six places using square plates 5 mm100x100 mm, welded or bolted to the floor plate with a minimum of two screws per mounting plate,tensile with a minimum size of 10 mm. Underneath the floorboard, panels of the same size and must be installed thickness.
- 4.3.2.4. The structure of the cage must not significantly obstruct access to the front seats or the space occupied by the driver and passenger.
- 4.3.2.5. The top of the roll cage or stiffener must be fully covered with high-density foam or equivalent, at least 15 mm thick.
- 4.3.2.6. All connections are to be butt welded with full penetration penetration.
- 4.3.2.7. The roll cage must be built in accordance with commonly used safety standards.
- 4.3.3. Examples of internal safety cage:



4.4. Fuels

- 4.4.1. Vehicles should be equipped with additional fuel in the amount of minimum 20 liters, in canisters or in additional fuel tanks installed in the vehicle. All fuel storage areas must be made of metal or other material approved for the carriage of fuel. The head judge reserves the right to refuse any fuel tank or fuel storage container that is deemed unsafe.
- 4.4.2. The fuel used in the rally must be that available at a regular gas station. It is forbidden to use fluorine, nitrogen or operating fuels.

4.5. Wheels and tires

- 4.5.1. tire and wheel combinations are limited for each of the individual competition classes,
- 4.5.2. it is forbidden to use any type of chains,
- 4.5.3. tires designed for operation in muddy environments are recommended,
- 4.5.4. tires must be at least 60% of the tread depth at the start of the competition,
- 4.5.5. wheel and tire combinations may protrude beyond the vehicle bodywork, but must be covered by the widening material along the entire length of the wheel arch,
- 4.5.6 each vehicle should be provided with a spare wheel which is securely fastened on or inside the vehicle
- 4.5.7. riders should complete the competition and all stages using the tires that were fitted to the vehicle at the time of scrutineering. Replacement tire / tires must have the approval of the head judge.

4.6. Electrical system

- 4.6.1. a mechanical switch must be fitted to the battery / accumulators supplying the electric system, located in the cabin, within the reach of the driver and the pilot,
- 4.6.2. external power sources are not allowed,
- 4.6.3 in vehicles equipped with an electric winch it is recommended to install a double battery system,
- 4.6.4. the vehicle must be equipped with work lights, running lights, indicators, wipers and horn.

4.7. Winch

- 4.7.1. each vehicle must be equipped with a winch compliant with the class specification,
- 4.7.2. winches must be equipped with a service brake,
- 4.7.3. The winch steel ropes should be made of high-tensile steel, in accordance with the parameters of the winch,
- 4.7.4. synthetic ropes must comply with the parameters of the winch, 4.7.5. winch ropes or other ropes must be fully operational and fully wound at the beginning of each SS,
- 4.7.6. rope hooks, double hooks must have working safety latches. It is forbidden to use open hooks,
- 4.7.7. winch ropes must have professionally made loops. Synthetic ropes must be braided in accordance with the manufacturer's instructions,
- 4.7.8. the cable break damper must be used on both the steel and the synthetic rope,

4.7.9. where steel ropes need to be repaired, they may be joined as follows:

4.7.9.1. overlapped,

4.7.9.2. parallel.

Overlap of at least 100 mm of rope connected with at least 4 appropriate clamps spaced at equal intervals. The ends of the ropes must be carefully secured so that no strand is exposed.

4.7.10. Rope repairs must be approved by a judge.

5. Crew:

- number of crew - 2 (driver + pilot),
- driver - driving license category B, age 18+,
- age of the pilot 18+ (admissible age 16+ with the consent of the legal guardian).

6. Environment

6.1. All participants undertake to abide by globally accepted rules of environmental protection throughout the competition.

6.2. Penalty points will be imposed for breaking any environmental rules set out in this document.

6.3. Penalty points will be imposed on teams whose support teams violate any environmental rules.

6.3.1. All places used during the rally must be kept clean. You are required to take away all your rubbish, and you are welcome to pick up any rubbish not left by us. It is forbidden to bury any rubbish.

6.3.2. It is necessary to use the belt each time, with protection against damaging the trunk, during belaying operations with fastening to the tree.

6.3.3. Follow marked paths when driving off-road. It is forbidden to enter any areas covered with vegetation outside the designated routes.

6.3.4. It is essential to use environmental mats when repairing the vehicle.

7. Vehicle / competitor stickers

- 7.1. Doors in participating vehicles must have a reserved space of 600x450 for advertising the event with the organizer's logo.
- 7.2. Riders may attach any type of advertisement to their vehicle, provided that:
 - 7.2.1. The participant obtained the prior consent of the organizer
 - 7.2.2. it will not be offensive to anyone.
 - 7.2.3. does not cover the area reserved for the organizer.
- 7.3. The lack of space to stick the advertisement of the organizer or stick this advertisement may result in penalty points.
- 7.4. Helmet starting numbers - Mandatory 2 pcs (right and left side of the helmet),
- 7.5. Vehicle starting numbers - obligatory 3 pcs. In a visible place on the sides of the vehicle and on the windscreen.

