

UTTARAKHAND HIMALAYAN RALLY

(A BAJA EVENT)

Dates: 18th Nov – 19th Nov 2026

DRAFT (Submitted to fmsci)

Supplementary Regulations

XTREME



Organised By
Team Firefox
In Association with
MMSC
(Madras Motor Sports Club)

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1. INTRODUCTION

1.1 RULES: AMENDMENT, APPLICATION & INTERPRETATION

The UTTARAKHAND HIMALAYAN RALLY 26 will be run in conformity with:

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- a. The International Sporting Code of the FIA (the Code) and its appendices;
 - b. The FMSCI CCR Sporting Regulations 2025 including appendices.
 - c. The FMSCI CCR Technical Regulations 2025 including appendices.
 - d. These Supplementary Regulations.
 - e. The National Road Traffic Regulations.
 - f. Any protests concerning this application or any case not provided for will be studied by the Stewards who alone have the power to decide

1.1.2 AMENDMENTS TO THE REGULATIONS

Amendments /CIB or any additional provision will be announced by dated and numbered bulletins, signed:

- By the Organisers and approved by the FMSCI,
- By the Stewards of the meeting, throughout the duration of the Event.

All bulletins will be posted in the Secretariat, at Rally HQ, and on the official notice board(s), and will also be directly communicated to the crews, who will acknowledge receipt by signature and will be made available to the competitors as soon as possible.

1.1.3 APPLICATION AND INTERPRETATION OF THE REGULATIONS

- a. Any breach of these regulations will be reported to the Stewards, who may impose a penalty as indicated in the International/National Sporting Code.
- b. The Clerk of the Course will inform the Stewards of any important incidents that have occurred, which may require the application of the Prescriptions, the relevant regulations or the Regulations.
- c. Any protest lodged by a competitor will be sent to the Stewards by the Clerk of the Course for deliberation and decision.

Similarly, any case not provided for in the Regulations will be studied by the Stewards, who alone have the power to decide.

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For the Uttarakhand Himalayan Rally 26, the official language will be English. In the event of any dispute concerning the interpretation of the Regulations, only the text of the final approved regulations will be binding.

1.2 TOTAL DISTANCE:

A) SELECTIVE STAGES = 200 Kms (Approx).

B) LIAISON: 200 Kms (Approx).

C) Total: 400 Kms (Approx).

1.3 Route Terrain:

- 40 % GRAVEL
- 40% Tarmac
- 20 % Broken Tarmac

2. ORGANISATION

2.1. DESCRIPTION

The **UTTARAKHAND HIMALAYAN RALLY 26** will take place from **18TH** November 2026 till **21ST** November 2026. The event will start from **Ramnagar** and finish at **Dehradun**.

2.2 STATUS OF THE EVENT: Open

2.3 FMSCI Permit No. – APPLIED

2.4. ORGANISER, ADDRESS AND CONTACT DETAILS:

TEAM FIREFOX

Apt.10 2nd Floor ,Sumangali Eastates,
Blue Beach Road ,Neelangarai,
Chennai – 600115 Ph: + 91 9381019775
Email- hrmemorialdrive@gmail.com

**In Association with Madras Motor Sports Club (MMSC) , Chennai
(Founder Member Club of FMSCI)**

2.5. STEWARDS OF THE MEETING:

Chief Steward- TBA by FMSCI

Club Steward- Mr.Bipin Bhatia

2.6 LIST OF OFFICIALS

Rally Director	:	Mr. Vicky Chandhok
Clerk of the Course (COC)	:	Mr. Manoj P Dalal
Deputy Clerk of the Course	:	Mr. Utkarsh Chauhan
Assistant COC	:	Mr Gaurav Dalal
Competitor Relation Officer	:	Ms Karuna Sharma

2.7 Senior OFFICIALS:

Secretary of the Meet	:	Mr. Ajay Krishna Mani
Chief Scrutineer	:	TBA
Chief Safety Officer	:	Ms Vaneeta Kang
Sustainability Officer	:	Mr. Subash Goel
Chief Timekeeper	:	Mr Sudev Barar
Chief Medical Officer	:	Dr. Saurabh Dalal
Travel Desk & Logistics	:	Ms Veena
Area Co-ordinator 1	:	TBA

Area Co-ordinator 2 : TBA

2.8 Head Quarters Location and Contact Details:

Rally HQ 1 (17th Nov to 19th Nov.)

TEAM FIREFOX
c/o The Golden Tusk , Village Dhela , Ramnagar , UK 244715
Tel 8937000770

Rally HQ2	Hotel Peaks & Pines , Lansdowne
Rally HQ3	TBA , Dehradun

2.9 IDENTIFICATION OF THE OFFICIALS AND MARSHALS

The Post Chiefs and other marshals will be identified as follows.	
Post Officials	Bright Yellow Vest
C. R. O	Red Vest
Senior Officials	Light Grey
Scrutineers	Light Blue Vest

3. PROGRAMME

7th September 2026	Publication of Supplementary Regulations
7th October 2026	21:00 Hrs. Close of Early Entry
31st October 2026	21:00 Hrs. Close of Standard Entries
7th November 2026	21:00 Hrs. Close of Late Entries
9TH November 2026	1600 Hrs. Final Entry List

18th November 2026, Friday at Rally HQ1, RamNagar

0800 Hrs.	Collection of Documents and Materials, Issuance of Road books
0815 Hrs.	Administrative Checks & Scrutinising
0900 Hrs	Opening of registration for Service Vehicles and service Personnel

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09:30 Hrs	Start of technical scrutiny
1130 Hrs.	End of Administrative Checks
1200 Hrs.	Close of registration for Service Vehicles & Service Personnel
1330 Hrs.	End of Scrutineering (As per Schedule)
1345 Hrs.	1st Stewards Meeting

1430 Hrs.	Compulsory Drivers Briefing
1600Hrs.	Ceremonial Flag Off
2000 Hrs.	Publication of Start List for Leg 1

19th Nov 2026, Saturday, RamNagar

0500 Hrs.	Opening of Parc Fermè RamNagar
0600 Hrs.	Close of Parc Fermè
0700 Hrs.	Start of Leg 1
1800 Hrs.	End of Leg 1 @ Lansdowne
2000 Hrs.	Publication of Provisional Result of Leg 1
2030 Hrs.	Publication of Start List for Leg 2

20th Nov 2026: Sunday Lansdowne

0500 Hrs.	Opening of Parc Fermè
0600 Hrs.	Close of Parc Fermè
0630 Hrs.	Start of Leg 2
1900 Hrs.	End of Leg 2 @ Dehradun
2000 Hrs.	Publication of provisional results of Leg 2
2030 Hrs.	Publication of Start List for Leg 3

21st Nov.Monday 2026, Rishikesh

0500 Hrs.	Opening of Parc Fermè
0600 Hrs.	Close of Parc Fermè
0630 Hrs.	Start of Leg 3
1400 Hrs.	End of Leg 3 @ Dehradun
1600 Hrs.	Publication of provisional results of Leg 3
1900 Hrs.	Rally Prize Distribution Ceremony.

4. IMPORTANT DATES

Opening & Closing of Entries:

Early Entries	1000 Hrs. 7 th Sept. 2026	to	2100 Hrs. 7 th Oct. 2026
Standard Entries	1000 Hrs, 8 th Oct 2026	to	2100 Hrs. 31 st Oct. 2026
Late Entries	1000 Hrs. 1 st Nov. 2026	to	2100 Hrs. 7 th Nov.2026

5. LOCATION OF ACTIVITIES.

5.1. LOCATION OF THE Rally office, Rally Notice Board & Media Rooms:

□ upto 2000Hrs. on 18 th Nov 2026	Rally HQ1
□ 19 th Nov 2026 upto 2100 Hrs	Rally HQ2
□ 20 th Nov 2026 upto 2100 Hrs	Rally-HQ3
□ 21 st Nov 2026 upto 2100 Hrs	Rally-HQ3

- **SPORTITY APP** will be the **Official Notice Board** for the event along with physical notice board at all Rally HQs.
- Alongside A DIGITAL NOTICE BOARD will be created especially for this **Rally on Whatsapp.**
- All competitors’ WhatsApp numbers will be included in a dedicated WhatsApp group under the title of ‘**UHR-26 DIGITAL NOTICE BOARD.**’
- All competitors (At least one crew member or official manager) must register their WhatsApp numbers with the Group Admin.
- All registered numbers are required to ‘PIN’ this WhatsApp group. (You can PIN only 3 numbers per cell, which will remain on the top 3 irrespective of receipt time and date.
- All important information, including:

- a) Official start order (daily).
 - b) CIBs.
 - c) Provisional & Final results.
 - d) ANY OTHER IMPORTANT INFORMATION will also be relayed through SPORTITY APP & WhatsApp group and **hard copies will also be put up on Notice Boards** at the respective Rally HQ as well.
- Group Admin will also be able to verify who all have received and read the Bulletin.
 - It will be the sole responsibility of the competitors to keep a check on any information received.
 - Competitors are requested to fix a unique ringtone for this group to easily recognise it as and when they receive any message on this group.
 - Airtel, Jio and Bsnl have full internet connectivity at most of the night halts and parc ferme location on all days.

6. ENTRIES

Those wishing to participate in the **UTTARAKHAND HIMALAYAN RALLY 26** must submit their complete entry application and the prescribed fee per the programme. Link available at www.thehimalayandrive.com

6.1 SUBMISSION OF DOCUMENTS

- The Entry Form will contain 2 sets of information. The Entry Form will not be accepted without the complete payment and the first set of information.
 - The date of receipt of the Entry Fees will be deemed to be the date of the Entry Form for determining its status as Standard and Late.
- 6.2. The entry, when accepted, is valid only for the primary applicant. Entries are not transferable.
- 6.3. The maximum number of entries shall be no more than 40 vehicles. The organisers reserve the right to decide how many and which entries will be accepted.
- 6.4. By signing the Entry Form, the competitor and all the crew members submit themselves to the sporting jurisdictions specified in the code and regulations. No amendments may be made to the entry form except in the cases in the regulations.
- 6.5. Only one member of the crew may be changed:
- Before the start of scrutineering, subject to the approval of the organising committee and a fee of INR 5000/-.

