UTTARAKHAND HIMALAYAN RALLY

(A BAJA EVENT)

Dates: 3rd Dec – 6th Dec 2026

XTREME

DRAFT (Submitted to fmsci)

Supplementary Regulations

Organised By

Team Firefox

In Association with

MMSC

(Madras Motor Sports Club)

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CONTENTS

1. INTRODUCTION 4
1.1.1 Rules: Amendment, Application & Interpretation 4
1.1.2 Amendments To The Regulations 4
1.1.3 Application And Interpretation Of The Regulations 4
1.2 Length of Selective Stages 4
1.3 Overall numbers and Total Distance of itinerary 4
1.4 Route Terrain 5
2. ORGANISATION 6
2.1 Title 6
2.2 FMSCI Permit No. : TBA 6
2.3 Organiser, Address and Contact Details 6
2.4 Organising Committee 6
2.5 Stewards of the Meeting 6
2.6 FMSCI Delegates 7
2.7 List of Officials 7
2.8 Head Quarters Location and Contact Details 7
3. PROGRAMME 8
4. ENTRIES 9
4.1 Closing of Entries 9
4.2 Entry Procedure 10
4.3 Maximum Number of Entries 10
4.4 Entry Fees 11
4.5 Payment Details 12
4.6 Entry Fee Refunds 12
5. INSURANCE 113
6. ADVERTISING AND IDENTIFICATION 13
6.1 Obligatory Organiser's Advertising 13
6.2 Optional Organiser's Advertising 14
6.3 Vehicle, Drivers and Navigators Identification 14
7. TYRES 15
7.1 Regulation regarding Tyres 15
7.2 National Laws of special requirement (if any) 15
8. FUEL 15
8.1 Technical requirements 15
8.2 Ordering Procedures 15
8.3 Closing date for ordering fuel 15
9. ADMINISTRATIVE CHECKS 15
9.1 Documents to be presented 15
10. SCRUTINEERING, SEALING AND MARKING 17
10.1 Scrutineering venue and Time table 17
10.2 Mandatory Documents 17
10.3 Drivers' Safety Equipment and vehicle requirements 17
10.4 Necessary Technical installations 18
10.5 On-Board Cameras 19
10.6 Electronic Equipment 19
10.7 Special National Requirement (if any) 20
11. OTHER PROCEDURES 20
11.1 Drivers Briefing(s) 20

DRAFT

11.2 Pre Start Parc Ferme 20
11.3 Ceremonial Start 20
11.4 Electronic Start procedure 20
11.5 Prologue 21
11.6 Finish Procedure 21
11.7 Permitted Early Check-in 21
11.8 Official Time used During the Rally 21
11.9 Roadbooks delivery 21
11.10 Servicing of Vehicles 22
11.11 Special Procedure / Activities including Promotional activities 22
11.11.1 Penalties 22
11.11.2 Maximum Permitted Lateness (MPL) 23
11.11.3 Interruption Of A Selective Section 23
11.11.4 Classifications 23
11.11.5 FMSCI Environmental Policy & Sustainability Guidelines 23

12. IDENTIFICATION OF OFFICIALS 24

13. PRIZES 24

14. FINAL CHECKS 24

14.1 Final checks 24
14.2 Protest and Appeal 24

APPENDIX 1 – Itinerary 26

APPENDIX 2 – Names and Photographs of CRO and Schedule 27

APPENDIX 3 – Decals and Positioning of Supplementary Advertising 28

APPENDIX 4 – Extracts from FIA Appendix L relating to overall, helmets and any other safety requirements 29

APPENDIX 5 – Instructions for the use of Tracking system 30

APPENDIX 6 – Instructions for the use of the car-to-car communication system 33

APPENDIX 7 - Insurance and liability limitations 34

DRAFT

1. INTRODUCTION

1.1.1 Rules: Amendment, Application & Interpretation

The UTTARAKHAND HIMALAYAN RALLY 2026 will be run in conformity with:

The International Sporting Code of the FIA (the Code) and its appendices;

The FMSCI CCR Sporting Regulations 2026 including appendices.

The FMSCI CCR Technical Regulations 2026 including appendices.

These Supplementary Regulations.

The National Road Traffic Regulations.

Any protests concerning this application or any case not provided for will be studied by the Stewards who alone have the power to decide

1.1.2 Amendments To The Regulations

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

By the Organisers and approved by the FMSCI,

By the Stewards of the meeting, throughout the duration of the Event.

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

1.1.3 Application And Interpretation Of The Regulations

Any breach of these regulations will be reported to the Stewards, who may impose a penalty as indicated in the International/National Sporting Code.

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.

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

1.2 Length of Selective Stages:

Selective Stages: 200 Kms.

1.3 Overall numbers and Total Distance of itinerary

Selective Stages - 8

Liaison: 200 Kms.

Total: 400 Kms.

1.4 Route Terrain

60 % Gravel

20% Tarmac

20 % Broken Tarmac

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

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2. ORGANISATION

2.1 Title

The UTTARAKHAND HIMALAYAN RALLY 26 will take place from 3rd Dec 2026 till 6th Dec 2026. The event will start from Ramnagar and finish at Dehradun.

STATUS OF THE EVENT: Open

2.2 FMSCI Permit No.: TBA

2.3 Organiser, Address and Contact Details:

TEAM FIREFOX
Apt.10 2nd Floor, Sumangali Estates,
Blue Beach Road, Neelangarai,
Chennai – 600115 Ph: + 91 9381019775
Email- hrmemorialdrive@gmail.com
And
Madras Motor Sports Club (MMSC), Chennai

2.4 Organising Committee

1. Rajan Syal
2. Subhash Goel
3. Harvijay Singh Bahia
4. Sudev Brar
5. Sanjay Takale
6. Vanashree Syal
7. Anmol Rampal
8. Indrojit Sircar
9. Col J S Chandel

2.5 Stewards of Meeting:

Chief Steward-	Mr. Raj Kapoor
2nd Steward -	Mr. Sandeep Sharma
3rd Steward-	Mr. Bipin Bhatia

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2.6 FMSCI Delegates

Technical Delegate	:	NA

2.7 List of Officials

Chairman of the event	:	Mr. Rajan Syal
Vice Chairman	:	Mr. Subash Goyal
Vice Chairman	:	Mr. Harvijay Singh Bahia
Rally Director	:	Mr. Vicky Chandhok
Clerk of the Course (COC)	:	Mr. Manoj P Dalal
Deputy Clerk of the Course	:	Mr Gaurav Dalal
Assistant COC	:	Mr. Utkarsh Chauhan
Assistant COC	:	Mr. Vishnu Dibri
Assistant COC	:	Mr. Indrojit Sircar
Competitor Relation Officer	:	Ms Lakshmi Sundaram (Moto)
Competitor Relation Officer	:	Col Rheena Jha (Xtreme)
Secretary of the Meet	:	Mr. Ajay Krishnamani
Chief Scrutineer	:	Mr. Rahul Dutt (Xtreme)
Chief Scrutineer	:	Mr. Poddy Singh (Moto)
Chief Safety Officer	:	Ms Vaneeta Kang
Sustainability Officer	:	Mr. Subash Goel
Chief Timekeeper	:	Mr. Sudev Barar
Chief Medical Officer	:	Dr. Saurabh Dalal
Asst Chief Medical Officer	:	Dr. Amit Alok
Travel Desk & Logistics	:	Ms Veena Ramachandran
Stage Commander 1	:	Mr. Gurnoor Singh Sangha
Stage Commander 2	:	Mr. Navkiran Singh
Stage Commander 3	:	Mr. Prabtej Singh Boparai
Legal Advisor	:	Mr. Aditya Shivakumar

