RESUME

SILK WAY
RALLY 2011
FROM 9 - 16 JULY

MOSCOW
SOCHI
ROUTE

TOTAL ROUTE
3 940 KM

SPECIAL STAGES
2 450 KM
INTERNATIONAL PROJECT!

THE MOST OUTSTANDING RALLY IN EURASIA!

CEREMONIAL START FROM THE MAIN SQUARE OF THE COUNTRY!

FINISH IN PRE-OLYMPIC SOCHI!

A VERY DIFFICULT AND UNIQUELY BEAUTIFUL ROUTE!

TOTAL ROUTE LENGTH 3940 KM, INCLUDING 2450 KM OF SPECIAL STAGES

TOP-RANKED MOTORSPORT TEAMS FROM 28 COUNTRIES

FIVE BIVOUACks HOSTING 1500 PEOPLE DAILY!

A MOBILE AIR GROUP CONSISTING OF 14 AIRCRAFT!

58% OF THE STARTERS FINISHED

605 JOURNALISTS WERE WORKING DURING THE RACE

138 INTERNATIONAL MASS-MEDIA REPRESENTATIVES CONSTANTLY FOLLOWED THE RALLY CARAVAN

969 TV-REPORTS WITH 3 983 MINUTES OF TOTAL DURATION!

4 518 PUBLICATIONS IN MASS-MEDIA!

8 FOOD SUPPLY TRUCKS
WELCOME NOTE FROM THE DEPUTY PRIME MINISTER OF THE RUSSIAN FEDERATION, THE CHAIRMAN OF THE OLYMPIC COMMITTEE OF RUSSIA

«The Silk Way Rally passes over the half of our country – 13 subjects of Federation have been involved along this year’s route. Thus the whole world is tracing the rally. It is being broadcast all over the world. It serves as the promotion of our country and lets people around the world to learn more about Russia, which is very important. And also it’s great that the race finishes in Sochi – the capital of future winter Olympic Games!»

Deputy Prime Minister of the Russian Federation, Chairman of Olympic Committee of Russia, Chairman of the Silk Way Rally Organizing Committee
Alexander ZHUKOV
In a rather short period of time the Silk Way Rally has become one of the major events in international motorsports earning a great popularity among the world’s best racing drivers. The structure and number of competitors is definitely evidence of the meaningfulness and the scale of the event: the drivers from 28 countries had to make almost 4 000 kilometers in seven days from Moscow to the capital city of the 2014 Olympic Games – Sochi.

I am sure that further editions of the Silk Way Rally, which has Dakar Series status, will significantly impact the development of motorsports in Russia and in the world, and will also expose plenty of new talented drivers.

Minister of Sports, Tourism and Youth Policy of the Russian Federation,
First Deputy Chairman of the Silk Way Rally Organizing Committee
Vitaly MUTKO
Sochi-2014 has a magical aura of expectation ahead of the magnificent sporting event that Russia is arranging for the world, it overwhelms all of us. The rally route, starting in Moscow, the hostess of the 1980 Olympic Games, and rushing to Sochi – the capital of the 2014 Winter Olympics, has become a kind of a relay between these two Russian Olympics. The Olympics theme like a red line runs through all Silk Way events. The Headquarters were located at the famous Luzhniki Stadium. The ceremonial start was held in Red Square and the rally finish took place in Krasnaya Polyana.

We all have witnessed the spectacular event, the triumph of the sports spirit, enjoyed the unique moments and the joy of wins during Silk Way Rally!

Everyone have already got used to the fact that the Silk Way Rally is full of surprises. In 2009 and 2010 both competitors and spectators opened up new horizons and got a lot of new and positive emotions. The third edition of Silk Way Rally Dakar Series has traditionally sparked the interest for new challenges and adventures. After a careful calendar review the organizers have decided to change the date of the competition in order to give it a status of a key mid-season rally. Placed between two Dakars, Silk Way is not only a good preparation, but also the race of hard struggles and last-gasp victories.

The Silk Way Rally has become the most successful event in the history of the Dakar Series as it combines essential factors that place the event right at the top of the rally discipline. It was a real challenge for the top-rated leaders as well as for the amateurs whose main goal was reaching the finish line.

All the attention and care given to the development of route guaranteed the sports interest from the very beginning until the last day.

Silk Way Rally
Project Manager
Semen YAKUBOV
The 2011 Silk Way Rally played a special role in the promotion healthy of a lifestyle and patriotic education for the Russian youth, and the finish of the rally drew even more attention of the international community to the 2014 Winter Olympic Games.

For the second year Transneft has an opportunity to be a title sponsor of such a massive project which demonstrates the ability of Russia to represent a world-class sport events.

Transneft as a socially responsible company functioning for the benefit of Russia is aware of all the importance of such activities for supporting national motorsports. Thanks to the

Silk Way Rally Russian motorsport has received an excellent impulse for further development, and Transneft’s participation in this project has strengthened the confidence of the international community that the Silk Way Rally is an outstanding project.

Sincerely,
Transneft JSC President
Nikolai TOKAREV
event has built up a positive reputation for Russia and confirms that the country has all the resources necessary to organize global, international scale events and it creates a solid base for the development international cooperation in many different spheres.

The route for 2011 was 3940 km and crossed 3 climatic zones. The organizers found new and interesting tracks on wide open terrains and have managed to unify difficult technical and sporting aspects in one event. Russia, with its vast territories, has all the resources needed for a race of the Dakar Series – off-road mountain trails, fast WRC style roads and difficult sandy sections.

A professional team of sports managers with Semen Yakubov at the head, and with the help of the Russian Ministry of Sports and Tourism have once again provided a unique organizational standards, making it an ideal preparation for Dakar.

The 3rd edition of the Silk Way Rally Dakar Series took place from the 9th to the 16th of July 2011 from Moscow to Sochi. The race started in Red Square. The route begun near the Kremlin Fortress, right in the heart of Russia – which means that Silk Way Rally has a very important meaning for the country! It is not by chance that Sochi was chosen as the final destination for the next 5 years. Silk way Rally Dakar Series is a project destined to fulfill the objective of attracting the attention of international and foreign Mass Media representatives to the Winter Olympic Games in Sochi in 2014.

The first two editions of the Silk Way Rally Dakar Series were a great success! The high level of organization was seen by world famous athletes and attracted the attention of the world press. Creating such a world class event has built up a positive reputation for Russia and confirms that the country has all the resources necessary to organize global, international scale events and it creates a solid base for the development international cooperation in many different spheres.

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The co-organizer of the event, as in the two previous years, will be the French company ASO – the founders of the world famous rally-marathon Dakar as well as the “Tour de France” cycle race. The preparation and running level of Silk Way Rally rises more and more each year and consistently receives high evaluation both at the state level and in international and Russian media. The result of the responsible and serious approach to the event organization is a growing number of competitors.
The Silk Way Rally brought together an outstanding number of competitors this year. 130 crews enrolled the race (95 car crews and 35 truck crews), representing almost thirty countries from all over the world. No other large-scale races like the Silk Way have ever been carried out on the territory of Russia. According to the number of applications even the world championships open for motorcycles were left behind by the rally, and place the Russian race Silk Way Rally to the second position within the off-road discipline right after Dakar Rally.

