



LAMAS RALLY REGULATIONS



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These regulations are considered accepted upon sending the registration form.

Each participant undertakes not to take legal action against the Organizer, who declines any liability in the event of damage to the vehicle and in the event of bodily injury or accident caused to a third party.

The Organizer reserves the right to cancel the event or modify its progress.

1) WHO CAN PARTICIPATE

Anyone who has a valid license for the motorcycle he/she intend to use.

The following are also required:

a) the AME M.C. ssd card valid for 2024 (which is already included in the registration fee)

For Morocco edition only:

b) the permission of the Federation Royale Marocaine de Motocyclisme (FRMM), which includes authorization to travel in desert areas (the cost of this authorization it is included in the registration fee)

c) a personal accident insurance valid in Morocco, which also covers possible repatriation (each participant will have to personally arrange for this insurance)

2) WHAT MOTORCYCLES CAN PARTICIPATE

Since the routes take place on different types of terrain, you can participate with a motorcycle suitable for off-road use, equipped with appropriate off-road tires, without displacement (cc.) or weight limits.

Given the nature of the route and the predominance of off-road terrain, it is recommended to choose a motorcycle that suits your driving skills and physical condition.

IMPORTANT!

The minimum required range is 180 kms (150 kms for Monviso edition).

3) DISCOVERY, RALLY ROADBOOK and RALLY GPS FORMULAS: things in common and differences

During the Transfer Sectors for all formulas it is necessary to follow the track, respect the speed limits indicated on the route and/or in the GPX file and validate all waypoints, including those referring to danger points.

To validate a waypoint it is necessary to pass no more than 20 meters from its position.

There is a maximum time to be respected to complete each Stage.



In the second half of each Stage there could be also a limit waypoint. The pilot who does not arrive at this waypoint within the indicated time will have to continue towards the final point of the Stage following the fastest route, possibly asphalted.

For the Discovery formula, the entire path is considered a Transfer Sector and compliance with all the rules applicable to this category confers the qualification of FINISHER. Only participants who have obtained the FINISHER qualification in each Stage receive the FINISHER prize at the end of the event.

Rally Roadbook and Rally GPS formulas have also Selective Sectors, during which pilots must validate all the waypoints of different kinds. A waypoint is validated once the pilot has entered the circular area of 20 meters radius around the waypoint.

In Rally Roadbook formula during a Selective Sector when the pilot reaches a distance from the waypoint (except for the Control Waypoints), which is variable depending on the type of waypoint, he/she can see on the application a signal of the direction in which the waypoint is located and the distance from it.

The distance indicator decreases its value as he/she approaches the waypoint, until validation is confirmed.

In Rally GPS formula during a Selective Sector the pilot with his/her GPS device or application calculates the route or the direction to a waypoint and the distance from it. There is no immediate confirmation of waypoint validation.

For Rally Roadbook and Rally GPS formulas there is a set time to start each Selective Sector. This time is calculated from the individual moment of departure of the Stage and it is expressed in minutes. Therefore the pilot can start a Selective Sector from 00 to 59 seconds of the indicated minute.

Starting before or after the indicated minute causes the application of the penalties indicated in this regulation.

In the Selective Sectors there are differences between the route of Rally Roadbook and the route of Rally GPS formulas.

For the Rally Roadbook formula it is necessary to follow the directions in the roadbook to reach all the waypoints indicated according to their order.

It is therefore not possible to use the GPS device/application, except in the case in which the pilot is lost and uses an extra aid (Force Open or GoTo waypoint), which however entails the application of penalties.

For the Rally GPS formula it is necessary to use a Gps device or application to validate all the waypoints according their order.

There is maximum time to complete a Selective Sector (it is indicated in minutes and seconds). For each second of delay beyond the maximum time indicated, one penalty point is applied.



The maximum time to complete a Selective Sector may be different for the two formulas.

Due to these differences there are separate rankings for the two formulas and there is no overall ranking.

4) CATEGORIES

- 1) **MC RRB** = multi-cylinder Rally RoadBook
- 2) **SC RRB** = single-cylinder Rally RoadBook
- 3) **MC RGPS** = multi-cylinder Rally GPS
- 4) **SC RGPS** = single-cylinder Rally GPS
- 5) **W RRB** = Rally RoadBook Female
- 6) **W RGPS** = Rally GPS Female
- 7) **T RRB** = Rally RoadBook Teams
- 8) **T RGPS** = Rally GPS Teams
- 9) **DISC** = Discovery

The minimum number per team is two pilots.

Categories will be considered formed when 5 pilots are reached for each, otherwise these pilots will be merged in other categories.

5) MANDATORY TOOLS FOR DISCOVERY

a) the use of a GPS or a tablet or smartphone with a navigation application is mandatory (see the dedicated section with recommended devices and applications).