2.8 Head Quarters Location and Contact Details:

Rally HQ 1 (up to 30th Nov 2026)
TEAM FIREFOX
Apt.10 2nd Floor, Sumangali Estates,
Blue Beach Road, Neelangarai,
Chennai – 600115 Ph: + 91 9381019775

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Email- hrmemorialdrive@gmail.com

Rally HQ 2 (1st Dec 2026 onwards)

TEAM FIREFOX

The Golden Tusk, Village Dhela, Ramnagar, UK 244715

Tel 8937000770

Rally HQ3 (4th Dec 2026)

Hotel Ravine Palace – Landsdowne, Palkot, Lansdowne, Uttarakhand 246155
Tel: 093681 37415

Rally HQ4 (5th- 6th Dec 2026)

Punarnava Resorts, Dehradun, Garhi Cantt Chowk, Village, Bhitarli, Kimadi Lambidhar Bypass Road, Dehradun, Kheragopiwala, Uttarakhand 248003
Phone: 086508 00631

3. PROGRAMME

15th October 2026	Publication of Supplementary Regulations
5th November 2026	15:00 Hrs. Close of Early Entry
16th November 2026	15:00 Hrs. Close of Standard Entries
23rd November 2026	15:00 Hrs. Close of Late Entries
27th November 2026	16:00 Hrs. Publication of Entry List

3rd December 2026, Thursday at Rally HQ2, Ramnagar

0830 Hrs.	Collection of Documents and Materials, Issuance of Road books
0830 Hrs.	Administrative Checks & Scrutinising
0900 Hrs	Opening of registration for Service Vehicles and service Personnel
0900 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

4th December 2026, Friday, Ramnagar

0500 Hrs.	Start of Leg 1
1730 Hrs.	End of Leg 1 @ Lansdowne

1930 Hrs. Publication of Provisional Result of Leg 1

2000 Hrs. Publication of Start List for Leg 2

5th December 2026, Saturday, Lansdowne

0630 Hrs. Start of Leg 2

1310 Hrs. End of Leg 2 @ Dehradun

1930 Hrs. Publication of provisional results of Leg 2

2000 Hrs. Publication of Start List for Leg 3

6th December 2026, Sunday, Dehradun

0630 Hrs. Start of Leg 3

1350 Hrs. End of Leg 3 @ Dehradun (Parc Ferme)

1520 Hrs. Publication of Provisional Classification

1530 Hrs. Final Scrutineering

1630 Hrs. Publication of Final Classification

1900 Hrs. Rally Prize Distribution Ceremony.

SPORTITY APP will be the Official Notice Board for the event. EVENT Password - UHR2026

Alongside A DIGITAL group 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 ANNOUNCEMENTS.'

All competitors (At least one crew member and 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 be relayed through SPORTITY APP & WhatsApp group.

It will be the sole responsibility of the competitors to keep a check on any information received.

Airtel, Jio and BSNL have full internet connectivity at most of the night halts.

4. ENTRIES

4.1 Closing of Entries:

Incentive Entries	1500 Hrs 28th October 2026 (Entry fee reduced by INR 5000/-)
Early Entries	1500 Hrs. 5th Nov 2026
Standard Entries	1500 Hrs. 16th Nov 2026
Late Entries	1500 Hrs. 23rd Nov 2026

4.2 Entry Procedure

Those wishing to participate in the UTTARAKHAND HIMALAYAN RALLY 2026 must submit their complete entry application and the prescribed fee per the programme. Link available at www.thehimalayandrive.com

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 entry, when accepted, is valid only for the primary applicant. Entries are not transferable.

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.

Only one member of the crew may be changed:

Before the start of scrutineering, subject to the approval of the organising committee.

Once the scrutineering has started, with the agreement of the Stewards of the Meet.

The changing of both members of the crew is not permitted.

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/- to the organising committee.

If a vehicle does not correspond in its presentation to the group in which it was entered, it may, upon the proposal of the Scrutineers, be transferred by the stewards to a different group or be refused definitively. If the vehicle is transferred to a different group, fees, as applicable, for a change of vehicle will apply.

The entry application will be accepted only if accompanied by the entry fees, which will be increased by 100% for those competitors not accepting the optional advertising of the organisers or are classified as sponsored as below:

a. The Organisers' decision will be final and binding on the competitor.
b. If any of the advertising material infringes the regulations as stated in Appendix 4 of these regulations.

Any crew entered as a competitor holding an FMSCI national/FIA International competitor's license valid for 2026 is eligible. The minimum requirement is a valid Club Sport license.

Where the competitor is a legal entity, or in any case not part of the crew, the first driver named on the entry form will be held responsible, jointly and severally, for all the liabilities and obligations of the competitor throughout the whole event.

The whole crew must be on board the vehicle throughout the entire duration of the event. If one member retires or a third party is admitted on board (unless this is to transport an injured person), the competing vehicle shall be disqualified from the event.

All non-Indian competitors, 1st drivers or co-drivers will comply with article 70 of the FIA code.

To enter this event, a competitor driver must have a valid civil driving license.

4.3 Maximum Number of Entries

The maximum number of entries shall be 25 vehicles. The organisers reserve the right to decide how many and which entries will be accepted.

The Uttarakhand Himalayan Rally 2026 is open to:

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

These vehicles must comply with the safety specifications laid down by the International Convention on Road Traffic and the safety specifications laid down by the FMSCI regulations and these Prescriptions. The vehicles shall be split up into the following categories:

Groups And Classes

Group T1 - Prototype Cross Country Vehicles: 2WD

Class X1 Open

Group T1 - Prototype Cross Country Vehicles: 4WD

Class X2 Below 1350 cc

Class X3 Over 1350 cc up to 1850 cc

Class X4 Over 1850 cc

Group T2 –4WD Series Production Vehicles

Class X5 Below 1350 cc

Class X6 Above 1350 cc

Car entered in a Group/Class containing less than 4 vehicles shall be amalgamated to the class or classes above to attain the minimum of four vehicles.

Turbocharging/supercharging of engines is permitted. However, a multiplication factor of 1.7 for petrol engine and 1.5 for diesel engine will be used to calculate the cubic capacity of Turbo /Super Charged.

Vehicles for Class eligibility and Requirements:

All vehicles entering T1& T2 groups will be governed by the FMSCI CCR Technical Regulations 2026.

The minimum weight required for T1 cars will not be in the table specified, but the minimum weight of the vehicle, as mentioned in the owner's manual by the manufacturer, is +40 Kilograms for the roll cage.

T2 cars must maintain the weight as specified in the owner's manual by the manufacturer+ 40kgs.

Intake restrictors are mandatory per FIA regulations for all turbo and supercharged vehicles, even those that come as OE. The table for intake restrictor values is as follows: All competing cars would be classified as per article 58 of the National CCR Sporting regulations.