All the leaders of the discipline and Dakar winner are among the competitors. Thus X-RAID team (BMW) was represented by the nine times Dakar winner Stéphane Peterhan sel (France), 1997 European Rally Champion and silver medalist of the 1995 European Rally Championship, Polish driver Krzysztof Holowczyc and famous Russian racer Alexander Mironenko. A serious competition for these drivers was two-time winner of the FIA Baja Cup Boris Gadasin, driving his self-made G-Force Proto pick-up. However, all the crews have demonstrated the persistence and sporting temperament. For example, the buggy drivers Matthias Kahle (Germany), Stéphane Henrard (Belgium), Christian Lavielle, Ronan Chabot and Thierry Magnaldi (France), Aleksandr Zheludov and Vladimir Vasiljev (Russia) prevailed in the car group and this was a great breakthrough! An intense fight evolved in the truck group: seven crews of the famous Kamaz Master Team were challenged by the race crews – TATRA, MAN, GINAF and DE ROOIJ. Hans Stacey, the Dakar-2007 champion has returned to rally, and this in itself was a mini-sensation. All these factors guaranteed the highest level of competition and intrigue within all the competitive groups.

The Silk Way Rally project is a significant stimulus for the development of Russian motorsport and favors the further growth of number of Russian drivers participating the international races.

Many viewers worldwide felt their involvement in this large-scale sporting event, and especially the residents of the Russian regions which were a part of the rally route. The foreign participants experienced in full measure the hospitality that is so natural to the Russians.
THE BEST MOTORSPORT TEAMS

THE FOLLOWING TEAMS APPLIED TO ENTER SILK WAY RALLY:

- X-RAID BMW
- TEAM DESSOUDE
- HAMBURGER SOFTWARE
- TOYS MOTORS-SMG
- HENRARD RACING TEAM
- CRO DAKAR TEAM
- KM RACING
- VEKA-MAURER
- NEO RAID RALLY TEAM
- OPEL DAKAR TEAM
- VINLAND DAKAR TEAM
- SIXT UKRAINE
- FREEDRIVE RALLY TEAM
- ATT RACING
- FREEDRIVE RALLY TEAM
- AMERICANOS RACING TEAM
- RUSSPORT
- G-FORCE MOTORSPORT
- GINAF RALLY POWER
- RE AUTOKLUBS
- FERROMIN
- RUSSPORT
- MAZ-SPORTAUTO
- KAMAZ-MASTER
- TEAM DE ROOY (IVECO)
- LOPRAIS TATRA TEAM
- FINSTRAL-TRANS TEAM
- ET ALIAS.

130 crews participated in the race: 95 crews in the Car category and 35 crews in the Truck category.
In 2011 there were 138 permanently accredited journalists who followed the race from Moscow to Sochi. Among them were leading Russian media companies representatives, such as Interfax Group, Rossiyskaya Gazeta, Russian TV-channels RUSSIAa-2, Russia Today, Auto-Plus, TVC, Ukrainian TV-channels The 1st Automotive and The New Channel, Avtoradio and Voice of Russia radio-channel. Magazines include Russian Reporter, Avtimobili, Autoning, Polnij Privod 4x4. Websites – Championat.com, Motor.ru, Bel.ru, Rally-Raids of Russia rusrr.ru and others.

Representatives from the best specialized publications from France, Spain, Czech Republic, Hungary, China and Japan, from 21 countries in total, such as Economist Weekly, Nikkei Ducare, Elle, Paris Match, Top Office, Rallymaniacs, Nemzeti, Sport, L Equipe, GQ China, Auto hebdo, Autonews.info, Cesky Rozhlas 1 radio-zurnal RallyRaid.es, Solo Auto, Fuoristradaweb, Groupe Cofina, DPPI, Offroad DRIVE, offRoad-Club.ru, TV NET, Diena Maxphotobank, EMRS, Travel + Leisure, Capital Monthly, CEO Monthly, HK Economic Journal Monthly, Sapore i Piacere, SportsPro Media, Rutas del Mundo and others were granted accreditation.

To transport journalists during the race the organizers provided special flights. For the more than 27 press cars following the race route access points to the most spectacular view points were designated. Each vehicle at the disposal of the photographers and reporters was equipped with a safety cage and navigation equipment.

The mass media interest towards the race is increasing every year. An international rally with world famous drivers and a large number rally guests is a real boon for the local Mass Media to prepare excellent reports and a perfect way for local authorities to publicize their local cultural, historic and tourist attractions. Therefore the attention of both national and local TV-radio broadcasting companies as well as Internet and printed magazines to the Silk Way Rally is natural. The rally press-centre hosted 467 daily accredited local journalists.
To organize the race at the highest level, the organizers have several tasks to complete. The most important of which is to attract the world’s best drivers and to provide the race with top media coverage, while simultaneously keeping the world up to date with the preparation of the Winter Olympic games in Sochi 2014.

Creating such a world class event has created a positive reputation for Russia and confirms that the country has all the needed resources to organize global, international scale events as well as a solid base for the development of international cooperation in many different spheres. The fact that the Silk Way Rally Dakar Series has annual status proves that Russia has a stable national sports policy. That is why top quality media coverage remains the organizer’s most important task.

Cross-country rally is a spectacular and dramatic sport. The French company ASO, which has great working experience at the Dakar and the Tour de France, prepared the Silk Way Rally TV reports which were broadcast in 193 countries. TV crews in helicopters and cars were shooting daily battles with backgrounds of breathtaking natural sceneries. With the help of in-car cameras, spectators were able to follow the race from a close-up driver’s perspective. Daily reports were transmitted via satellite to some of the world’s biggest TV-channels. The TV broadcasting entitlement was given to companies which broadcast in total of 193 countries. Among them are Eurosport, ZDF, ARD, Super SPORT, Sky TV and many others. According to the organizational partner of the event, ASO, the total global coverage (not including Russia) is estimated to be 507,742,000 viewers. The total coverage time is estimated at 3983 minutes (as of 24/07/2011). The RUSSIA-2 TV-channel was the official television partner of the race. Russian television viewers could see the hour-long live broadcast of the race start from the Red Square and the daily reports every day. In addition, all the Russian federal TV-channels were obtaining a caption card for their news releases from July 10th to 17th, such as Channel One Russia, RUSSIA, RUSSIA-24, NTV, Zvezda, The Fifth Channel, REN TV, Auto-Plus, Russia Today. According to the monitoring results the occurrence of the Silk Way Rally news in the newscasts of Russian TV Channels has increased twice compared to 2010.
THE WORLD’S LEADING TV CHANNELS ENTITLED TO BROADCAST THE RACE:

**Western Europe**
- Germany (nTV, ARD, ZDF, TMAX)
- France (Sport+)
- Belgium (EXQI)
- Netherlands (RTL7)

**Americas**
- USA and Canada (Versus TV)
- USA (Speed2.com)
- Brazil (Esport International)

**Eastern Europe**
- Russia (Channel One Russia, RUSSIA, RUSSIA -24, Zvezda, The Fifth Channel, NTV, REN TV, Russia Today, Auto+)
- Lithuania (TV1)
- Czech Republic (Czech TV 4)
- Slovakia (STV3)
- Ukraine (Auto TV, New TV)
- Romania (TVR)
- Croatia (SPTV)

**Asia / Australia**
- Australia (SBS)
- New Zealand (Sky TV)
- Japan (J Sports)

**Local TV channels**
- Eurosport (59 countries – Europe, North Africa)
- Eurosport Asia (15 countries)
- Supersport (52 countries – Africa)
- Al Jazeera (25 countries – Middle East, North Africa)
- Ten Sports (7 countries – Asia)
- ESPN Star (7 countries – Asia)
- Speed TV Latin America (46 countries)

**World news**
- Reuters (473 channels, 103 countries)
- SNTV (250 channels, 78 countries)
- EBU (66 channels, 46 countries)
The Rally logistics service provided transportation for the competitors’ and organizers’ vehicles to the start of the rally and then back from the finish of the race. To transport foreign competitors’ vehicles the organizers used a ferry route from Travemünde (Lübeck-Germany) to Helsinki (Finland).

