

UTTARAKHAND HIMALAYAN RALLY (A BAJA EVENT)

Dates: 13th November – 16th November 2026

DRAFT (Submitted to fmsci)

Supplementary Regulations

MOTO



**Organised By:-
TEAM FIREFOX
IN ASSOCIATION WITH MMSC**

INDEX

1.	RULES: AMENDMENT, APPLICATION INTERPRETATION	4
2.	DESCRIPTION	5
3.	PROGRAMME	5
4.	LOCATION OF ACTIVITIES.	6
5.	ORGANISATION	7
6.	ENTRIES	8
7.	UTTARAKHAND HIMALAYAN RALLY 2026 – REGULATIONS	10
8.	PARTICIPATION FEES	10
9.	ELIGIBLE VEHICLES	12
10.	RIDERS	15
11.	INSURANCE	16
12.	ADVERTISING	17
13.	IDENTIFICATION	18
14.	FUEL	19
15.	ADMINISTRATIVE CHECKS	19
16.	COMPETITOR BRIEFING & CEREMONIAL START	22
17.	ALLOCATION OF RACE NUMBER, START ORDER	22
18.	ROAD BOOK NAVIGATION	24
19.	TRAFFIC SPEED	24
20.	HELPING AN ACCIDENT	25
21.	SPEED CONTROL ZONES	26
22.	RECONNAISSANCE	28
23.	ASSISTANCE	28

24.	TIME CARD	30
25.	RUNNING OF THE UTTARAKHAND HIMALAYAN RALLY 2026	31
26.	CONTROL ZONES	33
27.	PROTESTS & APPEALS	37
28.	CLASSIFICATIONS	38
29.	PRIZES TROPHIES	39
30.	PENALTIES	39
31.	APPENDIX '1': COMPETITOR RELATIONS OFFICER	40
32.	APPENDIX '2': JUDGES OF FACT	41
33.	APPENDIX '3': SIGN POSTING OF CONTROLS	41
34.	APPENDIX '4': ADVERTISING.	41
35.	APPENDIX '6': INSURANCE	42
36.	APPENDIX '5': TIME SCHEDULE	45
37.	APPENDIX '7': TERMINOLOGY	45
38.	FMSCI ENVIRONMENTAL POLICY & SUSTAINABILITY GUIDELINES	50

1. RULES: AMENDMENT, APPLICATION INTERPRETATION

- 1.1. The UTTARAKHAND HIMALAYAN RALLY 2026 will be run in conformity with:
 - a. The International Sporting Code of the FIM (the Code) and its appendices;
 - b. The 2026 General Prescriptions of the FIM (the Prescriptions) applicable to Cross Country Rally Events
 - c. The National Competition Rules of the FMSCI (and its appendices)
 - d. As per these supplementary regulations
 - e. Any protests concerning this application or any case not provided for will best studied by the Stewards who alone have the power to decide AMENDMENTS TO THE REGULATIONS
- 1.2. AMENDMENTS OR ANY ADDITIONAL PROVISION WILL BE ANNOUNCED BY DATED AND NUM- BERED BULLETINS, SIGNED:
 - By the Organizers up to the day of scrutineering, and stamped by the FMSCI,
 - By the Stewards of the meeting, throughout the duration of the Event.
- 1.3. All bulletins will be posted in the Secretariat, at Rally HQ, and on the official notice boards, 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.
- 1.4. APPLICATION AND INTERPRETATION OF THE REGULATIONS
 Any breach of these regulations will be reported to the stewards, who may impose a penalty as indicated in Appendix I, FMSCI CROSS COUNTRY REGULATIONS 2025 (LIST OF APPENDICES)
 - 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.
 - 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.
- 1.5. For the UTTARAKHAND HIMALAYAN RALLY 2026, 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.

1.6 TOTAL DISTANCE:

- A) SELECTIVE STAGES = 200 Kms (Approx).
- B) LIAISON: 200 Kms (Approx).
- C) Total: 400 Kms (Approx).

1.7 Route Terrain:

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

2. ORGANISATION

2.1. DESCRIPTION

The **UTTARAKHAND HIMALAYAN RALLY 26** will take place from 13TH November 2026 till 16th November 2026. The event will start from **Ram Nagar 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

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. Vishnu Dabri
Assistant COC	:	Mr. Utkarsh Chauhan
Competitor Relation Officer	:	Mr. Gaurav Dalal

2.7 Senior OFFICIALS:

Secretary of the Meet	:	Mr. Ajay Krishna Mani
Chief Scrutineer	:	TBA
Chief Safety Officer	:	JS Chandel
Sustainability Officer	:	Mr. Subash Goel
Chief Timekeeper	:	TBA
Chief Medical Officer	:	Dr. Saurabh Dalal
Travel Desk & Logistics	:	TBA
Area Co-ordinator 1	:	TBA
Area Co-ordinator 2	:	TBA

2.8 Head Quarters Location and Contact Details:

Rally HQ 1 (11th Nov to 13th Nov.)

TEAM FIREFOX

Resort . De Coracao , RamNagar, Uttarakhand

Rally HQ2

Rally HQ3

Rally HQ4

TBA Lansdowne

TBA

TBA,Deharadun

2.9 IDENTIFICATION OF THE OFFICIALS AND MARSHALS

- The Post Chiefs and other marshals will be identified as follows.
- f. Post Officials Bright Yellow Vest
- g. C. R. O Red Vest
- h. Senior Officials Light Grey
- i. 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

13th 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
----------	--

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

14th 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

15th 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 @ Rishikesh
 2000 Hrs. Publication of provisional results of Leg 2
 2030 Hrs. Publication of Start List for Leg 3

16th 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. LOCATION OF ACTIVITIES.

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

□ upto 2000Hrs. on 13 th Nov 2026	Rally HQ1
□ 14 th Nov 2026 upto 2100 Hrs	Rally HQ2
□ 15 th Nov 2026 upto 2100 Hrs	Rally HQ3
□ 16 th Nov 2026 upto 2100 Hrs	Rally HQ4

- **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.

5. 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

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 - TBA

•

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 60 motor cycles. 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/-.

- a. Entry fees will be charged as Early or Standard or Late entry once all required documents are complete and submitted to the UHR Office as per the event's official program.
- b. Late Entries will only be accepted with complete information and documentation.
- c. The entry, when accepted, is valid only for the primary applicant. Entries are not transferable.
- d. The maximum number of entries shall be no more than 60 motorcycles. The organisers reserve the right to increase the number. The organisers reserve the right to decide how many and which entries will be accepted.
- e. By the very fact of signing the entry form, the rider submits himself to the sporting jurisdictions specified in the code and the regulations only. No amendments may be made to the entry form except in the cases provided for in the regulations.
- f. Up to the moment of the close of entries, the rider may replace the entered vehicle with another, provided that there is no change in the class or group, subject to the approval of the organising committee & payment of a fee of INR2,000/-.
- g. In case a vehicle does not correspond in its presentation to the group in which it was entered, this vehicle may, upon the proposal of the Scrutineers, be transferred by the stewards to a different group or be refused definitively. In case the vehicle is transferred to a different group, fees, as applicable, for a change of vehicle will apply.
- h. 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:
 - If an entry is made by a vehicle/ancillary manufacturer, his franchise holder, accredited dealers, agents or sub-agents.
 - If the entry is or becomes a member of a manufacturer's team.
 - If the entry is in respect of a vehicle which, in the opinion of the Organizers, has been provided by a vehicle/ancillary manufacturer or any person or an organization acting as his agent.
 - If the vehicle displays advertising mentioned other than compulsory advertising.
 - If the vehicle is painted in the colour scheme/design of vehicles of major sponsors, whether carrying the sponsors' advertising or not, which in the opinion of the Organizers is a sponsored vehicle. The Organizers' decision in this matter will be final and binding on the competitor. If any of the

advertising material infringes with the regulations as stated in Appendix 4 of these regulations.

7. **UTTARAKHAND HIMALAYAN RALLY 2026 – REGULATIONS**

Team Firefox in association with MMSC are the organisers of the UTTARAKHAND HIMALAYAN RALLY 2026, will organise this event within the framework of the Baja regulations. This event will take place from 13th Nov to 16th Nov 2026.