- Once the scrutineering has started, with the agreement of the Stewards of the Meet and payment of a fee of INR 10,000/-.
 - The changing of both members of the crew is not permitted.
- 6.6.** Up to the moment of the close of entries, the competitor may replace the entered vehicle with another if there is no change in the class or group, subject to the approval of the organising committee & payment of a fee of INR 5,000/-.
- 6.7.** If a vehicle does not correspond in its presentation to the group in which it was entered, it may, upon the proposal of the Scrutineers, be transferred by the stewards to a different group or be refused definitively. If the vehicle is transferred to a different group, fees, as applicable, for a change of vehicle will apply.
- 6.8.** The entry application will be accepted only if accompanied by the entry fees, which will be increased by 100% for those competitors not accepting the optional advertising of the organisers or are classified as sponsored as below:
- a. If an entry is made by a vehicle/ancillary manufacturer, his franchise holder, accredited dealers, agents or sub-agents.
 - b. If the entry is or becomes a member of a manufacturer's team.
 - c. If the entry is in respect of a vehicle, which, in the opinion of the Organisers, has been provided by a vehicle/ancillary manufacturer or any person or an organisation acting as his agent.
 - d. If the vehicle displays advertising mentioned other than compulsory advertising.
 - e. If the vehicle is painted in the colour scheme/design of cars of major sponsors, whether carrying the sponsors' advertising or not, which in the opinion of the Organisers is a sponsored vehicle. The Organisers' decision will be final and binding on the competitor.
 - f. If any of the advertising material infringes the regulations as stated in Appendix 4 of these regulations.
- 6.9.** Early entries will not be available to Sponsored OR Team Entries.
- 6.10. PARTICIPATION FEES:**
- The entry fees specified below include an opportunity for the crew to participate in the **Uttarakhand Himalayan Rally 26**,
- one set of road books,
 - **4 nights basic shared room only accommodation (18TH Nov to 21st Nov)** for Driver & Co-Driver on shared basis for the leg that the start has been taken.
 - **No accommodation will be provided on 17th and 22nd Nov 2026.**
 - An invitation for the driver and co-driver to the Prize Distribution function and Rally Ball.

Groups T1& T2 (2wd & 4wd):

- **Early Entry:** **INR 45,000/- including GST**
- **Standard Entry:** **INR 50,000/- including GST**
- **Late Entry:** **INR 55,000/- including GST**
 - a. Food, as and when provided, is at the Organisers' discretion.
 - b. All competitors must sign the required indemnity before participating.
 - c. The Entry Fee does not cover vehicle recovery, medical charges, fuel, etc. These may be provided at the discretion of the Organisers on a case-to-case basis without their having to assign any reason or explanation for their decision whatsoever.
 - d. Attendance at the Rally Ball is by invitation, and the Invite will be made available to all competitors as part of the Start Kit.
 - e. A service crew wishing to attend the Rally Ball may purchase the Invite during service registration.

6.11. TEAM ENTRY:

For Team entries, in addition to prevailing entry fees

- Manufacturers Team Entry: INR 1,00,000/- per team of up to 5 vehicles.
- Trade Team Entry: INR 50,000.00 per team of up to 5 vehicles.
- Club Team Entry: INR 25,000.00 per team of up to 5 vehicles.

6.12. PAYMENT DETAILS:

6.13. By RTGS Bank transfer to Account Favouring –TEAM FIREFOX @
ICICI BANK –Chennai Akkarai Branch IFC CODE – ICIC0003658

6.14. Current Account Number : Available on request by email .

6.15. REFUNDS

- The entry fee is NON-REFUNDABLE.
- ~~Entry fees are NON-REFUNDABLE should the event be POSTPONED for any reason.~~
- Entry fees will be refunded ONLY to those candidates whose entry has not been accepted OR in case the Rally does not occur.
- Entry fees will NOT be refunded for ANY OTHER reason.

7. ELIGIBLE VEHICLES

7.1 The Uttarakhand Himalayan Rally 2026 is open to:

Prototype & series Production Cross Country Vehicles 4WD of a maximum gross weight of up to 3500 kg for Groups T1 and T2.

These vehicles must comply with the safety specifications laid down by the International Convention on Road Traffic and the safety specifications

laid down by the FMSCI regulations and these Prescriptions. The vehicles shall be split up into the following categories:

7.2. GROUPS AND CLASSES

Group T1 - Prototype Cross Country Vehicles: 2WD

- **Class X1 Open**

Group T1 - Prototype Cross Country Vehicles: 4WD

- **Class X2 Below 1350 cc**
- **Class X3 Over 1350 cc up to 1850 cc**
- **Class X4 Over 1850 cc**

Group T2 –4WD Series Production Vehicles

- **Class X5 Below 1350 cc**
- **Class X6 Above 1350 cc**

- Cars entered in a Group containing at most four cars will be amalgamated with the class or classes above to attain the minimum of four vehicles.
- Turbocharging/supercharging of engines is permitted. However, a multiplication factor of 1.7 for petrol engine and 1.5 for diesel engine will be used to calculate the cubic capacity of Turbo /Super Charged.

7.3 Vehicles for Class eligibility:

- All vehicles entering T1& T2 groups will be governed by the FMSCI CCR Technical Regulations 2026.
- a. The minimum weight required for T1 cars will not be in the table specified, but the minimum weight of the vehicle, as mentioned in the owner's manual by the manufacturer, is +40 Kilograms for the roll cage.
- b. T2 cars must maintain the weight as specified in the owner's manual by the manufacturer+ 40kgs.
- c. Intake restrictors are mandatory per FIA regulations for all turbo and supercharged vehicles, even those that come as OE. The table for intake restrictor values is as follows: All competing cars would be classified as per article 8.2 of the National CCR Sporting regulations.

7.4. VEHICLE REQUIREMENTS

A vehicle will only be allowed to start if it is equipped with safety requirements as specified in the FIA / Appendix J sporting regulations to art. 283 of the ISC of the FIA. These include:

- a. Roll bars/cage complying with FIA / FMSCI regulations.
- b. FIA Approved rally seats without recliners
- c. FIA-approved Safety harness (minimum 4 POINT) for both driver & navigator. The seat belt angle to the rear of the seat must not exceed 15 degrees.
- d. FIA / Snell / SFI Approved Helmets for both driver & navigator.
- e. Two towing eyes (Painted Red), one at the front end and one at the rear.
- ~~f.~~ The front windscreen must be laminated
- ~~g.~~ A fire extinguisher securely fixed is mandatory; it should be of following weight:
 - if AFF(Foam) – 2.4Kg,
 - if Powder Type – 2Kg
- *As per FMSCI's 2025 Safety requirements for 4Wheelers.
- h. A Comprehensive First Aid Kit.
- i. An Extraction Kit consisting of: A tow chain / Strap made of steel wire / Nylon Strap, minimum three meter long.
- j. Two red reflective triangles; the reflecting surface width of each arm must be a minimum of 30 mm, and the length of each arm must be 400 mm. (If stopping in a competitive section, the crew will place them more than 50 metres behind the car.) Any team failing to comply may be penalised at the Stewards' discretion.
- k. Mud flaps at the rear of all wheels, with sufficient width to completely mask the tyre when viewed from behind the car. The lower edge is not more than 8 cm from the ground when the vehicle is stationary. Hinged mud flaps are not allowed. Where exhaust systems interfere with mud flaps, such holes as are necessary may be drilled through the mud flaps to enable the passage of the exhaust pipe(s).
- l. It is permitted to install an auxiliary fuel tank in the car provided that:
 - It is of OE make and
 - Equipped with a spill-proof lid and either internal venting or an anti-rollover device on the vent line.
 - If installed within the car, this tank must be separated from the driver's cabin with a fireproof bulkhead and vent gases to the outside.
- m. Additional front or rear bonnet and boot lid fasteners, preferably bayonet type.
- n. Two additional Red or Yellow reflectors, at least 60 mm diameter, on the rear door.

- o. A Marked General circuit breaker, external or inside the cabin but within reach of a person standing outside.
- p. To help prevent fires from dry brush, a heat shield on the bottom of the silencer at all points where the exhaust is running parallel to the ground extends till the vehicle's B Pillar. This Heat Shield must be of metal and spaced at least 20 mm from the outer surface of the pipe/muffler. This shield may be perforated with holes not exceeding 8 mm in diameter.
- q. The Sound level of all the participating vehicles measured from 2 meters behind the exhaust, at 3000 rpm for Petrol & 2,000 rpm for Diesel, must be under 103 dB at all times.

All competing cars must comply with the legal requirements of vehicles used on public roads in India. Any absence or malfunctioning of electrical or mechanical parts required by the traffic regulations will result in a **PENALTIES will be as per FMSCI CROSS COUNTRY REGULATIONS 2025 (LIST OF APPENDICES) APPENDIX I.**

Ensure that wireless and radio communication equipment/transmitters conform to legal requirements and are sanctioned by the Competent Authority in India. (License to be produced during documentation). In case of non-compliance, the radio will be removed and deposited with the organisers for the length of the **Uttarakhand himalayan rally 26** with a removal charge of INR 5,000/-

- r. **Carry emergency rations and drinking water sufficient for a minimum of 24 hours for both the crew members.**
- s. Emergency blanket.
- t. Two outside rear-view mirrors, one on each side of the car, provide efficient views to the rear. A practical demonstration to assure the scrutineer might be conducted during scrutiny.

7.5. RECOMMENDED EQUIPMENT:

- a. Protective shields can be fitted to the underside of the car. Such shields may take the form of complete underneath protective devices or may be used to protect individual components
- b. Window Safety Net & a FHR device.
- c. Strengthening the aprons and lower control arms mounting points to prevent spreading is permitted and accessible for all groups and classes.
- d. Strut Braces are permitted for T1 & T2 Groups.
- e. Fitting auxiliary lights is recommended as some stages run at night and late evenings/ early mornings.

7.6. MISCELLANEOUS

- a. If carried in the passenger compartment, spare components and tools must be securely fastened, or the entrant of the vehicle concerned will be reported to the Stewards of the Meeting, who may impose a fine.
- b. The spare wheel(s) need not occupy the position(s) provided by the manufacturer.
- c. Minimum drilling of the coachwork is permitted to enable the fitting of any additional devices detailed in these Supplementary Regulations.
- d. Rear seats need not be carried.