**THE ROUTE LOGISTICS**

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**VEHICLES LOGISTICS SERVICE SUCCESSFULLY HANDLED TWO MAJOR TASKS.**

1. Convoy for international competitors, beginning from the point the vehicles enter the Russian Federation until they leave at the end of the rally. This task includes the following:
   - Assistance with customs documents, including customs clearance of participants’ and organizers’ goods, vehicle documents, assistance with crossing the border, on both entry and exit;
   - Planning special transportation routes for international participants on the way to the start and back from the finish (Convoys 1 and 2);
   - The compilation of route books and printouts to assist the transportation of the rally competitors;
   - Support and assistance on the way to the start of the rally and back from the finish, accommodation for international participants and parking-areas for trucks and vehicles during the whole route of Convoys 1 and 2, two days before the start, from the border of Russian Federation to Moscow – 971 km and 5 days on the way back, from Sochi to the Russian border – 2,688 km);
   - Fuel supply planning for Convoys 1 and 2;
   - Delivery and processing of temporary imported and exported property owned by rally partners and participants from Europe to Russia and back.

2. Rally transport service:
   - Organizers’ transport park formation, activities, route and workload planning;
   - Coordination of organizers’ vehicles during the whole rally including racing and servicing routes;
   - Organizers’ vehicles maintenance and navigation support;
   - Helicopter’s refueling support in field conditions with the assistance of a specially equipped fuel servicing truck.

In addition it is important to mention that not a single broken vehicle was left on the track. Recovery of abandoned vehicles was provided by the organizer.
25 4x4 vehicles along the competitive route for: medicine, route control, refereeing, television, safety and press.

7 trucks along the competitive route – sweepers, helicopters’ refueling, and vehicle carriers for abandoned cars.

3 vehicles (1 truck and 2 4x4s) – the rally opening group, which checks the route before the start of each stage.

20 trucks that deliver equipment, fuel, food and all essentials to assure comfort at bivouacs.

There were about 100 vehicles of equipment and up to 500 staff members in total: organizers, press and supporting services.
7 airplanes were used to transport press representatives, rally specialists and TV equipment, and also they were used for wire-free connection within the 500 km radius. After the major tasks were completed, the airplanes were transformed into the rally operation centre. The rally medical centre and the operating headquarter were also formed on the base of the airplanes. The rally operating headquarters accumulated all the race information in real-time and this was a place where TV-reports were created and mass media representatives were sending their reports all over the world.

The next day all the airplanes were again transporting passengers and cargoes heading to the next bivouac.

7 helicopters were used for the route during the race for the following race services: direction, safety, television, medic, start and finish groups. In addition, the organizers committee arranged special helicopters for the accredited journalists and photographers during the special stages.
AIRPORTS / AIRFIELDS ALONG THE RALLY ROUTE

- Ostafievo International Airport, Moscow
- Lipetsk civil airport
- Volgograd civil airport
- Privolzhskiy military airfield, Astrakhan
- Stavropol civil airport
- Hanskaya military airfield, Maikop
- Sochi civil airport

AIRCRAFTS USED DURING THE RALLY:

Airplanes:
- An-12, Headquarters
- An-72, Medicine
- An-72, Television
- An-74-100, Medicine FMBA
- An-246 for the passengers
- Tecnam P2006T, Retransmission station
- Tecnam P2006T, Retransmission station

Helicopters:
- Mi-8, Start
- AS 350, Director
- AS 350, Safety
- AS 350, Medical
- AS 350, Medical, FMBA
- AS 350, RAF
- AS 350, Television
The primary concern of the organizers is safety and this process has been carefully deliberated over, as there should be nothing to increase risk during an extreme sports competition.

The route structuring, the strong and efficient collaboration with the Department of Internal Affairs, State Road Safety Inspectorate and the Emergency Situations Ministry have demonstrated an effective and positive collaboration of sports, state and public organizations.

**DAILY ACTION PLAN FOR ACCIDENT PREVENTION INCLUDED:**

- Safety Helicopter passage 30 min before the special stage opening, this measure was designed to check the route and terrain condition, location of services, and the absence of unauthorized persons and vehicles on the track;
- Safety Helicopter in flight directly over the leading crew;
- Medical crew on duty on the rally route in specially equipped 4x4 vehicles;
- Continuous automatic tracking and retrieving of information about competition vehicles by “Iritrack” satellite system;
- Provision of continuous wire-free emergency communication between the crews and the rally headquarters;
- Provisions of wire-free communication coverage area by radio relay aircraft within a 500 km radius.
COMPETITORS’ MEDICAL SUPPORT OF SILK WAY RALLY 2011

MOTORSPORT IS ONE OF THE MOST DANGEROUS SPORTS. THAT IS WHY THE ORGANIZING COMMITTEE CONSIDERS THE HIGHLY PROFESSIONAL RALLY MEDICAL SERVICE TO BE THEIR MOST IMPORTANT OBJECTIVE.

The Russian Federal Biological-Medical Agency and the French company Mutuaide, having a solid service experience for events of this kind, have combined their efforts. Mobile doctor teams in 4x4s were working along the rally route and were always on-call. There was a doctor in every helicopter who had all the necessary medical supplies and special equipment at his disposal to render any necessary medical emergency treatment and to evacuate injured people to a hospital. Ambulances were on duty in the organized spectators’ areas. The Emergency Situations Ministry stations and ambulance crews left the route only after the last competitors’ passage and after the stage closing.
Lukoil Fuel Company has traditionally been the official fuel supplier of the Silk Way Rally. More than 50 Lukoil fuel stations were involved in the fuel supply of the Silk Way Rally 2011. In addition to this there were 5 mobile filling stations for diesel vehicles arranged at the rally bivouacs.

The preplanned consumption of fuel during the race equals about 500,000 litters of Euro-5 Diesel. There are also no doubts that competitors appreciated the possibility to use four types of special sports fuel produced for gasoline vehicles during the event.
After each special stage, just for one day, the rally bivouac was set up, hosting up to 1500 people and providing sportsmen, organizers, journalists and rally guests with conveniences and food.

Each evening all the competitors could see unique concert programs: Cossack folklore songs, national Caucasian dances, performances of beautiful Oriental women, and folk crafts. The stunning flow of events created a festive atmosphere in the bivouacs helping the competitors to gain strength before the new racing day. Up to 400 vehicles arrived daily to the bivouacs to get some rest and continue the route. The rally bivouacs were hosted by the following cities: Lipetsk, Volgograd, Astrakhan, Stavropol and Maikop.
START CEREMONY SCHEDULE

JULY, 5-6TH
- The rally directorate prepares the headquarters ready for the arrival of the organizers.
- Arrival of the opening group, A.S.O. representatives and organizers’ technical equipment.
- Meeting of the organizing directors.
- Preparation of parks and rooms of the rally.
- Receiving the rally inventory.

