

Safety/Technical Inspection

All participating vehicles must pass safety/technical inspection on the following points prior to the Rally.

1. All loose items inside and outside the vehicle must be removed. Any item carried in the vehicle must be bolted or securely fastened.
2. Snap-on hubcaps, detachable fender skirts, and trim rings must be removed.
3. Wheels must be safely affixed. They shall not be reversed so that lug hole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present and functional.
4. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall.
5. Seatbelts must be properly installed with attached hardware secure and tight.
6. Throttle return action shall be safe and positive.
7. No fuel, oil, water, or brake fluid leaks should be observed when the engine is running.
8. No cracks shall be permitted in cast or forged wheels.
9. Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent leaks under pressure and must operate on all wheels.
10. Wheel bearings, shocks, steering and suspension shall be in good operating condition.
11. All lights, horn and rearview mirror(s) & windshield wipers must be functional.
12. Batteries shall be attached securely to the frame or chassis structure in such a way as to ensure that the battery will remain in place.
13. Roll Cage is compulsory for all Participating Vehicles. **Please see Appendix A. Welded Roll cage will be mandatory for Pro Class from 2023 season.**
14. DOT Helmets for Driver and Co –Driver 4-point harness with Racing seats and DOT certified or equivalent standard helmets are highly recommended in Production and Professional categories. However, DOT approved or equivalent standard helmets will be mandatory in both Production and Professional categories from 2020 season.
15. Properly stocked First Aid Kit
16. **Fire Extinguisher as per the size of the Vehicle and Engine compartment. Min two fire extinguisher (1Kg each) are mandatory.**
17. OEM/Auxiliary fuel tanks will only be installed outside the Driver/Co-Driver

Category Classification of Professional Class (CC to be rounded off to the nearest “Hundred”)

	Engine CCs From	Up to
D Category (Petrol)	0001cc	1800cc
D Category (Diesel)	0001cc	1800cc
C Category (Petrol)	1801cc	2700cc
C Category (Diesel)	1801cc	2700cc
B Category (Petrol)	2701cc	3400cc
B Category (Diesel)	2701cc	3500cc
A Category (Petrol)	3401cc	Open
A Category (Diesel)	3501cc	Open

Category Classification of Production Class (CC to be rounded off to the nearest “Hundred”)

	Engine CCs From	Up to
S4 Category (Petrol)	0001cc	1800cc
S4 Category (Diesel)	0001cc	1800cc
S3 Category (Petrol)	1801cc	2700cc (forced induction 2700cc from factory to run in Production B Class)
S3 Category (Diesel)	1801cc	2700cc
S2 Category (Petrol)	2701cc	3400cc
S2 Category (Diesel)	2701cc	3500cc
S1 Category (Petrol)	3401cc	Open
S1 Category (Diesel)	3501cc	Open

Note:

- OEM engine replacement allowed only for that specific model of the vehicle (diesel or petrol), engine swap not allowed
- For vintage vehicles, engine swap is allowed, however the engine installed should only be of a 4x4 /SUV. All other stock category laws are applicable
- Limited production models/vehicles not allowed in any Stock/Production class.

Ladies Category

Production Class 0001 cc	Open (Production Class to be capped at 4000cc naturally aspirated)
Professional Class 0001cc	Open

UTV/ATV class

To promote and try to develop this class, max of 50 km racetrack will be laid out.
single participant can race in both Regular Production/Pro Class and UTV/ATV for initial 2 years only.

Below upgrades are only allowed in Production Category:

Shock Absorber:

Single aftermarket Shock Absorber (with reservoir without Bypass) fitted to the original mounting points without any alteration to the original bracket.

Springs:

Aftermarket Coil or Leaf Springs are permitted but they must mount in OEM brackets.

Snorkel:

Snorkel can be installed in Stock Category vehicles.

Skid Plate:

Skid plate is allowed.

Rally Seats for Driver & Co Driver with 4-point harness:

These can be installed if the Driver prefers.

Tires & Rims:

Tire sizes and Rims can be changed.

Transmission Oil Coolers:

Aftermarket Transmission Oil Coolers are allowed.

Exhaust:

It is now mandatory to have stock exhaust with muffler.

ECU:

Remap allowed only, to avoid doubt no other modification allowed to the internal and external of the engines.

Steering Wheel:

After Market is allowed.

Bumpers:

Front and rear bumpers can be replaced with aftermarket or customized bumpers.

