



# Inspire India

## The Great Himalayan Ultra 2022

Leh, Ladakh, India

26 August 2022



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600KM and 900KM RAAM Qualifier and RAAM Style Relay

## Rules and Regulations

### Guiding principles

- Safety of all persons involved
- Running a Clean and Healthy race with a level playing field for all
- Creating a Race of International standards
- Protecting Race integrity and reputation

The guiding principles will dictate decision making by the Race Committee on any issue not specifically covered in these rules

### 1. General

- A. All participants are responsible for reading and understanding the rules, event information and instructions given before and during the event.
- B. The Great Himalayan Ultra Race 600 km Solo is a RAAM Qualifier, Standard Race Across America, RAAM Style Event Rules apply (copied below), with exceptions detailed at the bottom.
- C. Safety is a primary concern. In an emergency, riders and their crews are expected to help, and will be given credit for any lost time, if necessary.
- D. This is a High Altitude Race and special mandatory requirements will be strictly followed as listed in Ref Rule #12 & #25
- E. All rules and regulations must be obeyed by all riders and support crew members at all times.
- F. Race Across America (RAAM) RULES may be referred to in the event that a situation is not covered in these rules. The race committee has the authority to override, modify or create rules based on extenuating circumstances.

### 2. Conduct

- A. Riders must conduct themselves in a civil manner at all times during the race.
- B. Riders may not act maliciously toward any other person for any reason. Riders may not intentionally impede the progress of or misdirect any other person for any reason.
- C. Riders must at all times behave respectfully toward all Race officials and volunteers.
- D. Violation of the conduct rules and/or any other inappropriate behavior by a rider will result in the rider's immediate disqualification and possible suspension from future Inspire India events. This may include the suspension of riders as potential crew members in Inspire India Races, from participation or supporting any Inspire India Races.
- E. Littering is not tolerated under any circumstances. Ref 20A-E for detailed rules with respect to littering

### 3. Route/Checkpoints/Tracking

- A. All riders must ride (or walk with their bikes) the entire route as prescribed by the official route book.
- B. All protocol about Control point distance, cut offs, stages and reporting at controls is detailed in Appendix B. Each Control Points passage must be noted and protocol must be followed as prescribed.
- C. The route will not be marked. Each racer will receive gpx file and a cue sheet at the start of the race indicating the route and location of checkpoints. Riders must stay on the route at all times.
- D. If a racer leaves the route for any reason, and using any means, they must return to the route at the same point at which they departed the route, prior to continuing in order to avoid shortcuts and detours unless specified by the race committee.

- E. A mobile based app will be installed for tracking racers, that will be available online. Phone battery must be kept charged to allow tracking at all times.
- F. If for any reason racers are forced off route by road construction, diversion due to accidents or by traffic police for any reason, they must immediately contact one of the Race Officials and report exact details of diversion. Racers may continue to race. If for any reason they are unable to establish a telephone call, they must send a text/WhatsApp message, giving co-ordinates or location pin of start of diversion. They must do the same at the time of re-joining the race route.
- G. Race Committee will assess whether a time penalty is to be added to Racer's time or whether a time deduction is required. This decision will be conveyed to the racer so that they can re-calculate race cut-off time for the racer.
- H. Each racer must possess along with the prescribed lighting equipment, batteries and replacement lights and powerbank in addition to items listed in Mandatory list in Appendix C.
- I. Racers must at all times have a charged cell phone that will be used as a tracking device and to communicate with the race officials. Racers have the obligation to inform to the officials in case of accidents, closed roads, detours, non-functioning of GPS device or quitting the race.

#### **4. Traffic Laws & Law of the Land**

- A. Riders, follow vehicles and support crew members must obey traffic laws at all times.
- B. This includes, but is not limited to: driving on the correct side of the road, stopping and waiting at red lights until they turn green, stopping at stop signs and checking for traffic before proceeding, using hand signals for all turns, keeping as far to the left as safety permits, using the shoulder whenever possible and obeying speed limits, dipping high beams to avoid blinding oncoming traffic.
- C. Support Vehicles must use indicator, and only pull out on the left of the road when stopping to leap frog the racers, give hand offs or do racer/vehicle exchanges. The only time you may pull off to the right of the road is if you are driving into a property/private compound like that of a hotel, shop, dhaba or petrol pump for example.
- D. Follow Vehicles must use their dipper as required when driving on roads without dividers so as not to blind oncoming traffic. Racers bike lights must be powerful enough that they are not dependent of the follow vehicles high beams!
- E. Racers and support crew members are expected to follow all pertinent laws, regulations and mandates. Race officials may issue penalties for traffic violations.