The GPS or application used by the participant must allow the loading of the 'tracks' of the route provided by the Organization in 'GPX' format and it must be able to record the entire route at a rate of 1 point per second or 1 point every 10 meters.

It is advisable to equip the GPS or application used with maps of the countries included in the route.

The track of each stage will be sent via email to all participants within 15 minutes from the moment of individual departure of each stage. Everyone must take care of loading it onto his/her device or application.



b) the tracking and safety device. The rental cost is not included in the registration fee. For those who do not have it, it is also necessary to purchase the installation kit of such device.

6) MANDATORY TOOLS FOR RALLY

RALLY ROADBOOK formula:

Navigation during the challenge is carried out using a GPS device or an application for the Transfer Sectors (tracks and waypoints) and with support from an electronic roadbook application for the Selective Sectors.

a) the mandatory application for the Selective Sectors is RALLY ROADBOOKS from Terra Pirata;

b) the use of a GPS or a tablet or smartphone with a navigation application is mandatory for the Transfer Sectors (see the dedicated section with recommended devices and applications). The GPS or application used by the participant must allow the loading of the 'tracks' of the route provided by the Organization in "GPX" format and it must be able to record the entire route at a pace of 1 point per second or 1 point every 10 meters.

It is advisable to equip the GPS or application used with maps of the countries included in the itinerary. The track of each stage will be sent via email to all participants within 15 minutes from the moment of individual departure of each stage;

c) the tracking and safety device. The rental cost is not included in the registration fee. For those who do not have it, it is also necessary to purchase the installation kit of such device.

d) one or two stopwatches to calculate the exact time to start each Selective Sector and to be sure to respect the maximum time of each Selective Sector

RALLY GPS formula:

Navigation during the challenge is carried out using GPS device or application both for the Transfer Sectors (tracks and waypoints) and the Selective Sectors.

a) the use of a GPS or a tablet or smartphone with a navigation application is mandatory (see the dedicated section with recommended devices and applications). The GPS or application used by the participant must allow the loading of the 'tracks' of the route provided by the Organization in 'GPX' format and it must be able to record the entire route at a pace of 1 point per second or 1 point every 10 meters.

It is advisable to equip the GPS or application used with maps of the countries included in the itinerary. The track of each stage will be sent via email to all participants within 15 minutes from the moment of individual departure of each stage;

b) the tracking and safety device. The rental cost is not included in the registration fee. For those who do not have it, it is also necessary to purchase the installation kit of such device.



c) one or two stopwatches to calculate the exact time to start each Selective Sector and to be sure to respect the maximum time of each Selective Sector.

7) GPS DEVICES AND APPLICATIONS

These are the minimum essential features that the GPS device or the navigation application (on a smartphone or on a tablet) must have in order to participate in the Lamas Rally:

- be able to upload the file sent every day to the participant's email by the Organization
- be able to use files in GPX format
- be able to follow a track or a route without navigating it
- show on the screen all loaded waypoints with their name and symbol visible without needing to open them individually
- be able to record the participant's trace with a frequency of one point per second or one point every 10 meters
- be able to send the file (in GPX format) of the recorded route to the organization by any means

For participants in the Rally Roadbook formula, the application for the digital roadbook that must be used is RALLY ROADBOOKS from Terra Pirata;

As a suggestion, based on previous experiences of other participants, this is the list of the suitable mobile applications for navigation:

OSMAND or LOCUS MAP

As further tip, it is important that your device has its own internet data connection or that you have the possibility of sharing a data connection with the device.

The Organization will not be responsible if it is not possible to load or display correctly all the information contained in the GPX file relating to each stage.

8) TRACKING AND SAFETY DEVICES

The use of the Safety Tracking Device is mandatory.

The most suitable Safety Tracking Device is used for each event and formula. The pilot pays the rental fee for the device.

GSM or satellite data traffic for the device is included with the rental of the device.

For those who do not have it, it is also necessary to purchase the installation kit of such device.

Throughout the Lamas Rally participants are responsible for the correct functioning of their Safety Tracking Device.

It must be functioning and stay permanently on along the entire length of each Stage.

Any incident caused by the competitor (loss, destruction, being switched off etc.) will result in penalties, up to exclusion from the event.



A deposit of €200 in cash will be requested at administrative checks.

It will be returned at the end of the event after returning the Tracking Device undamaged.

Losing it anyway will result in a fixed penalty of 3000 points.

The Organization will provide a new Tracking Device (if available) after the payment of its full value.

Without the device it is not possible to continue participating in the event.

9) GENERAL RULES

1) The Lamas Rally is a human adventure, a personal and sporting challenge to share with friends to the rhythm of the chosen formula. Participation in the challenges of Lamas Rally is voluntary.

2) These REGULATIONS refer to both the RALLY and DISCOVERY formulas (when applicable) and must therefore be respected by all participants in the events.

3) Any infringement or attempt to circumvent the rules will be punished up to exclusion from the event.

