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INTERNATIONAL
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**DESERT RALLY
& CULTURAL FESTIVAL**

2026

11TH TO 15TH FEB.

RULES AND REGULATIONS BOOK



TOURISM DEVELOPMENT CORPORATION OF PUNJAB
TOURISM, ARCHAEOLOGY & MUSEUMS DEPARTMENT, GOVERNMENT OF THE PUNJAB
COMMISSIONER BAHAWALPUR DIVISION
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The Rally Federation of Pakistan

Rule Book for Season 2026

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1. PREAMBLE

The Rally Federation of Pakistan rules and regulations are designed to establish minimum acceptable requirements and standards to provide for the orderly conduct of off-road rally racing events in Pakistan. Effective Season 2022/2023, 1st November 2022 these rules and regulations will govern all racing events held by The Rally Federation of Pakistan. All racers willingly participating in these events are deemed to have complied with these rules and regulations. These rules are intended as a guide for the conduct of the sport only and are in no way a guarantee against injury or fatality to participants, spectators and or others.

2. GENERAL TERMINOLOGY DEFINITIONS

The general terminology, definitions and abbreviations used during a race event are listed herein:

1. RACE EVENT

A contest between two or more rally vehicles competing with each other to complete race with minimum time frame.

2. RACING CLASS

A racing class is a set of categories of vehicles, determined by engine capacity and modification level of vehicle.

3. DRIVER

A person registered & authorized as the main operator of the racing vehicle through official racing entry form.

4. CO-DRIVER

A person registered & authorized as co-operator of the racing vehicle through official racing entry form.

5. NAVIGATOR

A person registered & authorized as Navigator of the racing vehicle through official racing entry form. Unlike the co-driver, a navigator can only navigate the driver through the race.

6. HOST CLUB

A host club is generally a local club that collaborates with the race organizer for the successful conduct of an event.

7. DNF – DID NOT FINISH

Any racing vehicle which is unable to finish the racing track within the defined time frame will be marked as DNF in the result sheet.

8. DNS – DID NOT START

Any racing vehicle that is unable to start the race due to whatsoever reasons will be marked DNS in the result sheet.

3. RALLY OFFICIALS

1. RACE ORGANIZER

The Race Organizer is the chief administrator of the race event.

2. RACE ADVISOR

A Race Advisor is a member of the racing event organizing committee. This person is generally from the registered host club and facilitates the event through collaboration among stakeholders of the racing event.

3. RACE DIRECTOR

The person designated by the race organizing committee to preside over the event. The race director shall conduct the event in accordance with the rules and regulations of The Rally Federation of Pakistan. A race director can also act as a race steward.

4. RACE STEWARD

A person designated by the race director (or himself) to govern the race stage throughout the race day to ensure proper conduct of event in accordance with the rules and regulations of The Rally Federation of Pakistan. For additional stages, each stage is assigned a race steward.

5. TECHNICAL STEWARD

The technical steward is a person designated by the race director to technically evaluate each participating vehicle by visual examination that either it complies or not with the rules and regulations of The Rally Federation of Pakistan. Only a Technical Steward and or Race Director may disqualify a participant on technical grounds.

6. TIMING STEWARD

A person appointed by the race director to calculate and record participating vehicles' IN & OUT timings during the event.

7. HOSPITALITY STEWARD

A person designated by the Race Organizer to manage and facilitate the boarding and lodging of the participants at the Rally Village.

8. RACE MARSHALL(S)

The Individual(s) appointed by the Race Director to assist in proper conduct of a race event. They can be identified by wearing orange colored overall during the race event.

9. PUBLIC RELATION OFFICER

The Public Relations Officer is responsible for public relations, broadcastings, and public affairs of the event.

10. TV & MEDIA OFFICER

A TV and Media officer is a person, responsible for coordination with print and electronic media officials.

11. JURY

A Jury is appointed by the Federal Committee of Rally Racing Pakistan for each race. It is a body of people appointed to investigate into any matter of disagreement between the Race Steward and the participant(s).

4. RALLY EVENT DESCRIPTION & LAYOUT

1. REGISTRATION

Registration is the process by which a candidate submits his/her nomination documents in a prescribed format to the rally organizer for participation in the event.