8. **PARTICIPATION FEES**

- 8.1 The entry fees specified below include an opportunity for the rider to participate in the **UTTARAKHAND HIMALAYAN RALLY 2026**, one set of Road Book, Route Maps and an invitation for the rider to the Prize Distribution function and Rally Ball.

For riders holding a valid FMSCI competition license **Group A; Group B; C & D.**

Entry Fees:-

EARLY: INR 18,000/- including GST
STANDARD: INR 25,000/- including GST
LATE: INR 40,000/- including GST

- 8.2 The Entry Fees does include 4 nights of accommodation only at the official night halts (13th Nov to 16th Nov 2026.) Accomodation will be on twin sharing basis. i.e 2 competitors will share room.

No accommodation will be provided on 12th & 17th of November 2026.

- a. DNF riders will be entitled to the night halt of the day they took the official start and only at the designated night halt of that day.
- b. Food, as and when provided, is at the discretion of the Organizers
- c. Medical rescue and evacuation will be by land and the Organizers do not guarantee equality or a time frame for this.
- d. All competitors must sign the required indemnity before participating.

- e. The Entry Fee does not cover vehicle recovery, medical charges, fuel, etc. These may be provided at the discretion of the Organizers on a case to case basis without their having to assign any reason or explanation for their decision whatsoever.
- f. Attendance at the Rally Ball is by invitation and the Invite will be made available to all competitors as part of the Start Kit.
- g. A service of the rider wishing to attend the Rally Ball may purchase the Invite at the time-of-Service Registration.

8.3 TEAM ENTRY

For Team entries, in addition to prevailing individual entry fees

- a. Manufacturers & Trade Team Entry:
 - INR 50,000 per team of minimum 5 vehicles. This does include 4 night accommodation for one Designated Manager of the team.
 - Club Team Entry: INR 15,000 per Team of minimum 5 vehicles.
 - Each team shall consist of a minimum of 5 vehicles. For classification, at least 3 vehicles in each team must be finishers. The penalty points of the 3 best finishers of each team will be added. The team having the lowest penalty points will be adjudged the winner and will be eligible for awards.
 - Each competing rider can be part of only one Team either a club team or a Manufacturer/Trade team.
 - There are no restrictions on the number of team entries that a trade organization or a club may enter.
 - Team Entry will be accepted with a FMSCI 2W Team Entrant Manufacturer/Non Manufacturer license issued in the name of the team.

8.4 PAYMENT DETAILS

-
- By RTGS Bank transfer to Account Favouring –Team Firefox @ ICICI BANK –Chennai Akkarai Branch IFC CODE – ICIC0003658
- Current Account Number ; Available on request by email .

8.5 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.

9. ELIGIBLE VEHICLES

9.1 The vehicles shall be split up into the following categories:

GROUPS AND CLASSES

The Classes formed are on the basis of cylinder capacity as follows:

Group A – Improved Series Production Motorcycles / Specials (Indian & International Origin)

- **Class M1:** Up to 250 cc
- **Class M2:** 251 cc – 450 cc
- **Class M3:** Above 450 cc

Group B – Improved Series Production Motorcycles of Indian Origin Using Foreign Components

- **Class M4:** Up to 165 cc
- **Class M5:** 166 cc – 260 cc
- **Class M6:** Above 260 cc up to 550 cc

Group C – Improved Series Production Motorcycles of Indian Origin Using Indian Components

- **Class M7:** Up to 165 cc
- **Class M8:** 166 cc – 210 cc
- **Class M9:** 211 cc – 415 cc

Group D – Series Production Motorcycles of Indian Origin Using Indian Components

- **Class M10:** Stock Open

Exclusive Classes

- **Class M11:** KTM 390 Enduro R
 - **Class M12:** Kawasaki KLX230
 - **Class M13:** Hero Xpulse
 - **Class M14:** Royal Enfield

 - **Class M 15 TVS Apache**
- Group 'A'. (Imported motorcycles 800 cc till 1300 cc.) First 6 entries will be accepted.
 - Group 'A'. (Imported motorcycles 250 cc till 600 cc.) First 6 entries will be accepted.
 - (ENTRIES BEYOND 6 IN THE INVITATIONAL CLASS WILL BE KEPT IN RESERVE FOR BOTH OF THE GROUP).

Motorcycles not homologated by FMSCI/FIM may participate only in group A and related class, as per the cylinder capacity of the engine, and not in Group B, C, or D.

The Group Classification/definitions for this event will be as per Chapter 4 of the 2025 FMSCI Technical Regulations for Two-Wheeler Stage Rally.

- a. **Bikes entered in a Group containing fewer than 6 bikes will only compete for the Overall Classification.**
- b. **If the number of verified bikes in the same cubic capacity class is below four, only 1st and 2nd Prizes will be given.**
- c. **If the number of verified bikes in the same cubic capacity class is below three, the specific class will be merged with higher class of the same Group.**
- d. **All technical modifications are forbidden if they are not expressly authorised by current regulations pertaining to the category or group in which they are entered.**
- e. **At any moment during the event, it is each competitor's responsibility to prove to technical stewards or sporting stewards that their motorcycle conforms to the regulations in their entirety, as well as to**

the Indian Motor Vehicles Act concerning machines used on public highways, that may refuse a start or impose a disqualification.

- 9.2 Tyres and rims are free for all groups, including Group D. Group D motorcycle's wheel diameter can be Increased/decreased by one inch from the Homologated size.
- 9.3 SPECIAL CONDITIONS FOR MOTORCYCLES
- Removal of center stands is permissible. Fitting at least one stand is compulsory. It may be either a center stand or a side stand.
 - It is permitted to fit larger or smaller capacity fuel tanks in all groups. As long as the tank is OE, of some other bike. "Indian and foreign component petrol tanks are allowed. A change of fuel tank will not change its class."
 - Modifications required for fitment are allowed.
 - Modification to increase the Tank Capacity of Original Indian Component Petrol Tank is NOT allowed.
- 9.4 The head light and metering instruments are Free for ALL groups.
- 9.5 Front mudguard: Free for ALL Groups
- 9.6 The motorcyclists will wear ponchos/Marking Stickers and should display the competition number clearly. Ponchos/Marking Stickers should be worn over and above the safety riding gear and should be well-secured to avoid billowing out and obscuring the vision of the rider. Carrying a bag/ rehydration pack over the Poncho/Marking Stickers number is prohibited. The Poncho/ Marking Stickers can be worn over the backpack or fastened to the outermost garment so that the number is visible.
- 9.7 Any foreign Motorcycles being entered must carry the Technical Data and homologation verifications for their Motorcycles. The onus rests on the competitor to provide confirmation of the correctness of Class and Group during scrutiny, both post and pre-event.
- 9.8 Only FMSCI homologated Motorcycles are permitted in Group "D"

The minimum license requirement is a valid FMSCI Restricted Rally Competition License for all groups or a 2w Club Sport competition rally license. Compliance is the sole responsibility of the competitor.

- 9.9 THE NUMBER IN THERC BOOK\CARD AND A VALID INSURANCE FOR THE SAME IS MANDATORYFOR ALL GROUPSDURING THE COURSE OF THE EVENT

9.10 ENGINE NUMBER AND CHASSIS NUMBER OF THE TWO-WHEELER SHOULD MATCH

9.11 ALL COMPETING MOTORCYCLES MUST:

- a. It is recommended to carry a GPS capable of loading tracks in GPX/GDB format.
- b. Ensure that wireless and/or radio communication equipment/transmitters conform to legal requirements and are sanctioned by the Competent Authority in India.
- c. Carry emergency rations and drinking water sufficient for a minimum period of 24 hours.
- d. Lights and red rear lights must be switched on throughout the event to facilitate visibility to other competitor's or organizer's vehicles. Failure to respect this regulation will result in time penalties.
- e. All competitors are expected to carry necessary spares

9.12 PERMITTED MODIFICATIONS:

As per 2–Wheeler Technical Regulations of the FIM/FMSCI

10. RIDERS

10.1 Any rider entered as a competitor holding an FMSCI Clubsport competitor's license valid for the year 2026 is eligible. The minimum requirement is a Clubsport 2w license.