In any case of exclusion from the event, the participant will not be eligible for refunds.

4) The entire route of Lamas Rally events is open to traffic (with the exception of the final challenge of the Monviso edition).

For this reason it is mandatory to respect the traffic laws and rules of countries crossed.

In particular participants must pay attention and respect the speed limits on paved roads and through settlements.

Each participant undertakes to respect the environment, the inhabitants encountered and the villages crossed during the events route.

Route reconnaissance is carried out approximately one month before the event, in order to minimize errors related to changes in the terrain, but conditions can change, even during the event itself.

Along the entire route of the Lamas Rally Monviso, the formation of groups larger than 5 motorcycles is prohibited, under penalty of exclusion from the event. The checks will be carried out by our staff on the route and with tracking devices

5) The Organization will provide each motorbike with a complete set of labels (bib number).

During the event the labels must be displayed on the motorbike in the positions shown by the staff (2 sides and 1 front). In particular the front one must be the first legible and identifiable.

STARTING ORDER

6) The pilots of the Rally Roadbook formula are the first to start, followed by the pilots of the Rally GPS formula and then by the pilots of the Discovery formula. For the first stage the pilots of each formula will start in ascending order of bib number on the motorbikes.



The first ten participants on the start list of each formula shall start one by one every two minutes. The next ones on the start list of each formula will start one by one every one minute.

7) The starting order from the second stage to the last one will correspond to the position in the rankings (or virtual rankings) of the last stage completed.

The first ranking that starts will always be the Rally Roadbook one, followed by the Rally Gps. Then follow the FINISHERS of the Discovery Formula, according the bibs order, followed by the non-FINISHERS, according the bibs order.

8) The 2 pilots of each team must start together. For teams, the starting order corresponds to the worst position in the ranking of the two members.

9) In general the starting time corresponds to the minute: it is therefore necessary to start between 00 and 59 seconds of this given minute.

Each pilot will know his starting time (and order) for the next day by consulting the ranking of the stage published each evening, as soon as possible, by the Organization and sent via the Whatsapp broadcast of the event.

Any early departure is punished with the cancellation of the stage.

10) The departure time and the gap between pilots (or teams of pilots) of each stage may be modified the day before and announced during the daily briefing.

11) The start waypoint (of a Stage or of a Selective Sector) is a virtual place with a validation radius of 20 meters in any direction. Participants must be careful not to inadvertently enter the waypoint validation circular area with their tracking devices. If this happens, their transit times would be distorted and no complaints would be accepted under any circumstances.

TRANSFER SECTORS and SELECTIVE SECTORS

12) During the event there are Transfer Sectors (TS or liaisons) and, only for the two Rally formulas, there are Selective Sectors (SS or specials).

13) In the Transfer Sectors (TS) the track of the route is visible and there are points through which participant must pass (for example WPC = control waypoints, DANGER waypoints, etc..). Failure to transit at a WP entails the application of 300 penalty points for each missed waypoint.

14) In the Selective Sectors (SS) the track of the route is not visible and pilot must reach waypoints (WP) according to their progressive numerical order using the digital roadbook provided (Rally Roadbook formula) or the gpx file with his own GPS instrument, device or application (Rally GPS formula).

For each waypoint (WP) missed, 300 penalty points will be applied.

It is absolutely forbidden to go in the opposite direction to recover missed waypoints after having reached the next waypoint, under penalty of exclusion from the event.



15) Failure to transit the start or end waypoint of a Stage, of a Selective Sector, of a Transfer Sector, of a Speed Zone or of a Neutralization Zone entails the application of a flat-rate penalty of 3000 points which is added to the total penalties for all non-validated waypoints.

16) Remember that each waypoint has a validation circular area, which has a radius of 20 meters. Participants must pass within this area to validate the transit at a waypoint.

17) The tracking system has a frequency of 1hz; in order to be sure of validating a waypoint, it is necessary not to exceed the speed of 50 km/h when passing at a waypoint.

The finish time of a Selective Sector is recorded at the flying finish.

It is therefore not necessary to stop, but only not to exceed the speed indicated above.

18) The positions of the WPs of the Rally Roadbook formula and the Rally GPS formula are different.

19) Please note: the distance between waypoints and/or roadbook indications is calculated using a GPS instrument.

20) Each pilot, based on his starting time, has a predefined time to start each Selective Sector. In this case also the starting time corresponds to the minute: it is therefore necessary to start between 00 and 59 seconds of that given minute.

21) For every second earlier or later than the starting time of each Selective Sector the penalty is 1 point. Beyond 30 minutes of delay, the Selective Sector is considered as not carried out and the sum of the fixed penalty of 3000 points plus the penalty for all non-validated waypoints is assigned.

22) There is a maximum time to cover each SS. For every second spent in excess of this time, one penalty point will be added. For Lamas Rally Monviso edition: the maximum time to cover each SS cannot exceed the average speed of 40.00 km/h, in compliance with the Italian and European rules governing regularity sporting events (which are in fact tests of navigation ability in the compliance with a set average speed).