#### **5. Drafting**

- A. Drafting of any motorised vehicle is not allowed and will constitute to cheating.
- B. Drafting another cyclist is not allowed in any category, except for teams (see rule # 9). Riders must maintain at least a 10 meter space cushion between each other and vehicles. When passing, riders may encroach on the 10 meter space cushion as necessary, but if they linger, they will be considered to be drafting.
- C. Any violation of the drafting rules 5:A and 5:B will result in a rider's immediate disqualification.

#### **6. Mechanical Support**

- A. All riders should be self-sufficient and properly equipped. Riders and/or their support crew should have everything necessary to repair or adjust the rider's bicycle and combat the elements. Race officials may help, but take no responsibility or make any guarantees to fix mechanical problems when and where they occur.
- B. Riders and support crew members may assist one another with mechanical or other problems, but no time credit will be given unless it is an emergency or extenuating situation.
- C. Outside assistance may be used, for example a bike shop on route. However if the racer is leaving the course for this or any reason, race officials have to be informed about the location from which the departure is made, prior to leaving the course, and the racer must return to the same location, inform race officials and then continue.

#### **7. Bicycles**

- A. All bicycles must be propelled solely by human force. There is no limit as to the number of bicycles a rider may use. Disc wheels, wheel covers and/or aero bars are allowed.
- B. There are no bicycle categories at this time. Special bikes will be considered and ruled upon by the Race Director. Solo Racers must have a road bike as a primary bike and may choose to have a hybrid/

mtb as a spare bike for bad road sections.

- C. All bicycles must be deemed to be in race condition. If a bicycle is judged to be unfit or unsafe to ride, riders may NOT use it until the issue is resolved to the satisfaction of the Race Director.

## **8. Helmets**

- A. Riders must wear an approved helmet, properly fastened, at all times when riding a bicycle. Riders without a helmet will not be permitted to start. Riding without a helmet, even briefly will result in immediate disqualification of the racer.

## **9. Lights and Reflective Gear**

- A. Riders must use at least one steady white front light visible from 500 feet (150 lumens or more) mounted to the bicycle and a steady (not flashing) red rear light visible from 300 feet mounted to the bicycle. A second red rear light visible from 300 feet mounted to the bicycle or rider, may be kept on flashing or steady mode. Spare lights and batteries are strongly recommended. Riders who fail to comply will be refused to start the race.
- B. Riders must wear a reflective gear during the night hours, in the form of a vest or bandoleer. (Adhesive reflective material and jerseys with reflective material stitched to them, are not acceptable as replacement to reflective gear)
- C. Lights and reflective gear must be used during night hours from 6:00 PM – 7:00 AM and at times of low visibility conditions such as fog and rain. All lighting requirements must be met by all riders, during the night. Any rider found riding without lights and/or reflective gear during the night hours will be immediately penalized (no warnings will be issued in this regard).
- D. These are the minimal requirements we will accept but are nowhere near optimal. For optimal lighting, we recommend using a front light of at least 600 lumens, with a secondary front light in use with the other light or to use as a backup. For the rear, we recommend using lights with visibility up to 500 feet.
- E. Racers failing to comply will be penalised immediately without warnings.