4.4 Entry Fees

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

Early Entry: INR 45,000/- including GST

Standard Entry: INR 50,000/- including GST

Late Entry: INR 55,000/- including GST

Team Entry:

For Team entries, in addition to prevailing entry fees

Manufacturers Team Entry: INR 1,00,000/- per team of up to 5 vehicles. (Includes 4 nights' accommodation for one designated Team Manager.)

Trade Team Entry: INR 50,000.00 per team of up to 5 vehicles.

Club Team Entry: INR 25,000.00 per team of up to 5 vehicles.

Early Entry Fee is not available for Manufacturer/Trade Teams.

The entry fees specified above include an opportunity for the crew to participate in the Uttarakhand Himalayan Rally 2026,

one set of road books,

4 nights basic shared room only accommodation (3rd Dec to 6th Dec) for Driver & Co-Driver on shared basis for the leg that the start has been taken.

No accommodation will be provided on 2nd Dec and 7th Dec 2026.

An invitation for the driver and co-driver to the Prize Distribution function and Rally Ball.

Food, as and when provided, is at the Organisers' discretion.

All competitors must sign the required indemnity before participating.

The Entry Fee does not cover vehicle recovery, medical charges, fuel, etc. These may be provided at the discretion of the Organisers on a case-to-case basis without their having to assign any reason or explanation for their decision whatsoever.

Attendance at the Rally Ball is by invitation, and the Invite will be made available to all competitors as part of the Start Kit.

A service crew wishing to attend the Rally Ball may purchase the Invite during service registration.

An additional 100% of the Standard or Late Entry Fee is applicable per vehicle.

Team Regulations

Each team can consist of a maximum of 5 vehicles.

For team classification, at least 3 vehicles must finish the event.

The penalty points of the three best finishers will be added.

The team with the lowest total penalty points will be declared the winner.

A rider may represent only one team, either a Club Team or a Manufacturer/Trade Team.

There is no restriction on the number of teams that a club or manufacturer/trade organisation may enter.

Team entries will be accepted only with a valid FMSCI Team Entrant. (Manufacturer/Non-Manufacturer) Licence issued in the name of the team.

4.5 Payment Details:

By RTGS Bank transfer to Account Favouring –
Account Name: The Himalayan Rally
Bank: HDFC Bank
Current Account Number: 50200118150667
IFSC: HDFC0009077
GPay Number - 9381019775 or
upi id: thehimalayanrally.36989896@hdfcbank

4.6 Entry Fee Refunds

The entry fee is NON-REFUNDABLE.

Entry fees are REFUNDABLE should the event be POSTPONED or CANCELLED for any reason.

Entry fees will NOT be refunded for ANY OTHER reason.

5. INSURANCE

Insurance and liability limitations are detailed in Appendix '7' of these regulations.

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.

ALL COMPETITORS ARE ADVISED TO TAKE ANY ADDITIONAL

AS THEY MAY DEEM FIT.

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.

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.

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.

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.

Medical rescue and evacuation will be by land.

The competing vehicles must possess RALLY COVER INSURANCE valid from 3rd Dec 2026 to 6th Dec 2026

6. ADVERTISING AND IDENTIFICATION

6.1 Obligatory Organiser's Advertising

All entrants and competitors will be required to execute an undertaking that any advertisement about their participation, performance and place in the event shall correctly state the complete title of the event, "Uttarakhand Himalayan Rally 26". Furthermore, the competitor will make this condition clear to his sponsors. In addition, the entrants and competitors will also undertake not to use their participation, performance and placing for any promotional and commercial purposes without the prior written permission of the organisers.

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

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

Any instructions issued by the organisers are observed.

Advertising must not be of a political, obscene or insulting nature. It must be in good taste and not conflict with the vehicle's official numbers in any way.

It should not be placed to prevent recognition by Officials or Marshals.

The space designated in Appendix '4' of these regulations is left free of advertising other than that provided by the organisers.

It does not infringe upon the spaces reserved for rallies and number plates.

Windscreen strips are not allowed.

It does not interfere with the crew's vision through the windows.

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

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

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

The Compulsory advertising as detailed must be carried.

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

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

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

6.2 Optional Organiser's Advertising

For competitors who refuse the Organiser's optional advertising, the entry fees will be increased by 100%.

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

6.3 Vehicle, Drivers and Navigators Identification.

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

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

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

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

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

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

At any time during the event, the absence or incorrect positioning of a race number plate or a rally plate may result in a penalty of INR5 000/-. The simultaneous lack or inaccurate positioning of at least two race numbers or rally plates may result in INR 15,000/-penalties.

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

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

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

7. TYRES

7.1 Regulation regarding Tyres

Only 8 (eight) Tyres are permitted.

All permitted tyres will be paint-marked at scrutiny and recorded against the car number on the scrutiny card. Marshals will check the markings at [service exit / TCs / random points], and any car found with an unmarked tyre will be reported to the Stewards.

7.2 National Laws of special requirement (if any)

None

8. FUEL

8.1 Technical requirements

Free as per 2026 Technical regulations for Rallying. All commercially available fuel can be used

8.2 Ordering Procedures

None

8.3 Closing date for ordering fuel

Not Applicable

9. ADMINISTRATIVE CHECKS

9.1 Documents to be presented

During the administrative checks the following original and valid documents will be checked:

- Competitor's license valid for the competition
- Driver's and co-driver's competition licenses valid for the competition (see Art. 7 and 9 of Appendix L)
- Driver's and co-driver's valid driving license
- Driver's and co-driver's passports or identification for foreign participants
- ASN authorization, for all foreign competitors and/or drivers
- Declaration and undertakings forms, signed by the driver and the co-driver
- Vehicle registration certificate
- Authorization of the owner of the vehicle (if different from the competitor)
- FIA/FMSCI Technical Passport(when available)/homologation document.
- Special Rally Cover Insurance

Drivers taking part in the event must arrive at administrative checks & scrutineering with at least one of the

DRAFT

crew, driving gear and car. Any car reporting to the scrutineering area outside the prescribed time limits will not be allowed to start, except in cases of 'force Majeure duly accepted by the Chief Scrutineer, who may impose an additional fine.

The Entry form contains a checklist of the documents required to be submitted. All crews taking part in the Event must ensure that the Event timetable at the secretariat offers self-attested copies of the documents detailed in the entry form.

All documents must be produced in original before the rally plates are issued & the vehicle is permitted for scrutiny.

The date of the entry and the fees applicable thereof would be taken as the date when the documentation is completed in its entirety. Please do so to avoid additional fees or penalties.

Any crew reporting to the administrative checks outside the time limits prescribed will not be allowed to start, except in a case of force majeure duly recognised as such by the Stewards.

DRAFT

10. SCRUTINEERING, SEALING AND MARKING

10.1 Scrutineering venue and Time table

09:00 Hrs, Thursday, 3rd December at The Golden Tusk, Village Dhela, Ramnagar

Batch	Competition No	Time
1	26 – 30	09:00 – 09:30
2	21 – 25	09:30 – 10:00
3	16 – 20	10:00 – 10:30
4	11 – 15	10:30 – 11:00
5	6 – 10	11:00 – 11:30
6	1 – 5	11:30 – 12:30

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).

Only those crews who have passed the administrative checks may present themselves with their vehicle equipped with its plates and numbers at scrutineering. After scrutineering, if a car is found not to comply with the technical and/or safety regulations, the Stewards may set a deadline before which the car must be made to comply

10.2 Mandatory Documents

Checked as per 9. Administrative checks

10.3 Drivers' Safety Equipment and vehicle requirements

Appendix L Chapter III –Drivers' Equipment and have their safety harness correctly fastened.