23) For Lamas Rally timing will always be to the nearest second. Any time penalty applied during the event is calculated with this rule.

24) For each stage, in the second half, a time barrier could be set at a point called Control Waypoint Limit (WPCL) determined by the Organization.

All participants not arriving within the allotted time (it is shown next to WPCL acronym) will continue towards to the end of the stage location mandatorily by road, possibly paved. For pilots of Rally formulas this will sometimes mean not being able to carry out one or more Selective Sectors.



Anyone who does not respect this rule and continues the route will take his own responsibility, exonerating the Organization from any liability.
Mechanical and medical assistance along the route will no longer be guaranteed.

25) The most relevant points of each stage are also indicated (petrol stations, dangers, recommended stopping places, etc).

BEHAVIOUR

26) Pilots must always behave in a sporting manner.

27) Pilots must always drive in the direction of the Transfer Sectors and Selective Sectors. If exceptionally a pilot travels in the opposite direction (for example before having validated the next waypoint), the maximum speed limit is 30 km/h

- Over 30 km/h 600 penalty points are imposed
- Over 40 km/h 900 penalty points are imposed
- Over 50 km/h the pilot is disqualified from the stage.

It is absolutely forbidden to go in the opposite direction to recover missed waypoints after reaching the next waypoint, under penalty of exclusion from the event.

28) It is prohibited to deliberately block participants or prevent them from overtaking.
Overtaking each other is not among the objectives of these events.

29) A vehicle unable to move under its own power may be towed or pushed by another participant still in the event. Exceptionally, on Selective Sectors vehicles may be towed or pushed by anybody in order to return onto the event route or to clear the event route.

30) It is forbidden to transport a vehicle by any means (truck, trailer, etc.) except the rescue vehicles of the Organization. If you want to involve your own private assistance, you must request authorization from the event Organizer in advance. Any vehicle not complying with this article will be considered as having retired in the current Stage.

31) It is forbidden to leave punctured or damaged tires or wheels on the itinerary. Any participant caught disobeying this rule will be penalized 3.000 points each time. Repeat offending this rule will result in penalties up to and including exclusion from the event.

32) In the case of an infringement of the traffic laws committed by a participant, not detected by the control and tracking system of the event, but reported by police officers, the following penalties are applied:

- a) 1st infringement: a penalty 1800 points
- b) 2nd infringement: a penalty of 3600 points;
- c) 3rd infringement: exclusion from the event.

The application of any penalties provided for in this regulation, is subject to the following:

- that the notification of the infringement is made through official channels and in writing, before the publication of the provisional or final classification;



- that the statements are sufficiently detailed so that the identity of the offending pilot can be established beyond all doubt, and that the place and time of the offence are precise.

33) In agricultural or forest areas, populated zones or zones that are sensitive from an environmental or safety standpoint, the itinerary and/or all indications of the Roadbook or GPS must be scrupulously followed.

In particular it is forbidden to 'cut' corners by crossing fields, forests, orchards, marshes or private areas.

In order to respect the crossed areas, it is forbidden to destroy the fences' gates and barriers located along the route.

- 1st infringement: 1800 points
- Repeat offense: exclusion from the event

34) Unless previously authorized if a participant rides off from the planned route during Transfers Sectors, he will receive 300 penalty points for each km (or fraction) of track skipped. The penalty will not be applied in case of objective impediments on the planned route, in case of small deviations for emergency reasons or to make repairs, or refueling or stops for rest. Quitting the stage and reaching the next bivouac following the quickest or most direct route is not considered riding off planned route and it will not result in the application of penalty points, provided that the Organization has been informed first.

35) Not attending at the daily briefing or leaving it before the end, without a justified reason, will result in the application of 3000 penalty points. For this purpose it will be necessary to sign the attendance sheet both at the beginning and at the end of each briefing.

36) Whatsapp broadcast of the event may contain important communications relating to dangers or interruptions, or modifications during the event. It is therefore necessary to consult it before the start of each Selective Sector or in any case in which an interruption is encountered on the route (to know how to get around it) or in any case at least once every 60 minutes.

To receive communications, you must have stored the number 0039 3791519373 in the address book of your smartphone.

These announcements will have to be considered an integral part of these Regulations.

For any clarification or further information you can write to info@lamasrally.com

SPEED CONTROL ZONES

37) Speed control is done electronically via the complete recording of each pilots route.

38) The driving time in the speed control zone is virtually divided in time periods of 1 seconds. An infringement occurs when exceeding the maximum allowed speed.

The penalties for speeding per each km/h over the maximum allowed speed in the speed control zones are as follows: 30 points per each second above the speed limit.



39) Organization establishes speed control zones when Transfer Sectors or Selective Sectors passes through a populated area and at other locations at its discretion.