2. TECHNICAL INSPECTION

After registration, a technical inspection of Race Vehicle is carried out by the Technical Steward to verify the compliance with technical specifications as per rules & regulations of The Rally Federation of Pakistan.

3. MANDATORY DRIVERS MEETING

It is mandatory for the registered driver and or co-driver to attend the drivers' meeting. This meeting is of significant importance as vital information regarding the event is reviewed and elaborated to all participants during this meeting. In this meeting, starting order of vehicles is also decided for qualifying round.

Note: A 01 second penalty will be imposed on overall qualifying time of vehicle where driver or co-drivers fail to attend the mandatory drivers' meeting.

4. QUALIFYING ROUND

It is a single stage race which is conducted to determine the race start sequence of stage 1 of the vehicle for race day.

5. STARTING ORDER

The Starting order for race day will be based on the qualifying round results. The Timing Steward is responsible for sharing results on the same date as the qualifying round is conducted.

If a participant fails to compete in the qualifying round (DNS or DNF), his/her vehicle will be launched at the last number in respective category.

6. RACE DAY

All the participating vehicles will be released on the racing track individually, space apart by a time interval is announced in mandatory drivers' meeting.

7. RALLY STAGE

A race can be a single stage or multi staged rally, refer to Table A: Event Day and Schedule.

8. CLOSING CEREMONY

The closing ceremony is a formal event conducted after completion of the race event. The venue is shared during mandatory drivers meeting. Prizes are distributed at the closing ceremony.

5. TABLE A: EVENT DAY AND SCHEDULE

Event Day	Day Schedule	
Event Day 1	<ul style="list-style-type: none"> ▪ Technical inspection and registration. ▪ Mandatory Drivers meeting. 	
Event Day 2	<ul style="list-style-type: none"> ▪ Qualifying round. 	
Event Day 3	<ul style="list-style-type: none"> ▪ For 1 or 2 stage rallies 	<ul style="list-style-type: none"> ▪ Production Class Race
	<ul style="list-style-type: none"> ▪ For 3 or 4 stage rallies 	<ul style="list-style-type: none"> ▪ Professional Class Race
Event Day 4	<ul style="list-style-type: none"> ▪ For 1 or 2 stage rallies 	<ul style="list-style-type: none"> ▪ Professional Class Race ▪ Closing & Prize distribution Ceremony
	<ul style="list-style-type: none"> ▪ For 3 or 4 stage rallies 	<ul style="list-style-type: none"> ▪ Production Class Race
Event Day 5	<ul style="list-style-type: none"> ▪ For 3 or 4 stage rallies only 	<ul style="list-style-type: none"> ▪ Professional Class Race ▪ Closing & Prize distribution Ceremony
	<ul style="list-style-type: none"> ▪ Closing Ceremony ▪ Prize distribution 	

6. DRIVER & CO-DRIVER REQUIREMENTS:

- The driver and co-driver must be 18 years of age on the date of the event.
- All participating drivers must be holding a valid driver license and must be registered with the rally federation of Pakistan for race event through prescribed registration form before start of the race.
- The driver is responsible for all actions of his/her team, pit crew and/or anyone associated with driver and the registered race vehicle number during a race event.
- People with medical problems or disabilities must not participate in the rally as drivers or co-drivers.

7. COMPETITION RULES

The Rally Federation of Pakistan aims to provide adequate protection to all participants, their vehicles and spectators while prescribing specification of safety equipment for competing vehicles. The Rally Federation of Pakistan does not intend to restrict the general or specific design of any vehicle or development of competitive vehicles and encourages all participants to give full attention to safety requirements.

Please note that mobile as well as stationery officials and marshals are placed along the rally route to observe compliance with rules and regulation of racing.