10.2 Where the competitor is a legal entity or is different from the rider, the rider 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.

10.2 Wearing FMSCI-accepted safety equipment (Appendix L, Chapter 3) is compulsory throughout the selective sections, on the pain of immediate disqualification of the rider.

- a. Protective Gear: Gloves, Riding Goggles, Jacket &Trousers.
- b. Footwear: Motocross/ 15-inch Boots are compulsory
- c. Gloves: Weather Proof Gloves with knuckle protection are recommended and competition gloves are mandatory.
- d. Helmet: Mandatory at All Times: Must be one of the following makes:
 - The following helmet standards are mandatory:
 - Europe: ECE22-05orECE22-06 (Only “P” type)
 - Japan: JIST8133:2015(OnlyType2Fullface)

- USA: SNELLM2010", SNELLM2015orSNELLM2020DorSNELL, M2020R
Only full-face helmets are permitted.

**THE USE OF "TEAR-OFFS" IS FORBIDDEN FOR ENVIRONMENTAL CONCERNS
PENALTY Rupees 5000/- per incident.**

- e. Officials may check the riders' safety equipment and clothing at the start of each selective section in the Event and at any other moment of the Event. In the event of non-conformity, the start will be refused.
 - f. **It is mandatory for all the competitors to have Personal Accident insurance for a minimum of Rupees 10 Lakhs, (HIGH RISK Table-III).**
- 10.3 Pillion Riders are NOT permitted.
- 10.4 **CAMERA**
- a) Only one camera per two-wheeler is allowed.
 - b) ONLY CAMERA MEANT FOR ONBOARD SPORTING ACTIVITIES ARE ALLOWED.
 - c) Mounting of cameras on Helmet and Safety gear are not permitted.
 - d) Mounting of the camera on the handlebar is not permitted.
 - e) Cameras should be removed before entering the Parc Ferme. No cameras are allowed in Parc Ferme.

EACH RIDER MUST CARRY A MINIMUM OF 2 LITRES REHYDRATION BACKPACK. THIS BACKPACK MUST BE FULL AT THE START OF EACH SS THROUGHOUT THE RUNNING OF THE EVENT AND WILL BE CHECKED AT THE START OF EACH SS. FAILURE TO COMPLY WITH THIS REGULATION A START WILL BE DENIED.

11. INSURANCE

- 11.1. Insurance and liability limitations are detailed in Appendix '6' of these regulations.
- 11.2. 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.

- 11.3. All competitors must possess a valid personal accident insurance for INR 10,00,000/- each, including hospitalization benefits. This insurance should not be normal insurance, but specifically “High Risk Table-III” insurance.
All competitors are advised to take any additional insurance as they may deem fit.
- 11.4. 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.
- 11.5. 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.

- 11.6. 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.
- 11.7. 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.
- 11.8. Medical rescue and evacuation will be by land.

12. ADVERTISING

- 1012.1 All entrants and competitors will be required to execute an undertaking that any advertisement pertaining to their participation, performance and placing in the event shall correctly state the correct and complete title the event **“UTTARAKHAND HIMALAYAN RALLY 2026”**. Furthermore; the competitor will make this condition clear to his sponsors. In addition, the entrants and competitors will also undertake to not use their participation, performance and placing for any promotional and/or commercial purposes without the prior written permission of the organizers.
- 1012.2 The organizer 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 the 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, digitizing or disassembling on to 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.

13. IDENTIFICATION

- 13.1 The organizers will supply each vehicle with identification plates 3 panels carrying the race number termed number plates. They will carry the race number, the name of the event and if appropriate the name of the organizers' main sponsor
- 13.2 Throughout the duration of the Event, the plates must be affixed in conformity of the supplementary regulations. In no case should they cover, even partially, the vehicle's license plates.
- 13.3 The number plates (approx.25cmx25cm) must appear on both sides of the motorcycle and on the front above the headlight during the whole Event. Suitable plates should be provided.
- 13.4 A correct positioning of 2 race number or rally plates may result in penalties of INR 5,000/-
- 13.5 The rider will be recognizable by means of an identification tag. Any breach noted by an official will result in a cash penalty of INR 1,000/-.The blood group & emergency number must be written on this tag.
- 13.6 Ponchos will be worn by the motorcyclists and should display the competition numbers clearly. Ponchos should be worn over and above the safety riding gear and well secured to avoid billowing out and obscuring the vision of the rider. Carrying a bag/rehydration pack over the poncho number is not permitted.

14. FUEL

- 14.1 Refuelling is the sole responsibility of the competitor.
- 14.2 All vehicles are recommended to have a minimum fuel range of 400 km.
- 14.3 Each competitor is responsible for calculating their fuel range. In no case may competitors make any claims against the organizers if their vehicle fails to cover the minimum distance of 400 km, regardless of the nature of the terrain. For safety reasons a 10% margin is indispensable, i.e. a range of 440 km.

- Competitors may refuel at any commercial fuel pump. The organizers would NOT be providing any guidance or assistance. Any sign in the road book would be strictly optional and organizers do not take any responsibility for the quality, quantity or availability of fuel.
- Engines must be stopped during the refueling operation. It is recommended that the rider places the vehicle on its stand during refueling.
- Use of Aviation fuel (Avgas) or corresponding to the fuel as defined by the FIM is permitted as per Regulations of the FIM. Participants will, however, have to arrange for their Avgas requirements on their own
- Refueling between competitors is authorized.

15. ADMINISTRATIVE cHECKS

VENUE- RALLY HQ1

15.1 TIMES/SCHEDULE:

The schedule for the administrative checks followed by scrutineering sealing and the marking of the competing vehicles.

15.2 ADMINISTRATIVE CHECKS

- a. Riders taking part in the rally must arrive at administrative checks & scrutineering with the driving gear and motorcycle and all valid and relevant documents. All administrative checks and Pre Event Scrutiny will be on a “First Come First Serve” basis.
- b. The Entry form contains a check list of the documents required to be submitted. All riders taking part in the Event must ensure that self-attested copies of the documents detailed in the entry form are submitted at the secretariat in accordance with the time-table of the Event.
- c. All documents will have to be produced in original before the rally plates are issued & the vehicles 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. Failure to do so would entail additional fees or penalties.
- e. Any rider reporting to the administrative checks outside the time limits prescribed will not be allowed to start, except in a case of force majeure duly recognized as such by the Stewards.

15.3 SCRUTINEERING

A detailed Scrutiny Schedule shall be published by 10th 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 riders who have passed the administrative checks may present themselves with their vehicle equipped with its plates and numbers at scrutineering. After scrutineering, if a motorcycle is found not to comply with the technical and/or safety regulations, the Stewards may set a deadline before which the motorcycle 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 FIM/FMSCI safety regulations and the present Prescriptions.
- c. At scrutineering rider members will be asked to produce their identity cards.
- d. The scrutineering card must be carried by the rider throughout the event. It will also contain the record of the Service Time utilized by the competitor. This scrutineering card must be produced to any official on demand and surrendered at the finish.
- e. **THE LOSS OF A SCRUTINEERING CARD IS DISQUALIFICATION.**
- f. Scrutineering will be of a general nature, checking the make and model of the vehicle, apparent conformity with the group in which it is entered, conformity of the safety items, conformity of the vehicle with the Highway Code, etc.
Pre-event scrutiny will only ensure vehicles conform to these Supplementary Regulations and the safety requirements. The motorcycle's apparent conformity with the Group and class in which it is entered and the conformity of the Motorcycle with the National Highway code, etc. is the sole responsibility of the competitor. Group and Class declared by the competitor during Administrative checks and Pre Event Scrutiny will be final and once the

event starts there will be no change in either Class or Group of that competitor. If any modifications/ or cubic capacity which is/are not allowed in that group/class is detected during the running of the event that competitor will be immediately disqualified and barred from any further competition during the running of Uttarakhand Himalayan Rally 2026.