The wearing of FMSCI/FIA-accepted safety equipment (Appendix L, Chapter 3) is MANDATORY.

The wearing of an FIA-approved safety harness is compulsory throughout the Event.

Officials may check the crews' safety equipment and clothing at the start of each selective section in the Event and any other moment.

In the event of non-conformity, the start will be refused.

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

Roll bars/cage complying with FIA / FMSCI regulations.

FIA Approved rally seats without recliners

FIA-approved Safety harness (minimum 4 POINT) for both driver & navigator. The seat belt angle to the rear of the seat must not exceed 15 degrees.

FIA / Snell / SFI Approved Helmets for both driver & navigator.

Two towing eyes (Painted Red), one at the front end and one at the rear.

The front windscreen must be laminated

A fire extinguisher securely fixed is mandatory; it should be of following weight:

- if AFF(Foam) – 2.4Kg,

- if Powder Type – 2Kg

*As per FMSCI's 2026 Safety requirements for 4Wheelers.

A Comprehensive First Aid Kit.

An Extraction Kit consisting of: A tow chain / Strap made of steel wire / Nylon Strap, minimum three meter long.

Two red reflective triangles; the reflecting surface width of each arm must be a minimum of 30 mm, and the length of each arm must be 400 mm. (If stopping in a competitive section, the crew will place them more than 50 metres behind the car.) Any team failing to comply may be penalised at the Stewards' discretion.

Mud flaps at the rear of all wheels, with sufficient width to completely mask the tyre when viewed from behind the car. The lower edge is not more than 8 cm from the ground when the vehicle is stationary. Hinged mud flaps are not allowed. Where exhaust systems interfere with mud flaps, such holes as are necessary may be drilled through the mud flaps to enable the passage of the exhaust pipe(s).

It is permitted to install an auxiliary fuel tank in the car provided that:

a. It is of OE make and
b. Equipped with a spill-proof lid and either internal venting or an anti-rollover device on the vent line.
c. If installed within the car, this tank must be separated from the driver's cabin with a fireproof bulkhead and vent gases to the outside.

Additional front or rear bonnet and boot lid fasteners, preferably bayonet type.

Two additional Red or Yellow reflectors, at least 60 mm diameter, on the rear door.

A Marked General circuit breaker, external or inside the cabin but within reach of a person standing outside.

To help prevent fires from dry brush, a heat shield on the bottom of the silencer at all points where the exhaust is running parallel to the ground extends till the vehicle's B Pillar. This Heat Shield must be of metal and spaced at least 20 mm from the outer surface of the pipe/muffler. This shield may be perforated with holes not exceeding 8 mm in diameter.

The Sound level of all the participating vehicles measured from 2 meters behind the exhaust, at 3000 rpm for Petrol & 2,000 rpm for Diesel, must be under 103 dB at all times.

All competing cars must comply with the legal requirements of vehicles used on public roads in India. Any absence or malfunctioning of electrical or mechanical parts required by the traffic regulations will result in a PENATLIES will be as per FMSCI CROSS COUNTRY REGULATIONS 2026 (LIST OF APPENDICES) APPENDIX I.

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

Carry emergency rations and drinking water sufficient for a minimum of 24 hours for both the crew members.

Emergency blanket.

Two outside rear-view mirrors, one on each side of the car, provide efficient views to the rear. A practical demonstration to assure the scrutineer might be conducted during scrutiny.

10.4 Necessary Technical installations

Competitors not conforming to the norms will be referred to the Stewards for necessary action. No vehicle will be allowed to start unless it complies with the FIA/FMSCI safety regulations and the present Prescriptions.

At scrutineering, the crew members will be asked to produce their identity cards & safety gear including helmets along with other items as mentioned in the Pre Event Scrutiny Card/Form.

The scrutiny card must be carried in the vehicle throughout the event. This scrutiny card must be produced to any official on demand and surrendered at the finish.

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

Scrutineering carried out before the start will be of a general nature to ensure vehicles conform to these Supplementary Regulations, the safety requirements, apparent conformity of the car with the Group in which it is entered, conformity of the car with the National Highway code, etc.

Passing pre-event scrutineering does not in any way certify that a vehicle complies with the technical regulations.

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.

All vehicles must be equipped with roll bars/cage complying with the ASN/FIA specifications, and with all other safety devices as specified by FMSCI/FIA in the CCR SPORTING and TECHNICAL REGULATIONS.

Additional checking/scrutineering (of crew members as well as of vehicles) may be carried out at any time during the event.

At all times during the running of the event, the competitor is responsible for the technical conformity of his vehicle. The fact of presenting a vehicle for scrutineering is considered as an implicit statement of conformity.

Protective shields can be fitted to the underside of the car. Such shields may take the form of complete underneath protective devices or may be used to protect individual components

Window Safety Net & a FHR device.

Strengthening the aprons and lower control arms mounting points to prevent spreading is permitted and accessible for all groups and classes.

Strut Braces are permitted for T1 & T2 Groups.

Fitting auxiliary lights is recommended as some stages run at night and late evenings/ early mornings.

If carried in the passenger compartment, spare components and tools must be securely fastened, or the entrant of the vehicle concerned will be reported to the Stewards of the Meeting, who may impose a fine.

The spare wheel(s) need not occupy the position(s) provided by the manufacturer.

Minimum drilling of the coachwork is permitted to enable the fitting of any additional devices detailed in these Supplementary Regulations.

Rear seats need not be carried.

SEALING AND MARKING

In order to prevent the engine, body shell and other restricted components from being changed during the event these items will be identified by the Organizers at pre start scrutineering and these components will be marked using paint. Missing marks will result in immediate disqualification. Any fraud discovered, or an attempt made to present as intact identification marks that have been retouched, will result in disqualification of the competitor from the event as well as that of any entrant or competitor who has helped / been involved in carrying out of the infringement. This will not prejudice any demands which may additionally be made to the Competitor's or accomplices National Sporting Authority concerning the imposition of heavier sanctions.

The Competitor is responsible for the existence of all marks throughout the entire Event.

The components, identified with a mark during scrutineering and the crew are associated with a race number, these elements can be neither changed nor replaced during the running of the Event (except for cases expressly provided for in these Prescriptions).

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

10.5 On-Board Cameras

On board Cameras if fitted should be approved by the technical delegate / scrutineer at the time of pre event scrutiny for its mountings and the type. THE ORGANIZERS WILL PROVIDE ADVICE ON ANY REQUIREMENT ON REQUEST.

10.6 Electronic Equipment

Not Applicable

10.7 Special National Requirement (if any)

Not applicable

11. OTHER PROCEDURE

11.1 Drivers Briefing(s)

Compulsory Drivers briefing will be held at 1430 hrs on 3rd December 2026 at The Golden Tusk, Ramnagar.

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

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

11.2 Pre-Start Parc Ferme

There will be no pre start parc ferme. All cars are required to report at start of TC 1 ten (10) minutes prior to their start time.

11.3 Ceremonial Start

Ceremonial start will at 1600 hrs from The golden Tusk on the 3rd December 2026

All crews must participate in the Ceremonial Start. Any Competitor failing to participate will be referred to the Stewards for Sanction.