THE ORGANIZERS WILL PROVIDE ADVICE ON ANY REQUIREMENT ON REQUEST.

7.7 PERMITTED MODIFICATIONS:

As per 4 – Wheeler Technical Regulations of the FIA /FMSCI

7.8 FUEL

- a. Refuelling is the sole responsibility of the competitor.
 - b. Each competitor is responsible for calculating one's fuel range. In no case may competitors make any claims against the organisers if their vehicle fails to cover the day's distance, regardless of the nature of the terrain.
 - c. Competitors may refuel at any commercial fuel pump. The organisers would NOT be providing any guidance or assistance. Any sign in the road book would be strictly optional, and organisers do NOT take any responsibility for fuel quality, quantity or availability.
 - d. Engines must be switched off during the refuelling operation. It is recommended that the crew exit the vehicle during refuelling. If they remain in the car, their safety harnesses should be detached.
 - e. Use of Aviation fuel (Avgas) or corresponding to the fuel as defined by the FIA is permitted as per Regulations of the FIA. Participants will, however, have to arrange for their Avgas requirements on their own
 - f. Refuelling between competitors is authorised.
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Any waivers on the FIA/FMSCI CCR 2025 Technical Regulations will be published in a separate Competitors Information Bulletin.

7.9 TYRES

- a) A maximum of **EIGHT** tyres per competing vehicle will be permitted in a rally raid event.
- b) The original tyre pattern is authorised.
- c) During scrutineering, the competitors must name and provide the drawings/specification of the type of tyre (patterns and dimensions).
Only these tyres, which must be moulded and uncut, may be used during the rally.
- d) If left tyres are different from right tyres, their patterns must be symmetrical.
- e) If tyres of different dimensions are used on a 2WD vehicle, the smallest tyres must be fitted on the front axle at the start of a Selective Section.
- f) When no Selective Sections are involved, non-registered pattern tyres may be used on road sections

8. CREWS

- 8.1 Any crew entered as a competitor holding an FMSCI national/FIA International competitor's license valid for 2026 is eligible. The minimum requirement is a valid Club Sport license.
- 8.2 Where the competitor is a legal entity, or in any case not part of the crew, the first driver named on the entry form will be held responsible, jointly and severally, for all the liabilities and obligations of the competitor throughout the whole event.
- 8.3 The whole crew must be on board the vehicle throughout the entire duration of the event. If one member retires or a third party is admitted on board (unless this is to transport an injured person), the competing vehicle shall be disqualified from the event.
- 8.4 All non-Indian competitors, 1st drivers or co-drivers will comply with article 70 of the FIA code.
- 8.5 **The wearing of FMSCI/FIA-accepted safety equipment (Appendix L, Chapter 3) is MANDATORY.**
 - The wearing of an FIA-approved safety harness is compulsory throughout the Event.
 - Officials may check the crews' safety equipment and clothing at the start of each selective section in the Event and any other moment.
 - In the event of non-conformity, the start will be refused.
- 8.6 To enter this event, a competitor driver must have a valid civil driving license.

9. INSURANCE

- 9.1. Insurance and liability limitations are detailed in Appendix '6' of these regulations.
- 9.2. Organisers holding a valid 2026 FMSCI permit for an event are covered for DURING THE RUNNING OF THE EVENT ONLY,

- **COMPETITORS:** A maximum of 250 competitors with valid FMSCI Competition Licenses participating in various events across the Country on a given day are covered for Personal Accident Insurance for Rupees five lakhs and with Rupees five Lakhs medical expense extension per person.
- **OFFICIALS:** A maximum of 100 officials officiating in various events across the Country on a given day are covered for Personal Accident Insurance for Rs.25 lakhs with Rs.1 lakh medical expense extension per person.

- 9.3. All competitors must possess a valid personal accident insurance for INR 10,00,000/- each (Ten Lakhs), including hospitalisation benefits. This insurance should not be normal insurance, but specifically “High Risk” in-surance.

ALL COMPETITORS ARE ADVISED TO TAKE ANY ADDITIONAL INSURANCE AS THEY MAY DEEM FIT.

- 9.4. It is strongly recommended that participants should check with their insurer the guarantees (Cash Less facility) they will benefit from and that these guarantees are valid when participating in a competition.
- 9.5. The insurance of each vehicle against third-party risk is the minimum requirement as per the Laws in India. Proof that the vehicle is insured will be required before the closing of entries.

THE COMPETITOR'S ATTENTION IS PARTICULARLY DRAWN TO THE FACT THAT NORMAL MOTOR POLICIES ISSUED IN INDIA DO NOT PROVIDE COVER FOR RALLYING.

- 9.6. All such Competing vehicles must be insured by taking special Rally insurance for the event. Proof of such insurance cover must be produced before the start of Scrutineering.
- 9.7. Under no circumstance are the organisers directly or indirectly responsible for the competitors' vehicles or their assistance. The safekeeping & recovery of the vehicles remains the competitor's sole responsibility.
- 9.8. Medical rescue and evacuation will be by land.
- 9.9. The competing vehicles must possess **RALLY COVER INSURANCE valid from 18th Nov 2026 to 21st Nov-2026.**

10. ADVERTISING

All entrants and competitors will be required to execute an undertaking that any advertisement about their participation, performance and place in the event shall correctly state the complete title of the event, “Uttarakhand Himalayan

Rally 26”. Furthermore, the competitor will make this condition clear to his sponsors. In addition, the entrants and competitors will also undertake not to use their participation, performance and placing for any promotional and commercial purposes without the prior written permission of the organisers.

The organiser, **Team Firefox**, enjoys the sole intellectual property rights of the event, including the rights of use or distribution relative to all material, including, but without being limited to it, logos, graphics and illustrations, images, film, footage and photographs, articles, editorial content, journalistic magazines, interviews and results. All entrants and competitors shall refrain from using in any form copying, duplicating, extracting, digitising or disassembling onto any medium, altering, selling, republishing, transmitting, distributing on or offline or directly or indirectly exploiting for commercial purposes, all or part of the tangible & intangible elements of the event.

Competitors can affix any advertising to their vehicles, provided that:

-
- a. Any instructions issued by the organisers are observed.
 - b. Advertising must not be of a political, obscene or insulting nature. It must be in good taste and not conflict with the vehicle's official numbers in any way.
 - c. It should not be placed to prevent recognition by Officials or Marshals.
 - d. The space designated in Appendix ‘4’ of these regulations is left free of advertising other than that provided by the organisers.
 - e. It does not infringe upon the spaces reserved for rallies and number plates.
 - f. Windscreen strips are not allowed.
 - g. It does not interfere with the crew’s vision through the windows.

As indicated in Appendix 4 of these regulations, the space required must be left free of advertising other than that provided by the organisers.

Even after the event, the Competitors may collectively and individually be held responsible for any advertisement infringing Article 10.3 of these regulations.

Advertising provided by the organisers must be carried & placed only as indicated in Appendix ‘4.’

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- The Compulsory advertising as detailed must be carried.
 - For competitors who refuse the Organiser’s optional advertising, the entry fees will be increased by 100%.

All stickers/ advertising of other rallies must be removed entirely before the vehicle is presented for Pre Event Scrutiny of this event.

No numerical numbers can be displayed. The numerals conflict with the Competition numbers and are therefore prohibited.

The crews will ensure that the advertising is properly affixed throughout the event. If compulsory or optional advertising is absent or wrongly fixed, a penalty of INR 3,000/- will be incurred for a first offence and INR 5,000/- for each repeated violation.

Any optional advertising relating to a make/brand of tyre, fuel, lubricant, automaker, or auto ancillary manufacturer will increase by 100% of the entry fee.

The final decision to allow any optional advertising rests with the organiser. If the organiser finds the same inappropriate, competitors are bound to follow the instructions.

11. IDENTIFICATION.

The organisers will supply each crew with identification plates comprising two rally plates and two panels carrying the NUMBER PLATES race number. They will have the race number, the name of the event and, if appropriate, the name of the organisers' main sponsor.

Throughout the Event, the plates must be affixed in conformity with the supplementary regulations. They should not cover, even partially, the vehicle's licence plates.

The number plates must appear on both sides of the vehicle during the event and be legible from the rear.

The number plates (43 cm wide x 21 cm high) must be affixed to the right and left sides of the vehicle and in the area between the wheel arches on the condition that they are obvious from the side.

In addition, the organisers will also issue 1 set of 'rally' panels for the front and rear: one plate of a rectangle of 43cm x 21.5 cm, of which 9cm x 43cm is reserved for compulsory Organisers publicity. They will incorporate the competitor's race number and the event's name. They will be available as stickers.

Apart from the manufacturer's name, the plate must be the first legible writing at the front above the headlights.

At any time during the event, the absence or incorrect positioning of a race number plate or a rally plate may result in a penalty of INR 5 000/-. The simultaneous lack or inaccurate positioning of at least two race numbers or rally plates may result in INR 15,000/-penalties.

The names of the driver and his co-driver, plus their national flags, of a height of 30~50 mm, must appear on both sides of the front wings or doors of the vehicle. Any vehicle failing to comply with this rule shall be subject to a cash penalty of INR 3,000/-.

The completed Crew Identification Card issued by the organisers must be affixed to the inside of the rear windscreen.

The members of the crew will be recognisable using an identification tag. It must carry the competitor's photograph, name & blood group. Any breach noted by an official will result in a cash penalty of INR 3,000/-.

12. ADMINISTRATIVE CHECKS & SCRUTINEERING

12.1 ADMINISTRATIVE CHECKS

- a. Drivers taking part in the event must arrive at administrative checks & scrutineering with at least one of the crew, driving gear and car. Any car reporting to the scrutineering area outside the prescribed time limits will not be allowed to start, except in cases of 'force Majeure duly accepted by the Chief Scrutineer, who may impose an additional fine.
- b. The Entry form contains a checklist of the documents required to be submitted. All crews taking part in the Event must ensure that the Event timetable at the secretariat offers self-attested copies of the documents detailed in the entry form.
- c. All documents must be produced in original before the rally plates are issued & the vehicle is permitted for scrutiny.
- d. The date of the entry and the fees applicable thereof would be taken as the date when the documentation is completed in its entirety. Please do so to avoid additional fees or penalties.
- e. Any crew reporting to the administrative checks outside the time limits prescribed will not be allowed to start, except in a case of force majeure duly recognised as such by the Stewards.