- g. Passing pre-event scrutineering does not in any way infer that a vehicle complies with the technical regulations.
- h. 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.
- i. Additional checking/scrutineering (of riders as well as of vehicles) may be carried out at any time during the event.
- j. At all times during 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.

15.4 SEALING AND MARKING

- a. In order to prevent the engine or chassis from being changed without appropriate permissions during the event these items will be identified by the Organizers at pre- event scrutineering, using paint. One paint mark will be placed on the body shell or chassis frame and another on the head & engine block. Other means of identification may also be used. Missing marks will result in immediate disqualification. Any fraud discovered, in particular the fact of presenting 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 the infringement.
- b. The engine block, engine head and chassis, identified with a mark during scrutineering and the rider are associated with a race number; these four elements can be neither changed nor replaced during the running of the Event without prior information & permission of COC (except for cases expressly provided for in these Prescriptions). The COC must inform the Chief Scrutineer as soon as possible. **The part can only be repaired or replaced (IF ALLOWED) under the direct supervision of the Chief Scrutineer or his/her appointed personnel.**

IT IS ALLOWED, WITH PRIOR PERMISSION OF THE SCRUTINEER, TO CHANGE ENGINE.WITH SPARE ENGINE/ENGINES WHICH WERE ALSO PRESENTED FOR PRE EVENT SCRUTINY AND DULY MARKED, OF THE VEHICLE BY TAKING DEFINED PENALTIES FOR MAXIMUM 3 INSTANCES DURING THE RUNNING OF THE EVENT. FIRST CHANGE SHALL ATTRACT A PENALTY as per Appendix I, FMSCI CROSS COUNTRY REGULATIONS

2025 . (LIST OF APPENDICES)

- c. Entrants/Rider will be required to sign on the “Scrutineering Card” that identification has been carried out to their complete satisfaction. Entrants uncertain of precise requirements should consult the Chief Scrutineer through Rally Headquarters.

16. 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 the competitor would be referred to the Stewards for sanction.

CEREMONIAL START

- a. All riders must participate in the Ceremonial Start. Any Competitor failing to participate will be referred to the Stewards for Sanction.
- b. All competing Motorcycles must be parked in their allotted space in the Pre Start Parc Fermè, as guided by the marshals.
- c. Any Motorcycle reporting outside this time will be penalized at the rate of INR 500/- per minute up to maximum of 10 minutes before his scheduled Start Time. Competitors’ Motorcycles 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.

17. ALLOCATION OF RACE NUMBER, START ORDER

- 17.1 Order for the allocation of race numbers:
Rider classified by FMSCI.
All other riders at the initiative of the organizing committee.
- 17.2 The starts of the Super Special Stage (if held) and of each leg shall be given with an interval of 2 minutes between the first 10 riders. At the start of each Leg, the riders shall start at intervals being no shorter than 1 minute.
- 17.3 Following the Super Special Stage (If any), the starts for the First Leg including a Selective Section shall be given in the order of the Super Special Stage classification. Penalties imposed during the Super Special Stage and on any Road

Sections concern only the general classification. In case of a dead heat, priority will be given to the rider who achieved the time first.

In case of absence of a Super Special Stage, the start for the First Leg including a Selective Section shall be given in the order of Race Numbers or a pre-published start order on the eve of First Leg.

- 17.4 From the second leg onwards, the start shall be given in the order of the provisional classification of the selective section/s of the previous leg. In case of a dead heat, priority will be given to the rider who achieved the fastest time in the 1st Selective Section
- 17.5 The Clerk of the Course, when drawing up the starting order, will take into account any sporting penalties (missed PCs, missed WPMs, speeding, etc.) that a competitor has incurred during the last Selective Section run, and that must be added to the time of the selective section(s) considered.
Any penalties incurred on the road section(s) will be added to the overall results for the leg run.
- 17.6 In a case where a rider arrives early at the Time Control before a start for a Selective Section, no modification to the arranged starting order is authorized as a function of the Motorcycles present and the starting time is the target check-in time at the Time Control + 3', even if the 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 make a report to the clerk of the course. Any infringement of this regulation may lead to a sanction imposed by the Stewards, which may go as far as disqualifying the rider concerned.
Example: Target check-in time at Time Control: 10h00; actual early arrival time: 9h 54; theoretical starting time: 9h59; starting time authorized: 10h 03, which corresponds to the target check-in time+3 minutes.

For safety reasons only, the Stewards may draw up a new starting order and reposition the FMSCI seeded rider. In no case, can such a repositioned rider start in front of an FMSCI seeded rider appearing among the first ten riders in the start list of the Leg.

- 17.7 The start Parc Fermè (where applicable) will be operational 90 minutes before the flag off of the first motorcycle. All competitors must check their vehicles into the start Parc Fermè at least 60 minutes before the flag off of the first Motorcycle. Lateness will be penalized as follows:
Up to 5 minutes INR500/-
Up to 30 minutes INR1000/-
Beyond 30 minutes Start Denied

- 17.8 The Parc Fermè shall be sealed 30 minutes before the flag off of the first Motor cycle. Non-compliance may result in the vehicle not being allowed into the start Parc Ferme And being refused a start. The vehicles may be presented by a representative of the entrant.
- 17.9 The starting area shall also be regarded as a 'Parc Fermè'.
- 17.10 Any vehicle reporting late for the start of a Leg shall be penalized at a rate one minute for every minute of lateness. Any rider arriving more than 30 minutes late shall not be permitted to take the start, and shall be disqualified immediately.
- 17.11 The exact time of start will appear on the Time Card.
- 17.12 Any rider arriving late at the start of the event or of a leg shall be penalized by 1 minute for every minute late and will be issued a fresh start time which shall be after the last competing Motorcycle. Any rider reporting more than 10 minutes late shall be denied a start.
- 17.13 Since the riders have 10 minutes within which to report at the start of the event, of a leg or of a section, if they report within these 10 minutes the exact starting time shall be stamped on the Time Card. The 60 minutes referred to in Art 15.10 is for bringing the Motorcycle to the Parc Fermè whereas the 10 minutes referred to in Art 15.14 is from proposed restart time.
- 17.14 The start lists will be published on the Official Notice Board at Rally Headquarters as per programme.

18. ROAD BOOK NAVIGATION

- 18.1 The route will remain secret until the road book is distributed to the riders, as per the official program. The road book will contain a detailed description of the itinerary, which has to be followed. This itinerary is compulsory under pain of disqualification.
- 18.2 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 organizers may take suomoto cognizance of any breach of caution and may impose penalties on the competitor which may extend to refusal of start.
- 18.3 The roodbook will be issued as per the programme. Refer Article 3 above.

19. TRAFFIC SPEED

- 19.1 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 form of time or Cash, including disqualification.

- 19.2 In the event of an infringement of the traffic laws committed by a rider participating in 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 rider in the wrong, they may request the application of the penalties provided for, subject to the following:
- a. 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.
 - b. That the statements are sufficiently detailed for the identity of the offending rider to be established beyond doubt, as well as the exact place and time of the offense.
 - c. That the facts are not open to various interpretations.

GOING THROUGH VILLAGES

- 19.3 The speed of competitors through towns and villages crossed on the route, both on Selective Sections 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.

20. HELPING AN ACCIDENT

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

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

- a. That your rider and vehicle are away from danger & the path of the next approaching Motorcycle.
- b. Switch off the Main Circuit Breaker, IF FITTED.
- c. Put the Red Warning Triangle at least 30 meters before on the path to warn the next approaching Motorcycle.
- d. Display the Green if OK or in case any rider needs medical assistance, the Red SOS sign given in the road book to the next approaching Motorcycle.
- e. Call the event emergency numbers given in the front of every road book.

20.3 If a competing vehicle comes across another vehicle which has met with an accident, it is their duty to ensure that the rider of that vehicle is ok and does not need any medical attention.