40) The start of the speed control zone will be indicated by the symbol DZ with a speed limit sign. The end of the speed control zone will be indicated by the symbol FZ.

41) The presence or absence of signposts indicating the speed limit, can on no account, serve as an argument in case of protest.
Overtaking is authorized on condition that the maximum speed allowed in the zone is not exceeded.

42) Participants can request to review their speed limit infringement and other penalties by sending a request in written form (emails are accepted) to the Organization of the event, within 30 minutes of the publication of the results.
The organization will review the infringement at an appropriate time.

DELAYED START DUE TO FAULT OF THE PARTICIPANT

43) In the event of a start delayed due to a fault of the participant:
– he/she is given 60 penalty points from 1 second to 30 seconds of delay
– he/she is given 1800 penalty points from 31 seconds to 30 minutes of delay
– in case of more than 30 minutes late at the start of a Stage he/she shall not be allowed to start that Stage and he/she will be deemed to have retired from the Stage and receive the resulting penalties.

44) Any lateness exceeding 30 minutes of any individual target time will result in the participant concerned being considered to have retired at that waypoint, and the participant will receive the resulting penalties.

He/she will continue towards to the end of the stage location mandatorily by road, possibly paved. If this occurs at the last WPC of a stage, the participant will be penalized with a missed WP only.

EXCLUSION – WITHDRAWAL

45) Failure to respect the starting order with a consequent early departure of the Stage or Selective Sector will result in being disqualified from the Stage. The participant will receive the resulting penalties.

46) A participant not present at the start of a Stage and who did not inform the Organization in any ways will be excluded from the event.
The participant is the only one responsible for communicating even if he/she charges a third party to do it.

47) In case of voluntary withdrawal, in order to avoid useless search and a diversion of the means reserved for the event, it is compulsory that the participant informs the Organization by every possible means and as quickly as possible, indicating his identity, position and intentions.



The Organization will ask for confirmation of the position when the participant is in an inhabited place.

48) **When a participant withdraws from the stage** it means that he/she fails to reach the finish line of the stage with the motorbike. At the end of the day 300 points of penalty, for each waypoint of the stage non validated, will be added to the score achieved until the last Selective Sector validly completed, plus a fixed penalty of 1500 points. If he/she withdraws after having validated all waypoints, it will be applied only a fixed penalty of 1500 points.

49) **When a participant quit the stage** it means that he/she does not complete one or more Selective Sectors, while he/she reaches the finish line on the motorbike. At the end of the day 300 penalty points for each waypoint of the stage not reached, will be added to the score achieved until the last Selective Sector validly completed plus a fixed penalty of 3000 points. If he/she quits after having validated all the waypoints, it will be applied only a fixed penalty of 3000 points.

50) There is a maximum time limit (in minutes) to reach the finish line of each stage. Each participant must calculate it from his/her starting time from the start line. He/she will receive 15 penalty points every 10 minutes (or fraction) of delay, up to a maximum of two hours, beyond which the stage of the pilot will be canceled and the corresponding penalties applied. Upon the occurrence of the 3rd delayed arrival to the finish line by the same participant, he/she will be excluded from the event.

The penalty is not applied if the delayed arrival occurs with the rescue vehicle as a result of mechanical failure or accident.

AT THE END OF EACH STAGE

51) At the end of each stage, each participant, within 20 minutes of his/her arrival, must send his/her route recorded during the stage to the email address supplied at the first briefing, specifying his bib number. Pilots of Rally Roadbook formula must also press the button that appears at the end of the roadbook to send it to the race direction.

Failed (or delayed over 20 minutes from the arrival) delivery of the GPX file recorded or of the roadbook recording will result in the cancellation of the Stage.

The participant will receive all the penalties as if he/she had not participated in the Stage.

In case of lack of data on the participant's device or incorrect recording of the route, any possibility of complaint will be excluded and penalties will be applied in any case.

10) RANKINGS

– DISCOVERY formula is not a competition, but all those who are FINISHER in all Stages, for having completed the entire route and have passed all waypoints without penalties will receive the corresponding prize.

– in RALLY formulas the stage and final rankings of each category are established by adding the penalties suffered by the participant to the difference of time more than the maximum time expected to cover each Selective Sector.



The ratio is one penalty point for every additional second.

Rankings will be published every evening, as soon as possible, by the Organization and sent via the Whatsapp broadcast of the event.

The pilot who obtains the lowest total score will be proclaimed the winner of the category final ranking (the others will follow in order of increasing scores).

In case of a tie, the winner will be the one who has accumulated the fewest penalties for infringements or missed waypoints.

For teams, the score taken into consideration will be the sum of the members' penalties.

The top 3 pilots/teams in each category will be rewarded.

11) NEUTRALIZATION

For safety reasons and to make the experience more pleasant, there may be a mandatory refueling and/or refreshment stop approximately halfway through each stage during a Transfer Sector.