12.2 SCRUTINEERING

A detailed Scrutiny Schedule shall be published by **7th November 2026** and shall be adhered to strictly by all competitors.

Each competing car must report for scrutiny **30 minutes prior to its allotted scrutiny time.**

Any car reporting outside its allotted schedule shall be scrutinized only after the completion of all scheduled inspections and shall be subject to payment of a **late scrutiny fee of INR 5,000/- (Rupees Five Thousand only)**.

- a. Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its plates and numbers at scrutineering. After scrutineering, if a car is found not to comply with the technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply
- b. Competitors not conforming to the norms would be automatically disqualified and their entry fees would be forfeited. No vehicle will be allowed to start unless it complies with the FIA/FMSCI safety regulations and the present Prescriptions.
- c. At scrutineering, the crew members will be asked to produce their identity cards & safety gear including helmets along with other items as mentioned in the Pre Event Scrutiny Card/Form.
- d. The scrutiny card must be carried in the vehicle throughout the event. It will also contain the record of the Service Time utilised by the competitor. This scrutiny card must be produced to any official on demand and surrendered at the finish.

LOSS OF THE SCRUTINEERING CARD MAY RESULT IN PENALTIES AND MUST BE REPORTED TO THE STEWARDS.

- e. Scrutineering carried out before the start will be of a general nature to ensure vehicles conform to these Supplementary Regulations, the safety requirements, apparent conformity of the car with the Group in which it is entered, conformity of the car with the National Highway code, etc.
- f. Passing pre-event scrutineering does not in any way certify that a vehicle complies with the technical regulations.
- g. Any vehicle which appears on external examination to be ineligible for the Rally or a specific Class may be rejected and called back for re scrutineering.
- h. All vehicles must be equipped with roll bars/cage complying with the ASN/FIA specifications, and with all other safety devices as specified by FMSCI/FIA in the CCR SPORTING and TECHNICAL REGULATIONS.
- i. Additional checking/scrutineering (of crew members as well as of vehicles) may be carried out at any time during the event.
- j. At all times during the running of the event, the competitor is responsible for the technical conformity of his vehicle. The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.

12.3 SEALING AND MARKING

- a. In order to prevent the engine, body shell and other restricted components from being changed during the event these items will be identified by the Organizers at pre start scrutineering and these components will be marked using paint. Missing marks will result in immediate disqualification. Any fraud discovered, or an attempt made to present as intact identification marks that have been retouched, will result in disqualification of the competitor from the event as well as that of any entrant or competitor who has helped / been involved in carrying out of the infringement. This will not prejudice any demands which may additionally be made to the Competitor's or accomplices National Sporting Authority concerning the imposition of heavier sanctions.
- b. The Competitor is responsible for the existence of all marks throughout the entire Event.
- c. The components, identified with a mark during scrutineering and the crew are associated with a race number, these elements can be neither changed nor replaced during the running of the Event (except for cases expressly provided for in these Prescriptions).
- d. Entrants/Drivers will be required to sign on the "Scrutiny Card" that identification has been carried out to their complete satisfaction. Entrants uncertain of precise requirements should consult the Chief Scrutineer through Rally Headquarters.

13. COMPETITOR BRIEFING & CEREMONIAL START

A general briefing will be held as per itinerary. All competitors need to sign their presence in the register maintained at the venue for this purpose. Absence of signature will be deemed as absence at the briefing and sanctions would apply.

THE PRESENCE OF AT LEAST ONE MEMBER OF EACH CREW IS COMPULSORY, FAILING WHICH THE MATTER SHALL BE REFERRED FOR STEWARD'S SANCTION.

CEREMONIAL START

- a. All crews must participate in the Ceremonial Start. Any Competitor failing to participate will be referred to the Stewards for Sanction.
- b. All competing cars must be parked in their allotted space in the Pre-Start Parc Fermè, as guided by the marshals.
- c. Any car reporting outside the scheduled time will be penalised at the rate of INR 500/- per minute up to maximum of 10 minutes before his scheduled Start Time. Competitors' cars reporting later than 10 minutes prior to their scheduled start time will not take part in the Ceremonial Start and the Competitor will be referred to Stewards who may impose further sanctions.

- d. The start order & interval at the Start Ramp will be as directed by the Event Officials.

14. ALLOCATION OF RACE NUMBER, START ORDER

- a. Order for the allocation of race numbers: At the initiative of the organising committee.
- b. At the start of each Leg, the first 10 crews will start at 2-minute intervals, the other crews shall start at the discretion of the Clerk of the Course, the intervals being no shorter than 1 minute.
- c. In the case of 2 or more successive selective sections in one Leg, the start of the following selective section shall be based on the finish time of the previous selective section in hours & minutes, disregarding the seconds, to which will be added the target time for the road section. Competitors will start with at least one-minute intervals.
- d. The Clerk of the Course, when drawing up the starting order, will consider any sporting penalties (missed PCs, missed WPMs, speeding, etc.) that a competitor has incurred during the last Selective Section/s run and that must be added to the time of the selective section(s) considered.
- e. Any penalties incurred on the road section(s) will be added to the overall results for the leg run.
- f. In a case where a crew arrives early at the Time Control before a start for a Selective Section, no modification to the arranged starting order is authorised as a function of the cars present, and the starting time is the target check-in time at the Time Control +3', even if it concerns the start for a Selective Section other than the first of the day. The marshal in charge of the start will ensure that this regulation is respected and report to the course clerk. Any infringement of this regulation may lead to a sanction imposed by the Stewards, which may go as far as disqualifying the crew concerned.

Example: Target check-in time at Time Control: 10h00; actual early arrival time: 9h54; theoretical starting time: 9h59; starting time authorised: 10h03, corresponding to the target check-in time + 3 minutes.

The Stewards may draw up a new starting order and reposition any FMSCI-seeded driver for safety reasons only. In no case can such a repositioned driver start in front of the first five drivers or an FMSCI-seeded driver appear among the first ten drivers in the start list of the Leg.

The start Parc Fermè, applicable at the start of the event & the start of all Legs, will be operational 90 minutes before the flag off of the first car. All

competitors must check their vehicles into the start Parc Fermè at least 30 minutes before the flag off of the first car. Lateness will be penalised as per APPENDIX I FMSCI CROSS COUNTRY REGULATIONS 2025.

The exact time of start will appear on the Time Card.

The start lists will be published on the Official Notice Board at Rally Headquarters as per the programme.

15. ROADBOOK AND NAVIGATION

The route will remain secret until the road book is distributed to the crews. The road book will contain a detailed itinerary description, which must be followed. This itinerary is compulsory under the pain of disqualification.

For Roadbook layouts refer to Art. 5.5 Of FMSCI CCR Regulations 2025 List of Appendices.

The competitor's attention is drawn to the fact that the route passes through a few villages, and they are thus advised to exercise extreme caution while passing through them. The organisers may take suo motu cognisance of any breach of caution and impose penalties on the competitor, extending to refusal of start.

16. TRAFFIC & SPEED

UNDER THE LAWS OF INDIA, ANY ACCIDENT OUT OF WHICH A CLAIM MAY ARISE SHOULD BE REPORTED TO THE NEAREST POLICE STATION.

- 16.1 Any competitor involved in an accident which results in physical harm will be subject to an investigation by the Jury of Sporting Stewards. Depending on the circumstances, penalties may be applied in time or Cash, including disqualification.
- 16.2 In the event of an infringement of the traffic laws committed by a crew participating in the Event, officials of the event (judges of fact), having noted the infringement, will inform the offender thereof as soon as possible. Should they decide against stopping or are unable to stop the driver in the wrong, they may request the application of the penalties provided for, subject to the following:
- 16.2.1 That the notification of the infringement is made through official channels and in writing before the posting of the classification of the Leg during which the infringement was committed.

16.2.2 That the statements are sufficiently detailed for the identity of the offending driver to be established beyond all doubt, as well as the exact place and time of the offence.

16.2.3 That the facts are not open to various interpretations.

16.3 IT IS FORBIDDEN, UNDER PAIN OF DISQUALIFICATION:

- a. Transporting of a competing vehicle with external assistance is prohibited under pain of disqualification.
 - b. Deliberately block the passage of the vehicles or to prevent them from overtaking.
 - c. Competitors are forbidden under pain of disqualification to behave in any unsporting manner.
 - d. A competing vehicle shall always carry the two people named on the Entry Form on board.
 - e. Wearing safety harnesses is compulsory throughout the Event, including all road sections.
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16.4 GOING THROUGH VILLAGES:

The speed of competitors through towns and villages crossed on the route, both on Selective and Road Sections, is limited to 30 kmph except when stated otherwise in the Road Book or by a CIB. In all cases, it is the competitor's responsibility to adapt their speed to local population and traffic conditions. Infringements will be reported to the stewards for sanctions.

17. HELPING AT AN ACCIDENT

Crews are expected to stop at the scene of an accident so as to provide the most appropriate form of help until the medical assistance arrives. Considerable means have been put in place so as to shorten the response times by as much as possible.

17.1 SHOULD YOU HAVE AN ACCIDENT OR A BREAKDOWN, YOU MUST ENSURE:

- a. That your crew and vehicle are away from danger & the path of the next approaching car.
- b. Switch off the Main Circuit Breaker.

- c. Put the Red Warning Triangle at least 30 meters before on the path to warn the next approaching car.
- d. Display the Green OK, OR in case any crew needs medical assistance the Red SOS sign given in the road book to the next approaching car.
- e. Call the event emergency numbers given on the front of every road book.

17.2 SHOULD A COMPETING VEHICLE COME ACROSS ANOTHER VEHICLE WHICH HAS MET WITH AN ACCIDENT,

it is their duty to ensure that the crew of that vehicle does not need any medical attention.