## **10. Teams**

- A. Teams may be comprised of 2,3 or 4 members riding in a relay. The same rules and regulations that apply to individual riders, apply to teams and their support crews.
- B. Rider exchanges may take place anywhere on the course and at any frequency depending on team strategy. Any number of teammates may ride at the same time. A team's official time is calculated when the first rider crosses the finish line.
- C. As a relay running race requires a passing of a baton, Team Relay Racer Exchanges mandatorily require wheels to overlap between retiring racer and fresh racer, to ensure that there is no gap in time or space in the teams' race. This rule will be strictly imposed. Teams will be issued a time penalty for first offense and be disqualified on second offense.
- D. In the day time rolling exchanges may take place, with support vehicles going ahead to place the fresh racer and waiting in readiness for retiring racer to arrive and overlap wheels. At night, due to mandatory direct follow rules, both racer and vehicle have to stop and remain in vehicle headlights. Teams with more than one follow vehicle may do rolling exchanges at night, provide no racer continues on the course unless in the headlights of the follow vehicle.
- E. Drafting is allowed between teammates, but not between rival teams, solo racers or any other rider.
- F. Each Team must have a team leader, who should be a member of the team. Any decision regarding penalties or disqualification will be conveyed to the team leader or the crew chief.
- G. Team members may support their team when they are not riding, but must obey all rules regarding support crew members, with the exception of the rule banning support crew members from riding on the course (14.G).

## **11. Sleep**

- A. Being a high altitude race, a mandatory rest break of 3 hours is imposed on all racers and crew in Kargil at designated hotel. This timing is included in the overall cutoff timings.
- B. Additional sleep/rest breaks are not mandatory, but is recommended that when a rider (or support crew member) need it, they take a short power nap, however keeping the high altitude and high exposure in mind it is not recommended to take breaks on the high mountain pass roads. It would be safer to do so in the valleys however the Kargil Dras section though at lower altitude is extremely cold and long breaks at night are not at all recommended.

- C. Race officials reserve the right to pull a rider and/or support crew member off the course and order them to rest if that person is suffering from sleep deprivation and/or riding/driving or acting in an unsafe manner. Depending on the situation racers may be officially disqualified from the race and ordered to use a vehicle to retreat to a low point on the race course immediately.
- D. Long breaks for any reason are not recommended on the high passes and the approach to the high passes. Stopping here for any length of time is highly dangerous. Long breaks on the Kargil-Dras-Kargil section of the route, which is covered at night will expose crew and racers to extreme cold. If a racer, team or crew are found to be dysfunctional due to fatigue or sleep deprivation officials have the right to disqualify a racer, and order racers and crew to retreat using crew vehicle, to a lower altitude or shelter.

## 12. Route

- A. All riders and teams must ride (or walk with their bicycle) every inch of the route.
- B. The route is not marked, but is easy to follow with the cue sheets that you will be provided. No credit will be given for navigational errors or for leaving the course.
- C. If for any reason racers are forced off route by road construction, diversion due to accidents or by traffic police for any reason, crew must immediately contact one of the Race Officials and report exact details of diversion. Racers may continue to race. If for any reason they are unable to establish a telephone call, they must send a text/WhatsApp message, giving co-ordinates or location pin of start of diversion. They must do the same at the time of re-joining the race route.
- D. Race Committee will assess whether a time penalty is to be added to Racer/Team time or whether a time deduction is required. This decision will be conveyed to the crew if possible, so that they can re-calculate race cut-off time for the racer/team. However, communication is not guaranteed, and the decision stands even if it is not communicated and racers miss their cut offs.

## 13. Checkpoints and Cut-Offs

- A. At a manned checkpoint, Riders or crew must report their arrival with the Race Card to the official when they arrive, and sign the checkpoint log. Time will be recorded as of when they report, (provided the racer has also passed the checkpoint) not when they arrive, if there is a lapse on their part. At an unmanned checkpoint Riders or crew must report their arrival in the manner prescribed.
- B. Support crew can report instead of the rider during daylight hours. Rider may continue riding, except at the finish of their event, at which time the rider must check in. At night it is mandatory for the racer to stop until the checkpoint procedure is completed unless the racer has another support vehicle in direct follow.
- C. It is solely the rider's and crews responsibility to make sure their time is recorded, when they pass through a manned checkpoint. Failure to do so will result in penalties and/or disqualification. The support crew may not report before a rider has physically crossed that particular time control.
- D. The Great Himalayan Ultra has Hard Cut offs to ensure safety. The cut offs give a reasonable amount of time to complete the course but given the high altitude of the race and the harsh terrain, no leeway can be given that may impact safety of all involved.
- E. All Racers who are unable to meet the timings of the first cut off at Lamayuru will be immediately disqualified from both RQ and Inspire India timings. They will have to remove all race signage, and may not continue riding the course. This cut off is for safety reasons, to ensure all racers make the long descent from Fotu La before dark, and will be strictly enforced.
- F. The second hard cut off is at Kargil on way to Dras. Racers who reach late will be disqualified from the race. They will not be permitted to continue to Dras. They may rest for a minimum of 3 hours and return to Leh.
- G. The third hard cut off is at Dras. Racers will be disqualified from the race and must return to Kargil by vehicle.
- H. The fourth cut off is at Kargil, while returning from Dras and there is a 3 hour mandatory rest for racers and crew. Racers may continue riding the course after this, but will be disqualified from RQ timings. Ref Appendix B Control Point Details for cut off timings. Racers wanting to finish within RQ timings must also leave in time as described in Appendix B.
- I. The fifth cut off is at Lamayuru on the return, after which time racers may continue but will be disqualified from RQ timings.
- J. Riders will not be eligible for Finishers awards if they reach a manned checkpoint after it has closed and officials have departed. Ref Appendix B

