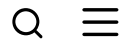




 English ▼



REGULATIONS

The texts contained in this section represent the official Regulations of the Lamas Rally, divided by topics.

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 Adventure Moto Events membershipd card valid for 2026 (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 street legal 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 precisely and all other instructions provided and respect the speed limits indicated on the route and/or in the GPX file provided.

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

For the Discovery formula, the entire route 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 trophy/medal 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 normally validated once the pilot has entered the circular area of 20 meters radius around the waypoint.

In Rally Roadbook formula it is necessary to follow the directions in the roadbook to reach (validate) all the waypoints. 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, an arrow appears, indicating the direction and distance to the waypoint. The distance decreases as pilot 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 reach (validate) all the waypoints according to their order (they are clearly named). 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.

All times are expressed in minutes. This time is calculated from the individual moment of departure of the Stage, that is **from the moment the pilot passes over the first waypoint of the stage called DT 01.** Therefore the pilot (even if he/she is part of a team) 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 can be differences between the route of Rally Roadbook and the route of Rally GPS formulas.

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 (Roadbook and GPS).

Due to these differences there are separate rankings for the two formulas and **there is no overall ranking, but only one overall winner: the one who accumulates the fewest penalties at the end of the rally**

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 = Rally Teams

8) DISC = Discovery

The minimum number per Team is two pilots. It is important to consider that a team made up of more than two members could accumulate a greater number of penalties, and therefore it could be disadvantaged in the Team rankings.

Categories will be considered formed when 5 pilots/teams 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.

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 (as a backup recording in case of problems with the official device).

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 each participant 30 minutes before his/her departure time of each stage. Everyone must take care of loading it onto his/her device or application. **The organization will not upload the gpx file to any device**

b) the tracking and safety device. The rental cost is not included in the registration fee.

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 with support from an electronic roadbook application for the Selective Sectors (waypoints).



a) the mandatory application for the Selective Sectors will be communicated well in advance, so that pilots can download and test it.

b) the use of a GPS or a tablet or smartphone with a navigation application is mandatory for the Transfer Sectors.

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 (as a backup recording in case of problem with the official device).

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 each participant 30 minutes before his/her departure time of each stage. Everyone must take care of loading it onto his/her device or application. **The organization will not upload the gpx file to any device.**

c) the tracking and safety device. The rental cost is not included in the registration fee.

RALLY GPS formula:

Navigation during the challenge is carried out using a GPS device or application both for the Transfer Sectors and the Selective Sectors.

a) the use of a GPS or a tablet or smartphone with a navigation application is mandatory.

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 (as a backup recording in case of problems with the official device).

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 30 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.

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 (when required).

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 Devices is mandatory.

The most suitable Safety Tracking Devices are used for each event and formula. The pilot pays the rental fee for the devices.

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

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

They must be functioning and stay permanently ON along the entire length of each Stage.

They must be positioned according to the instructions provided by the supplier or the organization during the pre-event checks.



Power supply from the motorcycle is not mandatory, but recommended. When it is not available the pilot will have to recharge the device every evening/night with the cable provided.

If the device does not have enough battery charge at the pilot's departure, he/she will not be allowed to take part in the stage, but he/she will have to go via the most direct asphalt road to the end of the stage (for individual safety).

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 Devices undamaged.

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

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

Without the devices 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 (unless otherwise stated).

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 (only), 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) Generally 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 Teams and pilots of the Discovery formula. For the first stage the pilots of each formula will start in ascendent order of bib number on the motorbikes.

Generally the participants on the start list of each formula shall 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 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 participants of the Discovery Formula, according the bibs order.

8) The 2 (or more) pilots of each team must start together (and ride together).

9) Normally 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 starting order published 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 (DTxx) or of a Selective Sector (SSxx WP01) 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 special stages).

13) In the Transfer Sectors (TS) the track of the route is visible and there may be waypoints (not to be validated) indicating for example dangers or speed limits.

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 and validated 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 normally 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 (1 point per second); 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 waypoints of the Rally Roadbook formula and the Rally GPS formula are normally different.

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

20) Each pilot has a pre-established number of minutes (the same for all) to start each Selective Sector. **This time interval is always calculated from the moment he/she passes over the waypoint named DT 01 which is located a very short distance from the starting point of each stage.** The starting time of each Selective Sector corresponds to the minute: it is therefore necessary to start between 00 and 59 seconds of that minute.