Driver & Co-drivers:

All participating drivers & co-drivers must possess a valid driver license and must submit a properly completed registration form. No passenger other than the co-driver will be allowed in the rally vehicle.

New rally driver will not be permitted in other Professional Class unless he/she completes 3 races in the Production Class categories.

No change in the registered driver or co-driver is permitted during the entire course of the Rally. But co-drivers may act as drivers during the rally.

Persons with medical problems or disabilities must not participate in the rally as drivers or co-drivers.

All participating drivers and co-drivers can participate once during the event.

In Ladies Category, a co-driver can only be a female, however a male can sit as a navigator only.

Event Operation: -

Rally Officials

- | | | | |
|------|--------------------------|-------|---------------------|
| i. | Clerk of the Course | ii. | Technical Steward |
| iii. | Race Steward | iv. | Timing Steward |
| v. | Security Steward | vi. | Hospitality Steward |
| vii. | Public Relations Officer | viii. | Technical Officer |
| ix. | TV & Media Officer | x. | Rally Marshalls. |

Categories:

Minimum 3 rally vehicles are required to form a category in each class, in case category cannot be formed, rally vehicles will be bumped up in the next category. Trophies will be given to all 3 participants.

Vehicle Identification

All participating vehicles must display the numbers provided to each vehicle along with sponsor's decals, to be provided by the Race Organizers, on both left and right front doors. Participants must ensure that numbers on their vehicles stay clearly visible at all times during the rally. No vehicle will be permitted to take part in the competition without properly displaying competition numbers and sponsor's decals.

Time Cards:

One Time Card per rally vehicle will be handed over to participant at the start of the rally. At the start and finish of every stage, officials will write starting and ending time on the Time Card. The Driver and Co-driver are responsible for the safe custody of the Time Card. After crossing the FINISH gate, the Time Cards must be handed over to rally officials at the Stage Finish before closing of the Rally Stage.

Qualifying/Special Stage:

All participating rally vehicles need to compete in this stage. Results of the qualifying/special stage will decide the launch sequence of Stage 1.

In case any participant could not qualify in the qualifying/special stage then he will be launched last in his/her category. In case of more than one participant, then it will be sole discretion of the Race Steward to create the launch sequence for the non-qualified participants.

Rally Vehicle Change:

After completion of the qualifying round, if the rally vehicle is not fit for rallying and the participant wishes to change the vehicle with the same category or different category vehicle, than his/her initial qualifying time will become null and void, and shall be launched as the last vehicle of the category to which the changed vehicle will belong to. This rule will only apply if the driver exercises the above scenario and the following terms & conditions are met, which is the sole responsibility of the rally driver & his co-driver.

The change of rally vehicle request be made by the rally driver or co-driver in person to the Race Stewards not later than 09:00 PM of the evening before his/her Race Day. After the stipulated time period it will be total discretion of the Race Stewards for the exchange.

The changed rally vehicle should fulfill all the technical prerequisites and safety requirements to race in the rally. Changed rally vehicle need to pass the tech and safety requirements as per the rules and regulations e.g. Seatbelts, roll cage etc.

The changed rally vehicle should display rally identification numbers, which will be re-issued to the rally participant by the racing authorities.

Starting Order:

The starting sequence on the Race Day will be decided on the basis of the qualifying round and with individual timing of each driver. The Driver who was the fastest in the qualifying round will go first regardless of his Category, and the rest will be flagged off in the order of their qualifying recorded time. If any rally vehicle did not drive in the qualify round then he/she will be launched behind the last vehicle of his/her respective category.

Rally Day:

All the participating vehicles will be released on to the course individually, spaced apart by a time interval to be announced at the drivers briefing. The first vehicle will be flagged off according to the Event Schedule announced in the drivers briefing.

General Conduct of the Event

All Rally drivers are to wear Rally suits or Overalls (dungaree), which is mandatory clothing for the race. All other wearable is not allowed and if any driver is found in other clothing can and shall be penalized by the Racing Authorities.

Technical Inspection will be strictly on time for all participating rally vehicles of all classes at the stipulated time advised by the organizers, drivers will be penalized if failed to be present in that allotted time window.

All participants must consciously display good sportsmanship and a genuine concern for safety. Failure to do so or failure to obey official instructions will lead to disqualification/removal from the rally.

Rally vehicles coming up from behind and wishing to overtake must be allowed a safe opportunity to overtake at the earliest.

It is mandatory for all Rally vehicles to have fire extinguisher and First-Aid kit.

Helmets and seat belts are mandatory must be worn at all times while competing on the rally route.