## 14. Support Crews

- A. For the 600 Km race 1 primary support vehicle with a minimum of 2 licensed drivers, is Mandatory for both Solo and 2 person team. For safety it is advised that there be 3 crew in the vehicle for the Solo rider.
- B. Motorcycle support crew if used must rest at night.
- C. Support vehicles may leap frog their rider during the day (and provide support only via pedestrian hand offs. No vehicle hand offs are allowed) but because of the remoteness and harshness of this region, we advise close and direct follow as much as possible. Direct follow by (primary vehicle only) is mandatory at night, ie the vehicle must follow directly behind their rider at all times. It is mandatory for the Racer to be within the headlights of the support vehicle during night time hours.
- D. Support crew members must obey all of the rules and regulations. If a support crew member violates a rule, it will result in their expulsion from the race and penalties and/or disqualification for their rider.
- E. Support crew members must be considerate of the surrounding area in which the course travels. They should not behave in a disruptive manner, and pay all bills of purchases made on the course.
- F. Support crew members are not allowed to ride a bicycle on the course at any time during the race.

## 15. Support Vehicle Requirements

- A. Only 4 wheeled support vehicles are permitted as primary support vehicle.
- B. Special conditions apply for the region of Ladhak with respect to the use of hired vehicles and local drivers. Please discuss in detail with Race Officials.
- C. Motorcycle support is permitted in the Great Himalayan Race because of the challenge of the terrain, to relieve the primary support vehicle during daytime hours and to resupply the primary vehicle. Motorcycle support may not be used to give direct follow support at night.
- D. All support vehicles to be used during the race must pass inspection Ref Appendix C and be registered with the Race organization. In case of a breakdown or if a vehicle is being changed in the course of the race, for any other reason, race officials have to be informed. You will be instructed on document and inspection process.
- E. Any 4 wheeled vehicle may be used as primary support vehicle. Please ensure that it is well maintained and in proper condition before start of race. The same applies to the Motorcycle support.
- F. Rear emergency flashers (Parking lights/Hazard lights) must be used while supporting a rider, driving slowly or whenever pulled over.
- G. All 4 wheel support vehicles must display a "SLOW-MOVING VEHICLE TRIANGLE". "Slow-moving vehicle triangles" may be purchased at most auto parts or hardware stores. In the absence of a "Slow-moving vehicle triangle", the support vehicle must prominently display, a reflective sticker not less than 2 feet in length.
- H. Support vehicle with a Bike rack mounted at rear must use a rear red flashing light mounted on the bike rack.
- I. Support vehicle must display Race signage in the manner instructed at time of briefing. Race signage may not be removed for the entire duration of the race, except if the rider/s drop out of the race or are disqualified.
- J. Each Racer or Team must have their own support vehicle. Support vehicle may not be shared.