- a. When a Red SOS sign is displayed it is MANDATORY to stop & assist the rider requiring help.
- b. The first rider to arrive at the scene must stop and inform the next motorcycle.
- c. The next motorcycle must take the following information to the NEXT radio post (which may be the finish post.)
 - Competition Number Of The Rider Involved
 - How many Rider members or spectators are involved?
 - If any rider or spectator is trapped under the motorcycle.
 - Location of the accident i.e., the closest road book instruction.
- d. All competitors stopped in the stage must place their Red Triangle at least 30 meters before from where the motorcycle is stopped even if the motorcycle is clear of the road.

RIDERS FAILING TO DO SO WILL BE REPORTED TO THE STEWARDS OF THE MEET, WHO MAY IMPOSE SUITABLE PENALTIES.

- e. It is permitted to take the injured as pillion if safe.
- 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.

21. SPEED CONTROL ZONES

- 21.1 Speed limit zones will be indicated on the road book by the initials 'DZ' and 'FZ'. The presence or absence or erroneous posting of sign posts indicating Speed Limit Zones can in no way be used in any appeals.
- 21.2 All speed Zones would have a maximum speed Limit of 30 KMs per hour except when stated otherwise by the Road Book or by a ClB.
- 21.3 Overtaking is authorized, if a vehicle is traveling abnormally slowly, on condition that the maximum speed authorized in the zone is not exceeded.

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

21.5 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.

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

21.7 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 manual timings would only be used in case of an eventuality.

21.8 The organizers 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 will be entertained regarding his findings.

21.9 SPEED CONTROL ZONES:DEFINITIONS

a. SPEED CONTROL ZONE:ENTRY

Speed Control zone will be indicated on the road book by a box marked: 'DZ and/or by GPS point (WPM).

The first 100 meters after the DZ point is considered as a deceleration zone, before entering the actual control zone.

b. 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.

c. SPEED CONTROL ZONE:EXIT:

- The end of the Speed Control Zone will be indicated on the road book by bookmarked 'FZ and/or by 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.

d. THE ENTRY AND EXIT ZONES ARE COMPULSORY POINTS OF PASSAGE.

It is forbidden for competitors to stay by more than 10m (radius) on pain of a penalty Refer Appendix I, FMSCI CROSS COUNTRY REGULATIONS 2025 .

(LIST OF APPENDICES)

e. SPEED LIMITS—ROAD SECTIONS

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

21.10 STOP&GO

At certain points, the route of the Uttarakhand Himalayan Rally 2026 will cross or travel a short distance over tarmac or low traffic roads. To ensure safety while crossing these points:

- These concern points will be marked in the Road Book or intimidated by a bulletin or will be marked by way of a waypoint on the GPS track.
- The organizers may also mark these points with a sign board. However, a missing board cannot be given as an excuse for not adhering to this provision.
- The S&G Control will comprise 2 Signs, a Yellow Warning Sign and a Red Warning Sign placed between 20~50 meters apart.
- The competitor's vehicle must come to a complete halt for at least 3 seconds with both wheels being stationary within the Zone.
- Failure to stop will be noted by the data logger or by the Marshal present who will be a judge of fact for this infraction and penalized. No Protest will be entertained in this respect.

It is forbidden for competitors to stray by more than 10m (radius) on pain of a penalty Refer Appendix I, FMSCI CROSS COUNTRY REGULATIONS 2025 .

(LIST OF APPENDICES)

22. RECONNAISSANCE

Reconnaissance is not permitted.

23. ASSISTANCE

- 23.1 Assistance is Prohibited at all times, at all points of the itinerary inside all competitive stages except unpermitted assistance Service zones.
- 23.2 Assistance & Service zones and the times permitted would be communicated by bulletin.
- 23.3 All assistance vehicles used in the event must be registered with the Rally Office not later than 1500 hrs on the 26th Sep 2026. 'Assistance Vehicle' Stickers are to be positively collected at the time of registration

- For up to one Assistance Vehicle (4 wheeler) per competitor, the Organizers will provide, at a cost of INR 2000/-, 4 assistance stickers per assistance 4 wheeler vehicle, (which must be, affixed one each on the front bonnet, front doors on both sides and the boot/back), Service Plan & up to 4 Service ID Tags. Similarly, a competitor may register a two wheeler as an 'Assistance Vehicle'. For a 2 wheeler Assistance Vehicle the organizers will provide 3 **SERVICE VEHICLE** stickers.
- 23.4 Should a competitor wish to register more than one assistance vehicle, the balance assistance vehicles will be issued assistance stickers on payment of a registration fee of INR 2000/per assistance vehicle.
- The registration number and the corresponding sticker number of the assistance vehicle will be noted along with the competition number of the competitor(s) using the assistance vehicle/s in a register which will be maintained by the Organizers.
- 23.5 Any competitor found to be receiving assistance from a vehicle not registered and/or without Assistance stickers will be penalized at the rate of INR 10,000/-per infringement; however, this does not apply to receiving assistance from a fellow competitor or a fixed commercial establishment.
- 23.6 Any competitor whose Assistance vehicle or Rider behaves in a manner that endangers other competitors or road users will be fined up to INR 10,000/and/or the competitor disqualified at the discretion of the Stewards of the Meet.
- 23.7 Repairs are authorized at all times, at all points of the itinerary: Except for selective sections or except where indicated in Supplementary Regulations.
- 23.8 At the NH / bivouac: After having checked in at the time control at the end of the leg, competitors will immediately take their competition vehicle to the designated Parc Fermè.
- 23.9 Authorized Service zones and the time permitted (if applicable) will be intimated by a CIB and/or marked in the Road Book: They will be considered as a speed control zone.
- They may be defined, on site by assistance zone panels and in both the racing and service road books, so that all the participants are duly informed.
 - At least one judge of fact may be present to monitor the conformity of the actions undertaken.
 - The time utilized in this service will be part of the Stage time and will not be counted towards the fixed service time.
- 23.10 In the case of assistance in SS, the authorized zone will be intimated by a CIB and/or marked in the Road Book: It will be considered as a speed control zone.
- It may be defined, on site by assistance zone panels and in both the racing and service road books, so that all the participants are duly informed.
- 23.11 **ASSISTANCE FORBIDDEN**

ALL SELECTIVE STAGES OF THE ROUTE ARE DESIGNATED AS UNSUITABLE FOR ASSISTANCE VEHICLES.

- 23.12 All air assistance whatsoever is forbidden between the start and finish of a Leg, on pain of immediate disqualification on the decision of the panel of stewards.
- 23.13 Assistance between competitors is FREE. However, they may use only the material, tools & spares carried on board. Taking external materials or assistance would entail penalties as specified.
- 23.14 A vehicle must move by its own means, with the engine running; moving under the power of the starter-motor alone is not allowed.
- 23.15 If the vehicle is unable to move, towing and/or pushing by a competitor in the race are allowed. However, in control zones, this will entail the following penalties:
- Start area of a leg and/or start area of a Selective Section: THE START WILL BE REFUSED.
 - Passage Control Zone: 5 minutes.
 - Time Control Zone: 15 minutes.
 - In control zones, once the infringement has been noted, the vehicle may be removed from the zone using outside help.
- 23.16 ~~The transportation of motorcycles is permitted in all liaison stages.~~
- 23.17 ALL VEHICLES TOWED AND / OR PUSHED BY MEANS OTHER THAN A RACE/AUTHORIZED VEHICLES WILL BE IMMEDIATELY DISQUALIFIED FROM THE RACE.
- 23.18 Any official may move the vehicle away from the racing track in case it is judged to be obstructing the passage of other competitors.
- 23.19 In case a competitor's vehicle is stuck or is unable to move, he may request assistance from external agencies including officials. Such assistance is entirely at the discretion of the official present. However, the assistance will be limited to pushing/towing up to 200 meters and would entail an additional supervisory penalty Refer Appendix I, FMSCI CROSS COUNTRY REGULATIONS 2025 .(LIST OF APPENDICES)
- 23.20 Assistance vehicles may not enter or be present in the Selective Sections from 3 hours before the scheduled time of start of the section till the after the closure of the control at the end of the selective section. Assistance vehicles will travel only in the direction of the race.
- 23.21 Signalling (visible information from teams to riders) is authorized, except in a control zone, and at any time when the race and servicing share the same route, at crossings of the itinerary and public traffic roads.