1. Racing suits are mandatory for driver and co-driver during a race. Any other attire will not be acceptable. In case of non-compliance, participant will be penalized.
2. It is mandatory for all Rally vehicles to have fire extinguisher and First-Aid kit as advised in below mentioned Clauses (1-Fire Extinguisher & 2-First Aid Kit)
3. Helmets and seat belts are mandatory and should be worn at all times while competing on the rally route. If any driver or co-driver found without wearing helmet or fasten seat belt while racing, they will be disqualified from the race.
4. DOT/SNELL/ECE approved HANS device (Head and Neck Support Device), Neck Restraint & Helmets are mandatory for category A and B in professional class from season 2024. It will apply to all other categories from season 2025.
5. All participating vehicles must display the competition number provided to each vehicle by the Race Organizers. 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 the competition number.
6. No passenger other than the co-driver will be allowed in the rally vehicle during the race event.
7. Competing vehicles coming up from behind and wishing to overtake must be allowed a safe opportunity to overtake at the earliest. In case of any grievance, protest can be lodged with the Race Steward. In case of disagreement with the Race Steward, the participant can lodge complaint with the JURY that will

investigate the matter and give its verdict. Jury's verdict will be full and final and binding on all parties.

8. All participating vehicles in rally, need to compete in the qualifying round. Results of the qualifying round will determine the launch sequence of Stage 1. In case any participant is unable to compete in the qualifying round, they will be marked with DNF or DNS. The racer will be launched last in their respective category. In case there are more than one DNF and DNS in a category, it will be sole discretion of the Race Steward to create the launch sequence for the non-qualified participants.
9. No change is allowed in registered driver or co-driver after qualifying round is concluded. Exceptions:
 - 9.1 If the rally vehicle is not fit for racing after completion of the qualifying round and the racer wants to change the race vehicle, his/her initial qualifying time will be cancelled, and his/her vehicle will be launched at the last number in respective category he/she has chosen to race in.
10. A change of rally vehicle request is to be made to the race stewards by either the driver or co-driver of the race vehicle, not later than 09:00 PM before their Race Day. After 9 PM it is the discretion of the steward to accept or reject the request.
 - 10.1 The changed rally vehicle should fulfill all the technical prerequisites and safety requirements as per the rules and regulations of the Rally Federation of Pakistan.
 - 10.2 The changed rally vehicle should display rally identification numbers, which will be re-issued to the rally participant by the organizer.
11. All participating drivers and co-drivers can participate **ONLY ONCE** during a race event.
12. In Ladies Category, a co-driver can only be a female, however a male can sit as a navigator only.
13. New rally driver will not be permitted in Professional Class unless he has competed in 03 races in the Production Class categories previously.
14. 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 the 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.

15. At the end of every stage there will be a time interval for the participating vehicles. Duration of the time interval will be communicated in the Mandatory Drivers' Meeting.
16. At Stage 2, and subsequent stages, the launch sequence is governed by First in First out (FIFO) basis.
17. 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.
18. In case two participants arrive at the finish line at the same time, they will share the position.

8. GENERAL CONDUCT OF THE EVENT

1. Technical Inspection will be conducted on time strictly. Participants will be penalized if they fail to present their vehicles to the technical steward during official timings.
2. All participants must show good sportsmanship and a serious concern for safety. Failure to do so or failure to obey official instructions will lead to disqualification/removal from the rally.
3. Repairs and maintenance of rally vehicles is allowed throughout the rally route. However, it must be ensured that the rally route is not obstructed in any manner and the vehicle is parked at a safe distance from the race track during repairs or maintenance.
4. Any delay caused by mechanical failure, driver/co-driver error, mishap, or bad weather condition etc. will be the sole responsibility of the rally participant and no compensation will be given in lieu of.
5. Any accidents/mishaps must be reported immediately to the nearest rally official or organizing team.
6. The organizers reserve the right to delete, add, or change any part of the route or event regulations at any time without prior intimation.
7. A competing participant can provide any sort of help or assistance except unfair or unethical help to other competing participant at any time during the course of the rally.
8. There will be official mechanical help available at the rally route where the organizers feel is deemed necessary to move rally vehicles which are stationary due to any incident.
9. Timing booths will remain out of bound areas for everybody except Race Officials.
10. No advertising or promotional material will be permitted that is of a political, obscene, insinuating nature or in poor taste.

Important Advisory: When operating any vehicle on the racecourse, at any time, including pre-running and testing, entrants must take precautions for other vehicles

on the route and intersections. The Rally Federation of Pakistan advises its drivers to use roll cages in their pre-run vehicles and take extra precautions of safety.