JULY, 7TH
- The rally airplanes and helicopters maintenance.
- Briefings for the organizers, medicine, PCO and drivers.
- Arrival of FIA, ASN representatives and officials.
- Sightseeing tours for competitors, journalists and rally guests.

JULY, 8TH
- General briefing for the organizers.
- Administrative checks for Russian competitors.
- Scrutineering for sports vehicles and service vehicles of Russian competitors.
- Parking of vehicles having passed scrutineering into park ferme (Vassilievski Slope).

JULY, 9TH
- Administrative checks for foreign competitors.
- Scrutineering for sports and service vehicles for international competitors.
- Pre-start press-conference.
- Briefing for competitors and service crews with journalists (500 people).
- Ceremonial start of the race.
- Official opening ceremony.
- Sports crews driving to the start ramp.

JULY, 10TH
- Start of the rally; SS Moscow – Lipetsk.
- Theatrical performance “Kulikovo Field”.
Some people possibly associate the «Olympiade-80» with the contest between two famous athletes: Sebastian Coe and Steve Ovett in the Men’s 800 m and 1500 m finals. Others certainly remember the famous Soviet gymnast Alexander Dityatin. At the Moscow Summer Olympics he managed to win 3 gold, 4 silver and 1 bronze medals, a result which placed him in the Guinness Book of World Records.

And now, 31 years after those memorable events the flags of different countries were planted over the Luzhniki Stadium once again. The most respected drivers from the rally-raid world came together in order to start their way across the wide expanses of Russia.

Muscovites, as well as visitors to the capital didn’t miss the chance to see their heroes with their own eyes on the evening of 9th July in the Red Square at the ceremonial start of the Silk Way Rally Dakar Series. The parade of rally cars right outside the Kremlin with the majestic ar-
chitectural monuments in the background did not leave anyone bored! The place chosen for the start ceremony was gorgeous – it was an unforgettable moment for all the competitors and spectators. The atmosphere of the event and the welcome of motorsport fans were just fantastic! The festive program was a great addition to the ceremony. There were a lot of entertainments prepared for the spectators: several amusements, the spectacular free-style motocross organized by the Red Bull beverage company and the concert with Diana Arbenina, Gosha Kutsenko, Bolshoi Theatre artists, Todes show ballet group, Turetsky Choir, the choreographic ensemble of the Tatar Cultural Centre, HAMMERS drum show, and Neposedi children’s musical group. The very next day the competitors were flooded with the Silk Way Rally’s furious tempo, but the fondest memories will continue to bring their minds back to the heart of Russia, to Moscow, for a long time!
The reconnaissance team worked hard to prepare the route for the Silk Way Rally and 2011 will be long remembered by the competitors for the most unexpected scenes, discoveries of new regions and landscapes of different geographical zones in the European part of Russia. Drivers saw that no matter how weird it may seem, there are deserts, vast sandy plateaus, enormous dunes, endless steppes which demand the most complicated navigation and switch-back mountain trails on the route.

The total route distance was decreased compared to 2010 by means of shortening the liaisons sections, and this allowed the organizers to increase the special stages by more than 20%.

For drivers and navigators the real aspects of this marathon race started on the stage of Lipetsk – Volgograd where the route was set to pass through a zone of sand where in the best traditions of the “Dakar” crews passed through the course checkpoints in the open ’piste’. It was a real challenge for all the teams! The Silk Way Rally certainly justifies its involvement in
the “Dakar” series. The circular special stage Astrakhan – Astrakhan became the original culmination of the magnificent performance called Silk Way Rally. According to the feedback from many longtime residents this stage was quite similar to the early African Dakars. Comparisons with the famous African race arose in Kalmykia, where the blinding white salt flats across the steppe made the crews struggle to find the right route to the finish. Each day the new stage was awaiting for its competitors, unlike the previous ones; new discoveries and new challenges: a trophy section, a mountain trial, a fast WRC-style road – the full assortment of terrains for a really demanding driver!

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Total distance: 1155 2400 185 50 150 3940

Total SS: 2450

Race route length: 3 940 km
Special stages length: 2 450 km
Service route length: 1 490 km
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(Start of the Silk Way Rally 2011)
THE RACE DAY BY DAY

STAGE 1 /JULY, 10th/
MOSCOW – LIPETSK

Special stage length (SS) – 260 km.
Liaison length – 310 km.

The SS start was held on the territory of Kulikovo Field.

STAGE 1 WINNERS:
Car category: Aleksandre Zheludov (Russia),
Truck category: Eduard Nikolaev (Russia).

Artur Ardavichus, № 312:
«It was a difficult day for us. Finding the way was not that difficult and we didn’t make any navigational mistakes. But we had to change the tire pressure constantly due to the changing terrain: it was slippery, and than too solid, and sometimes rocky. The car is sliding, going sideways. Despite the special was 280 km only, we felt like we’ve made 500 km. The steering job was very serious. We’re trying to go on with our own pace, no risks. We will increase the pace only when we feel that we are “rolled-in” and the car is 100% under our control. It’s difficult to have the control over it in the weather conditions like that ».

STAGE 2 /JULY, 11th/
LIPETSK – VOLGOGRAD

Special stage length (SS) – 480 km.
Liaisons length – 365 km.

12 crews retired during this long and complicated stage.

STAGE 2 WINNERS:
Car category: Stephane Peterhancel (France),
Truck category: Firdaus Kabirov (Russia).

Christian Lavieille, № 103:
«This special was quite varied, with rain, mud, shallow fords that had to be crossed, very soft sand, rich vegetation and hard-to-find points, but Jean-Michel navigated pretty well». 
STAGE 3 /JULY, 12th/
VOLGOGRAD – ASTRAKHAN

Special stage length (SS) – 430 km.
Liaisons length – 160 km.

The highest number of retirements was
registered today: this stage appeared to be
impassable for 22 crews.

STAGE 3 WINNERS:
Car category: Krzysztof Holowczyk
(Poland),
Truck category: Ayrat Mardeev (Russia).

Ayrat Mardeev, № 307: «It was very difficult to find
our way today, but I achieved
a good result thanks to my
highly experienced naviga-
tor Aydar Belyaev. We lost
very little time looking for
waypoints or the roads we
had to follow. I tried to maintain a not-too-fast
but steady pace, as Vladimir Chagin taught me.
It goes without saying that I am very happy I
won, but the race is still long».

STAGE 4 /JULY, 13th/
ASTRAKHAN – ASTRAKHAN

Special stage length (SS) – 400 km.
Liaisons length – 15 km.

STAGE 4 WINNERS:
Car category: Stephane Peterhancel
(France),
Truck category: Ales Loprais (Czech
Republic).

Stephane Peterhancel, № 100: «We had fun on a few
sandy trails, but things got
very tough on the off-piste
trails... It was quite nasty,
frankly. Fortunately, our road
book is good and the way-
points are located in open
areas, so navigating is not too hard, but off-
trail sections are nasty because you get shaken
around a lot, you are afraid of breezing in a
washaway... In short, it was not very nice, and
it was also long and physically demanding...
I am not sure we have had 5h 56' specials in
the last Dakar!».
STAGE 5 /JULY, 14th/
ASTRAKHAN – STAVROPOL

Special stage length (SS) – 621 km. Liaisons length – 75 km.