Mobile as well as stationery officials/Marshalls will be placed all along the rally route to observe rally vehicles are complying to Rally Rules & Regulations.

Repairs and service of rally vehicles is freely allowed throughout the rally route; however, participants must ensure that the rally route is not obstructed in any manner and his or her vehicle is parked at a safer place for repairs. Common sense prevails.

Any delay caused by mechanical failure, driver/co-driver error, mishap, or weather etc will be the sole responsibility of the rally participant and no allowance of any sort will be permitted.

Any accidents/mishaps must be immediately reported to the nearest rally official, or passage control.

The organizers reserve the right to delete, add, or change any part of the route or event regulations at any time should they deem fit.

At the end of every stage there will be time interval for the participating vehicles. Duration of the time interval will be advised by the Race organizers.

Any competing participant can provide any mechanical/non-mechanical help or assistance to another competing participant at any time during the course of the rally.

There shall be official mechanical help available at the rally route where the organizers feel is deemed necessary to move rally vehicles which are stationery due to any incident.

Timing booths will remain out of bound area for everybody except Race Stewards and Marshals.

All results will be provisional for next 5 days after finish of the rally. A participant can file a written protest against his/her results within 5 days from the race day.

All Technical protests can be filed in written application to the Clerk of the Course before finish of the race along with a fee of Rs 25,000. The driver against which the complaint filed is found guilty then complainant filing fee will be returned and all the investigation expenses, fines and penalties will be borne by the respondent.

All protests will be set forth in front of the Clerk of the Course for final adjudication, which will be final and binding on all parties.

No advertising or promotional material will be permitted that is of a political, obscene, insinuating nature or in poor taste.

The organizer will advise official race timer closure before the race day. Any participating Rally Vehicle arriving after this time will be DNF. However, it is up to the Race Stewart to allow any grace period after the advised time of closure.

Attendance is mandatory in Driver's meeting by all participating drivers or co-drivers, failure will result for all drivers in the driver's meeting. Failure to attend will result in 1 sec penalty to be added in your qualifying time

Rally Violations:

Rally vehicle, which do not report at the Stage starting grid on their stipulated time of launch will be penalized with a 10 seconds penalty for each minute of delay. This time penalty will be added to Rally Participant's total driving time of the rally.

It's mandatory on all participants to maintain code of conduct during the event. In event of any reported incident, steward will act against the participant, which can result in total disqualification from the race and his/her registration fee will be forfeit. However, participant can appeal to Clerk Of the Course for a hearing and the decision from COC will be full and final and binding on all the parties.

Disqualification may occur in the following cases:

- a. Loss or tampering of Time Card.
- b. Failure to obey official instructions.
- c. Knowingly/deliberately obstructing overtaking rally vehicles or dangerous driving practices. Upon confirmed report by race marshals or credible witnesses.
- d. Failure to observe proper procedures at the Stages.
- e. Failure to wear seat belts or helmets at any point in time during the rally.
- f. Unsafe operating condition of rally vehicle.
- g. Unfit Health.

If a Rally Vehicle breaks down or gets stuck due to any reason and gets help mechanically by getting towed from another non-participant vehicle will be disqualified. The Rally Vehicle crew can ask for any kind of help from the spectator's if it does not involve any form of mechanical support or add-ons to the Rally Vehicle. In case of confirmed report on the above the rally participant can be penalized with time penalty or can be disqualified from the race.

Any drivers found intentionally miss declaring any technical data in registration form, he/she and his/her co-driver will be banned in the same rally plus other two following Rallies.

In event of blocking the way for approaching rally vehicle, video evidence of minimum 2 minutes to be provided by the chasing vehicle to the marshal to decide the penalty.

The penalty for all the above may be reduced from total disqualification to a time penalty of up to 45 minutes, which is at the discretion of the Race Officials.

APPENDIX A

ROLL CAGE REGULATIONS

All vehicles in competition must be equipped with a roll cage. A roll cage is a multi-tubular structure installed in the cockpit and fitted close to the bodyshell, the function of which is to reduce the deformation of the bodyshell (chassis) in case of an impact. A roll cage will add weight and structural rigidity to a competition vehicle. Roll cage design however must not compromise protection to minimize weight or maximize structural rigidity.