9. RALLY RACE COMPETITION CLASSES

Competition Classes are grouped in 4 race classes, namely:

- Professional Class (Formerly known as Prepared Category)
- Production Class (Formerly known as Stock Category)
- Ladies Class
- Veteran Class
- UTV Class
- Truck Class

These classes are further extended into categories and are detailed in the next section.

1. PROFESSIONAL CLASS (FORMERLY KNOWN AS PREPARED CATEGORY)

Professional class (also referred as Pro Class) vehicles are open to unlimited modifications in terms of suspension and other equipment. Pro class vehicles **MUST** comply with mandatory CC classification. Entrants in this class shall comply with all applicable general regulations.

PROFESSIONAL CLASS CATEGORY

CATEGORY	ENGINE DISPLACEMENT IN CC (PETROL)	ENGINE DISPLACEMENT IN CC (DIESEL)	RALLY NUMBER
Pro Class A	3401 – Unlimited	3501 – Unlimited	Starts with 101
Pro Class B	2701 – 3400	2701 – 3500	Starts with 201
Pro Class C	1801 – 2700	1801 – 2700	Starts with 301
Pro Class D	1 – 1800	1 – 1800	Starts with 401

Notes:

- CC to be rounded off to the nearest “Hundred”
- A minimum of 3 race vehicles are required to form a category in each class, in case category cannot be formed, rally vehicles will be bumped up to the upper category (Except A category in Production / Professional Classes).
- Trophies will be given to all 3 participants.

2. PRODUCTION CLASS (FORMERLY KNOWN AS STOCK CATEGORY)

Production class vehicles are limited and restricted in terms of suspension and other equipment. Production class vehicles **MUST** comply with mandatory CC classification and only allowed upgrades mentioned below in Clause (10-List of upgrades allowed in Production Class). Entrants in this class shall comply with all applicable general regulations.

PRODUCTION CLASS CATEGORY

CATEGORY	ENGINE DISPLACEMENT IN CC (PETROL)	ENGINE DISPLACEMENT IN CC (DIESEL)	RALLY NUMBER
Production Class A	3401 – Unlimited	3501 – Unlimited	Starts with 501
Production Class B	2701 – 3400	2701 – 3500	Starts with 601
Production Class C	1801 – 2700	1801 – 2700	Starts with 701
Production Class D	1 – 1800	1 – 1800	Starts with 801

* Forced induction 2700cc from factory to run in Production B Class.

Below mentioned table of engine displacement (BHP) instead of above-mentioned CC table will be applicable with effect from rally season 2025 onward.

CATEGORY	ENGINE BHP (AS PER OEM)	VEHICLE MANUFACTURERS AND OEM ENGINE CODES	RALLY NUMBER
Production Class A	230 – Unlimited	TOYOTA: 1GR-FE, 2GR-FKS, 2UZ-FE, 1UR-FE, 3UR-FE, T24A-FTS, V35A-FTS, etc. MITSUBISHI: 6G74 (MIVEC), etc. FORD: 2.7L, 3.5L EcoBoost, etc. DODGE: 5.7 Hemi, etc.	Starts with 501
Production Class B	163 – 229	TOYOTA: 1KD-FTV, 1GD-FTV, 5VZ-FE, etc. MITSUBISHI: 4M41, 6G72 (DOHC), 6G74 (SOHC), etc. NISSAN: YD25DDTi High Power, etc.	Starts with 601
Production Class C	136 – 162	TOYOTA: 3RZ-FE, 1/2TR-FE, 2KD-FTV, 2GD-FTV, etc. MITSUBISHI: 6G72 (SOHC), etc. NISSAN: YD25DDTi, etc.	Starts with 701
Production Class D	1 – 135	SUZUKI: K6A, R06A, K15B, G10/13/15/16, M13/15/16/18, etc. TOYOTA: 5L-E, 2KD-FTV w/o intercooler, etc.	Starts with 801

Notes:

- CC to be rounded off to the nearest "Hundred"
- A minimum of 3 race vehicles are required to form a category in each class, in case category cannot be formed, rally vehicles will be bumped up to the upper category.
- OEM (Original Equipment Manufacturer) engine replacement allowed only for that specific model of the vehicle; engine swap not allowed
- Limited production models/vehicles not allowed in any Stock/Production class.
- Production Class D drivers cannot participate in Production Class C category.
- Any other modification or upgrade not listed in Clause (10-List of upgrades allowed in Production Class) will not be allowed.