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- a. When a Red SOS sign is displayed, it is **MANDATORY** to stop & assist the crew requiring help.
 - b. The first crew to arrive at the scene must stop and inform the next car of all the details.
 - c. The next car must take the following information to the NEXT radio post (which may be the finish post.)
 - Competition number of the crew involved.
 - If & how many crew members or spectators are involved.
 - If any crew member or spectator is trapped in or outside the car.
 - Location of the accident i.e. the closest road book instruction.
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- d. All competitors stopped in the stage must place their Red Triangle at least 30 meters before from where the car is stopped even if the car is clear of the road.
 - e. It is permitted to take the injured on board.
 - f. **FAILURE TO PROVIDE SUCH ASSISTANCE / FAILING TO REPORT ANY BREAKDOWN / ACCIDENT TO THE NEXT OFFICIAL ON THE ROUTE MAY LEAD TO disqualification AT THE DISCRETION OF THE STEWARDS**
 - g. The Stewards may at their discretion, considering the facts of each case, compensate the competitor for any time penalties incurred in rendering such help provided that an application in writing is submitted at the end of leg.

18. SPEED CONTROL ZONES

Speed limit zones will be indicated on the road book by the initials 'DZ' and 'FZ'. The presence or absence or erroneous posting of signposts indicating Speed Limit Zones cannot be used in any appeals.

All speed Zones would have a Maximum Speed Limit of 30 Kilometres per hour except when stated otherwise in the Road Book or by a CIB.

Overtaking is authorised if a vehicle travels abnormally slowly, on condition that the maximum speed authorised in the zone is not exceeded.

Organisers may establish DZ & FZ to monitor and control the speed of competitors during a Selective Stage. Time to cover the distance between these two points will be allotted. Marshals will be deployed with SPEED GUN/SPEED GUNS to register the competitors' speed.

In the case of repeated infractions during the rally, the competitors may be referred to the Stewards, who may levy penalties up to and including disqualification from the race.

Fines must be paid before the start of the next leg, on pain of being refused a start.

As a safety backup, times at the DZ & FZ may also be noted manually. The penalties in this case would be calculated at the rate of 2 penalty units per unit less than the ideal time. In all circumstances, the times noted by the marshals cannot be disputed. The DATA LOGGER (if used) data & penalties would have primacy in all circumstances & the manual timings would only be used in case of an eventuality.

The organisers may post officials with Speed Guns at any point in the designated control zone. In case of over speeding, penalties as stated above would apply. The official would be designated judge of fact, and no protest would be entertained regarding his findings.

18.1 SPEED CONTROL ZONES: DEFINITIONS

SPEED CONTROLS ZONE: ENTRY

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- A box marked: 'DZ' and/or a GPS point (WPM) indicate a speed control zone on the road book.
 - The first 100 meters after the DZ point is considered a deceleration zone before entering the control zone.

18.2 THE CONTROL ZONE:

The speed of a competitor will be limited to 30 kmph or such speed as mentioned in the road book between the point of entry and exit point of the zone, regardless of the route taken between these two points.

18.3 SPEED CONTROL ZONE: EXIT:

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- The end of the Speed Control Zone will be indicated on the road book by a box marked 'FZ' and/or by a GPS point (WPM).

- Before this point, there will be a zone of tolerance of 100 meters so as to avoid any arguments concerning the measuring of speed.
- Competitors can reaccelerate from this point.

THE ENTRY AND EXIT ZONES ARE COMPULSORY POINTS OF PASSAGE.

Competitors are forbidden to stray by more than 10 m (radius) on pain of a penalty as per FMSCI CROSS COUNTRY REGULATIONS 2025 (LIST OF APPENDICES) APPENDIX I.

18.4 SPEED LIMITS – ROAD SECTIONS

The maximum speed may be limited on certain road sections (indicated by bulletins). Penalties incurred will be identical to those of a speed zone.

19. RECONNAISSANCE

Reconnaissance is not permitted.

20. ITINERARY

- 20.1 All crews will receive a printed Road book containing a detailed description of the itinerary. The itinerary of the rally is defined in the Road book by the road direction diagrams and between the road direction diagrams, by the road/track if it exists. This itinerary is mandatory. The Road book may be also wholly/partially in electronic format.
 - 20.2 If there is a divergence, other than speed limits, between the Road book and the GPS, the information given by the Road book will prevail.
 - 20.3 Organisers must issue the Road book one day at a time. If the organiser decides to issue the Road book on the previous day, the competitors must receive the Road book including the notes for the next day at the latest at 18:00 hrs.
 - 20.4 If an organiser decides to issue the Road book on the day of the Stage/Leg concerned, has printed it without the modifications (if any) and has ten modifications or less, the Road book will be distributed to each competitor 60 minutes prior to their start time. If more than ten modifications are issued, the Clerk of the Course, may extend this period. This will be communicated at the previous day's competitors' briefing and by bulletin.
 - 20.5 A Road book receipt, if not in electronic format, will be acknowledged by signature.
 - 20.6 The only documents allowed in the vehicle are:
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- The official Road book,

- The modifications done by the Official Opening Car, which may be integrated into the Road book,
 - The notes provided by the Clerk of the Course or the organiser during the briefing,
 - The FIA/FMSCI regulations,
 - The supplementary regulations of the event,
 - The vehicle repair manual,
 - Personal notes from a previous passage through the Stage/Leg area (in whatever direction) in the current event.
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20.8 In a Selective Section, it is always forbidden to use a surfaced (asphalt, concrete) road other than those indicated in the Road book. If a crew follows a surfaced road and re-joins the route of the Selective Section at a different point, it is deemed to have retired from the Selective Section.

21. TIME CARDS

21.1 A Time card will be issued at least at the start of each Day/Stage/Leg.

21.2 Each crew is responsible for:

- Its Time card;
- submitting the Time card at the controls
- The accuracy of the entries;
- Any entries made on the Time card.

21.3 The appropriate control official is the only person allowed to make entries on the Time card, except for the sections marked “for competitor’s use”.

21.4 The loss of a Time card will incur a penalty as per Appendix I.

21.5 In case of the absence of the entries or signature from any control, the absence of a time entry at a time control, or the failure to hand in the Time card at each control, the Clerk of the Course may use the electronic recording (GPS) if available or/and the official documents for an inquiry. He will decide on the correct passage of the controls and will apply the penalty according to Appendix I of cross country regulations 2025

21.6 Should a competitor retire from the rally he must hand in his Time card to an official at the earliest possible moment.

- 21.7 A competitor who retires from a Stage/Leg/Leg but intends to re-start must hand in his Time card immediately on the time control at the end of the Stage/Leg.

22. RUNNING OF BAJA - THE UTTARAKHAND HIMALAYAN RALLY 2026.

- a) The Official Time throughout the entire rally will be Indian Standard Time (IST), expressed in accordance with the 24-hour GPS clock. The IST time differential from GMT/UTC is +5.30 Hrs.. Hours, minutes & seconds will be shown as 22:01:46
- b) The event shall be split into several liaison, neutralisation, service, competitive & selective sections.
- ~~c) LEG 2 will be run as navigational challenge with waypoints, compass headings and physical ground features graphics on the roadbook. No GPS traces will be available for this Leg. Only track waypoints without latitude longitude details and fixed waypoints (control start, end, DZ and FZ) with latitude longitude details will be mentioned.~~
- d) FIXED PENALTIES will be as per FMSCI CROSS COUNTRY REGULATIONS 2025 (LIST OF APPENDICES) APPENDIX I.

22.1 MAXIMUM TIME ALLOWED

- a. A target time will be given / allocated for each liaison, neutralization, service, competitive & selective sections or their parts.
- b. Any crew exceeding this time, without any tolerance, will receive a penalty ranging from the fixed penalty to disqualification.
- c. At that moment the control is said to be closed for the competitor concerned. The maximum time allowed may be changed by the Clerk of the Course at the Stewards' discretion.

22.2 MAXIMUM PERMITTED LATENESS (MPL)

- a. The Maximum Permitted Lateness for each section or group of sections or Leg will be 30 Minutes. Any change shall be communicated by a CIB.
- b. Competitors not reporting at any control by the end of this period would be disqualified from the event and may re-join the next leg subject to the provisions above.
- c. The disqualification time, or one or more maximum times, communicated by a CIB may be modified at any moment by the panel of the Stewards of the meeting, upon the proposal of the clerk of the course. The crews concerned shall be informed of this decision as soon as possible. Disqualification from

the race for exceeding the maximum permitted lateness will only be announced at the end of a Leg.

23. CONTROL ZONES

All controls, i.e. Time Controls, start and finish of Selective Sections, Passage Controls, will be indicated by means of standardised signs detailed in Appendix '3' of these regulations, as follows:

A warning sign on a yellow background marks the beginning of the control area. At a distance of about 50~100 m, the position of the control post is indicated by a sign on a red background. The end of the control area, approximately 50~100 m further on, is indicated by a final sign on a beige background with three black transversal stripes.

The signs will always be located on the left side.

If a time control is wrongly located on the route, crews must check in as if it were correctly located.

If, through unavoidable circumstances, a time or passage control does not exist or is not operative, crews must continue along the official route. For time controls, the time due at the next time control will be calculated by adding the times allowed for the sections concerned and will, therefore, remain unchanged.

All control areas (i.e., all the areas between the first warning signal and the final one) are considered 'Parc Fermé'.

The stopping time within any control area must not exceed the time necessary for control operations.

It is strictly forbidden to enter or leave a control area from any direction other than that prescribed by the itinerary of the Event or to re-enter a control area once checking-in has taken place at this control:

PENALTIES will be as per FMSCI CROSS COUNTRY REGULATIONS 2025 (LIST OF APPENDICES) APPENDIX I.

1. The target check-in time is the responsibility of the crews alone, who may consult the official clock on the control table. The post-Marshalls may not inform them about their target check-in time.
2. Control posts shall be ready to function 30 minutes before the target time for the passage of the first crew. Unless the Clerk of the Course decides otherwise, they will cease to operate 30 minutes after the target time for the last crew, plus disqualification time. The Time Controls for the start and finish of Selective Sections will cease to operate at a time calculated

considering the maximum time(s) allowed preceding this control for the last classified competitor.