The registered number of retirements – 6 crews

STAGE 5 WINNERS:
Car category: Krzysztof Holowczyk (Poland),
Truck category: Firdaus Kabirov (Russia).

Stéphane Henrard, № 109:
«I love this race; it is really an amazing discovery! I was looking forward to racing here for the country's history and greatness... I was really impressed, not disappointed at all! On the other hand, I did not expect the race to be so selective and hotly contested. There is a reason this race is part of the Dakar Series! It is worthy of its name! Although we had kind of a rough start, things have only been getting better since, and we are gradually clawing back some time. I think 5th in the GC is our natural position... But we came here to attack, so I am going to do my best in the last two stages to try and take the 4th place from Russian Mironenko! It remains to be seen whether we can do that, but we are sure going to try...»

STAGE 6 /JULY, 15th/
STAVROPOL – MAIKOP

Special stage length (SS) – 170 km. Liaisons length – 220 km.

STAGE 6 WINNERS:
Car category: Vladimir Vasiljev (Russia),
Truck category: Ayrat Mardeev (Russia).

Just before the finish in Sochi two Russian drivers won the sixth stage, which consisted of two special sections. Vladimir Vasiljev has outrun the undefeated Stéphan Peterhancel and Krzysztof Holowczyc in the car category. Ayrat Mardeev racing in the truck category won twice during the stage. The race leader Firdaus Kabirov went to rescue a crew in trouble.
For a week the competitors have overcome 4 000 kilometers, including 2 450 kilometers of special stages from the capital of Russia to the capital of the coming Winter Olympic Games. The award ceremony was held in the resort complex of the Polyana Grand Hotel which will host the mountain Olympic Village during 2014 Olympics.
Vadym Nesterchuk, № 146:
«From my point of view, the quality of the field is very high this year, and it is much more representative of who's who in the world of rallies than in previous editions. For now, not all the Dakar racers are here, but the field is still very strong and worthy of any cross-country race, including FIA World Cup rounds. Having raced in many international rallies, including the three editions of the Silk Way Rally, I can say that this is the best race from an organizational point of view. Our safety is 100% guaranteed on a fantastic route, and the road book is completely devoid of errors. Of course, navigating is difficult, but that is normal. This is my type of race: difficult and quite long. So, I feel very much at ease».

Hans Stacey, № 303:
«... In the meantime, I must say I love this race. It is a true rally-raid, an example for what they all should be; with very long and difficult stages like yesterday's which really remind me of the African Dakars...».
SILK WAY RALLY 2011
WINNERS

CAR GROUP:

No 102
Krzysztof Holowczyc / Jean-Marc Fortin
BMW X3

TRUCKS GROUP:

No 301
Ales Loprais / Milan Holan / Vojtech Stajf
TATRA

THE PRIZES HAVE BEEN AWARDED IN THE FOLLOWING CATEGORIES:

- T1.1 Zheludov Aleksander, Rudnitskiy Andrey, Nissan FRONTIER
- T1.2 4x4 Diesel Teams Usine Holowczyc Krzysztof, Fortin Jean-Marc, BMW X3CC
- T1.2 4x4 Diesel Mironenko Alexander, Lebedev Sergey, BMW X3CC
- T1.3 2x4 Petrol Chabot Ronan, Pillot Gilles, SMG BUGGY
- T1.4 2x4 Diesel Henrard Stephane, Beguin Francois, Buggy Volkswagen
- T2.1 Petrol Chavigny Frederic, Brucy Jean, Nissan Pathfinder
- T2.2 Diesel Kuznetsov Illya, Elagin Roman, Toyota VDJ 200
- T3 Magnaldi Thierry, Polaris RZR 900
- T4.1 Behringer Mathias, Kupper Hugo, Karg Michael, MAN TGS
- Challenge 6x6 Boucou Michel, De Campos Martins Jose, Корниль Renault KERAX
- Challenge 10 litres Piana Marco, Troesch Christophe, Mercedes UNIMOG
- Solo Magnaldi Thierry, Polaris RZR 900
- Women’s ranking Golubkina Elena, Pravdina Elena, Mitsubishi PAJERO
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<td>BMW X3 CC</td>
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<td>27</td>
<td>189</td>
<td>S C H E K I N Sergey (RUS) / KAZAKEVICH Vladimir (RUS)</td>
<td>Land-Rover BOWLER</td>
<td>47h07m46s</td>
</tr>
<tr>
<td>28</td>
<td>147</td>
<td>BEAUPRE Piotr (POL) / LISICKI Jacek (POL)</td>
<td>Bowler NEMESIS</td>
<td>47h46m50s</td>
</tr>
<tr>
<td>29</td>
<td>133</td>
<td>MAGNALDI Thierry (FRA)</td>
<td>Polaris RZR 900</td>
<td>48h11m39s</td>
</tr>
<tr>
<td>30</td>
<td>193</td>
<td>CHERKESOV Alexey (RUS) / SKRIPKA Sergey (RUS)</td>
<td>UAZ 315195</td>
<td>48h40m13s</td>
</tr>
<tr>
<td>31</td>
<td>162</td>
<td>ULRICH Juraj (SVK) / ULRICH OVA Daniela (SVK)</td>
<td>Nissan NAVARA D40</td>
<td>52h01m47s</td>
</tr>
<tr>
<td>32</td>
<td>177</td>
<td>SOKOLOV Aleksandr (RUS) / KRUPNOV Ilya (RUS)</td>
<td>Toyota LAND CRUISER PRADO</td>
<td>52h20m33s</td>
</tr>
<tr>
<td>33</td>
<td>167</td>
<td>CARELLA Stephane (FRA) / TOTA IN Dominique (FRA)</td>
<td>Bowler WILDCAT 200</td>
<td>52h44m30s</td>
</tr>
<tr>
<td>34</td>
<td>181</td>
<td>SHALYGIN Sergey (RUS) / KANIVETS Artem (RUS)</td>
<td>Toyota LAND CRUISER</td>
<td>52h54m12s</td>
</tr>
<tr>
<td>35</td>
<td>125</td>
<td>PERRIDON Michael (NLD) / KRUIJS DUJK Pieter (NLD)</td>
<td>Mc Rae 4X4</td>
<td>53h20m34s</td>
</tr>
<tr>
<td>36</td>
<td>174</td>
<td>PAVLOV Evgeniy (RUS) / ANANOV Sergey (RUS)</td>
<td>UAZ 3151</td>
<td>53h57m41s</td>
</tr>
<tr>
<td>37</td>
<td>124</td>
<td>VASILYEV Vladimir (RUS) / SHUBIN Kirill (RUS)</td>
<td>G-Force-Proto NAVARA</td>
<td>55h20m02s</td>
</tr>
<tr>
<td>38</td>
<td>144</td>
<td>MERCEIJ Peter (NLD) / ROUND Paul (GBR)</td>
<td>Desert Warrior</td>
<td>55h59m05s</td>
</tr>
<tr>
<td>39</td>
<td>154</td>
<td>L IS YAK Mikhail (UKR) / KOND R AT JEV Yuriy (UKR)</td>
<td>Toyota LAND CRUISER</td>
<td>56h43m33s</td>
</tr>
<tr>
<td>40</td>
<td>112</td>
<td>VOLIKOV Viktor (RUS) / VOLIKOV Anatoly (RUS)</td>
<td>Toyota LAND CRUISER</td>
<td>60h10m26s</td>
</tr>
<tr>
<td>41</td>
<td>171</td>
<td>GARIN Lev (RUS) / PLETE NEV Anton (Rus)</td>
<td>UAZ</td>
<td>60h50m15s</td>
</tr>
<tr>
<td>42</td>
<td>145</td>
<td>OLEYNIKOV Aleksandr (RUS) / LAVROVA Elena (RUS)</td>
<td>Nissan PATROL</td>
<td>65h53m28s</td>
</tr>
<tr>
<td>43</td>
<td>190</td>
<td>VAN PUT TEN Harmen (NLD) / ZOTAERT Werner (BEL)</td>
<td>Toyota LAND CRUISER</td>
<td>66h39m16s</td>
</tr>
<tr>
<td>44</td>
<td>161</td>
<td>TUHEIL Frederic (FRA) / TUHEIL Pierre (FRA)</td>
<td>Toyota LAND CRUISER 100</td>
<td>67h21m12s</td>
</tr>
<tr>
<td>45</td>
<td>130</td>
<td>KOROB SKIY Vladimir (UKR) / LISANOV Sergey (UKR)</td>
<td>Toyota LC PRADO 120</td>
<td>67h17m54s</td>
</tr>
<tr>
<td>46</td>
<td>199</td>
<td>ELZANATY Karim (EGY) / AL ALEM Sheriff (EGY)</td>
<td>Desert Warrior</td>
<td>71h42m02s</td>
</tr>
<tr>
<td>47</td>
<td>197</td>
<td>SUBBOTIN Vyacheslav (RUS) / ZAMA L ETDINOV Ramil (RUS)</td>
<td>UAZ PATRIOT 4X4</td>
<td>82h28m54s</td>
</tr>
<tr>
<td>48</td>
<td>129</td>
<td>KOOLEN Cornelis (NLD)</td>
<td>Hyundai EXCEL 1365</td>
<td>103h56m19s</td>
</tr>
<tr>
<td>49</td>
<td>183</td>
<td>KURBANOV Shamurad (TRK) / MUSA EV Aziz (TRK)</td>
<td>Nissan PATROL</td>
<td>104h44m23s</td>
</tr>
<tr>
<td>50</td>
<td>160</td>
<td>GOLUB K I N A Elena (RUS) / PRAVDINA Elena (RUS)</td>
<td>Mitsubishi PAJERO</td>
<td>153h55m02s</td>
</tr>
<tr>
<td>Metro</td>
<td>№</td>
<td>Drivers</td>
<td>Car</td>
<td>Time</td>
</tr>
<tr>
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</tr>
<tr>
<td>1</td>
<td>301</td>
<td>LOPRAIS Ales (CZE) / HOLAN Milan (CZE) / STAJF Vojtech (CZE)</td>
<td>Tatra T 815-2</td>
<td>32h23m15s</td>
</tr>
<tr>
<td>2</td>
<td>305</td>
<td>KABIROV Firdaus (RUS) / MOKEEV Andrey (RUS) / TANIN Anatoly (RUS)</td>
<td>Kamaz 4326</td>
<td>32h39m56s</td>
</tr>
<tr>
<td>3</td>
<td>318</td>
<td>KARGINOV Andrey (RUS) / MIZYUKAEV Vyatcheslav (RUS) / DEVYATKIN...</td>
<td>Kamaz 4326</td>
<td>33h01m51s</td>
</tr>
<tr>
<td>4</td>
<td>303</td>
<td>STACEY Hans (NLD) / WILLEMSEN Peter (BEL)</td>
<td>Iveco TRAKKER 4X4</td>
<td>33h25m45s</td>
</tr>
<tr>
<td>5</td>
<td>307</td>
<td>MARDEEV Ayrat (RUS) / BELAYEV Aydar (RUS)</td>
<td>Kamaz 4911</td>
<td>34h30m24s</td>
</tr>
<tr>
<td>6</td>
<td>302</td>
<td>ECHTER Franz (DEU) / RUF Detlef (DDR) / ECHTER Christoph (DEU)</td>
<td>Man TGS WW</td>
<td>34h51m07s</td>
</tr>
<tr>
<td>7</td>
<td>304</td>
<td>VAN GINKEL Wuf (NLD) / WAMS Marc (NLD) / VAN VEENENDAAL Gerard...</td>
<td>GINA F 2222</td>
<td>34h36m10s</td>
</tr>
<tr>
<td>8</td>
<td>314</td>
<td>MARDEEV Ilgizar (RUS) / SOTNIKOV Dmitry (RUS)</td>
<td>Kamaz 4326</td>
<td>35h57m52s</td>
</tr>
<tr>
<td>9</td>
<td>311</td>
<td>ADUA Joseph (FRA) / MARCO Ferran (ESP) / BUSOMS Joaquim (ESP)</td>
<td>Iveco</td>
<td>36h31m22s</td>
</tr>
<tr>
<td>10</td>
<td>315</td>
<td>BEHRINGER Mathias (DEU) / KUPPER Hugo (NLD) / KARG Michael (ALL)</td>
<td>Man TGS 18,480</td>
<td>36h45m15s</td>
</tr>
<tr>
<td>11</td>
<td>322</td>
<td>DE BAAR Pascal (NLD) / ROESINK Martin (NLD) / ROSEGAAR Wouter (NLD)</td>
<td>Man TGS</td>
<td>37h39m17s</td>
</tr>
<tr>
<td>12</td>
<td>329</td>
<td>ROTAERT Steven (BEL) / DENDOOVEN Dirk (BEL) / DEBUF Frits (BEL)</td>
<td>Man TGA 480</td>
<td>37h50m06s</td>
</tr>
<tr>
<td>13</td>
<td>306</td>
<td>VALTR Jaroslav (CZE) / MACIK Martin (CZE) / MACIK Martin (CZE)</td>
<td>LIAZ 111,154</td>
<td>38h19m55s</td>
</tr>
<tr>
<td>14</td>
<td>312</td>
<td>ARDAVICHUS Artur (KAZ) / TURLUBAEV Nurlan (KAZ) / KUZMICHI Alexey...</td>
<td>Kamaz 4326</td>
<td>38h23m15s</td>
</tr>
<tr>
<td>15</td>
<td>332</td>
<td>SHIBALOV Anton (RUS) / AMATYCH Robert (RUS)</td>
<td>Kamaz 4911</td>
<td>39h42m29s</td>
</tr>
<tr>
<td>16</td>
<td>321</td>
<td>KOVACS Miklos (HUN) / CZEGLEDI Peter (HUN) / TOTH Tamas (HUN)</td>
<td>Scania P 420</td>
<td>39h44m06s</td>
</tr>
<tr>
<td>17</td>
<td>320</td>
<td>CABALA Josef (POL) / BERVIC Jan (CZE) / KALINA Josef (CZE)</td>
<td>LIAZ 111,154</td>
<td>41h37m22s</td>
</tr>
<tr>
<td>18</td>
<td>328</td>
<td>VASILEVSKI Aleksandr (BLR) / ZAPOROSCHENKO Anton (BLR) / KOZLO...</td>
<td>MAZ 5309RR</td>
<td>43h26m43s</td>
</tr>
<tr>
<td>19</td>
<td>319</td>
<td>VRATNY Tomas (CZE) / ALMASI Petr (CZE) / PUSTEJOVSKY Radim (CZE)</td>
<td>Tatra T 815-2</td>
<td>43h37m57s</td>
</tr>
<tr>
<td>20</td>
<td>324</td>
<td>PIANA Marco (UKR) / TROESCH Christophe (UKR)</td>
<td>Mercedes UNIMOG</td>
<td>50h34m59s</td>
</tr>
<tr>
<td>21</td>
<td>317</td>
<td>SUPTITZ Tilo (DEU) / KRASE Enrico (DEU) / BEIER Philipp (DEU)</td>
<td>Man TGA 18,480</td>
<td>52h02m25s</td>
</tr>
<tr>
<td>22</td>
<td>331</td>
<td>SUJOBODA Vaclav (CZE) / KALOUS Martin (CZE) / STEINBACH Rene (DEU)</td>
<td>Tatra 815-2NT</td>
<td>52h57m04s</td>
</tr>
<tr>
<td>23</td>
<td>333</td>
<td>POLISCHUK Aleksandr (BLR) / ZAPOROSCHENKO Dmitry (RUS) / GARA...</td>
<td>MAZ 5309RR</td>
<td>60h35m21s</td>
</tr>
<tr>
<td>24</td>
<td>323</td>
<td>BOUCOU Michel (FRA) / DE CAMPOS MARTINS Jose (PRT) / CORNILLE...</td>
<td>Renault KERAX</td>
<td>68h19m52s</td>
</tr>
<tr>
<td>25</td>
<td>325</td>
<td>GIMBRE Raphael (FRA) / BOUYE Bruno (FRA) / DARROUX Roger (FRA)</td>
<td>Man TGS</td>
<td>84h48m02s</td>
</tr>
<tr>
<td>26</td>
<td>330</td>
<td>KISELEV Sergey (RUS) / IVANOV Aleksey (RUS) / VINOGRAVDO Aleksey...</td>
<td>Man M2000</td>
<td>140h45m29s</td>
</tr>
</tbody>
</table>
PARTICIPANTS
CARS
Participants
Trucks
320 – KALINA JOSEF
321 – KOVACS MIKLOS
321 – CZEGLEDI PETER
321 – TOTH TAMAS
322 – DE BAAR PASCAL
322 – ROSEINK MARTIN
322 – ROESINK MARTIN
323 – ROSEGAAR WOUTER
323 – DE CAMPOS MARTINS JOSE
323 – BOUCOU MICHEL
323 – CORNILLE FRANCK
324 – PIANA MARCO
324 – TROESCH CHRISTOPHE
324 – BOUEY BRUNO
325 – DARROUX ROGER
325 – DE CAMPOS MARTINS JOSE
325 – CORNILLE FRANCK
326 – GIMBRE RAPHAELE
326 – PIANA MARCO
326 – MONDELLINI DARID
326 – TRÖSCH CHRISTOF
327 – MONDELLINI DARID
327 – MEHTIEV JAKOV
327 – KUPOVETS VIKTOR
327 – PLOTNIKOV SERGEY
321 – KOVACS MIKLOS
321 – TOTH TAMAS
322 – ROSEINK MARTIN
322 – ROESINK MARTIN
323 – ROSEGAAR WOUTER
323 – DE CAMPOS MARTINS JOSE
323 – BOUCOU MICHEL
323 – CORNILLE FRANCK
324 – PIANA MARCO
324 – TROESCH CHRISTOPHE
324 – BOUEY BRUNO
325 – DARROUX ROGER
325 – DE CAMPOS MARTINS JOSE
325 – CORNILLE FRANCK
326 – GIMBRE RAPHAELE
326 – PIANA MARCO
326 – MONDELLINI DARID
326 – TRÖSCH CHRISTOF
327 – MONDELLINI DARID
327 – MEHTIEV JAKOV
327 – KUPOVETS VIKTOR
327 – PLOTNIKOV SERGEY