3. LADIES CLASS

CATEGORY	ENGINE DISPLACEMENT IN CC (PETROL)	ENGINE DISPLACEMENT IN CC (DIESEL)	RALLY NUMBER
Ladies Professional Class	Unlimited	Unlimited	Starts with 901
Ladies Production Class	0 – 3000	0 – 3000	Starts with 911

Notes:

- CC to be rounded off to the nearest "Hundred"
- Minimum 01 race vehicles are required in Production class to form both categories.

4. VETERAN CLASS

A new Veteran class has been introduced in 2023 as per decision by the Federal Committee. The age limit for Veteran class is 60 plus years. In this class up to 4000 CC vehicles are allowed and only allowed upgrades mentioned below in Clause (10-List of upgrades allowed in Production Class). Entrants in this class shall comply with all applicable general regulations. This class will run on a single stage only.

Notes:

- CC to be rounded off to the nearest "Hundred"
- A minimum of 3 race vehicles are required to form a category in each class, in case category cannot be formed, rally vehicles will be bumped up to the upper category or will be swapped with Production Class Category.
- Trophies will be given to all 3 participants.

- OEM (Original Equipment Manufacturer) engine replacement allowed only for that specific model of the vehicle (diesel or petrol); engine swap not allowed
- Limited production models/vehicles not allowed in any Stock/Production class.
- Any other modification or upgrade not listed in Clause (10-List of upgrades allowed in Production Class) will not be allowed.

5. UTV CLASS

A new UTV class has been introduced in 2021 as per a decision by the Federal Committee. To promote and develop the UTV class, a section of racetrack to a maximum of 50 km will be laid out. A single/one participant can race in both Regular Production/Pro Class and UTV/ATV for initial 2 years only.

6. TRUCK CLASS

Truck participants can take part in 4x4 above mentioned categories. However, the minimum 25 kilometers track need to be completed. All safety rules will also be applied in this category.

10. LIST OF UPGRADES ALLOWED IN PRODUCTION CLASS

The following rules apply to all men and women production classes:

Sr. #	ITEMS	DESCRIPTION
1	SHOCK ABSORBER	<ul style="list-style-type: none">• Single aftermarket Shock Absorber fitted to the original mounting points without any modification to the original bracket/shock tower is allowed.• Reservoir shocks are allowed.• Bypass shocks are not allowed. (With reservoir without Bypass).
2	SPRINGS	<ul style="list-style-type: none">• Aftermarket Coil or Leaf Springs are permitted; all springs MUST mount onto vehicle's OEM brackets/mounts.
3	SNORKEL	<ul style="list-style-type: none">• Snorkel is allowed.
4	SKID PLATE	<ul style="list-style-type: none">• Under carriage protection skid plate is allowed.
5	SEATS AND SEAT BELTS	<ul style="list-style-type: none">• 4-Point harness is mandatory; Racing Seats for Driver & Co Driver are recommended.
6	TIRES & RIMS	<ul style="list-style-type: none">• Tire sizes and Rims can be changed. Bead-lock wheels are not allowed.
7	TRANSMISSION OIL COOLERS	<ul style="list-style-type: none">• Aftermarket Transmission Oil Coolers are allowed.
8	SPINDLES	<ul style="list-style-type: none">• Only OEM spindles can be re-enforced• Front Tube can be re-enforced only in D Class as alternate to IFS spindle re-enforcement.
9	EXHAUST	<ul style="list-style-type: none">• Aftermarket exhaust not allowed. It is mandatory to have stock exhaust with muffler.
10	ENGINE	<ul style="list-style-type: none">• Engine ECU remap is allowed only. No external chips are allowed.• No modifications allowed to the internal and external parts of the engines.
11	STEERING WHEEL	<ul style="list-style-type: none">• Racing/Aftermarket steering wheels are allowed.
12	BUMPERS	<ul style="list-style-type: none">• Front and rear bumpers can be replaced with aftermarket or customized bumpers.

Disclaimer: Any other item not mentioned above is not allowed in production class and if found, it can result in penalties or even disqualification.