All competing cars must be parked in their allotted space as guided by the marshals.

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

11.4 Electronic Start procedure

There will be no electronic start procedure.

Manual start procedure will be adhered to as per Art 42.3 of the CCR GP 2026

The start marshal will count down aloud: 30" – 15" – 10" and the last five seconds one by one. When the last 5 seconds have elapsed, the start signal shall be given.

Allocation of Race Number, Start Order

Order for the allocation of race numbers: At the initiative of the organising committee on suggestion by the CoC and approval of stewards.

The start lists will be published on Sportity

At the start of each Leg, the crews will start at 2-minute intervals.

The Clerk of the Course, when drawing up the starting order, will consider any sporting penalties (missed PCs, missed WPMs, speeding, etc.) that a competitor has incurred during the last Selective Section/s run and that must be added to the time of the selective section(s) considered.

Any penalties incurred on the road section(s) will be added to the overall results for the leg run.

In a case where a crew arrives early at the Time Control before a start for a Selective Section, no modification to the arranged starting order is authorised as a function of the cars present, and the starting time is the target check-in time at the Time Control +3', even if it concerns the start for a Selective Section other than the first of the day. The marshal in charge of the start will ensure that this regulation is respected and report to the 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 crew concerned.

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

Lateness will be penalised as per APPENDIX I FMSCI CROSS COUNTRY REGULATIONS 2026.

The exact time of start of selective section will appear on the actual start column of the Time Card.

11.5 Prologue

There will be no Prologue

11.6 Finish Procedure

The finish time of the Selective Section is recorded at the Flying Finish and this time will be entered in your Time card at the STOP sign.

The crew cannot stop in between the Flying Finish and STOP at any time.

11.7 Permitted Early Check-in

At the time control at the end of a leg, crews are allowed to check in early without incurring penalties.

11.8 Official Time used During the Rally

The Official Time throughout the entire rally will be Indian Standard Time (IST), expressed in accordance with the 24-hour GPS clock. The IST time differential from GMT/UTC is +5.30 Hrs. Hours, minutes & seconds will be shown as 22:01:46

11.9 Roadbooks delivery

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

For Roadbook layouts refer to Art. 5.5 Of Appendix III - FMSCI CCR Regulations 2026 List of Appendices.

All crews will receive a printed Road book containing a detailed description of the itinerary. The itinerary of the rally is defined in the Road book by the road direction diagrams and between the road direction diagrams, by

the road/track if it exists. This itinerary is mandatory. The Road book may be also wholly/partially in electronic format.

If there is a divergence, other than speed limits, between the Road book and the GPS, the information given by the Road book will prevail.

Organisers will issue the Road book one hour prior to start of Rally for the entire rally.

A Road book receipt, if not in electronic format, will be acknowledged by signature.

11.10 Servicing of Vehicles

Servicing is permitted at all times except in the Selective Sections.

11.11 Special Procedure / Activities including Promotional activities

11.11.1 Penalties

All timing and penalties will be calculated in hours minutes and seconds.

Road Penalties

Early Check in at TC – 2 minutes penalty for every minute early

Late Check in at TC – 1 minute penalty for every minute late

Road penalty for a selective section(SS) will be total time from start time of SS and the time recorded at the flying finish (Finish time – Start time)

In case there is a marked Safety Zone (Speed Limit Zones) (DZ/FZ) in a SS, that time will not be taken into account. Penalties will apply in case the crew complete the safety zone in less than the prescribed time. 2 minutes penalty for every minute or part thereof early.

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

Sporting Penalties

Restart after a breakdown in Selective section and beyond MPL

Any crew which has failed to complete a Stage/Leg will be allowed to re-start the event from the start of the next Stage/Leg subject to re scrutiny prior to the restart.

The penalty will be 60 minutes plus the time of the slowest crew in that selective section for every selective section missed.

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

PENATLIES will be as per FMSCI CROSS COUNTRY REGULATIONS 2026 (LIST OF APPENDICES) APPENDIX I.

11.11.2 Maximum Permitted Lateness (MPL)

The Maximum Permitted Lateness for each Selective section will be 30 Minutes and for a leg will be 60 minutes. Any change shall be communicated by a CIB.

Competitors not reporting at any control by the end of this period would be disqualified from the event and may re-join the next leg subject to the provisions above.

11.11.3 Interruption Of A Selective Section

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.

This classification may be drawn up even if only one crew was able to cover the route in normal racing conditions.

Should the worst time actually set to be considered abnormal, a suitable reference time (Scratch Time) may be considered.

Lastly, any crew which is responsible or partly responsible for the stopping of the race cannot, under any circumstances, benefit from this measure. It will be given the time which it eventually sets provided that this time is greater than the scratch time awarded to the other crews.

Cross Country Rally selective stages are run on tracks/roads open to the public. While the greatest care is taken to sanitise them, the location and length of these stages demand that competitors apply extreme caution while driving through them.

11.11.4 Classifications

The clerk of the course bears the responsibility for time-keeping.

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

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

In the event of a dead heat, the crew which accomplished the best time for the first Selective Section will be proclaimed the winner. If this is not enough to determine the winner, the times of the second, third, fourth, etc. selective sections shall be considered.

11.11.5 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 refuelling in order to prevent spillage of oil and fuel into the ground.
- use the oil collection containers available in the pits when disposing of used oil.

- bring refillable water bottles.
- use waste bins for all rubbish.
- please leave your pits/ service area clean, so that there is no trace of your activity.
- not leave used tyres or parts behind. Dispose of them correctly.
- Download the FIA Smart Driving Challenge App to evaluate your CO2 emissions.

Please help us make our sport clean and environmentally friendly.

12. IDENTIFICATION OF OFFICIALS

The Post Chiefs and other marshals will be identified as follows.

Post Officials	Bright Yellow/Orange Vest
C. R. O	Red Vest
Senior Officials	Light Grey
Scrutineers	Light Blue Vest

13. PRIZES

PRIZES TROPHIES

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

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

Best Tuner: Tuner of Overall Winner

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

Best Team: The prize for the winning Team is only applicable provided that at least 3 cars finish the Uttarakhand Himalayan Rally 2026.

The Organizers may, at their discretion:

Offer awards in addition to those specified in these Supplementary Regulations.

Distribute the awards if the competition is stopped through unforeseen or special circumstances before its scheduled completion.

14. FINAL CHECKS

Post Event Scrutiny – 1600 Hrs on 6th December 2026 at Punarnava Resorts, Dehradun

14.1 Final checks

All competing cars must report to Finish Parc Ferme to be classified in the event.

Post Event Scrutiny will be carried out at the discretion of the technical Delegate and Stewards

14.2 Protest and Appeal

In case of any Request or Enquiry, Competitors are requested to 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.

All protests must follow the rules laid down by the FMSCI & the International Sporting Code. They must be made in writing and given to the C.R.O / C.O.C, accompanied by INR 6000 + GST (INR 7,080) which will be retained if the protest is not considered justified.

Protests must state the specifics of the offence alleged and the relief sought.

If the protest requires dismantling different car parts, the claimant must pay an additional deposit as per discretion of the Stewards / Technical Delegate as per Art 60.3 of the CCR GP 2026.