## 16. Following The Rider/Hand-off's/Passing

- A. Support crews may leap frog their rider during the day and provide support via pedestrian hand off's, and at night they must follow directly behind their rider. Hand offs from the vehicle are strictly not permitted in any Inspire India Races and liable for a penalty ref rule #18
- B. Follow vehicles must stay as far to the left as safety permits while driving behind their rider. If the shoulder is wide enough for the vehicle to use, they must use it. If it's not, they must drive as close to the left edge of the pavement as possible.
- C. Support vehicles must halt off the shoulder line whenever possible.
- D. Follow vehicles should never block traffic to the rear. If traffic builds up behind them, they must pull off the road and allow it to pass. Then, when it is clear, they may continue to follow their rider. If there is a lot of traffic, or if the road is narrow, follow vehicles must pull over and leapfrog their rider. Except at night, when the racer must also pull over and allow traffic to clear.
- E. Follow vehicles may not impede the progress of another rider or their follow vehicle.

- F. When a rider with a follow vehicle passes another rider, use this procedure: rider A passes rider B and gets clear. When a gap of 30 meters forms between the two riders, rider A's follow vehicle may pass rider B (and their follow vehicle) and continue to follow their rider. Rider B (and their follow vehicle) may not impede the progress of rider A or their follow vehicle.
- G. It is strongly recommended that support crew follow their riders closely, but at a safe distance during the night. It is mandatory to keep them in their headlights at all times. This will provide protection and light to their rider.
- H. Riders may not be pushed, pulled, towed or otherwise assisted by their follow vehicle. This will result in immediate disqualification.
- I. Make sure that crew and the racer plan ahead and refuel and restock before 6:00 pm to avoid wasting the race time at night. Before 11 PM make certain you have enough supplies and fuel to make it through the entire night. On this route, there are very limited Petrol pumps and food options even at day. Route book will provide an appendix detailing re-fuelling points, medical aid etc.

## **17. Timings and RAAM Qualification**

- A. Finish Cut off timings according to categories/distance/Age and Gender are detailed in Appendix B
- B. Solo racers who successfully complete the entire course in accordance with the RQ (RAAM Qualification) timings for their respective distance and category will be qualified for Race Across America (RAAM).
- C. Solo racers who finish within Inspire India timings will be acknowledged as Inspire India Finishers and eligible for the finishers Medal.
- D. Teams finishing within their respective time cut-offs will be eligible for the Finishers Medals. Teams that finish Outside of Time Limit will be listed as OTL in the results.

## **18. Cheating**

- A. Drafting of any motorized vehicle is strictly forbidden. Any rider seen attempting to gain advantage by drafting a motorized vehicle will be immediately disqualified.
- B. Towing any vehicle is strictly forbidden. A violation will lead to immediate disqualification and a ban from future races.
- C. Any Racer seen using a motorized vehicle to move ahead on the course will be disqualified. If for any reason a racer decides to withdraw from the race, she/he or their crew must inform a race official before moving ahead on the course in a vehicle. If telephonic contact cannot be established, a text message/ sms or WhatsApp message must be sent.
- D. Any deliberate act of taking advantage over others is considered cheating and will lead to immediate disqualification.
- E. A very serious view is taken of any manner of cheating. If found cheating Race officials WILL immediately disqualify a rider and/or support crew members and ban them from future races.

## **19. Warning/Penalties**

- A. Riders and support crew members must obey all rules and regulations at all times. There will be no exceptions. It is the rider's responsibility to ensure and s/he or her/his support crew do not give any cause for doubt.
- B. Race officials and volunteers may issue warnings to riders and support crew for minor violations not including willful cheating. In the situation of a race such as this, race marshals may take spot decisions that will be conveyed to the Race Committee. Every attempt will be made to convey it to the racer's crew and racer, but Race Officials may not be held responsible if contact is not made with the crew for this purpose.
- C. Repeating an offense will result in a penalty, regardless of whether the racer or crew has been notified or warned about the first offence.
- D. Race officials reserve the right to immediately disqualify a rider and/or support crew member and ban them from future races for inappropriate behavior or if the situation warrants it. It is within the discretionary powers of Race officials to make a decision about warnings, penalties or disqualifications, based on their judgement and observations.
- E. Penalties will be meted out in accordance with RAAM RQ rule no. 13. But are not limited to those offenses.

## **20. Race Officials**

- A. The Race Committee has the authority to override, modify or create rules based on unfolding circumstances during the course of the event. Race officials have complete authority and the decision of the Race committee is the final word on all matters.
- B. Race officials may be stationed along the route as well as at checkpoints, and will be marshaling the route marked or unmarked vehicles. If deemed necessary, the Race committee may take a decision to embed an official in a racers support vehicle at any time for any reason.