The stop is mandatory and it takes place within a Neutralization zone.

This means that from the moment you transit the waypoint named DN it is possible to exit, transiting the waypoint named FN, only after exactly the fixed time (to the minute) indicated next to the waypoint name.

The participant will be solely responsible for the exact calculation of the restart time for the next part of the Transfer Sector.

Participant will start independently, subject to no instructions from the Organization.

For every second earlier later than the exit time of each Neutralization Zone the penalty is 1 point.

Any form of assistance is forbidden during the neutralization unless it is provided by participants still in the race.

12) WAYPOINTS

A waypoint WP (GPS point) is a geographical point defined by longitude and latitude coordinates.

Each waypoint noted on the roadbook or visible in the GPX file is a compulsory passage point.

There are several types of waypoints:



WPM (MASKED WAYPOINT) – for Rally Roadbook formula only

A compulsory WP whose coordinates are not revealed to participants in the Roadbook. The GPS directs to this point once arrived within a radius of 300 m. of it. To validate it you must pass within 20 m. of it.

WPN (NAVIGATION WAYPOINT) – for Rally Roadbook formula only

A compulsory WP used to prevent pilots to avoid challenging routes or navigation difficulties especially off piste, with no navigation information being supplied by the Roadbook. The GPS directs to this point once arrived within a radius of 300 m. of it. To validate it you must pass within 20 m. of it.

WPC (CONTROL WAYPOINT)

A compulsory waypoint whose coordinates are normally not revealed to participants.

A WPC is a waypoint to check that the Roadbook has been respected, with no navigation information being supplied by the Roadbook.

The number and order of passage of a WPC in relation to other waypoints will only be listed in the Roadbooks waypoints list.

In the Transfer Sectors (TS or liaisons) the WPC is used to verify that each participant follows and completes the exact route shown on the GPS device or application, avoiding any possibility of shortcuts. In such case the WPC may be not visible.

The WPCL (Limit Control Waypoint) indicates the waypoint along a TS that has to be reached within a fixed time. In this case the coordinates of the WPCL are revealed to participants.

A WPC will never be placed off track.

In order to validate a WPC the participant must pass within 20 meters of it.

The most part of the waypoints of Rally GPS formula belong to this type.

WPS (SAFETY WAYPOINT)

A compulsory waypoint whose coordinates are normally not revealed to participants

A WPS is waypoint used to ensure participants' safety.



All available information of a WPS is displayed on the screen of the GPS and in the Roadbook.

The danger levels range from 1 (minimum) to 3 (maximum) and are marked with a corresponding number of exclamation marks (!).

During Selective Sectors in the GPX file, **and always for pilots participating in the RALLY GPX formula and DISCOVERY formula**, each WPS is visible on the GPS or application screen and its name is followed by D or DD or DDD depending on its danger level.

The GPS directs the participant towards this point once he/she has arrived within a radius of 300 meters of it (only Rally Roadbook formula). To validate a WPS, the participant must pass within 20 meters of it.

WPP (PRECISION WAYPOINT) – for Rally Roadbook formula only

A compulsory waypoint whose coordinates are not revealed to participants.

A WPP is a waypoint to check that the Roadbook has been accurately respected, with no navigation information being supplied by the Roadbook.

Its number and its order of passage in relation to other waypoints are only shown in the waypoints list of the road book.

The GPS system directs the participant towards this point only once he/she has come within a 150 meters radius of it.

In order to validate a WPP the participant must pass within 20 meters of it.

WPE (ECLIPSE WAYPOINT) - for Rally Roadbook formula only

A compulsory WP whose coordinates are not revealed to participants.

A WPE becomes completely visible once the preceding waypoint has been validated.

The GPS directs to this point once arrived within a radius of 300 m. of it.

To validate it you must pass within 20 m. of it

DZ/FZ (WAYPOINTS FOR SPEED CONTROL ZONES / SAFETY ZONES)

DZ (Start Speed Control Zone):

This waypoint is used to ensure competitors and/or public safety. It defines the beginning of a Speed Control Zone.



FZ (Finish Speed Control Zone):

This waypoint is used to define the finish of the Speed Control Zone.

DN/FN (WAYPOINTS FOR NEUTRALIZATION ZONES within Transfer Sector)

DN (Start Neutralization Zone):

This waypoint is used to define the beginning of a Neutralization Zone within a Transfer Sector

FN (Finish Neutralization Zone):

This waypoint is used to define the end of the Neutralization Zone within a Transfer Sector.

DT/FT (WAYPOINTS FOR TRANSFER SECTOR)

DT (Start Transfer Sector):

This waypoint is used to define the beginning of a Transfer Sector.

FT (Finish Transfer Sector):

This waypoint is used to define the finish of a Transfer Sector.

The penalties and opening and validation radius of the waypoints indicated above may be redefined by the Organization before or during each event.