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

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

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

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APPENDIX 1 – ITINERARY

ITINERARY

VERSION 4 - Nov 17 - TC NO UPDATED (SUBJECT TO CHANGE)

FRIDAY, 4TH DECEMBER 2026 - LEG 1 (DAY 1) — Sunrise 06:47 Sunset 17:21

TC/SS	LOCATION	SS DISTANCE	LIAISON DISTANCE	TOTAL DISTANCE	TARGET TIME	FIRST CAR	FIRST BIKE		
		51.(61)	231.(42)	283.(03)					
0	START OF RALLY - THE GOLDEN TUSK					05:00	6:20		SECTION 1
1	KYARKI MALLI 1		60.77	60.77	02:20	07:20	08:40		
SS 1	**KYARKI MALLI → NAINIDANDA**	**17.54**				**07:23**	**08:43**		
2	KYARKI MALLI 2		44.75	62.29	02:40	10:03	11:23		
SS 2	**KYARKI MALLI → SEMRI TALLI**	**16.45**				**10:06**	**11:26**		
3	TANDOLLI / SUKHRO		35.63	52.08	02:15	12:21	13:41		
SS 3	**TANDOLLI / SUKHRO → DANGAL GAON**	**17.62**				**12:24**	**13:44**		
3A	LANSDOWNE - HOTEL RAVINE PALACE		90.27	107.89	05:00	17:24	18:44	E	

E DENOTES EARLY CHECK IN PERMITTED

SATURDAY, 5TH DECEMBER 2026 - LEG 2 (DAY 2) — Sunrise 06:48 Sunset 17:21

TC/SS	LOCATION	SS DISTANCE	LIAISON DISTANCE	TOTAL DISTANCE	TARGET TIME	FIRST CAR	FIRST BIKE		
		74.(26)	115.(65)	174.(46)					
3B	START LEG 2 - HOTEL RAVINE PALACE					06:30	7:50		SECTION 2
4	HANUMANTI		26.48	26.48	01:00	07:30	08:50		
SS 4	**HANUMANTI → PAUKHAL**	**22.07**				**07:33**	**08:53**		
5	BRIGHUKHAL		14.42	36.49	01:45	09:18	10:38		
SS 5	**BRIGHUKHAL → THANGAR**	**18.37**				**09:21**	**10:41**		
6	THANGAR		8.45	26.82	01:15	10:36	11:56		
SS 6	**YAMKESHWAR → BHOGPUR MALLA**	**33.82**				**10:39**	**11:59**		
6A	DEHRADUN - PURANAVA RESORTS		66.30	84.67	03:45	13:06	14:26	E	

E DENOTES EARLY CHECK IN PERMITTED

SUNDAY, 6TH DECEMBER 2026 - LEG 3 (DAY 3) — Sunrise 06:48 Sunset 17:20

TC/SS	LOCATION	SS DISTANCE	LIAISON DISTANCE	TOTAL DISTANCE	TARGET TIME	FIRST CAR	FIRST BIKE		
		61.(76)	89.(05)	150.(81)					
6B	START LEG 3 - PURANAVA RESORTS					06:30	7:50		SECTION 3
7	DANDA GAON 1		35.10	35.10	01:15	07:45	09:05		
SS 7	**DANDA GAON→ SILLA 1**	**30.88**				**07:48**	**09:08**		
8	DANDA GAON 2		18.95	49.83	03:00	10:48	12:08		
SS 8	**DANDA GAON→ SILLA 2**	30.88				**10:51**	**12:11**		
8A	FINISH - DEHRADUN - PURANAVA RESORTS		35.00	65.88	03:00	13:51	15:11	E	

E DENOTES EARLY CHECK IN PERMITTED

TOTAL RALLY DISTANCES

NO. OF SS	NO OF SS	SS	LIASON	TOTAL
FRIDAY, 4TH DECEMBER 2026 - LEG 1	3	51.61	231.42	283.03
SATURDAY, 5TH DECEMBER 2026 - LEG 2	3	74.26	115.65	189.91
SUNDAY, 6TH DECEMBER 2026 - LEG 3	2	61.76	89.05	150.81
TOTAL	8	187.63	436.12	623.75

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APPENDIX 2 – NAMES AND PHOTOGRAPHS OF CRO AND SCHEDULE

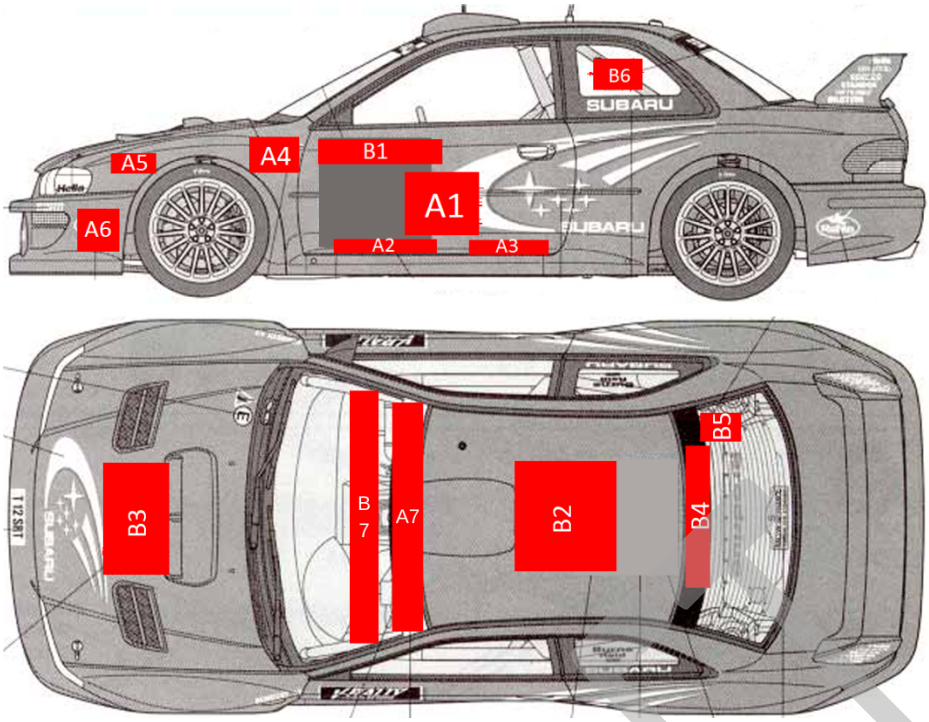
Xtreme(4W)	Moto(2W)
	
Lt Col Reena Jha (Retd)	**Ms Lakshmi Sundaram**
+91 7798033334	**+91 9004665906**
Email:jhareena2010@gmail.com	**Email:Lakshmi.sundaram09@gmail.com**

Will be present at

Wednesday 2nd December 2026	**The Golden Tusk Ramnagar**
Thursday 3rd December 2026	**The Golden Tusk Ramnagar**
Friday 4th December 2026	**Start of Leg** **Finish of Leg**
Saturday 5th December 2026	**Start of Leg** **Finish of Leg**
Sunday 6th December 2026	**Start of Leg** **Finish of Leg** **Prize Distribution**

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APPENDIX 3 – DECALS AND POSITIONING OF SUPPLEMENTARY ADVERTISING



Names of organisations/manufacturers appearing on the plates and stickers on the car displayed below are strictly for display and placement purposes.

PLATES AND STICKERS WHICH WILL BE ISSUED FOR THE UTTARAKHAND HIMALAYAN RALLY 2026 WILL BEAR ITS NAMES.