## **21. Appeals/Protesting/Complaints**

- A. During the course of the race, a racer may make a verbal protest to any Race Official or the Race Director, but it must be made privately and respectfully. Any public protest or display of disgust with the contents of the Rules, their application or to a Race Official may result in a penalty.
- B. Any rider wishing to make an official protest must do so in writing and submit it to the Race Director along with a Complaint Fee of Rs. 5000/- no later than two hours after their race's respective time limit has expired. The Race committee will rule on all protests after due deliberation, as time permits.
- C. Please refer RAAM RULES – Appendix A – Cheating and Accusations of Cheating (quoted below) "RAAM is first and foremost a competitive event – it is the Race Across America. It is also an event characterized by camaraderie, shared experience and personal achievement. You will have a better experience if you are supportive of all Racers. Your priority is racing, not officiating.
- D. Concentrate on your race, the Race Officials will focus on rules. Invariably, becoming fixated on what may be perceived as violations of rules by others and/or what you believe to be officiating mistakes, will generally cause both Racers and Crew to lose focus on racing and negatively impact performance.
- E. Cheating versus Mistakes - Mistakes happen. Racers and Crew get tired and forget and rules are broken. In most cases it is not intentional. Cheating is a flagrant and purposeful violation of the rules."
- F. Riders and support crew may not make allegations of cheating in public or in social media of any kind. Racers may not make allegation of cheating to Race Officials without substantiating it with evidence. Protocol is to be observed. Riders must submit a formal letter of complaint to the Race committee along with eye-witness accounts, evidence and a complaint fee, for it to be taken seriously.
- G. Complaint fee will be refunded in full if the Race committee rules in favor of the complaint. In the absence of substantiating evidence, race committee will be unable to take action.
- H. Airing opinions, making allegations and complaints regarding Race and Race officials over Social or other Media before or after making a formal protest, that are considered harmful to the Race Reputation may result in a disqualification or a ban from future races.
- I. All Racers and Crew are encouraged to report suspicions (with or without evidence) if they see some infraction of rules by other teams or racers. These reports must be made during the course of the race, with details of racer/team no. and location, to enable race officials to check on the report. Any racer or crew, Witnessing a cheating or rule infraction and not reporting it to race officials immediately, will lead to witnesses being held complicit in the act itself.

## **22. Media, Race Publicity and PR**

- A. Riders and support crew agree to the use of their images for the purpose of Race Promotion in all Media.
- B. Riders and support crew must not through their actions on any media (print, social, internet, FB, twitter, etc) harm Race Reputation. The continuation of the Race is dependent on maintaining its integrity and reputation and any action that is considered harmful to the Race Reputation may result in a disqualification or a ban from future races.

## **23. Embedded Official**

- A. Inspire India reserves the right to assign an official to observe a racer/team from within his/her support vehicle, at any time before or during the race. Racer and crew will accommodate the official within his/her vehicle and will be responsible for the safety and well being of the official

## **24. Support and Resources**

- A. Inspire India provides resources in the form of information on technical support, accommodation and enroute restaurants, as also support personal in the form of volunteers to crew. This is undertaken on request from racers, to ease racers logistical burden. Inspire India cannot be held responsible for any disappointment to the Racers, or any disagreement that may arise.
- B. Racers and all crew are expected to behave respectfully toward all resources and support that is made

possible through the goodwill of Inspire India.

- C. All expenses towards any resources are to be borne in full by the Racer. All expenses of crew members for the duration of the race, including accommodation as required at start, and accommodation at finish point.