8. Regulations concerning special stages (SS)

- 8.1. The starting order for the first run will be drawn by lot, and in the following sections based on the collected points. Competitors must start in the correct order, unless the competition committee agrees to change the order. Any vehicle that is not ready for the start when the previous vehicle leaves the start may be declared unfit to continue and disqualified. Throughout the rally, the crew must remain in the same line-up, it is allowed to change driver and co-pilot within one team at the beginning of each SS.
- 8.2. The driver and co-driver are the only persons allowed to stay in the vehicle during the rally route. The vehicle driver must have a valid driving license recognized under the Road Traffic Act. The driver and co-driver will wear:
 - fully covered shoes,
 - trousers with long legs,
 - shirt with long sleeves,
 - helmet or special helmet (meeting safety standards) approved by the chief judge.
- 8.3. The timer will complete when the vehicle has come to a complete halt in the finish area (line behind the front door), all equipment is properly secured in the vehicle and the driver and pilot are wearing their seat belts.
- 8.4. A SS may be marked with wheels, flags, paint or defined as a patterned track.
- 8.5. Competitors must immediately remove themselves and their vehicle from the course at the behest of the judge or staff.

- 8.6. The competition organizer reserves the right to amend supplementary regulations and to make decisions in matters not covered by the regulations and to award penalty points at its own discretion.
- 8.7. Prizes will be awarded on a point-by-point basis, minus any penalties.
- 8.8. In the case of team stages, the SS committee will choose the composition of the teams. Team points will not count towards individual results.

9. Penalties

9.1. Penalties will be awarded for:

- failure to comply with the rules of environmental protection (e.g. failure to use tree protection tapes, failure to use environmental mats),
- failure to comply with occupational health and safety rules (e.g. lack of gloves when operating the winch rope),
- incorrect use or lack of a rope break shock absorber,
- service works under voltage,
- rope storage inside the cabin,
- lost or unsecured equipment,
- improper wearing of the helmet,
- driving outside the vehicle,
- breaking or damaging the track markings,
- failure to follow the route / rally guidelines,
- lack of appropriate clothing.

9.2. The following violations will be penalized with one verbal warning:

- excessive skidding and inadequate driving,
- failure to stop at the express command of the rally staff,
- standing directly in front of the vehicle while hauling,
- holding the rope while the winch is operating,
- continuing the dangerous behavior,
- crossing the border of the designated track with 4 wheels.

Note: Some OSes may add their own penalties after informing the crew before take-off

9.3. The following violations will be punished with disqualification from the rally:

- any insulting the judges, competitors, spectators, rally staff,
- attempts to influence the judges' decision in any way,
- unauthorized tampering with another competitor's vehicle,
- use of alcohol or drugs during the rally,
- drastic violation of environmental protection rules.

10. Rescue Actions

If it is necessary to establish a rescue group, the leader of such a group will be delegated by the organizer. For safety reasons, all participants must follow the instructions of the rescue team leader

11. Checkout

in Appropriate clothing must be worn at all briefings.

At least one team member will be present at each briefing.

12. Scoring

12.1. Crews that do not start a SS receive DNS- 0 points.

12.2. Crews not reaching the designated OS marker will receive 0 points (DNF).

12.3. Crews that pass (with any part of the vehicle) an axle marker, but do not complete an axle, receive 100 points (DNF +100 points).

12.4. Places 1,2,3 are additionally rewarded (1 - 150 points, 2 - 100 points, 3 - 50 points)

12.5 Penalty points: 100 points

12.6. Crews that complete a SS will receive points from fastest to slowest as follows:

Place	Points	Place	Points	Place	Points	Place	Points
1	1000	11	750	21	500	31	250
2	975	12	725	22	475	32	225
3	950	13	700	23	450	33	200
4	925	14	675	24	425	34	175
5	900	15	650	25	400	35	150
6	875	16	625	26	375	36	125
7	850	17	600	27	350	37	100
8	825	18	575	28	325	38	75
9	800	19	550	29	300	39	50
10	775	20	525	30	275	40	25

- 12.4.1. If 2 or more competitors finish the SS stage with the same time, they will receive the same number of points. The competitor with the next best time will be awarded points according to his position on that stage. A seat will not be allocated due to a tie.
- 12.4.2. In the event of a tie in the main prizes, the winner will be determined based on a journey analysis. The number of penalty points awarded will determine your position. In the event of a tie not being scored, both will be placed in the same position.