ALL 'JUDGES OF FACT' ARE AUTHORIZED AND REQUIRED TO REPORT THE PRESENCE OF ASSISTANCE NOT ACCREDITED BY THE ORGANIZATION, BOTH AT

THE NH / BIVOUAC AND OVER THE ROUTE AS A WHOLE.**24. TIME CARD**

Timecard is a document designed to receive, in chronological order, the times & stamps of the different controls planned on the itinerary.

- 24.1 At the start of the Event, riders shall be given a time card. This timecard shall be handed in at the finish Time Control of each Leg and may be replaced by a new one at any point in duration of the event. Each Rider is solely responsible for its time card.
- 24.2 Any correction or amendment made to the timecard will result in disqualification, unless such correction or amendment has been approved in writing by the controller.
- 24.3 The rider alone is responsible for submitting the time card at the different controls and for the accuracy of the entries. The controllers are the only persons allowed to enter the time on the time card, by hand or by means of a print-out.
- 24.4 Riders are obliged, under pain of penalties which may go as far as disqualification, to have their passage checked at all points mentioned in their time card and in the correct order. The absence of a stamp or the failure to hand in the time card at any control will result in a penalty which may go as far as disqualification.
- 24.5 A competitor who retires must immediately inform the Rally Headquarters / next Rally official and handover his Time Card. He must also remove or place a black "X" across his rally numbers.

25. RUNNING OF THE UTTARAKHAND HIMALAYAN RALLY 2026

- 25.1 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 difference from GMT/UTC is +5.30hrs. Hours, minutes seconds will be shown as 22:01:46
- 25.2 The entire event shall be split up into a number of liaison, neutralization, service, competitive & selective sections.
- 25.3 At the end of each road section at a point of the organizer's choice, which shall be indicated in the Road Book, a time control will be located. This Time Control will be twinned with the Start of the Selective Section Control.
- 25.4 At the end of each Competitive / Selective section at a point of the organizer's

choice, which shall be indicated in the Road Book, a time control will be located. This time control will constitute the end of the selective section and will be as described as Flying Finish. This time control will be numbered with the suffix "a" following the number of the time control immediately preceding it. This Time Control will mark the start of the next Transport/ Liaison.

For example, the end of SS between TC4 and TC5 will be numbered TC 4a and the flying finish will be located here.

- 25.5 Although the organizers may publish an Estimated Time for traversing the Selective Section, the entire time taken by the competitor for traversing the route between TC4 and TC 4a, increased by any sporting penalties (DZ/FZ, S & G, PC, assistance etc.) would constitute the stage penalties.
- 25.6 Late Arrival At The End Of The Transport Section (Liaison/Neutralization) will attract a penalty of 1 minute per minute late. These penalties will count towards disqualification (MPL). It is further clarified that only lateness incurred at the end of the transport section, in the above example, at TC 5, shall be counted towards disqualification time (MPL).
- 25.7 Early arrival will be penalized at the rate of 2 minutes per minute early. Penalties for early arrival will not be included in disqualification time.
- 25.8 It is important to note the time taken for completion of control formalities at the Flying Finish control shall be to the competitors account. There will be no restart or dead time at these controls.

25.9 **FIXED PENALTIES**

Refer Appendix I, FMSCI CROSS COUNTRY REGULATIONS 2025 . (LIST OF APPENDICES)

25.10 **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.

25.11 **MAXIMUM PERMITTED LATENESS (MPL)**

- a. The Maximum Permitted Lateness for each section or group of sections or Leg

- will be 30 Minutes. Any changes 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 rejoin the next 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.

26. CONTROL ZONES

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

- 26.1 The beginning of the control area is marked by a warning sign on a yellow background. 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.
- 26.2 The Signs Will Always Be Located On The Left Side.
- 26.3 If a time control is wrongly located on the route, riders must check in as if it were correctly located.
- 26.4 If, through unavoidable circumstances, a time or passage control does not exist or is not operative, riders 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.
- 26.5 All Control Areas (i.e., all the areas between the first warning signal and final one) are considered as 'Parc Fermè'.
- 26.6 The stopping time within any control area must not exceed the time necessary for carrying out control operations.
- 26.7 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: Refer Appendix I, FMSCI CROSS COUNTRY REGULATIONS 2025 .(LIST OF APPENDICES)

- 26.8 The target check in time is the responsibility of the riders alone, who may consult the official clock on the control table. The post Marshalls may not give much information on their target check in time.
- 26.9 Control posts shall be ready to function 30 minutes before the target time for the passage of the first rider. Unless the clerk of the course decides otherwise, they will cease to operate 30 minutes after the target time for the last rider, plus disqualification time. The Time Controls for the start and finish of Selective Sections will cease to operate at a time calculated taking into account the maximum time(s) allowed preceding this control for the last classified rider.
- 26.10 The Road Marshalls and Post Chiefs shall be distinguished as indicated in Art.1.4.
- 26.11 On pain of a penalty which may go as far as disqualification, the riders 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).
- 26.12 Any failure on the part of a rider 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.
- 26.13 Target times and maximum times allowed, as well as the start order will be mentioned in Road Book. Any changes will be communicated in a CIB to all participants.
- 26.14 For safety reasons, on the proposal of the Clerk of the Course, 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 serve to establish the classification of the Leg. On the decision of the clerk of the course, this Leg may or may not be continued, neutralized or in convoy, and may or may not be under the Parc Fermé rules.
- 26.15 TIME CONTROLS**
- a. At the Time Controls, the controllers will indicate on the time card the check-in time, which corresponds to the exact moment at which one of the rider members submits the time card to the controller. The clocking of the time card will only be carried out if all the rider members and the vehicle are within the immediate vicinity of the control, or in a queue if rally vehicles waiting to check in.
 - b. The check-in procedure commences the moment the vehicle passes the entry sign for the Time Control zone. The rider is forbidden to stop or to drive abnormally slowly between the zone entry sign and the control post. The rider may only stay in the control zone for the time necessary to clock in.
 - c. For Road Sections, the rider does not incur any penalty for late arrival if the time card is submitted to the controller during the target check-in minute.
Example: A rider 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 18h58min.00sec. And

18h 58 mins: 59 secs.

- d. For Road Sections the ideal check-in time is 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 timecard the clocking in time of the rider and their start time for the selective section. They will permit a delay of 3 minutes between two to allow the rider to prepare for the start.
- f. After clocking in at the time control the rider 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 rider.
- g. If in the case of an incident, there is a difference between the two clocking times noted, the start time of the selective section is the one considered, except if the sport- in stewards decides otherwise.
- h. At the time control at the end of a leg, riders are allowed to check in early without incurring penalties.
- i. All riders arriving at a TC at the finish of a Leg after the maximum time allowed will be penalized 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. Riders arriving after the maximum permitted lateness will be treated as being out of the race.

26.16 SELECTIVE SECTIONS

- a. During the Selective Sections, all members of the rider under pain of disqualification will wear safety gear & crash helmets
- b. It is strongly recommended that they also wear a head restraint system, overalls, gloves, a balaclava, long underwear, socks and shoes, homologated according to the standard described in the FIM Appendix L, Chapter 3.
- c. The Selective Section will be timed when the center of the front wheels of the vehicle 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. Riders are forbidden to ride 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 rider using parts transported by another racing rider. However, approved assistance zones may be set up by the Organizers.

26.17 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 rider 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 rider 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 riders.
- 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 riders 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 not be congruent.
- g. Any official may for safety reasons interrupt a selective section. The benefit of such a stoppage will be awarded to the rider. The official at site will be the Judge of Fact and his decision on the quantum of time to be awarded will be final.

26.18 REGROUPINGS

The purpose of regroupings is to reduce the intervals which may occur between riders as a result of late arrivals and/or retirements. The Parc Fermè conditions apply.

- On their arrival at these re-groupings, the riders will hand the controller their time card. They will receive instructions on their starting time.
- They will then ride their vehicle immediately and directly to the Parc Fermè. The start order shall be that of the arrival at the regrouping Time Control.

26.19 **PARC FERMÈ**

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.