## **25. Communication Protocol**

- A. In addition to conduct during the race (ref rules and regulations #2: Conduct) that pertain mostly, but are not limited to face to face conduct during the race, all communication between participants and Race organisation, through any and all means, must be respectful and polite in nature.
- B. In addition to any appeal/protest/complaint covered in Rules and Regulations #22 Appeals/Protesting/Complaints, all communication between Participant and Race Officials must be private and respectful.
- C. The objective of the communication must clearly be to receive clarity and resolution, on race related issues or information from Race officials.
- D. Acceptable means of communication are via email for any official communication that need to be kept on record, and via phone call, text to phone or whatsapp for any inquiries during race days.
- E. Posts on social media are not acceptable means of communication about race inquiries or addressing of issues. These are public forum that are critical to the well-being and growth of this race, and we will use our discretion in judging whether a racer is being disrespectful.
- F. A social media post deemed disrespectful, and harmful to the race reputation (guiding principal #4) may result in a disqualification or a ban from future races.

## **26. Compliance**

- A. All racers have to pass inspection of mandatory requirements before being cleared to race. This will include documentation, Bicycle inspection and vehicle inspection as described in Appendix C. No additional vehicles, that have not been inspected, may be used to give support during the route.
- B. It is the responsibility of the racers and the crew to ensure that compliance is strictly adhered to for the entire duration of the race.
- C. In case a change of vehicle/bicycle is necessitated, between inspections and race start, Race officials have to be informed, new vehicle documents submitted and vehicle/bicycle inspected.

## **27. Littering**

- A. Racers and Crew may not litter, throw garbage, plastic etc at any point during the course of the race.
- B. All waste must be disposed off at private or public garbage bins on waste collection sites only. If disposed within a private property on the course like a hotel, restaurant or petrol pump, it must be with the permission of the property managers.
- C. This includes but is not limited to the finish line at Bogmalo where it is forbidden to throw any waste out of the vehicles into the public parking or the streets at the end of the race. Crew must only do this activity at their own respective hotels and dispose off the garbage as recommended at their hotels.
- D. It is the responsibility of the racers and the crew to ensure that compliance is strictly adhered to for the entire duration of the race.
- E. Any breach of this will result in a penalty without warnings.

## **28. Substance Abuse**

- A. Consumption of alcoholic beverages, drugs, Narcotics, Opioids or any other substance that may have an effect of intoxication or impediment to functionality is STRICTLY PROHIBITED for all Racers and Crew Members!
- B. This rule applies from the day before the race start till the participants finishes. For Safety reasons, all crew or racers are expected to impose this restriction on themselves and each other.
- C. Race Officials will take the strictest action upon breach of rules, even in the case of suspicion or suspicious behaviour. In addition to a disqualification, Race Officials reserve the right to report offending person or team to local authorities.

## **29. Mandatory Rest**

- A. In Recognition of the challenges that The Great Himalayan will exert on racers and their crew in this high altitude and terrain, a mandatory rest halt for crew and racers, has been designated at Kargil, the lowest point of this race route at 2670 Mts (8780 ft).
- B. The mandatory halt is on the return leg, @376 km into the race. Racers and crew will be checked in and only allowed to get back on course 3 hours from that time.
- C. The 3 hours are included in the timings for RQ and Relay.



# Inspire India

## The Great Himalayan Ultra 2022

Leh, Ladakh, India

26 August 2022



Appendix B of The Rules and Regulations

### Categories and Timings

#### Solo RAAM Qualifier

Category Code	Category	RQ Cut Off (Hrs)
A	RQ Women 50+	44:00:00
B	RQ Women 18-49	42:00:00
C	RQ Men 50+	42:00:00
D	RQ Men 18-49	40:00:00

#### RAAM Style Relay

Category Code	Category	Cut Off (Hrs)
1	All Women 50+	42:00:00
2	All Women 35-49	41:00:00
3	All Women 18-34	40:00:00
4	Mixed 50+	40:00:00
5	All Men 50+	40:00:00
6	Mixed 35-49	39:00:00
7	All Men 35-49	39:00:00
8	Mixed 18-34	38:00:00
9	All Men 18-34	38:00:00





# Inspire India

## The Great Himalayan Ultra 2022

Leh, Ladakh, India

26 August 2022



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Appendix C of The Rules and Regulations

### **Mandatory Pre-Race Requirements**

These are the mandatory pre-race requirements that each racer and relay team must meet in order to receive a clearance to race the Great Himalayan Ultra 2022. Racers or teams failing to meet these requirements in the required timeline may be denied a clearance to race and their registration cancelled without a refund.