21) For every second earlier or later than the starting time (minute) 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 39.99 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 is always to the nearest second. Any time penalty applied during the event is calculated with this rule.

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

BEHAVIOUR

25) Pilots must always behave in a sporting manner.



26) 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 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 validating the next waypoint, under penalty of exclusion from the event.

27) It is prohibited to deliberately block participants or prevent them from overtaking.

Overtaking each other is not among the objectives of these events.

28) 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.

29) It is forbidden to transport your vehicle by any means (truck, trailer, etc.) except by the rescue vehicles of the Organization. If you want to involve your own private assistance or any other vehicle 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.

30) 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.

31) 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 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.

32) 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

33) 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.

34) 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.

35) **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 that will be communicated 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.



SPEED CONTROL ZONES

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

37) Each speed control zone is virtually divided in 100 parts. An infringement occurs when exceeding the maximum allowed speed for more than 5 parts (5%). even non-consecutive

The penalty applied for each speeding infringement are 300 points.

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

39) 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.

40) 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.

41) 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

42) 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 60 seconds of delay
- he/she is given 1800 penalty points from 61 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.

43) Any lateness exceeding 60 minutes of any individual target time will result in the participant concerned being considered to have retired at that time.



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.

EXCLUSION – WITHDRAWAL

44) 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.

45) 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.

46) In case of voluntary withdrawal or quit, 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.

47) **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.

48) **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 waypoints, it will be applied only a fixed penalty of 3000 points.

49) There is a maximum time limit (in minutes) to reach the finish line (**FTxx / Max xx min**) 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.

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

50) At the end of each stage, each participant must save, naming it with his BIB number and Stage number, the recording of his/her track. In case of problems with the tracking device, this recording may be required by the race direction.

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 trophy/medal.

– 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.

The members of each TEAM must choose (same choice for everyone) whether GPS or Roadbook formula and it cannot be changed once the event has started.

However, the ranking for the Rally TEAMS is unique, without distinction based on the type of formula chosen or category of motorcycle.



Team members must validate the waypoints no more than 30 seconds apart (to avoid incurring a penalty of one point per second). For this reason, they must complete the entire course together.

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.

The pilot of any category who accumulates the fewest penalties at the end of the rally is the overall winner.

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 (or exceptionally during a Selective 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, not before the specified (next to DN wp name) number of minutes have passed.

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 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 participant 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 shown in the GPX file is a compulsory passage point (it has to be validated).

The validation radius of a waypoint for the Rally GPS formula is always 20 meters.

The opening radius and validation radius for waypoints in the Rally ROADBOOK formula vary depending on the type of waypoint. Both are indicated in the Roadbook next to each waypoint.

There are several types of waypoints:

WPM (MASKED WAYPOINT) – for Rally Roadbook formula only

A waypoint whose coordinates are not revealed to competitors. This is a standard waypoint to be used to check that the navigation instructions are being correctly followed by the pilot. The RB app directs the competitor towards this point only once he/she has come within the opening radius of it.

WPN (NAVIGATION WAYPOINT) – for Rally Roadbook formula only

A WP used to prevent pilots to avoid challenging routes or navigation difficulties especially off piste. The RB app directs the pilot towards this point only once he/she has come within the opening radius of it.

WPC (CONTROL WAYPOINT) – for Rally Roadbook and Rally GPS formulas

A 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.

A WPC will never be placed off track in Rally Roadbook formula.

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

WPS (SAFETY WAYPOINT) – for Rally Roadbook and Rally GPS formulas



A 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 "DANGER" 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 the opening radius of it.

WPP (PRECISION WAYPOINT) – for Rally Roadbook formula only

A 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.

It is always located on-track and not used in off-track or open terrain sections.

The RB app directs the participant towards this point only once he/she has come within the opening radius of it.

WPE (ECLIPSE WAYPOINT) – for Rally Roadbook formula only

A WP whose coordinates are not revealed to participants.

A WPE becomes completely visible once the preceding waypoint has been validated (or within a radius of 500 meters if the previous waypoint was mis-

The GPS directs to this point once arrived within the opening radius 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 a Selective Sector or a Transfer Sector)

DN (Start Neutralization Zone):

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

FN (Finish Neutralization Zone):

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

The time spent in the neutralization zone does not count towards the result.