27. **PROTESTS & APPEALS**

- 27.1 An “Enquiry Sheet” is provided in each Road Book. In case 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.
- 27.2 All protests must be made in accordance with 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 the sum of INR 7080/- , which will be retained if the protestant considered justified.
- 27.3 Protests must state the specifics of the offense alleged and the relief sought. Vague, Oral & such frivolous complaints will not be entertained.
- 27.4 If the protest requires the dismantling of different parts of a Motorcycle, the claimant must pay an additional deposit
- Of INR 10,000/ if the protest involves a clearly defined part of the Motorcycle (engine, transmission, body work, etc.) for each such part.
 - Of INR 20,000/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 pro-tested 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.

- 27.5 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.
- 27.6 The entrants may lodge an appeal against the Stewards decisions, in conformity with the stipulations of the National Sporting Code. The appeal fee will be as per FMSCI regulations.

28. CLASSIFICATIONS

- 28.1 The clerk of the course bear the responsibility for time keeping.
- 28.2 Penalties shall be expressed in hours, minutes and seconds. The final results shall be determined by adding together the times obtained in the Selective Sections and the penalties (incurred during the Road Sections Another penalties expressed time).
- 28.3 The rider which achieves the smallest total is proclaimed winner in the general classification, the next one being second, and so on. Classifications by group and category are drawn up in the same way.
- 28.4 In the event of a dead heat, the rider which accomplished the best time for the last Selective Section will be proclaimed winner. If this is not enough to determine the winner, the times of the previous Selective Sections shall be taken in consideration. 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.
- 28.5 In cases no competitor is able to complete the event. At the discretion of the organizers, Overall and/or Group wise classifications may nevertheless be obtained on the basis of the maximum distance travelled towards the finish by each competitor.
- 28.6 The provisional classifications will be posted each evening at the NH/bivouac at 2400hrs, in front of the Rally Office.
- 28.7 The official partial results will be posted 1 hour before the scheduled restart time of the first vehicle. It will become definitive at the end of the reclamation period, which will end once the first competitor in the race has taken the start of the leg which follows this posting. In case the results are not posted at the scheduled time, the rescheduled time of posting will be 2400hrs next evening. This does not apply for the final leg.

- 28.8 Given that these 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.
- 28.9 The official classification of the UTTARAKHAND HIMALAYAN RALLY 2026 will be posted on the official notice board in the last NH at the latest 12h after the arrival of the 1st vehicle. They Become Definitive 30 Minutes after Their posting.
- 28.10 The qualifications necessary for the special prizes to be won are itemized and decided by the Organizers will be final.
- 28.11 In order to be classified in the results, entrants should have paid to the Organizers any fines, imposed under these Supplementary Regulations before provisional results are published. The entrant should have passed the pre & post-event technical scrutiny.

29. PRIZES TROPHIES

- a. Overall Winner: **1st, 2nd & 3rd + Cash Prize of Rs 50000 for overall winner .Rs 30000 for second overall, Rs 15000 for third overall all cash prize payments subject to TDS as applicable.**
- b. Class Winners: **1st, 2nd & 3rd** in every class
- c. **Best Female Rider** (*eligible in all Groups/Classes except Group A*)
- d. **Best Rookie Rider** (*Best performance by a first-time entrant*)
- e. TEAM PRIZE: Trophy
Prize for the winning Team is only applicable with the entry of a minimum of two teams and provided that at least 3 finishers of a team are there. They may be in the same or different Groups.
- f. The Organizers May At Their Discretion:
Offer awards in addition to those specified in addition to those specified in the Supplementary Regulations.
- e. Distribute the awards, if through unforeseen or special circumstances; the competition is stopped before its scheduled completion.

30. PENALTIES

Any failure to respect the texts of these regulations for which the penalties are not mentioned will be recorded in the report of the Clerk of the Course 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, it's the text of the article that takes precedence.

Any competitor found to have committed fraud or made false declarations may be disqualified from participating in Uttarakhand Himalayan Rally 2026 for a period of three years.

Refer Appendix I, FMSCI CROSS COUNTRY REGULATIONS 2025 .
(LIST OF APPENDICES)

30.2 AT STEWARD'S DISCRETION

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

31. 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.

32. APPENDIX '2': JUDGES OF FACT

Judges of fact are required to perform the following duties:

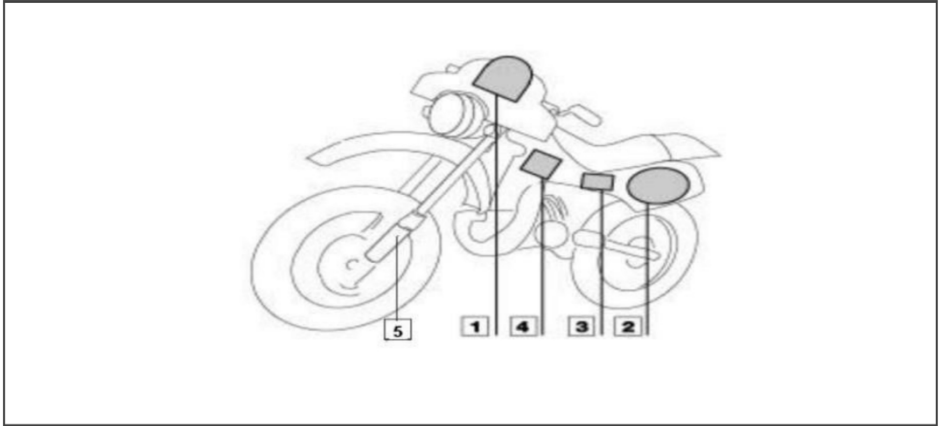
- a. To bring to the notice of the clerk of the course of any unfair practices or irregularities adopted by the competitors during the running of the event.
- b. To bring to the notice of the clerk of the course the presence of any unauthorized service vehicle present within the competitive stages.
- 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.

33. APPENDIX '3': SIGN POSTING OF CONTROLS

REFER APPENDIX II FIMSCI CROSS COUNTRY REGULATIONS 2025. (LIST OF APPENDICES)

34. APPENDIX '4': ADVERTISING.

The below mentioned stickers will be provided by the organizer and compulsory.
To be put before pre-event scrutiny.



1. One front number plate
2. Two side plate number stickers
3. Two advertising sticker provide by organisers
4. Two Advertising stickers Organiser
5. Two Advertising stickers

35. APPENDIX '6': INSURANCE

35.1 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.

- 35.2 It is mandatory for competitors to take an additional personal assistance insurance of Rupees 10 Lakhs minimum under HIGH RISK Table-III.

35.3 DEFINITIONS

- a) Organiser: **Team Firefox.**
- b) Beneficiaries of the **UTTARAKHAND HIMALAYAN RALLY 2026:**
 - 1. *Competitors but not their assistance.*
 - 2. *Officials of the event,*
 - 3. *Journalists and members of the media,*
 - 4. *Individuals invited by the organisers, those of their partners.*

35.4 COVERAGE

The facilities are accorded on the rally route for the duration of the UTTARAKHAND HIMALAYAN RALLY 2026 (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.

35.5 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.
- 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.
- The information of the patient's usual doctor, often critical, may help the rally's medical team make the most opportune decisions.
- 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.
- In the case where the injured refuses to follow the decision considered as the most opportune by the Safety Officer, they discharge **TEAM FIRE FOX** 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.

35.6 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.
- 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.

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

35.8 EXTENSION OF SERVICES: ADVANCE OF HOSPITALISATION COSTS

- If the injured cannot pay medical costs over INR10,000/- HIMALAYAN X-TREAM MOTOR SPORTS may consent to advance funds.
- This will be done against a deposit cheque paid and made out to HIMALAYAN X-TREME MOTOR SPORTS 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, HIMALAYAN X-TREME SPORTS ASSOCIATION reserves the right to take all necessary action to recover funds.

35.9 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:
 1. The cost of transporting the body to where the funeral will be held, near the residence.
 2. Expenses linked to preserving the body imposed by current legislation.
 3. Expenses are directly linked to the transport of the body.
 4. 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.