3. The Road Marshalls and Post Chiefs shall be distinguished as indicated in Art.5.5 of these regulations.
4. On pain of a penalty which may go as far as disqualification, the crews are obliged to follow the instructions of the marshal in charge of the control post, who may be assisted by a controller (all possible cases will be examined by the Stewards following a written report by the marshal in charge of the control post).
5. Any failure on the part of a crew to observe the rules of the check-in procedure defined will be recorded by the controller at that post and sent in a written report to the clerk of the course.
6. Target times and maximum times allowed, as well as the start times of the first car will be mentioned in the Road Book. Any changes will be communicated in a CIB to all participants.
7. For safety reasons, on the Clerk of the Course proposal, the Stewards may decide to stop a Leg before its allotted finish. A Time Control will then be set up, acting as the end-of-leg control in the case of a Selective Section, the time control being twinned with the end-of-selective Section control), where the times recorded will establish the Leg's classification. On the decision of the clerk of the course, this Leg may or may not be continued, neutralised or in convoy and may or may not be under the Parc Fermè rules.

23.1 TIME CONTROLS

At the Time Controls, the controllers will indicate on the time card the check-in time, which corresponds to the exact moment at which the car crosses the Yellow Clock which marks the Start of the Time Control, or the moment the competitor hand over the Time Card if the vehicle is held up in a queue of rally vehicles waiting to check in.

- a. The check-in procedure commences the moment the vehicle passes the entry sign for the Time Control zone. The crew is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post. The crew may only stay in the control zone for the time necessary to clock in.
- b. For Road Sections, the crew does not incur any penalty for late arrival if the time card is submitted to the controller during the target check-in minute.
- c. *Example:* A crew which is supposed to check in at a control at 18h 58 min. shall be considered on time if the check-in takes place between 18h 58 min. 00 sec. and 18h 58 min. 59 sec.
- d. For Road Sections the ideal check-in time is that obtained by adding the target time for completing the Road Section to the starting time for that

Section. These times are expressed in hours and minutes and are always shown from 00.01 to 24.00.

- e. At the TC at the end of the road section the controller notes on the time card the clocking in time of the crew and their start time for the selective section. They will permit a delay of 3 minutes between the two to allow the crew to prepare for the start.
- f. After clocking in at the time control the crew must go immediately to the start of the selective section. The controller notes the real time of the start of the selective section and then gives the start to the crew.
- g. If in the case of an incident, there is a difference between the two clocking in times noted, the start time of the selective section is the one considered, except if the sporting stewards decide otherwise.
- h. At the time control at the end of a leg, crews are allowed to check in early without incurring penalties.
- i. All competitors arriving at a TC at the finish of a Leg after the maximum time allowed will be penalised by a minute for every minute late. After the closure of the control, clocking in will be done at the Rally Office with the official present. Competitors arriving after the maximum permitted lateness will be treated as being out of the race.

23.2 SELECTIVE SECTIONS

- a. During the Selective Sections, all members of the crew under pain of disqualification will wear approved safety harnesses & crash helmets
- b. They are strongly recommended to wear a head restraint system, overalls, gloves, a balaclava, long underwear, socks and shoes, homologated according to the standard described in the FIA Appendix L, Chapter 3.
- c. The Selective Section will be timed when the centre of the vehicle's front wheels passes over an imaginary line drawn across the road marked by the Red Chequered Flag.
- d. Timing will be done on the finish line, which might have print-out equipment and shall be backed up by hand timing.
- e. For selective sections, the finish times will be recorded to the nearest second, except for the super special stage, where they will be taken to the nearest tenth of a second to decide dead heats. Once the super special stage classification has been established and the starting positions for the following selective section have been determined, the tenths of a second will be deleted, and the times rounded down to the second immediately below.
- f. Crews are forbidden to drive in the opposite direction to that of the Selective Section, under pain of penalties which may go as far as disqualification.
- g. During a Selective Section, unless provision is made to the contrary in the Regulations, any assistance is forbidden other than that of a racing crew using

parts transported by another racing crew. However, approved assistance zones may be set up by the Organisers.

- h. The route of the Selective Sections in the Uttarakhand Himalayan Rally 2026 traverses close to many villages. The route has been designed to avoid and bypass these inhabited areas. The detailed route as prescribed in the road book must to be followed, especially around the village bypasses. Deviation from the prescribed route will attract penalties ranging from 5 minutes to disqualification.

23.3 INTERRUPTION OF A SELECTIVE SECTION

- a. When the running of a selective section is definitively stopped or interrupted for one or more competitors the clerk of the course may allocate each competitor affected a time which is judged the fairest using all means at his disposal (e.g. GPS, Passage Control times, tracking system etc.). This time can also be the slowest time set before the interruption.
- b. This classification may be drawn up even if only one crew was able to cover the route in normal racing conditions.
- c. Should the worst time actually set to be considered abnormal, a suitable reference time (Scratch Time) may be considered.
- d. Lastly, any crew which is responsible or partly responsible for the stopping of the race cannot, under any circumstances, benefit from this measure. It will be given the time which it eventually sets provided that this time is greater than the scratch time awarded to the other crews.
- e. In exceptional cases, for safety reasons, the Clerk of the Course may interrupt a Selective Section by setting up a Passage Control and the competitors may continue the Selective Section once the dangerous area has been passed. The classification will be established by adding together the times of the two portions of this Selective Section.
- f. The Selective Section may be subdivided into segments. The timings noted at controls other than the Start & End controls by a judge of fact may be used to establish sub classifications which may be added for the section classification. These segments may or may not be congruent.
- g. Any official may for safety reasons interrupt a selective section. The benefit of such stoppage will be awarded to the competitor. The official at site will be the Judge of Fact and his decision on the quantum of time to be awarded will be final.

SELECTIVE SECTIONS ARE RUN ON SECTIONS OF 'ROAD' OPEN TO THE PUBLIC. THE GREATEST CARE IS RECOMMENDED IN RELATION TO OTHER EVENTUAL USERS.

23.4 PARC FERMÉ

A zone in which any operation, checking, tuning or repair on the vehicle is not allowed unless expressly provided for by these regulations and where only authorised officials are admitted.

24. PROTESTS & APPEALS

An “Enquiry Sheet” is provided in each Road Book. In case of any Request or Enquiry, Competitors are requested to fill out the details in this form and hand it over to the C.R.O. A decision on this “Enquiry” will be taken by the C.O.C. The competitor has the right to protest against the C.O.C.’s decision to the Stewards of the Meet. However, if a competitor wishes to send a protest directly to Stewards of the Meet, he is free to do so.

All protests must follow the rules laid down by the FMSCI & the International Sporting Code. They must be made in writing and given to the C.R.O / C.O.C, accompanied by INR 7,080/-, which will be retained if the protest is not considered justified.

Protests must state the specifics of the offence alleged and the relief sought. Vague, Oral & such frivolous complaints will not be entertained.

If the protest requires dismantling different car parts, the claimant must pay an additional deposit.

-
- Of INR 3,000/if the protest involves a clearly defined part of the car (engine, transmission, bodywork, etc.) for each such part.
 - Of INR 6,000/if the protest involves the whole vehicle

The costs incurred by the work and by the transport of vehicles will be charged to the claimant if the protest is not justified and by the competitor protested against if the protest proves justified. If the protest is not justified, and the costs incurred by the protest (checks, transport, etc.) are greater than the guarantee, the difference will be charged to the protester. If the amount is less the difference will be refunded.

In case of a protest against another competitor, one protest can be lodged only against one competitor. Separate protests must be lodged in case it involves more than one competitor.

The entrants may lodge an appeal against the Stewards decisions, in conformity with the stipulations of the National Sporting Code. As per CM 148 - Intention to appeal fees is nil. The appeal fee is INR 96,000/- + INR 17,280/- (GST) = INR 1,13,280/-.

25. CLASSIFICATIONS

The clerk of the course bears the responsibility for timekeeping.

Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding the times obtained in the Selective Sections, Sporting, Supervisory and other penalties (incurred during the Road Sections and other penalties expressed in time).

The crew which achieves the smallest total is proclaimed the winner in the general classification; the next one is second, and so on. Classifications by group and category are drawn up in the same way.

In the event of a dead heat, the crew which accomplished the best time for the last Selective Section will be proclaimed the winner. If this is not enough to determine the winner, the times of the previous Selective Sections shall be considered. Except for the Legs and Prologue, where no Selective Section has been run, dead heats will be determined according to the order of starting numbers. This rule may be applied at any time during the Event.

In case no competitor can complete the event. At the organisers' discretion, Overall and/or group-wise classifications may nevertheless be obtained based on the maximum distance travelled towards the finish by each competitor.

25.1 CLASSIFICATIONS

During the event, the classifications to be published will be as follows:

- a. Unofficial Classifications: These are classifications distributed by the organiser during the rally
 - b. Partial Provisional Classifications: These will comprise of all the times obtained in the Selective Sections, Sporting, Supervisory and other penalties (incurred during the Road Sections and other penalties expressed in time). These will be posted each evening at the NH/ bivouac at 2300Hrs., in front of the Rally Office.
-

25.2 Partial Official Classification:

-
- a. These will be posted at least 1 hour before the scheduled re-start time of the first car for the next leg.
 - b. They will be considered final at the end of the protest period, which will end once the first competitor in the race has taken the start of the leg which follows this posting.
 - c. Given that these partial classifications become definitive as concerns the elements used to compile them, these elements and the classification may NOT be considered regarding any protest once the final classifications are posted at the end of the event.

- d. Any penalties imposed by the Stewards, if incurred in the previous legs may be added in the next legs classification.

25.3 PROVISIONAL FINAL CLASSIFICATION:

classification published by the organiser at the end of the rally. These will be posted on the official notice board in the last LEG at the latest 12 hours after the arrival of the 1st vehicle. They become definitive 30 minutes after their posting.

25.4 OFFICIAL FINAL CLASSIFICATION:

classification approved by the stewards.

-
- If the provisional final classification is delayed, a new time will be advised by a Communication on the Official Notice board(s).
 - The qualifications necessary for winning special prizes are itemised, and the Organizers' decision will be final.
 - Entrants should have paid the Organizers any fines imposed under these Supplementary Regulations before provisional results are published to be classified in the results. The entrant should have passed the pre & post-event technical scrutiny.
-

25.5 TEAM ENTRY

In addition to the applicable individual entry fee:

Manufacturer / Trade Team

- Team Entry Fee: **INR 1,00,000** (up to 5 vehicles)
- Includes **4 nights' accommodation** for one designated Team Manager.
- An additional **100% of the Standard or Late Entry Fee** is applicable per vehicle.
- **Early Entry Fee is not available for Manufacturer/Trade Teams.**

Club Team

- **INR 25,000** per team (up to 5 vehicles)

Team Regulations

- Each team can consist of a **maximum of 5 vehicles.**

- For team classification, **at least 3 vehicles must finish** the event.
- The penalty points of the **three best finishers** will be added.
- The team with the **lowest total penalty points** will be declared the winner.
- A rider may represent **only one team**, either a Club Team or a Manufacturer/Trade Team.
- There is **no restriction** on the number of teams that a club or manufacturer/trade organisation may enter.
- Team entries will be accepted only with a valid **FMSCI Team Entrant. (Manufacturer/Non-Manufacturer) Licence** issued in the name of the team.