Any modification will be reported on the first page of the Roadbook or in the modification note of the day for participants in other formulas.

13) SAFETY

From the conception of LAMAS RALLY to its development, the safety of the participants, the assistance teams, and the population of the areas crossed has been and continues to be the priority as Organizers.

For three reasons active and passive safety measures have been put in place:

- Specific technical checks of the vehicle, mandatory safety equipment and protections for the pilots.
- Participants must inform the Organization about all kind of health problems.
- It is forbidden to participate in the event under the influence of alcohol (zero tolerance), drugs, and psychotropic or similar.



- Each participant has to be aware of the state of his body and vehicle before he/she decides to start a Stage or a Selective Sector.
 - A GSM + Satellite localization system through a device, which the participant must mandatorily rent, that, with simple buttons, allows to request mechanical assistance, primary medical aid, recovery for the motorbike and the participant, with possible medical transfer to the nearest suitable facility.
 - Thanks to the tracking of participants, the organization can appropriately place recovery vehicles and ambulances along the route.
 - On the identification bracelets is written the phone number of the Organization to be called in case of emergency.
 - Generic and specific speed limits at waypoints, non-compliance with which will result in penalties ranging from minor to severe, up to exclusion from the event.
 - Any excess speed is heavily penalized to discourage exceeding the speed limits set by the Organization.
 - For each stage, a time barrier could be set at a point (WPCL) determined by the Organization.
 - All participants not arriving within the time limit will continue towards to the end of the stage location mandatorily by road, possibly paved.
 - Anyone who does not respect this rule and continues the route will take his/her own responsibility, releasing the Organization from any liability.
Mechanical and medical assistance along the route will no longer be guaranteed.
 - Given the national and international political and social situation, without the explicit consent of the Organization, during the event it is prohibited for the participants:
 - a) to share any information of the intended routes and accommodation with unregistered people (except government authorities)
 - b) share a ride with unregistered people (except government authorities)
 - c) invite or host unregistered guests in the hotels
- Violation of these terms will result in exclusion from the event.
- **For Morocco edition only**, mandatory accident/medical insurance with medical repatriation for participation, to be arranged and paid for by each participant.



14) MEDICAL ASSISTANCE

The service is provided by doctors and paramedics on 4×4 ambulances.

– Rescue of the pilot and transport to the nearest emergency room, diagnostics and emergency interventions.

For Morocco edition only: if necessary, the repatriation (thanks to compulsory insurance that each pilot must personally have in order to participate).

– Medical staff will be present at the bivouac during the event.

– The transport arrangements of injured competitors are subject to the decision of the Medical Officer in Chief who will evaluate the medical conditions of the injured and assess the need for urgent transportation.

– Depending on the Medical officer in Chief evaluation, the injured competitor will be either transported to the bivouac or directly to the nearest civil hospital.

– Participants who take medicines permanently are responsible for having enough medicines. It's also recommended to bring a on-board medicine chest in addition to the first-aid-kit.

– Caution: permanent illnesses (such as allergies, diabetes, etc.) must be reported to the medical staff before the event.

– In the event of an injury or health troubles, arisen during the event, the participant, on the basis of the disclaimer, discharges the doctors of the professional secrecy in order to protect other participants from the possible risk.

– The Medical officer in Chief can forbid the further participation in the event. The Organization as well as the participant are bound by such decision.

15) IN CASE OF ACCIDENT OR BREAKDOWN

In the event of an accident requiring urgent medical attention, the following provisions apply:

– the SOS buttons on the Safety Tracking Device must be activated as soon as possible;

– as soon as possible, the participant must contact the Organization using the emergency phone number (when possible);

– requesting medical assistance in case of a technical breakdown is considered as a reckless danger for other participants and will result in exclusion from the event;

In case of an breakdown where mechanical rescue is required, the following provisions apply:

– the SOS button on the Safety Tracking Device must be activated;



– as soon as possible, the participant must contact the Organization using the emergency phone numbers (when possible);

– the rescue truck will transport the vehicle to the end of the stage;

In the event of irreparable damage to the motorcycle, the participant may replace it to continue the event and remain in the rankings only under the following conditions:

a) the motorcycle must have already successfully passed the initial technical checks (therefore it can only belong to a participant who withdrew);

b) the motorbike must belong to the same category as the one it replaces (otherwise the participant can continue the event but in the Discovery formula).

16) INSURANCE

INDIVIDUAL ACCIDENT INSURANCE

The AME M.C. ssd card, mandatory and included in the registration fee, provides minimal coverage in the event of an accident (it is possible to check the insurance coverage directly on the association's website).

It is therefore recommended to take out individual accident insurance.

Subscription to a personal accident insurance (with travel assistance and repatriation) is mandatory for Lamas Rally Morocco edition only.

It is highly recommended to verify that your insurance includes “motorsports as an element of risk”

A copy of the insurance policy must be sent via email (to info@lamasrally.com) at least 20 days before the event and presented at the administrative check in original.