35.10 DISQUALIFICATIONS

1. No assistance services will be provided for a bodily injury or death resulting from:
2. *An intentional act on the part of the injured,*
3. *Taking part in bets, brawls or fights,*
4. *If the pathological state is not urgent,*
5. *Nervous illnesses, nervous depression, mental illness,*
6. *The use by the injured of medicines, drugs, tranquillisers and products taken and not prescribed medically,*
7. *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.*
8. *Suicide or attempted suicide.*

35.11 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.*

36. APPENDIX '5': TIME SCHEDULE

It will be Announced with a Bulletin

37. APPENDIX '7': TERMINOLOGY

- **ASN:** The National Sporting Authority. The Federation of Motor Sports Clubs of India (FMSCI) is the ASN in India.
- **Assistance:** Service shall be defined as unrestricted work on or the physical presence of a person around a competing vehicle except where limited by the applicable Articles in the present Prescriptions.

- **Bivouac:** Zone between the Time Controls at the finish of one Leg and the start of the next, where all competitors regroup; this zone is located in the road book.

The bivouac zone will be determined by an imaginary circle of approximately 500 m, the centre of which will be the Rally HQ set up by the Organisers and in which the official notice board will be installed:

The Rally HQ will be operational after the closing of the Time Control to finish the Leg. The finish Time Control and the start Time Control of the next Leg may be combined.

The Organisers may set up bivouacs with regulated servicing. Servicing may be conducted within the bivouac area only in the designated area. Any team member (including crews) can drive the team's competition vehicle outside the bivouac for technical testing only and away from the route of any Selective Section.

- **Briefing:** A briefing must be given by the clerk of the course or by an organiser's delegate before the start of the first leg. The participation of at least one crew member in each entry is compulsory.

Further briefings may be held at the organisers' discretion. The supplementary regulations must specify the date, time and attendance requirement.

Any information delivered which in any way affects the itinerary, timing or regulations must be confirmed by a written bulletin.

- **Bulletin:** The Official Bulletin is an integral part of the Regulations and is intended to modify, clarify or complete them.
- **Competitor:** Physical or legal entity used for the physical or legal person who has entered the vehicle.
- **Competitors Information Bulletin (CIB):** This is information given by the Organisers and Race Control to the crews who, after reading it, will confirm this by signature. This note will be made available to the competitors as soon as possible.
- **Crew:** "Crew" means the first driver and any co-driver(s) holding an FIA/ASN driver's and entrant's licence valid for the current year/ the Event.

-
- **Duration of an Event:** Any Event starts with the administrative checking and scrutineering (including, if applicable, checks on the spare parts of the vehicle) and ends upon the expiry of one of the following time limits, whichever is the later: The time limit for protests or appeals or the end of any hearing by the Stewards; End of the administrative checking and post-event

scrutineering carried out by the Code; End of the prize-giving.

- **DZ:** The start of the speed control zone and, when possible, marked by a precise reference marker and a Waypoint (WPM). In case of a discrepancy between the two, the Waypoint will be binding. Also, see FZ.
- **Estimated Time:** Time estimated given by the Organiser to cover a Selective Section.
- **FIA Technical Passport:** Document issued by the competitor's ASN and authenticated by the FIA technical delegate or the Scrutineer in charge at the Event, who identifies the presented vehicle. This passport will be presented on demand of the Scrutineers.
- **FZ:** The end of a speed control zone and, when possible, marked by a precise reference marker and a Waypoint (WPM). In case of a discrepancy between the two, the Waypoint will be binding. Also, see DZ.
- **GPS:** "GPS" in all cases refers to the standard equivalent to the Global Positioning System.
- **Infringement:** A competitor is in violation if he disregards any provisions. A repeat instance of disregard will be deemed as a second infringement, and so on. Any breach will result in penal actions against the competitor as proposed by these rules and may include disqualification.
- **Infringement (speed control zone):** An infringement consists of one or more instances of speeding in the same speed control zone, defined by a DZ and an FZ. A second infringement will occur when one or more instances of speeding have happened inside a new speed control zone. In case of a repeated offence during the Event, the 3rd infringement (in 3 different zones) may result, for all competitors, in penalties that may go as far as disqualification, depending on the excess speed noted.
- **Leg:** Each part of the Event is separated from the next by a stopping time of at least 6 hours. After a driving time of between 12 and 20 hours, a halt of at least 6 hours is compulsory. A halt of at least 18 hours is mandatory after 10 Legs of the race unless otherwise decided by the Stewards on the proposal from the Clerk of the Course.
- **Manufacturer:** A Manufacturer manufactures vehicles which bear that manufacturer's name and are on sale to the public. Special editions of such cars are made for competition purposes and comply with the FIA Appendix J.

Manufacturers may enter cars bearing their name for competition purposes directly under their management or contracted to an associated company.

- **Maximum time allowed:** Time greater than the target time allocated for each Road Section or the full time given to each Selective Section. Any crew exceeding this time, without any tolerance, will receive a penalty ranging from a fixed penalty to disqualification. At that moment, the control is said to be closed for the competitor concerned. The Clerk of the Course may change the maximum time allowed at the Stewards' discretion.
- **The maximum time permitted:** Time greater than the target time allocated for each Road Section or the maximum time given to each Selective Section.
- **Neutralisation Period:** The crews are stopped by Race Control (Parc Fermé conditions). This is also referred to as Dead Time.
- **Official itinerary:** This is represented by the passage through each visible or hidden waypoint featured in the road book.
- **PC (Passage control):** A zone where the marshals will stamp the time card and which will obligatorily be a WPM.
- **Regrouping (Parc Fermé conditions):** The Organisers scheduled a halt to enable the theoretical times to be observed on the one hand and, on the other, to regroup the crews still in the Event. The regrouping time may vary according to the teams. The new start will be given according to the order of competitors' arrival at the regrouping Time Control entrance. The first ten crews that arrive will start at 2-minute intervals.
- **Road Book:** Each crew shall receive a road book in conformity with the FIA format, size A5, comprising a maximum of 5 horizontal lines of distances, drawings and information, containing characteristic notes and maps indicating the route and the compulsory GPS passage coordinates, which they will observe on pain of penalties which may go as far as disqualification.
- **Real-time:** This is the time taken to cover the route of a Selective Section.
- **Road Section:** Itinerary section with a target time between two successive Time Controls.
- **Route:** This is defined by the official road book of the Event, confirmed by the crew of the opening car (if applicable). The route is divided into Legs consisting of one or more timed Selective Sections linked by Road Sections. The Selective Sections' maximum length per Leg is 800 km.

- **Sporting penalty:** A sporting penalty is imposed for Speeding, missing a PC, unsporting conduct, or other violations committed on a Selective Section.
 - **Selective Section:** Speed tests in real-time. Selective Sections may be run over a course exclusively reserved for the competitors in the Event. This provision will be indicated in the Regulations. Starts of Selective Sections are preceded by or twinned with a Time Control and followed by a Time Control after the finish.
 - **Team Manager:** Person duly authorized in writing to represent a team entered in an Event, with a 2W Team Entrant Non-Manufacturer/ Manufacturer license issued in the team's name.
 - **Target time:** Each Road Section will be covered within a target time, which the competitors will respect. Any crew exceeding this target time on the Road Section will incur a penalty given to the minute.
 - **Time Card:** Document intended for the stamps, in chronological order, of the different control points scheduled on the itinerary.
 - **Waypoint:** A point, the coordinates given to the competitors by the road book and can be memorized in the "GPS"*. A Waypoint is a geographical point defined by coordinates of longitude and latitude. There are several types of Waypoints; however, for the Uttarakhand Himalayan Rally 2026, only Visible Waypoints (WPM) would be used. Each Waypoint is a compulsory passage point.
-

38. FMSCI ENVIRONMENTAL POLICY & SUSTAINABILITY GUIDELINES

To All Participants

We, the organisers of the UTTARAKHAND HIMALAYAN RALLY 2026, 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 refueling 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.
-

39. IMPORTANT INFORMATION

- 1) The general altitude of competitive sections will be 1000 – 6000 feet .

-----X-----X-----X-----