13. Complaints and grievances

- 13.1. Written complaints received from competitors will be submitted directly to the Competition Director or a Competition Committee Member within two hours of receiving the results for a given SS. When submitting a complaint, a handling fee of PLN 100 will be charged, which will be forfeited if the protest is rejected.
- 13.2. Vehicle-related complaints must be received by the end of the first competition day.
- 13.3. The Race Director and the Race Committee must review any formal complaint and a 2/3 of the votes are needed to determine the verdict. However, in the interest of the general good, the Race Director makes the final decision after hearing all opinions.
- 13.4. The Competition Director has the right to appoint a representative from among the participants who will participate in the examination procedure, but without the right to make decisions.

14. Forbidden behavior and help

- 14.1. In the event of a vehicle breakdown or damage, the Organizer will provide assistance in bringing the vehicle to the nearest service point. It will be up to participants to arrange the necessary repairs and rejoin the rally.
- 14.2. No other help from the Organizer is expected. Riders should be self-reliant throughout the rally.
- 14.3. During the rally, entry is forbidden for vehicles not participating in the rally.

15. Sporting attitude

If an athlete or team member (including the support team) promotes unsportsmanlike conduct, is rude or offensive to officials, local authorities, landowners, sponsors and other players, damages property, is under the influence of alcohol, may be disqualified. from current and future Events.

16. Crisis management

The Event Organizer's goal is to ensure a safe and incident-free rally. However, with any type of motorsport, there is an element of danger, and unplanned events are not uncommon. Each incident can become a media crisis, e.g. personal injury, car accident or environmental threat. Competitors are advised to leave any responses to media inquiries with the Race Director. After informing him of all aspects of the incident, the Director will make a statement on this matter.

17. Organizer's rights

17.1. The organizer may refuse admission without giving a reason. 17.2. The Organizer may cancel, cancel, postpone or shorten the Event without proper notification in the event of unforeseen circumstances. Due to this situation, no claims will be considered.

17.3. The organizer may exclude any vehicles or participants that do not meet the guidelines contained in these regulations.

17.4. The organizer may cancel any SS also after some competitors have finished it.

17.5. In the event of a vehicle breakdown or damage, the Organizer will provide assistance in bringing the vehicle to the nearest service point. It will be up to participants to arrange the necessary repairs and rejoin the rally. If repair is not possible, the competitor is deemed not to have finished the rally. In such a situation, the participant cannot expect any other help from the Organizer, assuming that each participant should be self-sufficient during the rally.

- 17.6. The organizer has the right to take a breathalyzer test of participants.
- 17.7. In the event of disqualification, the participant is not entitled to a refund.

18. Compensation

- 18.1. The Promoter and other co-organizers (local authorities, sponsors, landowners, and anyone counted among the organizers) will not be responsible for any accidents of participants in the Event, such as personal injury, vehicle damage, loss or theft.
- 18.2. The organizer and other co-organizers (local authorities, sponsors, landowners, and anyone counting among the organizers) will not be responsible for breaches of the rules and the law by participants. The participant will be fully responsible for any accident or infringement of rights and should compensate those injured.
- 18.3. Participants are required to have private insurance. The event staff will also have their own insurance.
- 18.4. Before the start, participants must sign the Acceptance of the Regulations. Failure to do so will result in disqualification with no refund.
- 18.5. In the event that the rally does not take place due to the situation around the Covid-19 pandemic, participants are entitled to a 70% refund of the entry fee. This return may be transferred to the participant's account or transferred to the next rally.
- 18.6. The organizer reserves the right to change the regulations.

19. Media image

A written consent of the Organizer is required for sharing and perpetuating the image, publishing, and using it for promotional purposes.

20. In connection with the situation regarding the Covid-19 pandemic in Poland:

20.1 The recommendations of the Chief Sanitary Inspector and the Minister of Health regarding protection against Covid-19 should be followed

You should remember to follow the basic preventive principles that will significantly reduce the risk of infection:

- wash your hands often,
- follow the rules of protection when sneezing and coughing,

- keep a safe distance,
- avoid touching your eyes, nose and mouth,
- wear protective masks.

20.3. Each competitor may be subjected to body temperature control. 20.4. The organizer undertakes to comply with the recommendations of the GIS and the Ministry of Health and to introduce all requirements to cope with the current situation and maintain safety during the sports competition.

20.5. Only registered crews may stay in the competition area, and if required by the current regulations, the event will be held without the participation of the audience / fans.

Please understand and take our request seriously, hoping that the current situation will change quickly and that we will be able to participate in our events in a larger group in the future..