Based on our experience we also suggest to evaluate the services of GLOBAL RESCUE Medical & Security Evacuation, which is not an insurance, but which could integrate possible missing services.

GENERAL THIRD PARTY LIABILITY INSURANCE

The Organization has taken out a General Third Party Liability insurance policy for sporting events in accordance with the running Legislation.

Participants are reminded that only damages caused to third parties by the Organization and which are not already covered by other compulsory insurance (such as all risks linked to circulation on the



route of the event which is always open to the public) are covered by the insurance taken out by the Organization.

Injuries to the participants themselves or damages to participating vehicles are not covered by this insurance.

Pilots who sign up do so of their own free will and they are aware of the risks by participating in such an event.

Participants fully release the Organizer and Organization members from any civil and penal liability in case of physical or material accident occurring during the event.

The Organizer declines all responsibilities:

- on possible consequences arising from violation of laws, Regulations and precepts of the country made by participants which are exclusively at their charge,
- in case of riots or demonstrations where participants and their teams may suffer losses and whose material, pecuniary and sport consequences must be at their sole charge.

Vehicles registered for assistance or service, press or accompanying guests, also holding their concerned plates issued by the Organization, in no case can be considered as official participants of the event and they are therefore not covered by any General Third-Party Liability insurance.

These mentioned vehicles remain under the sole responsibility of their owner and driver.

17) PROTECTIONS AND EQUIPMENTS

- Off road helmet – Mandatory (authorized alternative is full-face helmet; jet or open helmets are not allowed)
- Upper body protective armour – Mandatory (alternative permitted motorcycle jacket with protections for shoulders, elbows and forearms and back)
- Enduro or Adventure or Cross boots – Mandatory
- Gloves suitable for motorcycle use – Mandatory
- Off road pants and knee pads – Required (alternative permitted motorcycle pants with knee protectors)
- Jersey suitable for off road use – Recommended
- Neck brace – Recommended



- First-aid medical kit* – Mandatory
- A fresh water tank of minimum 2 liters (1 liter for Monviso edition) carried by the participant, of a “Camelbak” type. At each refueling, participant must fill up the Camelbak with water – Mandatory
- All terrain tires (minimum 50/50 on/off road) – Recommended
- Front headlight and taillight working – Mandatory
- The stop light must work and it must be activated by at least one among the lever to the handlebar and the pedal – Mandatory
- The horn must work properly and it has to be activated by the button on handlebar – Mandatory
- The rear view mirror, left-hand one at least, must be mounted on the motorbike – Mandatory

* kit suggested contents:

- Disinfecting compresses, two bandages, plasters
- One skin disinfectant (Betadine or equivalent)
- A water disinfectant for 20 litres (hydrochlorazone or micropure)
- Eye lotion (Boroclarine, Piroftal or equivalent)
- An antalgic (Aspirine, analgesic or equivalent)
- Two anti-diarrhoeic (Immodium, Ercéfuryl, Bimixin or equivalent)
- Antibiotic (Oracilline, Totapen or equivalent)
- Sun screen for skin and lips
- Salt tablets (Enervit or Polase or similar)
- One aluminium survival blanket (about 2 m x 1 m) serving as an isothermal covering (and as an earth to sun signal for Morocco edition only)

The proper functioning of the protections and equipments during the whole event is the sole responsibility of the participant.

The existence of mandatory protections and equipments shall be checked before the departure of each stage.

Failure to possess a part or all of these will result in a refusal to start.



The participants will have 30 minutes to comply with the rules; beyond this delay the start will be refused and the consequent penalties assigned.

18) FUEL RANGE

At Lamas Rally Morocco Edition motorbikes must have a minimum fuel range of 180 kilometers (150 kms at Lamas Rally Monviso Edition). Refueling locations will be detailed in the Road-Book or in the GPX file and communicated during the daily briefing for each stage.

Each participant is responsible for calculating the fuel range of his/her motorcycle.

In no case participants can make claims against the Organisation if their motorbikes fails to cover the minimum distance mentioned above, regardless of the nature of the terrain.

FINAL PROVISIONS AND USE OF CREATED CONTENTS

The Organizer is the only authorized person who can explain and may revise the event rules as the event is underway – if deemed necessary.

The Organizer is the final judge in all disputes that may arise in the interpretation of the regulations and any decisions taken in accordance to the regulations.

The Organizer reserves the right to modify the route, rules and travel arrangements as deemed necessary before and during the event.

All participants are required to accept and obey any changes following the decisions by the Organizer and announced by the Organization.

The Organization reserves the right to use any photographs/videos taken during the event, without the expressed written permission of those included within the photographs/videos.

The Lamas Rally and its sponsor and partners companies may use the photographs/videos in publications or other media material produced, used or contracted by the event including but not limited to: website, social media, newsletters, brochures, magazines, presentations, etc.