26. PRIZES TROPHIES

Overall 1st, 2nd and 3rd Trophies + Cash Prize of 100000, 75000, 50000 respectively. (TDS as applicable)

The first 3 winners in each class will be awarded trophies.

Best Tuner: Tuner of Overall Winner

Best Female Driver: Female driver with best time irrespective of group/class.

Best Team: The prize for the winning Team is only applicable with the entry of a minimum of two teams, provided that at least 3 team members finish the Uttarakhand himalayan rally 26. They may be in the same or different Groups.

The Organizers may, at their discretion:

- Offer awards in addition to those specified in these Supplementary Regulations.
- Distribute the awards if the competition is stopped through unforeseen or special circumstances before its scheduled completion.

27. PENALTIES

Any failure to respect the texts of these regulations for which the penalties are not mentioned will be recorded in the Clerk of the Course report, and the panel of Stewards will decide what penalty to impose. Where there is a difference between the text of an article and the table, the text of the article takes precedence.

Any competitor found to have committed fraud or made false declarations may be disqualified from participating in the India Baja for three years.

PENALTIES will be as per FMSCI CROSS COUNTRY REGULATIONS 2025 (LIST OF APPENDICES) APPENDIX I.

27.1 AT STEWARD'S DISCRETION:

- a. Late at Ceremonial Parc Fermè more than 10 min
- a. Causing Injury/Rash & Negligent Behaviour
- b. Not Reporting Incident
- c. Misbehaviour by Assistance
- d. Not following Marshal's Instructions
- e. Infringements of Parc Fermè Regulations
- f. Any other provision not covered adequately or not covered by these regulations.
- g. Not following designated routes, especially around village bypasses.

28. APPENDIX '1': COMPETITOR RELATIONS OFFICER

PRINCIPAL MISSIONS

Inform the competitors and play the role of a stabilising factor at all times. He / She will attend the meeting of the Panel of the Stewards of the Meet to keep abreast of all the decisions taken.

To be easily identified by the competitors, the Competitors' Relations Officer:

- He / She will wear a RED poncho.
- Be introduced to the competitors when there is a drivers' briefing
- His / Her photograph will be included in a Bulletin if possible.

PRESENCE AT THE RUNNING OF AN EVENT

A schedule of his / her duties shall be posted on the notice board of the event and will include his/her presence at:

- At the Secretariat.
- At the start of the scrutineering.
- At the regrouping Parce Fermè at the end of the event halts and sections.
- Near the "Parc Fermè" at the arrival (dependent on the Rally timetable)

FUNCTION

- Give accurate answers to all questions asked.
- Provide all information or additional clarifications in connection with the regulations and event running.
- Avoid forwarding questions to the Panel of the Stewards of the Meet, which could be solved satisfactorily by a clear explanation, except protests (for example, clarify disputes over time, with the assistance of the timekeepers).
- The Competitors' Relations Officer shall refrain from saying anything or taking any action which might give rise to protests.

29. APPENDIX '2': JUDGES OF FACT

Judges of fact are required to perform the following duties:

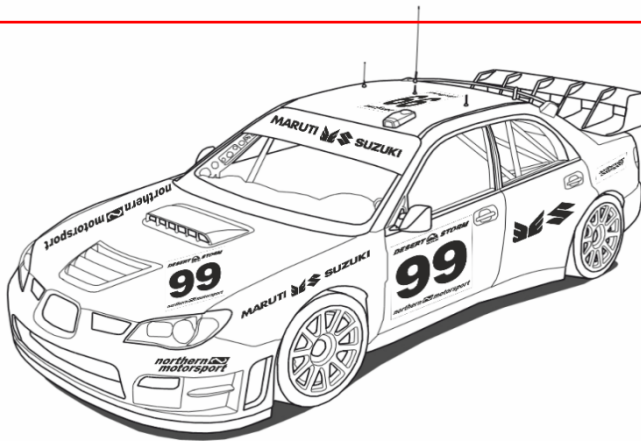
- a. To bring to the notice of the clerk of the course of any unfair practices or irregularities adopted by the competitors during the running of the event.
- b. To bring to the notice of the clerk of the course the presence of any unauthorised service vehicle present within the competitive stages.
- c. To bring to the notice of the clerk of the course any cases of competition vehicles taking shortcuts or straying off the defined itinerary as specified in the official Road book. They would also be required to report incidents of competitors infringing rules pertaining to Parc Fermè, both at the night halts and in the time control areas.
- d. The protest may not be made against the decision of the judge, which shall be acceptable as final unless corrected as herein provided. The finding, although final as regards the fact decided, shall not constitute a statement of results because it will not have considered the conditions under which the automobiles have completed the course.
- e. He may correct a mistake by a judge with the approval of the Stewards of the meet.

30. APPENDIX '3': SIGNPOSTING OF CONTROLS

Refer FMSCI CROSS COUNTRY REGULATIONS 2025 (LIST OF APPENDICES) APPENDIX II - CONTROL SIGNS

31. APPENDIX '4': ADVERTISING.

Names of organisations/manufacturers appearing on the plates and stickers on the car DISPLAYED below are strictly for display AND PLACEMENT purposes. PLATES AND STICKERS WHICH WILL BE ISSUED FOR THE UTTARAKHAND HIMALAYAN RALLY 25 WILL BEAR ITS NAMES.



B1 to B5 RALLY PLATES

A 1	Compulsory	
A2		Optional for Sponsored
A 3	Compulsory	
A 4		Optional for Sponsored
A 5	Name & Blood Group	Compulsory
A 6		Optional for Sponsored
A 7	Compulsory	
A8	Compulsory	Rear Windscreen

32. APPENDIX '6': INSURANCE

Cover provided by FMSCI with permit:

Organisers holding a valid 2026 FMSCI permit for an event are covered.

DURING THE RUNNING OF THE EVENT ONLY,

- 250 competitors with valid FMSCI competition licences are covered for INR 5 lacs for personal accidents & INR 5 lac towards medical expenses
- 100 officials are covered for INR 25 lacs (personal accident) & INR 1 lac towards medical expenses.

The New India Assurance Company Ltd issues these insurances valid during the event's running only.

IT IS MANDATORY FOR COMPETITORS TO TAKE AN ADDITIONAL PERSONAL ASSISTANCE INSURANCE OF RUPEES 10 LAKHS MINIMUM UNDER HIGH RISK TABLE-III.

- a) Organiser: **TEAM FIREFOX**
- b) Beneficiaries of the **UTTARAKHAND HIMALAYAN RALLY 2026**:
 - i. Competitors but not their assistance.
 - ii. Officials of the event,
 - iii. Journalists and members of the media,
 - iv. Individuals invited by the organisers, those of their partners.

COVERAGE

The facilities are accorded on the rally route for the duration of the UTTARAKHAND HIMALAYAN RALLY 26 (from the official flag-off to the end of the last road section). During this time, competitors who have been disqualified or who have retired will NOT be covered from the point where they retired.

SERVICES

- In case of bodily injury, the medical team of the rally will put in process and organise the transport of the injured from the place of the accident to the NH/bivouac of the rally or the nearest appropriate medical facility.
- f. Decisions will be based only on the medical aspect and the respect of the health regulations in vigour, either to hospitalise the injured in a nearby medical facility before envisaging transport to the nearest hospital/facility in the nearest town.
- g. The information of the patient's usual doctor, often critical, may help the rally's medical team make the most opportune decisions.
- h. In this regard, it is expressly stated that the final decision concerning the medical interests of the injured rests with the Safety Office of the rally.
- i. In the case where the injured refuses to follow the decision considered as the most opportune by the Safety Officer, they discharge **TEAM FIREFOX** of all responsibility, notably in the case where the injured returns by their means or in the case where the injured aggravates their health. Therefore, they may not claim to be refunded for expenses incurred.

TRANSFER AND / OR REPATRIATION OF THE INJURED

If the health of the injured causes, in the conditions indicated above, the rally medical team decides to transfer or repatriate them, the organisers assume the task of transport.

- This transport may be done by all appropriate means (local vehicle, officials vehicle, light medical vehicle, ambulance, scheduled flight, ambulance plane) if necessary under medical surveillance.
- j. Only the medical interests of the injured and the respect for current health regulations will be considered when choosing the means of transport used.

This service will never be provided to non-threatening injuries that may be treated in situ and will not stop the beneficiary from continuing the rally or reaching the NH by their own means.

ATTENTION: The repatriation of an injured resident or domicile of India to their residence is at their own expense. Therefore, they are strongly recommended to obtain specific insurance and check with their insurance broker the cover they are entitled to.

MEDICAL COSTS (INCLUDING HOSPITAL EXPENSES) COVERED ON THE UTTARAKHAND HIMALAYAN RALLY 2026

For all medical costs incurred (consultation, medication prescribed by a doctor or a surgeon, medical costs decided by the medical team), the organiser will

UTTARAKHAND HIMALAYAN RALLY

cover INR10,000/- per beneficiary, taxes included. Medical costs (including hospitalisation) incurred after repatriation remain the beneficiary's responsibility.

EXTENSION OF SERVICES: ADVANCE OF HOSPITALISATION COSTS

If the injured cannot pay medical costs over INR 10,000/- TEAM FIREFOX may consent to advance funds.

- This will be done against a deposit cheque paid and made out to **TEAM FIREFOX** or recognition of debt signed by the injured or a legal representative named by the injured.

In all cases, the amount advanced must be repaid within 60 days of the funds being advanced. If payment is not forthcoming, **TEAM FIREFOX** reserves the right to take all necessary action to recover funds.