#### **A. Mandatory Reporting:**

Being a High Altitude Race, all racers, crew members, and officials will be required (mandatory) to report in Leh according to the following schedule. While this is for us to establish that racers get the bare minimum acclimatization, it is highly recommended that racers arrive 14-16 days in advance to ensure that they acclimatize satisfactorily. This is particularly necessary if racers are flying directly into Leh. Racers may choose to reach Srinagar or Manali and drive to Leh in order to have a slower transition to high altitude.

- Friday 12 August (14 days before start) - Mandatory Reporting for 900 KM Racers for Acclimatisation
- Tuesday 16 August (10 days before start) - Mandatory Reporting for 600 and 444 KM Racers for Acclimatisation
- Friday 19 August (1 week before start) - Mandatory Reporting for 900 KM Crew for Acclimatisation
- Sunday 21 August (5 days before start) - Mandatory Reporting for 600 and 444 KM Crew for Acclimatisation
- Wednesday 24 August & Thursday 25 August - All Races Inspection
- Friday 26 August - 900km Race Start (Extreme version)
- Saturday 27 August - 600km Race (Ultra version) and 444km Self Supported Start

#### **B. Bike Inspection:**

All bikes that racers and teams intend to use at the race must be inspected by race officials. The bikes must meet the following requirements in order to pass inspection. Racers will need to arrange for the required equipment listed below unless otherwise stated:

1. Front Bike Light - at least 150 lumens or visible from 200m (recommended 700 to 1000 lumens)
2. Rear Red Tail Light - at least 150 lumens or visible from 500m, must have steady mode (recommended 200 to 600 lumens)

3. Reflective Tape strips of 10mm x 50mm pasted on:
  - i. Fork Legs
  - ii. Seat Stays
  - iii. Cranks
  - iv. Back of Pedals or Shoes
  - v. 3 strips on each side of each wheel rim
4. Helmet
5. Reflective Vest or Bandoleer
6. Bike Number Plate - Provided by Officials at Inspection Venue
7. Helmet Number sticker - Provided by Officials at Inspection Venue

**C. Vehicle Inspection (Not Applicable to Self Supported Racers):**

All vehicles that racers intend to use as support vehicles must be inspected by race officials. The vehicles must meet the following requirements in order to pass inspection. Racers will need to arrange for the required equipment listed below unless otherwise stated:

1. Slow Moving Vehicle Triangle or 30mm x 500mm strip of Reflective Tape pasted on the rear of vehicle
2. Registration Plate visible at all times. If bikes or bike rack are blocking the registration plate, printed registration number to be pasted at a visible site on the rear of vehicle
3. Red flashing light on bike rack
4. Racer Number to be pasted on all four sides of vehicle - Provided by Officials at Inspection Venue
5. Race Signage to be pasted on front and two sides of vehicle - Provided by Officials at Inspection Venue

**D. Minimum Crew Requirement (Not Applicable to Self Supported Racers):**

Each category in each format of the race has a minimum crew requirement. Racers and Teams must meet the minimum crew requirement in order to be eligible to race. Commercial drivers are also considered part of the crew for all purposes in the event.

<b>Race Format</b>	<b>Minimum Crew Requirement</b>
444km SOLO Self Supported	Not Applicable
600km SOLO RQ	3
600km 2 Person Relay	3
600km 3 Person Relay	3
600km 4 Person Relay	3
900km SOLO RQ	4
900km 2 Person Relay	4
900km 3 Person Relay	4
900km 4 Person Relay	4

## E. Documents:

Racers and teams will have to provide the following documents at the inspection venue. Please note that the inspection venue is NOT equipped to make prints and/or copies. Racers are advised to carry copies of documents themselves.

1. Identity Document of all Racers - Aadhar Card / Driving License / Passport (mandatory for non-Indian participants)
2. Identity Document of all Crew Members - Aadhar Card / Driving License / Passport (mandatory for non-Indian crew members). All crew members intending to drive vehicles must submit copies of Driving License as identity document.
3. Vehicle Registration Documents of all Vehicles - Vehicle Registration Certificate and Vehicle Insurance Policy
4. Waiver and Discharge Forms duly signed by racers and crew members
5. Personal Accident Insurance Policy covering all Racers and Crew Members