B1 to B5RALLY PLATES

A 1		Mandatory
A2	.....	Optional for Sponsored
A 3		Mandatory
A 4	.....	Optional for Sponsored
A 5	Name	Mandatory
A 6	.....	Optional for Sponsored
A 7		Mandatory
B 6		Mandatory
B 7		Mandatory

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APPENDIX 4 – EXTRACTS FROM FIA APPENDIX L RELATING TO OVERALL, HELMETS AND ANY OTHER SAFETY REQUIREMENTS

As per FIA Appendix L – Kindly refer.

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APPENDIX 5 – INSTRUCTIONS FOR THE USE OF TRACKING SYSTEM

TimeMarshal tracking system for rally use

Safety & Incident Response

- Real-time position, speed, and status tracking of all competing cars and key course/official vehicles
- Broadcast messaging from rally control
- Rapid incident response times for medical/recovery teams

Positioning & Accuracy

- High-precision multi-constellation GPS 10 seconds update rates
- Reliable performance in remote, forested, mountainous areas
- Accurate recording of special stages, liaison sections, checkpoints, time controls, and intermediate points

Communication & Connectivity

- Cellular (GSM/4G/LTE)
- Low end-to-end latency where possible
- Automatic data buffering when out of coverage

Monitoring & Management Features

- Live digital map display in rally control showing vehicle icons, competitor numbers, status colors (e.g., moving, stopped, OK, SOS), and stage/liaison differentiation
- Automatic detection and flagging of stopped vehicles
- Speed and time monitoring
- Integration with official timing systems
- Tracking by multiple people simultaneously
- Full track data logging for stewards' inquiries, investigations, and training
- Support for tracking zero cars, safety vehicles, and other officials' cars

Reliability & Operational Qualities

- High system uptime
- Scalability for events of different types, sizes and environments
- Optional extras such as spectator/live-tracking feeds

Competitor Information Display

- Track of designated route
- Route deviation
- Elapsed time
- Current Speed
- Zone Speed limit
- Over speed trigger
- Trip meter
- Controls completed and time stamps

TimeMarshal prioritises safety, operational control for organizers, and reliable performance.

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Enhancing Safety and Operational Control for Uttrakhand Himalayan Rally with TimeMarshal

Organizing a multi-terrain car and motorcycle rally demands precise coordination, uninterrupted visibility, and immediate emergency response capabilities. TimeMarshal is a purpose-built rally tracking and event management system designed to give organizers complete operational control while prioritizing competitor safety across challenging environments. Multiple nominated personnel within the Organising team like COC, Stage Commander Results team, etc, can access the tracking map simultaneously, eliminating the need for a dedicated tracking team.

1. Proactive Safety & Rapid Incident Response

Competitor safety is the foundation of any successful rally. TimeMarshal equips Rally Control with immediate visibility and two-way communication tools to manage incidents as they unfold:

- Fleet-Wide Live Visibility: Track the real-time position, speed, and operational status of every competing car, motorcycle, and key official/course vehicle on a single interface.
- Direct Broadcast Messaging: Rally Control can send instant broadcast alerts and instructions directly to competitors when hazards or schedule changes arise.
- Faster Medical & Recovery Dispatch: Exact GPS coordinates and live status updates allow medical and recovery teams to deploy directly to an incident site without delay.

2. High-Precision Positioning in Demanding Terrain

Rallies rarely happen where infrastructure is convenient. TimeMarshal is engineered to maintain accuracy across remote, densely forested, and mountainous stages:

- Multi-Constellation GPS: Utilizes multiple satellite networks with a 10-second update rate to ensure continuous, high-precision location data.
- Comprehensive Stage Logging: Accurately captures and differentiates Special Stages, liaison sections, checkpoints, time controls (TCs), and intermediate split points.

3. Resilient Connectivity & Offline Buffering

Dead zones are inevitable in cross-country and stage rallies. TimeMarshal ensures no data is ever lost:

- Low-Latency Live Data: Transmits data with minimal end-to-end latency wherever cellular coverage is available.
- Automatic Offline Buffering: When vehicles enter areas with zero network coverage, the system automatically buffers all telemetry locally and transmits the complete data log the moment connectivity resumes.

4. Centralized Rally Control & Stewards' Tools

TimeMarshal streamlines race management for clerks of the course, safety officers, and stewards:

- Interactive Live Digital Map: Displays color-coded vehicle icons and competitor numbers indicating live status (Moving, Stopped, OK, SOS), clearly distinguishing between active stages and liaison routes.
- Automated Stopped-Vehicle Alerts: Instantly detects and flags stationary vehicles on a live stage, prompting immediate verification from Rally Control.
- Complete Official Fleet Tracking: Monitor zero cars, course-opening/closing vehicles, sweepers, and safety crews alongside competitors.
- Multi-User Access & Timing Integration: Allows multiple authorized officials to monitor the event simultaneously and integrates seamlessly with official timing systems.

- Post-Event Audit Logs: Retains complete track histories for stewards' inquiries, route-deviation investigations, and post-event safety reviews.

5. In-Cockpit Competitor Information Display

TimeMarshal also serves as an essential navigation and compliance aid for drivers, co-drivers, and riders:

- Route & Deviation Alerts: Displays the designated route track and provides immediate alerts if a competitor deviates off-course.
- Speed Zone Management: Shows current speed alongside active zone speed limits, triggering alerts if an overspeed violation occurs.
- Stage & Control Telemetry: Provides a built-in trip meter, elapsed stage time, and automated timestamps for completed controls.

6. Proven Reliability, Scalability & Fan Engagement

- High Uptime & Flexibility: Built for high system reliability and easily scales to fit local sprints, multi-day endurance rallies, and mixed car/motorcycle categories.
- Optional Spectator Live-Tracking: Expand the reach of your event with optional public live-tracking feeds, allowing fans, sponsors, and service crews to follow the action safely from anywhere.

We would welcome the opportunity to discuss your upcoming rally route and demonstrate how TimeMarshal can be tailored to support your safety plan and operational workflow.

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APPENDIX 6 – INSTRUCTIONS FOR THE USE OF THE CAR-TO-CAR COMMUNICATION SYSTEM

NOT APPLICABLE

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APPENDIX 7 - INSURANCE AND LIABILITY LIMITATIONS

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,

300 competitors with valid FMSCI competition licences are covered for INR 10 lacs for personal accidents & INR 5 lac towards medical expenses

150 officials are covered for INR 25 lacs (personal accident) & INR 5 lac towards medical expenses.

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

Organiser: TEAM FIREFOX

Beneficiaries of the UTTARAKHAND HIMALAYAN RALLY 2026:

- Competitors but not their assistance.
- Officials of the event,
- Journalists and members of the media,
- Individuals invited by the organisers, those of their partners.

COVERAGE

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

SERVICES

In case of bodily injury, the medical team of the rally will put in process and organise the transport of the injured from the place of the accident to the NH/bivouac of the rally or the nearest appropriate medical facility.

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 FIREFOX of all responsibility, notably in the case where the injured returns by their means or in the case where the injured aggravates their health. Therefore, they may not claim to be refunded for expenses incurred.

TRANSFER AND / OR REPATRIATION OF THE INJURED

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

This transport may be done by all appropriate means (local vehicle, officials vehicle, light medical vehicle, ambulance, scheduled flight, ambulance plane) if necessary under medical surveillance.