MATERIAL

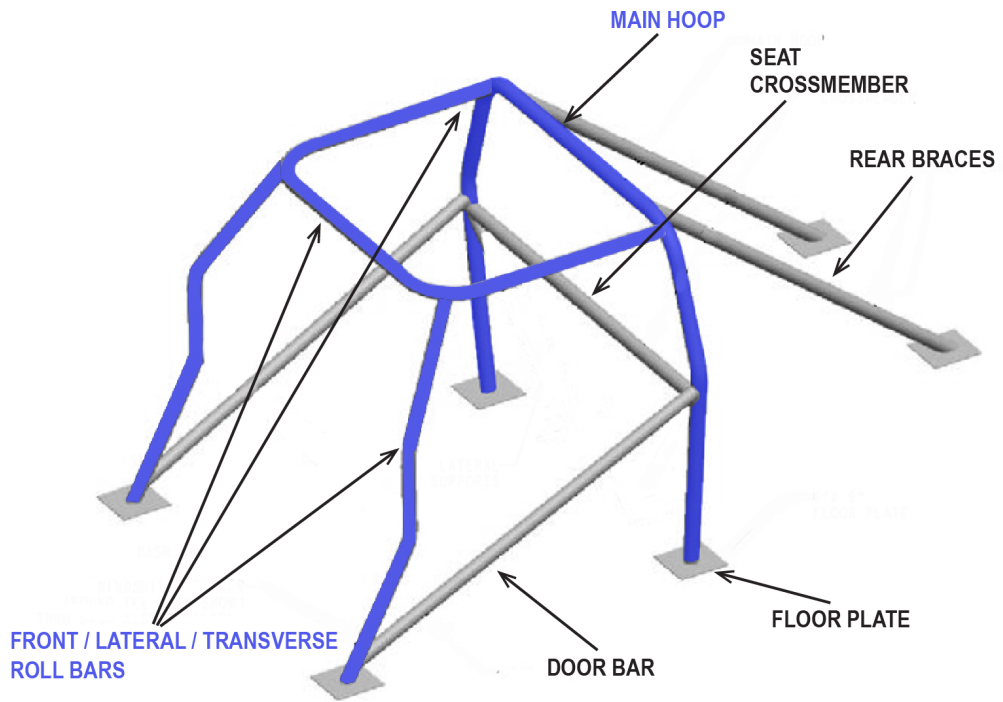
- Roll cage construction material may be CREW, DOM, WHR, WCR mild carbon steel, 4130 chromoly, or seamless mild steel.

WELDING

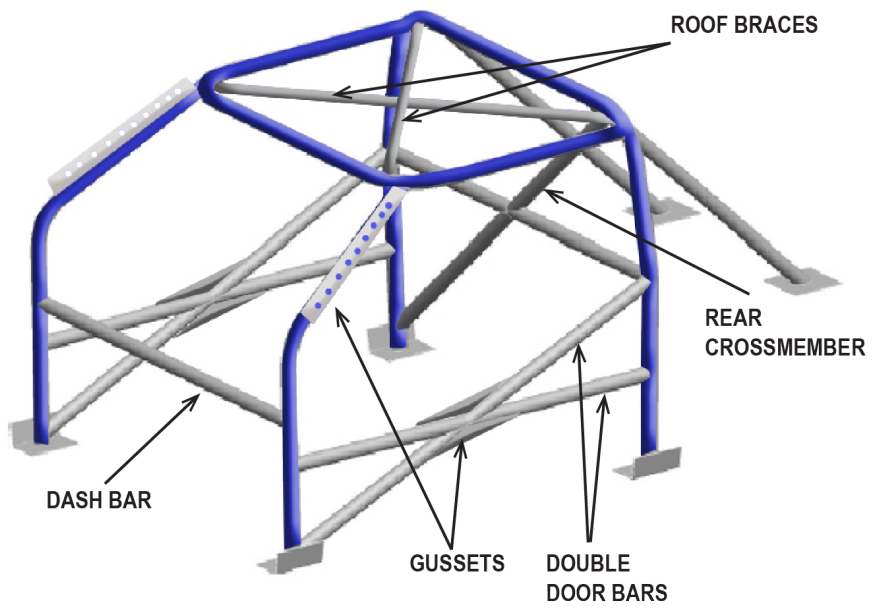
- Recommended welding method is DC 7018, MIG OR TIG ER70S.