11. VEHICLE TECHNICAL INSPECTION

All race vehicles (Professional and Production class) MUST pass technical inspection on the following items prior to the Rally.

1. Tires must be in good condition, with no cord or belts showing or cracks in the tread or sidewall. **Tires will be visually inspected and must be considered safe by Tech Team.**
2. All loose items inside and outside the vehicle must be removed.
3. Any item(s) carried in the vehicle must be bolted or securely fastened.
4. Snap-on hubcaps, detachable fender skirts, and trim rings must be removed.
5. Wheels must be safely affixed. They shall not be reversed so that lughole taper does not mate with the chamfer of the lugs. All studs and lug nuts must be present and functional.
6. Seatbelts must be properly installed with attached hardware secure and tight.
7. Throttle return action shall be safe and positive.
8. No fuel, oil, water, or brake fluid leaks should be observed when the engine is running.
9. No cracks shall be permitted in cast or forged wheels.
10. Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent leaks under pressure and must operate on all wheels.
11. Wheel bearings, shocks, steering and suspension shall be in good operating condition.
12. All lights, horn and rearview mirror(s) & windshield wipers must be functional.
13. Batteries shall be attached securely in such a way as to ensure that the battery will remain in place.
14. Roll Cage is compulsory for all Participating Vehicles. Please see Appendix A.
15. Welded Roll cage will be mandatory for Pro Class from 2024 season.
16. DOT approved Helmets for Driver and Co-Driver, 4-point harness are mandatory in all classes and categories. 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.
17. Fire Extinguisher as per the size of the Vehicle and Engine compartment. Min two fire extinguishers (1Kg each) are mandatory. See Clause **(1-Fire Extinguisher)**
18. Properly stocked First Aid Kit. See Clause **(2-First Aid Kit)**
19. OEM/Auxiliary fuel tanks will only be installed outside the vehicle.
20. For Driver and Co-Driver visual identification, Windscreen along with Driver & Co-Driver door glass windows cannot be tinted.

1. FIRE EXTINGUISHER

Two (2) hand-held portable 1 kg (minimum) dry chemical type or halon fire extinguishers equipped with capacity gauge. One extinguisher mounted inside driver compartment within easy reach of occupants. Second extinguisher to be mounted on exterior of vehicle to be easily accessible from outside. Fire extinguishers must be fully charged.

2. FIRST AID KIT

A suitable, weatherproof, emergency kit composed of individually packaged units must be carried in each vehicle. Each individual unit must contain at least the following items:

Sr #	Description	Quantity
1	4" Bandage Compress	01
2	2" Bandage Compress	01
3	Triangular Bandage	01
4	2" x 3" Adhesive Pads	08
5	1" x 3.375" Adhesive Bandage	16
6	Prep Pads Treated	10
7	Eye Dressing Packet	01
8	Ammonia Inhalants	10
9	Ace Bandage	01
10	Neck Collar	01

12. VIOLATIONS

It is mandatory for all participants to maintain code of conduct during a racing event and comply with the rules and regulations of the Rally Federation of Pakistan. In case of an event where a participant feels that a rule violation has occurred, he/she should contact the race steward who will investigate the matter. A Race Steward is empowered to penalize or disqualify any participant who is in violation of the rules and regulations.

If there is a disagreement between the complainant, defendant or the race steward, any one of them can appeal to the Jury of the event. The ruling of the jury will be considered full and final. In an event of disqualification, event registration fees will not be refunded.

1. DISQUALIFICATIONS:

- Loss or tampering of Time Card.
- Failure to follow rules and regulations.
- Misconduct with officials.
- Non-compliance with official instructions.
- Failure to observe proper procedures at the Rally Stages.
- Failure to wear seat belts or helmets at any point in time during the rally.
- Unsafe operating condition of rally vehicle.
- Unfit Health.
- Any drivers found intentionally miss declaring any technical data in registration form will be banned from the same rally plus other two following Rallies.
- 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.