44
The Russian Federation occupies a key place on the world’s energy map thanks to its high-capacity petroleum infrastructure. A system of oil pipelines throughout the country is operated and developed by the oil transporting joint-stock company Transneft JSC.

The total length of the Transneft JSC pipeline system is 64,029 km. In total, the company extracts 93 % of Russia’s oil.

Transneft JSC represents the state’s interests and works according to the Russian energy strategy for the period leading up to 2030 as defined by the Government of the Russian Federation.

The company's development strictly follows the principle of fairness to all manufacturers of oil and oil products, in order to transport capacities that strengthen the reputation of Russia as a responsible and stable supplier of energy resources on the world markets.

The company is renowned in Russia and abroad as a socially responsible firm and is always open to meaningful dialogue and mutually beneficial co-operation.

Transneft JSC is actively involved in the social sphere in all the regions where it is present.

Transneft JSC promotes the image of an ecological company, based on the trust of international nature protection organizations, partners, customers and populations in the regions where its activities are based.

The source of ice potable water Arkhyz is located high up in the mountains of the North Caucasus.

Here, at the height of 1,507 meters above sea level, in virgin nature the cleanest natural mountain water Arkhyz is born, which is formed as a result of thawing glaciers and, thanks to it, possesses the unique structure, similar to the water in the human body structure.

Therefore it is ideally acquired and supports optimum water-mineral balance and contains 18 natural minerals and microelements including: magnesium, calcium, potassium, iodine.

Ice water Arkhyz is the true basis of the healthy lifestyle!

LUKOIL Company is the official SILK WAY RALLY Dakar Series fuel supplier. LUKOIL is one of the largest international vertically integrated oil and gas companies.

The principal kind of activity of the Company are oil and gas extraction and exploring, production of oil products and petrochemical production and also selling of made production.

The basic part of activity of the Company in the exploring and extraction sector is carried out on the territory of the Russian Federation; the basic resource base is Western Siberia.

LUKOIL owns modern oil refining, gas-processing and petrochemical factories located in Russia, East and the Western Europe, and also the near abroad countries.

The basic part of production of the Company is realized on the international market. LUKOIL sells oil products in Russia, East and Western Europe, the countries of the near abroad and the USA.

KAMAZ – Russia’s largest manufacturer of heavy trucks.

It occupies the 11th place in the world for the production of trucks.
FLM of 14 tones and 8th – for production of diesel engines.

The group of companies “KAMAZ” contains about 100 enterprises, among them – 13 major affiliates. More than 50 000 workers are working there. The company has 127 dealers and more than 100 branded service auto centers.

KAMAZ trucks are operated by more than 80 countries of the CIS, Europe, Asia, Africa and Latin America.