However, the organizer can choose to include this time in the results (within the event settings).

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.



Open and Validation radius are displayed on the roadbook where applicable.

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 these 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 devices, which the participant must mandatorily have (provided by Organization), 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.

– Given 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 4x4 ambulances or vehicles.

– 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 button of the injured participant's Safety Tracking Device must be activated as soon as possible;
- as soon as possible, the participant must contact the Organization on 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 a breakdown where mechanical rescue is required, the following provisions apply:

- the SOS button on the Safety Tracking Device of the participant who had a breakdown must be activated;
- as soon as possible, the participant must contact the Organization on 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 Adventure Moto Events membership card, mandatory and included in the registration fee, provides minimal coverage in the event of an accident.

It is therefore recommended to take out individual accident insurance.

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

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

A copy of the insurance policy must be sent via email (to info@lamasrally.com) at least 30 days before the event and presented at the administrative check in original (Lamas Rally Morocco only).

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.

– IATI travel insurance.

– ASSURETONSPORT.

– IMAWAY

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 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 – Recommended (Mandatory for Morocco)
- 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)
- Eye lotion (Boroclarine, Piroftal or equivalent)



- An antalgic (Aspirine, analgesic or equivalent)
- Two anti-diarrhoeic (Immodium, Ercéfuryl, Bimixin or equivalent)
- 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.

At Lamas Rally Balkans and Monviso Edition the minimum fuel range is 150 kms.

Refueling locations not to be missed 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.

19) LAMAS RALLY GLOSSARY

ACRONYM or TERM	MEANING or DEFINITION
DISCOVERY Formula	GPS track for the entire route



RALLY ROADBOOK Formula	GPS tracks for liaisons and roadbook for specials
RALLY GPS Formula	GPS tracks for liaisons and waypoints for specials
MC RRB Category	Multi-cylinder motorbike + Rally RoadBook Formula
SC RRB Category	Single-cylinder motorbike + Rally RoadBook Formula
MC RGPS Category	Multi-cylinder motorbike + Rally GPS Formula
SC RGPS Category	Single-cylinder motorbike + Rally GPS Formula
W RRB Category	Woman pilot + Rally RoadBook Formula
W RGPS Category	Woman pilot + Rally GPS Formula
T Category	Team of 2 pilots + Rally Formula
DISC Category	Discovery Formula
TS or Transfer Sector	Transfer route with a trace, mandatory
SS or Selective Sector	Route of the special stage without trace
Neutralization	Area during a SS or a TS where it is mandatory to stop for a given time
WP	A geographical point defined by longitude and latitude coordinates. It is always a compulsory passage point
DT	Waypoint that indicates the depart of a Transfer Sector
FT	Waypoint that indicates the arrival of a Transfer Sector



DSS	Waypoint that indicates the depart of a Selective Sector
ASS	Waypoint that indicates the arrival of a Selective Sector
DZ	Waypoint that indicates the departure of a speed limit zone
FZ	Waypoint that indicates the finish of a speed limit zone
DN	Waypoint that indicates the departure of a neutralization zone
FN	Waypoint that indicates the finish of a neutralization zone
WPN (Navigation Waypoint)	For RRB formula only. To prevent pilots to avoid challenging routes or navigation difficulties especially off piste
WPM (Masked Waypoint)	For RRB formula only. It used to check that roadbook's instruction has been followed
WPC (Control Waypoint)	It is used to check that the exact route is followed
WPE (Eclipse Waypoint)	For RRB formula only. It becomes completely visible once the preceding waypoint has been validated.
WPS (Safety Waypoint)	It indicates a danger with 3 possible levels: ! or !! or !!!
WPP (Precision Waypoint)	For RRB formula only. To check the accuracy of following the directions in the Roadbook



20) 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.

INFO DOWNLOAD

Contacts Here you can download and print:

Registration

About us **Lamas Rally GLOSSARY (ENG)**

Privacy e **Lamas Rally Roadbook LEXICON**

Cookie Policy (EU)

EVENTS

LAMAS RALLY Morocco edition

LAMAS RALLY Monviso edition

ADDRESS

Via Martiniana Po 11/a
12030 Gambasca – Italy