2. PENALTIES:

- Rally vehicles, which do not report at the Stage starting grid on their stipulated time of launch will be penalized with a 10 second penalty for each minute of delay. This time penalty will be added to Rally Participant's total driving time of the rally.
- Once the Rally Vehicle is on the starting grid of any stage, no maintenance of any nature can be performed on the Rally Vehicle. If any maintenance work

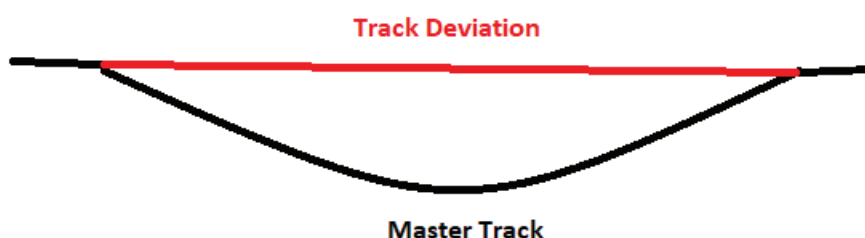
needs to be performed, then a 10 second penalty for each minute of maintenance time will be added to Rally participant total driving time.

- Knowingly/deliberately obstructing overtaking rally vehicles or dangerous driving practices. Upon confirmed report by race marshals or credible witnesses.
- During the recce, if a rally participant driver on the rally track drives from the opposite direction, he/she will be penalized from minimum one minute penalty to a totally race disqualification.
- 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.
- 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.
- Exhaust leakages during qualifying to be penalized with minimum 1 up to 5 seconds penalty in the qualifying time by the Tech Steward.

3. TRACK DEVIATION PENALTY:

This penalty is enforced if a rally vehicle drives outside the track tolerance set on the master track by the race steward. The Track Deviation penalty will activate from the place the rally vehicle started deviating from the master track till the place the rally vehicle re-joins the master track again.

Penalty description: Slowest time recorded by the rally vehicle of his/her category multiplied by 2 and added to the total time taken. Measurement of the track deviation penalty will start and end at red points illustrated in the figure below as an example.



4. PROTEST:

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

All Technical protests can be filed in written application to the Race Steward before the 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 Race Steward for final adjudication, which will be final and binding on all parties.

5. JURY – POINT OF CONTACT FOR PROTEST:

Once a judgement is passed by the Race Steward and the participant wants to appeal against the judgement, he/she can approach the Race Jury of the said event, for relief. Race Jury will hear the Race Steward justifications against his decision and then pass their judgment which will be binding on all parties.

13. SAFETY EQUIPMENT GUIDELINES

1. ROLL CAGE

All vehicles in rally racing events 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.

2. MATERIAL

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

3. WELDING

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

4. 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 Vehicle 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 Vehicle Technical Inspection. The main cage (highlighted in blue) and the remaining roll bars are compulsory.
- **Drawing 2** is the ideal structure recommended for off-road 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.

14. AMENDMENT HISTORY

Effective from October 01, 2023; following changes have been made in Rule Book:

- Below mentioned clause under 9.2 (Production Class (Formerly known as Stock Category) Notes has been deleted:

"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"

- Below mentioned clause under 9.2 (Production Class (Formerly known as Stock Category) Notes has been added:

"Production Class D drivers cannot participate in Production Class C category".

- Engine Capacity (CC) revised from 4000 to 3000 under Clause 9.3 (Ladies Class).
- Minimum required vehicles required in Production class have been changed from 03 to 01 under Clause 9.3 (Ladies Class) Notes.
- New Clause 9.4 (Veteran Class) has been added
- New Clause 9.46 (Truck Class) has been added
- Year changed from 2023 to 2024 under Clause 11.15 (Vehicle Technical Inspection)

Effective from December 13, 2023; following changes have been made in Rule Book:

- New rule (4) added under clause 7. Competition Rules

HANS device (Head and Neck Support Device) is mandatory for category A and B in professional class.

- Word "driver" has been replaced with "he" in Rule No. (13) under clause 7. Competition Rules

Effective from October 01, 2024; following changes have been made in Rule Book:

- Rule (4) amended under clause 7. Competition Rules

New rule DOT/SNELL/ECE approved HANS device (Head and Neck Support Device), Neck Restraint & Helmets are mandatory for category A and B in professional class from season 2024. It will apply to all other categories from season 2025.

- New rule (18) added under clause 7. Competition Rules

In case two participants arrive at the finish line at the same time, they will share the position.