REPATRIATION OF BODIES

- If a beneficiary resident or domiciled in India dies during the UTTARAKHAND HIMALAYAN RALLY 2026, the organisers will take care of the following:
- The cost of transporting the body to where the funeral will be held, near the residence.
- Expenses linked to preserving the body imposed by current legislation.
- Expenses are directly linked to the transport of the body.
- All other costs remain the responsibility of the family of the beneficiary.
- If a beneficiary resident or domiciled outside India dies during the UTTARAKHAND HIMALAYAN RALLY 2026, the organisers undertake the cost of repatriating the body to an International airport in India.
- All other costs remain the responsibility of the family.

DISQUALIFICATIONS

No assistance services will be provided for a bodily injury or death resulting from:

1. An intentional act on the part of the injured,
2. Taking part in bets, brawls or fights,
3. If the pathological state is not urgent,
4. Nervous illnesses, nervous depression, mental illness,
5. The use by the injured of medicines, drugs, tranquillisers and products taken and not prescribed medically,
6. A drunken state characterised by the presence in the blood of a level of pure alcohol equal to or superior to the limit fixed by Indian law in vigour at the time of the accident.
7. Suicide or attempted suicide.

ARE NEVER COVERED:

1. Costs of medical equipment, prosthesis.
2. The costs of any cure,
3. Treatment of an aesthetic nature,
4. Costs of physiotherapy or a chiropractor,
5. Prices of vaccines and cost of vaccination,
6. The costs of medical services or paramedical services or the cost of purchase of products whose therapeutic benefits are not recognised by Indian law,
7. Costs of the definitive coffin
8. Customs expenses.

33. APPENDIX '7': TERMINOLOGY

33.1 ALLOTTED TIME

The allotted time is the maximum individual driving time, calculated by the Organizer, within which the crew must validate various controls.

33.2 ASN

National Sporting Authority (FMSCI) recognised as such by the FIA.

33.3 BEGINNING OF THE RALLY

The Cross-Country Rally begins on the day of administrative/documentation checks. The competition element of the rally begins at the first time control (TC0).

33.4 BULLETIN

An official written document intended to clarify or complete the Supplementary Regulations of the rally as detailed in Appendix III-2. A bulletin cannot change or amend the FIA/FMSCI Cross-Country Rally Sporting Regulations. This can only be done by the issuing of a waiver granted by the FIA/FMSCI.

33.5 BIVOUAC

The bivouac can be a fenced area or determined by a virtual circle of 500 m maximum radius, where all competitors regroup and where service is authorised in a

dedicated area (Service Area). The bivouac can also include Rally HQ and further areas (e.g. catering, Media Centre...).

33.6 BRIEFING

A briefing is a meeting where the Clerk of the Course and the Organiser will provide additional information to the crews. Briefings may be held at the Organiser's discretion. At the first briefing of a rally, the participation of at least one crew member is compulsory. The date, time and attendance requirements must be specified in the Supplementary Regulations. Any information delivered which in any way affects the itinerary, timing or regulations must be confirmed by a written Bulletin.

33.7 COMMUNICATION

Official written document of an informative nature which may be issued by either the Clerk of the Course or the Stewards.

33.8 CONTROL ZONE

The zone between the first yellow warning sign and the final beige sign with three transverse stripes is considered as the control zone. Control zones are run under parc fermé rules.

33.9 CREW

A crew is made up of two persons (up to three for Truck vehicles) nominated as driver and co-driver(s). Each member of the crew must hold an international/domestic ASN driver's competition licence in accordance with Appendix L to the International Sporting Code. Two members of a crew should be able to drive during the rally and thus must hold a valid driving license for the current year, the country of the rally and the vehicle entered. If no competitor is listed on the entry application, the driver is deemed also to be the competitor and must hold the two corresponding licenses.

33.10 CROSS-COUNTRY RALLY (RALLY)

A Cross-Country Rally is a sporting event, the itinerary of which covers the territory of one or more countries. There are three types of Cross-Country Rallies: Marathon Rally-Raid, Rally-Raid and Baja (with a sub category of National Baja).

33.11 DECISION

A document issued by the Stewards to announce their findings following an inquiry, hearing or investigation.

33.12 END OF THE RALLY

The rally ends upon the posting of the Final Classification. The competition element of the rally finishes at the final time control.

33.13 ESTIMATED TIME

Indicative time, calculated by the Organiser and without regulatory value, to cover a Selective Section or a part of a Selective Section.

33.14 FIA/FMSCI

Any mention of the FIA refers to the FMSCI in India.

33.15 FIA/FMSCI TECHNICAL PASSPORT/HOMOLOGATION DOCUMENT

A document issued by an ASN and authenticated/validated by the FIA/FMSCI Technical Delegate at the rally in which the vehicle takes part.

33.16 GPS

Global Positioning System, using satellites to localise precisely longitude, latitude et altitude at any point on earth. All documents relating to rallies must use the degrees and decimal minutes format: DDD° MM.MMM'. Example for the FIA/FMSCI headquarters in Geneva: 46°13.229' N, 6° 05.855' E

33.17 MEDIA ZONE

A zone established for the media at various locations.

33.18 NEUTRALISATION ZONE

A zone within a Selective Section, in which competitors arrive and leave separated by the same interval, timed to the second. No intervention on the vehicle is allowed.

33.19 NOTIFICATION

An official written document issued and published by the Clerk of the Course informing, as appropriate, (a) competitor(s) of the application of these regulations and/or the rally supplementary regulations. The Clerk of the Course may group

notifications together in a list. Individual notifications must be issued when required at a fine of INR 5000/- or more.

33.20 OFFICIAL TIME

Time defined by the Organiser, to be used during the rally and specified in the Supplementary Regulations.

33.21 OFFICIAL OPENING CAR

The Official Opening Car crew checks that the planned route is passable, that the waypoints are correct and that the Road book is accurate. There may be more than one opening car.

33.22 PARC FERMÉ

A zone in which any operation, checking, tuning or repair on the vehicle is not allowed unless expressly provided for by these regulations and where only authorised officials are admitted.

33.23 PROHIBITED SERVICE

During the event , area of prohibited service is – parce-ferme area ,time control zones and selective sections .

33.24 PROLOGUE

A Prologue is a Selective Section, serving to establish the start order for Stage/Leg 1. It is not mandatory for every event to run a prologue.

33.25 RALLY HEADQUARTERS (HQ)

The HQ is the administrative centre of a rally. During the competition elements, it is also the location from which the Clerk of the Course carries out his tasks (Rally Control).

33.26 RECONNAISSANCE

The presence of a competitor, or anyone connected with a competitor, on any part of the itinerary of a rally prior to the official start/running of the leg/event .

33.27 REGROUPING

A stop scheduled by the Organiser which may be under parc fermé conditions, having a time control at the entrance and exit to enable the schedule to be followed and/or to regroup the vehicles still in the rally. The stopping time may vary from crew to crew. For events running in conjunction with another competition (National, Zone, Restricted, etc.), FIA/FMSCI vehicles must be gathered in a separate area.

33.28 REMOTE SERVICE AREA

A service zone on a road section or in a Transfer Zone other than the Service Park or Bivouac.

33.29 ROAD SECTION

Part of an itinerary which is not used for Selective Sections.

33.30 SECTION OF THE RALLY (SECTION)

Each part of the rally separated by a regrouping.

33.31 SERVICE

Any work on a competing vehicle except where limited in these regulations.

33.32 SERVICE AREA

A service area is an area in which work may be carried out on vehicles. These areas can be integrated into the bivouac, marked with appropriate board or defined in the road book.

33.33 SELECTIVE SECTION (SS)

Timed speed test on roads, tracks, open country terrain not closed to the public for the rally.

33.34 SHAKEDOWN

A shakedown may be organised so that competitors can test their vehicles. The shakedown is part of the event but not one of the competitive elements.

33.35 SPORTING PENALTY

Time penalty for infringements that significantly affect the competitor's performance in Selective Sections, such as false starts, short cuts, speeding within selective

sections, missed waypoints, etc. Sporting penalties are added to the classifications of the corresponding selective sections

33.36 STAGE/LEG

Each part of the rally separated by an overnight night halt and regrouping.

33.37 STAGE/LEG PENALTY

A Stage/Leg Penalty, expressed in hours and minutes, is used to enable a competitor to remain in the competition when he would otherwise not be classified due to failing to visit certain controls or to report within the time limits imposed.

33.38 TEAM

A team is made up of the competitor, the crew and support personnel.

33.39 TIME CARD

A document intended for the entry of times recorded at the different control points and entries made by Passage Controls scheduled on the itinerary.

33.40 TIMED SERVICE

Any presence of the competition vehicles in a Service Area for a duration of a maximum of three hours controlled by two time controls (Service IN and Service OUT).

33.41 TECHNICAL ZONE

A zone which may be located between two time controls for the purpose of carrying out technical checks by the scrutineers.

33.42 TEST

NA

33.43 TRANSFER ZONE

Road section with an allotted time between two parts of a Selective Section. The start of the following part of the Selective Section will be at a target start time, determined by adding the allotted transfer time to the arrival time of the previous part.

The regulations that apply are the same as for a Road Section, including Remote Service Zone when the Transfer Zone follows the same route as the service vehicles.

33.44 WAYPOINT (WP)

A waypoint is a geographical point defined by coordinates of longitude and latitude. There are several types of waypoints

35. FMSCI ENVIRONMENTAL POLICY & SUSTAINABILITY GUIDELINES

To All Participants

We, the organisers of the UTTARAKHAND HIMALAYAN RALLY 2025, follow the FMSCI

Sustainability Guidelines, the FIA Guide to Sustainable Events and the FIM Environmental Code, to the best of our abilities, for the future of our sport, and to respect nature and the environment.

We ask you to:

- Use an environment mat or other approved system while servicing or refuelling in order to prevent spillage of oil and fuel into the ground.
- use the oil collection containers available in the pits when disposing of used oil.
- bring refillable water bottles.
- use waste bins for all rubbish.
- please leave your pits/ service area clean, so that there is no trace of your activity.
- not leave used tyres or parts behind. Dispose of them correctly.
- Download the FIA Smart Driving Challenge App to evaluate your CO2 emissions.

Please help us make our sport clean and environmentally friendly.

36. IMPORTANT INFORMATION

- 1) The general altitude of competitive sections will be 3000 – 8000 feet .

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