



Baja Drawsko, the second round of the European championships, and the first of the Polish Rally Championships of Off-Road Vehicles (RMPST), has already been finished. The first rallye in the 2017 season in Poland was to be the one regulated and organized differently, as it was announced at the gala of masters in December, 2016, by the Polish Automobile Association (PZM), but this subject I will come back to in a minute.

I feel there has never been more manipulations and monkey business than now, and, therefore, I decided to speak openly about it. This is not an easy decision to make as not everyone will welcome my announcement, and I aware of the fact that many important persons, and the most famous ones, too, will not approve of my words. The sporting value of the event, and the honesty of competing are, however, the most important for me, as, in my opinion, an honest sporting achievement is something real and satisfying.

Unfortunately, I know from experience what I am going to say now, because, at the very beginning of my competing in the RMPST, a few times I got caught in these dealings, and took part in them; however, it took me little time to realize that it was not what I wanted to do, and that I didn't want to have anything to do with all of that.

The organizers of cross-country rallies in Poland (in the broad meaning of the word: organizers), having the status of the Polish Championships, European Championships and the World Cup, have deals with particular contestants from different classes. Before a rally, they make the routes of the special sections, which are later covered by us during a rally, available to them. In the course of thus making oneself acquainted with the route illegally, they have an opportunity to train on a given special section, as well as to prepare for themselves a description of the rally route; they set as well places at which they can take shortcuts and make the route shorter. Moreover, the route is virtually not marked with the use of bands and direction arrow so as to make it even more difficult for the remaining contestants that do not know the route to navigate. I also have to remind that, in off-road rallies, contestants do not have any possibility to make themselves acquainted with the route of special sections; they drive by the road book received from the organizer (the only exception is the prologue, which could be walked along and seen). This, in a nutshell, is what I wanted to say as far as the organization of the rallies is concerned.

Officially, the PZM, during the December 2016 gala of sport masters, admitted to be to blame, saying that 'there was something rotten in' Polish rallies and that they wanted to make changes to clear the air and deal with the problem. We sent a postulate, signed by contestants and demanding changes in the 9 most important points, which, in our opinion, should be made to the regulations in the 2017 season, to the Association. Out of those points, we had an opportunity to make ourselves acquainted with the during the first round of the route of the prologue – it was good as far as we could drive faster because we knew the trace, and, consequently, we were more spectacular for supporters, but it was not the most important point of the postulate. In turn, one of the most important points concerning marking the routes (I

mean, direction arrows and bands) was completely ignored. The facts: on the route of the second special section (length: 129 km) I saw three, or perhaps four, direction arrows. Out of 22 crews taking part in the RMPST that completed a special section, 10 were punished for not following the route; nearly 50 % of the crews lost their way or had troubles with navigation, which certainly shows that the routes were marked hopelessly.

There is one more, and the most important, too, element, and that means safety. Each contestant that lost their way must, in order to find the route, return to the point in which, in accordance with own opinion, they lost their way. Then, they drive against a flow along a special section, which, as it is known, may cause a tragedy if two crews meet, e.g., at a summit. There were a few more very important points (mentioned by me earlier) in this postulate, e.g., making oneself acquainted with the route of a special section illegally, as well, e.g., banning the people preparing the route of a special section and road books from taking part in a rally.

It can be said that the beginning of the 2017 season did not see any important changes, the PZM is aware of the whole situation and of the dealings taking place in the RMPST, but does not do a thing about it.

I am asking all the fans and aficionados of motor sports to make this announcement available so that it could reach the greatest possible number of people. I hope that it will make everyone aware of the actual situation in cross-country rallies, and that will contribute to major organizational changes.

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