4 joint ventures are created with leading foreign manufacturers of automotive components: ZF KAMA (gearboxes), CAMMINZ KAMA (engines), KNORR-BREMZE KAMA (brake systems), Federal Mogul Naberezhnye Chelny (parts of the cylinder-piston group).

www.kamaz.ru

Closed corporation PRIMEX is the Partner and the official supplier of cleaning services (professional cleaning) of the SILK WAY RALLY Dakar Series. The company works since 1991, is a member of the Russian Cleaning companies Association and the international association ISSA. PRIMEX provides a full range of cleaning services, makes antisplash coverings, and is engaged in the upkeep of buildings and training. Quality of services is confirmed by the international certificate ISO 9001. PRIMEX develops a regional network of the cleaning companies. PRIMEX franchise system includes more than 30 enterprises in Russia and the CIS countries. In 2005 PRIMEX has received the status of “the Gold brand” of Russia, as the best innovative brand in the consumer market.

www.primex.ru

«Russia 2» is the all-Russian TV channel. Along with TV channels «Russia 1», «Russia K», «Russia 24» is a part of the All-Russia television and radio broadcasting company. The TV channel has been on the air since January 1st 2010 on a network of distribution of TV channel “Sports”. The programs of TV channel «Russia 2» as of January 1st 2010 are accessible for 82.1 million persons living in 80 subjects of the Russian Federation that makes 57.2 % of the total population of the country. On the air of TV channel «Russia 2» are broadcasts of sports, informative and information programs. It provides coverage of the following Russian and international sports events: Olympic Games, the Football World championships, hockey, cross-countries skiing, biathlon, and figure skating. The European football championships, track and field athletics and water sports, the Championships of Russia on principal sports: football, hockey, basketball, volleyball, Roland Garros, Davis Cup and tennis' Federation Cup, Formula 1 and many other things. Most broadcasts are accessible on the website Sportbox.ru.

“Rossiyskaya Gazeta” – the daily news media.

Simultaneously, «Rossiyskaya Gazeta» is the official publisher of federal laws, presidential decrees, decisions and orders of the Government of the Russian Federation, normative documents of the ministries and departments.

Distribution: The network of constant distribution “Rossiyskaya Gazeta” covers not only all, without exception, the regions of Russia, CIS and Baltic countries, but also far abroad. 90% of circulation is distributed by subscription, 10% – in retail.

Audience: People who make decisions at all levels of legislative and executive authorities, heads of enterprises of all levels and forms of ownership, the representatives of large, medium and small business, professionals. Readers

Continue on a reverse side
of «Rossiyskaya Gazeta» – highly educated people from middle and higher income in age from 25 to 55 years. According to parameters such as gender and employment, the audience, “RG” corresponds to the structure of Russian society.

Interfax Information Services Group develops professional information decisions which help the companies to work on the financial and the commodity markets, to make investment decisions, to operate risks, to organize external communications.

Our products and services are news, the exchange information, analytics, search databases, business information, ratings and rankings, credit reports, services in the IR sphere and of the information disclosing, the organization of press conferences and Internet advertising.

We work in Russia, other CIS countries and China.

Avtoradio is the largest national broadcasting network, whose programs are watched in more than 300 Russian cities and abroad. Avtoradio is the music loved and listened to by millions Russians, music which unites generations.

Avtoradio broadcasts popular programs with superstars, fascinating and dynamical games and drawings.

Avtoradio is the best morning show of the country, «Mурзилки Интер».

“Auto tuning” – the most popular and the oldest magazine on the modification of cars in Russia. In each issue we have: the idea of personalization of cars for amateurs and professionals, unique vehicles from around the world, test drives, professional advice, reports from the world’s largest tuning show, events and phenomena of the world’s fastest and most beautiful cars, as well as the most interesting materials from leading international journals about tuning.

Championat.ru is the leading Russian Internet sports portal about football, hockey, basketball, tennis, boxing, poker, motor sport and motorcycle sport.

Championat.ru strongly takes leading positions among portals in

international», it has reliable traffic reports, and it is a bright mass of actions.
The sports segment of the Russian Internet. Monthly site attendance is more than 4.5 million unique visitors which look more than 180 million pages (selon Liveinternet, April 2011).

www.championat.com

“Motor” – automobile publication of “Lenta.ru”. New online car magazine about cars, roads, car racing, about the people and for people who love cars, drive them, or just dream about the car.

“Motor” proposes Automotive News about the new products, auto market and auto industry, exhibitions and races, roads, new laws, the prices of petrol and about many other topics; it publishes analytical reviews of laws and government initiatives, auto market and automotive industries.

“Motor” provides test-drives, talks about the latest models, organizes comparative and long-term tests, takes part in autotravel, produces its own VideoTest and publishes photos and videos every day.

“Motor” has its proper motorsport editorial staff, which writes news and articles about the most popular racing series, makes reporting from “Formula-1”, rally and rally-raids.

“Motor” – is the edition about cars and everything related to them.

www.automobili.ru

The Voice of Russia is a state-run radio company that has been broadcasting to foreign countries since 1929.

It aims to acquaint the international community with Russia’s political, socio-economic and cultural life, give Moscow’s thoughts on global developments and maintain an effective dialogue with Russian nationals abroad. Also, The Voice of Russia contributes to the popularization of the Russian language and culture so as to preserve and develop Russia’s cultural environment in CIS and non-CIS countries.

There are a great many prominent journalists, editors, commentators on staff, as well as experts on Russia and countries The Voice of Russia currently broadcasts to.

The Voice of Russia’s daily 152-hour broadcasts are delivered in 44 languages to 160 countries on short-wave and medium wave and via the Internet. The radio also broadcasts on FM to 120 cities in the CIS, the EU, the Middle East and Latin America. Its medium wave broadcasts to Washington and New York kicked off in March 2011.

The Voice of Russia also reaches its listeners via digital broadcasting, plus through satellite and mobile networks.

The Voice of Russia’s website is at www.ruvr.ru. It embraces a total of 37 language sites, which contain the latest news, Russian and world press reviews, commentators’ think pieces, radio program materials and other content. The information is available online 24 hours a day, as well as in audio, video and multimedia formats.
RALLY PROJECT SUPPORT

THE SUPPORT OF THE PARTNERS ALLOWS TO LEVEL UP THE ORGANISATION AND EMERGING PROBLEMS TO BE SOLVED IN THE SHORTEST POSSIBLE TIME.

- The Ministry of Sport, Tourism and Youth Policy
- Transneft, the main oil pipelines operator of Russia
- Lukoil JSC, the Russian oil company
- Federal Medical-Biological Agency
- The International Automobile Federation
- Russian Automobile Federation
- Moscow City Government
- Krasnodar Territory
- Lipetsk region
- Tula Region
- Volgograd Region
- Astrakhan Region
- Republic of Kalmykia
- Stavropol Territory
- Republic of Adygea
- Administration of Sochi
- ASO Company, the Dakar rally organizer
RALLY ORGANIZING COMMITTEE

ALEXANDER ZHUKOV
Chairman of the Silk Way Rally Organizing Committee,
Deputy Prime Minister of the Russian Federation,
Chairman of the Sochi 2014 Organizing Committee

VITALIY MUTKO
Deputy chairman of the Silk Way Rally Organizing Committee,
Minister of Sport, Tourism and Youth of the Russian Federation

VICTOR KIRYANOV
Deputy chairman of the Silk Way Rally Organizing Committee,
Deputy Minister of Internal Affairs of the Russian Federation,
Chairman of the Russian Automobile Federation, Colonel-General

NIKOLAI TOKAREV
Deputy chairman of the Silk Way Rally Organizing Committee,
President of Transneft JSC

RALLY DIRECTORATE

SEMEN YAKUBOV
The Silk Way Rally Project Director,
Honored master of sports, honored coach of Russian Federation,
laureate of State prize

SERGEY GIRYA
Executive Director

BULAT YANBORISOV
Creative Director