Only the medical interests of the injured and the respect for current health regulations will be considered when choosing the means of transport used.

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

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

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

For all medical costs incurred (consultation, medication prescribed by a doctor or a surgeon, medical costs decided by the medical team), the organiser will cover INR10,000/- per beneficiary, taxes included. Medical costs (including hospitalisation) incurred after repatriation remain the beneficiary's responsibility.

EXTENSION OF SERVICES: ADVANCE OF HOSPITALISATION COSTS

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

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

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

REPATRIATION OF BODIES

If a beneficiary resident or domiciled in India dies during the UTTARAKHAND HIMALAYAN RALLY 2026, the organisers will take care of the following:

The cost of transporting the body to where the funeral will be held, near the residence.

Expenses linked to preserving the body imposed by current legislation.

Expenses are directly linked to the transport of the body.

All other costs remain the responsibility of the family of the beneficiary.

If a beneficiary resident or domiciled outside India dies during the UTTARAKHAND HIMALAYAN RALLY 2026, the organisers undertake the cost of repatriating the body to an International airport in India.

All other costs remain the responsibility of the family.

DISQUALIFICATIONS

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

ARE NEVER COVERED:

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

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APPENDIX I - LIST OF PENALTIES12.3.2

SAFETY TRACKING SYSTEMS NOT OPERATIONAL DUE TO FAULT OF THE COMPETITOR

1-hour time penalty
13.1.2 NA
14.3.4 LOST TIME CARD
5-minute penalty
Non-Priority driver: 3 points
19.7 **NON-COMPLIANCE WITH COMPETITION NUMBERS AND COMPULSORY IDENTIFICATION**
1st observation: warning
2nd observation: fine of INR 3,000 per incorrectly positioned or missing plate
3rd observation: fine of100% of the entry fees
4th observation: report to the Stewards
20.3 **NON-COMPLIANCE WITH ORGANISERS' OPTIONAL ADVERTISING**
1st observation: warning
2nd observation: INR 2,000 per incorrectly positioned or missing plate
3rd observation: fine of 100% of the entry fee
4th observation: report to the Stewards
24.1.3 **DELIBERATE INTERFERENCE WITH ANY MARK OR SEAL**
1-hour penalty
24.2.1 **CHANGE OF ENGINE BLOCK**
20-hour penalty (maximum one change per event)
27.2 **EXCESSIVE SPEEDING DURING THE COMPETITION ELEMENT OF THE EVENT / TRAFFIC LAWS**
1st infringement:
– Speeding:
- Fine of INR 250 per kph over the speed limit
– Other than speeding: report to the Stewards.
2nd infringement:
– Speeding: fine of INR 500 per kph over the speed limit
– Other than speeding: report to the Stewards.
3rd infringement: 5-minute time penalty
4th infringement: report to the Stewards.
27.3.1 **MAXIMUM SPEED DURING THE EVENT**
Between 1 and 5 kph: 10 seconds sporting penalty
Over 6 kph: 1 minute sporting penalty

33 **RE-START AFTER RETIREMENT**
For each Selective Section missed or not completed as per the regulations:
a Stage Penalty for the Rally-Raids and Marathon Rally-Raids
a Selective Section penalty for the Bajas
34 **PROLOGUE**
Non attendance to the start position selection: start position of the absent driver chosen by the fastest competitor in the Prologue driving a different make of vehicle.
35.4.2 **SEQUENCE OF CONTROLS AND DIRECTION**
1st infringement: 10-minute sporting penalty
2nd infringement: 1-hour sporting penalty
3rd infringement: Stage Penalty
37 **SPEED CONTROL ZONES**
Sporting penalties:
– Between 1 and 5 kph: 10 seconds
– Between 6 and 15 kph: 1 minute
– Between 16 and 40 kph: 2 minutes
– Over 40 kph: 5 minutes
- 2nd INFRINGEMENT 10 minutes
- 3rd & MORE INFRINGEMENTS: 15 minutes
Any further infringements: report to the Stewards.
38.2.10 **DIFFERENCE BETWEEN THE ACTUAL CHECK-IN TIME AND THE TARGET CHECK-IN TIME**
See below for each Championship.
40.2.1 **LATENESS EXCEEDING THE MAXIMUM TIME AT A PASSAGE CONTROL**
40.3 E**XCEEDING MAXIMUM PERMITTED LATENESS**
A Stage penalty for the Rally-Raids and Marathon Rally-Raids
A Selective Section penalty for the Bajas
42.4 **DELAYED START THROUGH THE FAULT OF THE CREW**
1-minute sporting penalty per minute or fraction of minute late
Refusal to start a Selective Section at the time scheduled: 1-hour sporting penalty
Failure to start within 20 seconds of the starting signal: 2-minute sporting penalty
Not taking the start:
– a Stage Penalty for the Rally-Raids and Marathon Rally-Raids
– a Selective Sect
42.5 **FALSE START**
1st offence: 1-minute sporting penalty
2nd offence: 3-minute sporting penalty
3rd offence: 10-minute sporting penalty
Further offences: report to the Stewards

43 **WAYPOINTS**
WPE: 15 minutes
WPN: 60 minutes
WPM: 15 minutes
WPS: 15 minutes
WPC: 15 minutes
WPP: 2 minutes
CP: 15 minutes
WPV: 15 minutes
DSS: a Stage/SS Penalty
ASS: a Stage/SS Penalty
DZ: 15 minutes
FZ: 15 minutes
DN/DT: a Stage/SS Penalty
FN/FT: a Stage/SS Penalty
44.1.2 **SELECTIVE SECTION FINISH**
Stopping between the yellow warning sign and the stop sign: 15-minute sporting penalty
44.2 **STOP POIN**T
Not stopping at stop point: 1-hour sporting penalty
45.2 **START OF CONSECUTIVE PARTS OF A SELECTIVE SECTION**
Exceeding the maximum allowed time for one of the parts:
a Stage Penalty for the Rally-Raids and Marathon Rally-Raids
a Selective Section penalty for the Bajas
47.3 **VEHICLE-TO-VEHICLE COMMUNICATION**
NA
48.1 **STAGE PENALTY**
Stage Penalty = 10 hours + the maximum time for the Selective Section(s) + penalties for missed controls (if any).
A Stage Penalty may be a maximum of 3 times the maximum time of the Selective Section(s) of that Stage.
If a crew misses the last Time Control of the Stage, only the penalty for a missed TC will be applied.
48.2 **MISSED CONTROLS**
Each missed Time Control (TC): 5-hour penalty
Each missed Passage Control (CP): 15-minute penalty
50.3 **SPEED INSIDE BIVOUACS**
10 seconds per kph over the speed limit.
50.4.1 **LOST OR MISSING WHEEL**
10-minute sporting penalty per lost or missing wheel
54.2.2 **SPEED INSIDE REFUELLING ZONES**
10 seconds per kph over the speed limit.

55.1.3 **REFUELLING OF CHG AND SSV VEHICLES**

Refuelling regulations not followed: 15-minute sporting penalty on top of the neutralisation time

57.3 **PUSHING A VEHICLE IN THE PARC FERME**

1-minute penalty

57.6 **LATENESS BECAUSE OF REPAIRS IN PARC FERME**

1-minute penalty per minute or fraction of a minute, which may not exceed the maximum permitted lateness

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