ROLL CAGE DESIGN

- Minimum wall thickness and diameter of pipes/tubes have been tabulated on the last page. These sizes will have to be conformed with to pass **technical inspection**. Any superior sizes are welcome but not mandatory.
- All roll cages MUST be designed and constructed with the structures on the following page in mind.
- **Drawing 1** depicts the absolute minimum structure required to pass **technical inspection**. The main cage (highlighted in **blue**) and the remaining roll bars are compulsory.
- **Drawing 2** is the ideal structure recommended for offroad racing and should be used as a guideline to make a quality roll cage. Other crossmembers/bars are optional yet highly beneficial for overall structural integrity.



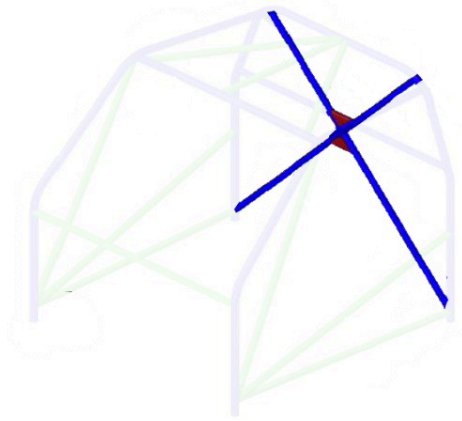
DRAWING 1



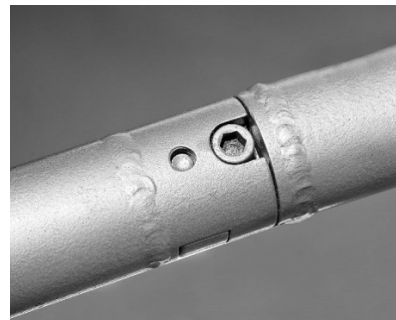
DRAWING 2

APPENDIX A

- Roll cages must be securely mounted to the frame or body. If being bolted on to the body, mounting feet must be matched with reinforcement plates beneath the floor, of the same size and thickness as floor plates
- Rear brace design can vary but the upper end of the brace must join the main hoop at the roof side and the lower end must be welded with floor plates that must be secured with the frame/body.
- A 6-point roll cage with a minimum of 6 floor plates is absolutely mandatory. Half roll cages will not be permitted with the exception of those in single cabin vehicles, where the rear braces can be replaced with two diagonal members on the main roll bar as shown below:



- Rear seats can be removed in Stock Class to allow fitment of rear braces.
- All vehicles including those with stock steel doors must have at least one door bar on each side of vehicle that will protect occupants from side impact.
- Demountable joints are not recommended as they compromise on strength but if completely welded roll cages are not an option for the competitor, then interlocking clamps like the ones shown below can be used to connect members. Interlocking clamps should preferably have M10 bolts. No other design of bolt-in roll cages will be accepted.



APPENDIX A

Minimum tubing size for roll cage structure is in accordance with the table below:

VEHICLE WEIGHT	MAIN CAGE		MISC ROLL BARS	
Under 2000 lbs.	Outer Diameter	1.5"	Outer Diameter	1.5"
	Wall Thickness	2.6mm	Wall Thickness	2.0mm
	Gauge	12	Gauge	14
2000 to 3499 lbs. <i>(Jimnys, Vitaras, etc.)</i>	Outer Diameter	1.5"	Outer Diameter	1.5"
	Wall Thickness	2.6mm	Wall Thickness	2.0mm
	Gauge	12	Gauge	14
	<i>or</i>		<i>or</i>	
	Outer Diameter	1.75"	Outer Diameter	1.5"
	Wall Thickness	2.0mm	Wall Thickness	2.0mm
	Gauge	14	Gauge	14
3500 to 4999 lbs. <i>(Hiluxes, Tacomas, Surfs, FJ Cruisers, Pajeros, Navaras, etc.)</i>	Outer Diameter	1.5"	Outer Diameter	1.5"
	Wall Thickness	3.2mm	Wall Thickness	2.6mm
	Gauge	10	Gauge	12
	<i>or</i>		<i>or</i>	
	Outer Diameter	1.75"	Outer Diameter	1.75"
	Wall Thickness	2.6mm	Wall Thickness	2.0mm
	Gauge	12	Gauge	14
5000 lbs. & over <i>(Tundras, Rams, Raptors, Silverados, etc.)</i>	Outer Diameter	1.75"	Outer Diameter	1.75"
	Wall Thickness	3.2mm	Wall Thickness	2.6mm
	Gauge	10	Gauge	12
	<i>or</i>		<i>or</i>	
	Outer Diameter	2.0"	Outer Diameter	2.0"
	Wall Thickness	2.6mm	Wall Thickness	2.0mm
	Gauge	12	Gauge	14