- Below mentioned table & phrase added under Production Class Category.

Below mentioned table of engine displacement (BHP) instead of above-mentioned CC table will be applicable with effect from rally season 2025 onward.

CATEGORY	ENGINE BHP (As Per OEM)	VEHICLE MANUFACTURERS AND OEM ENGINE CODES	RALLY NUMBER
Production Class A	230 – Unlimited	TOYOTA: 1GR-FE, 2GR-FKS, 2UZ-FE, 1UR-FE, 3UR-FE, T24A-FTS, V35A-FTS, etc. MITSUBISHI: 6G74 (MIVEC), etc. FORD: 2.7L, 3.5L EcoBoost, etc. DODGE: 5.7 Hemi, etc.	Starts with 501
Production Class B	163 – 229	TOYOTA: 1KD-FTV, 1GD-FTV, 5VZ-FE, etc. MITSUBISHI: 4M41, 6G72 (DOHC), 6G74 (SOHC), etc. NISSAN: YD25DDTi High Power, etc.	Starts with 601
Production Class C	136 – 162	TOYOTA: 3RZ-FE, 1/2TR-FE, 2KD-FTV, 2GD-FTV, etc. MITSUBISHI: 6G72 (SOHC), etc. NISSAN: YD25DDTi, etc.	Starts with 701
Production Class D	1 – 135	SUZUKI: K6A, R06A, K15B, G10/13/15/16, M13/15/16/18, etc. TOYOTA: 5L-E, 2KD-FTV w/o intercooler, etc.	Starts with 801

- Sentence “This class will run on a single stage only.” added under Veteran Class Category
- Following items included in the List of upgrades allowed in Production Class

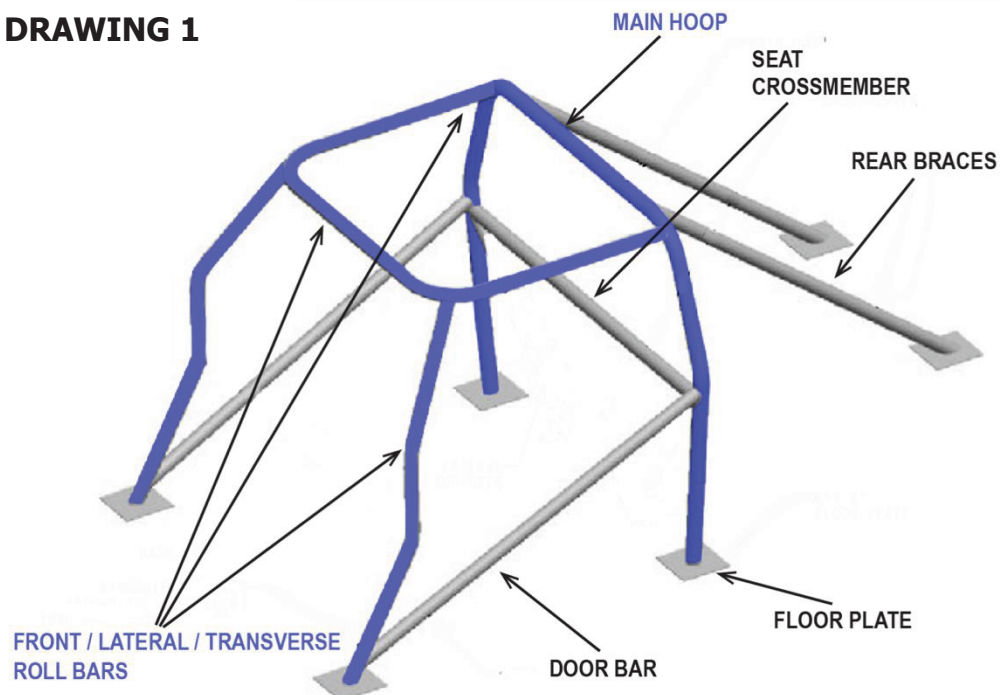
8	SPINDLES	<ul style="list-style-type: none"> Only OEM spindles can be re-enforced Front Tube can be re-enforced only in D Class as alternate to IFS spindle re-enforcement.
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- Following new penalty added under clause 12.2 Penalties: of 12. Violations

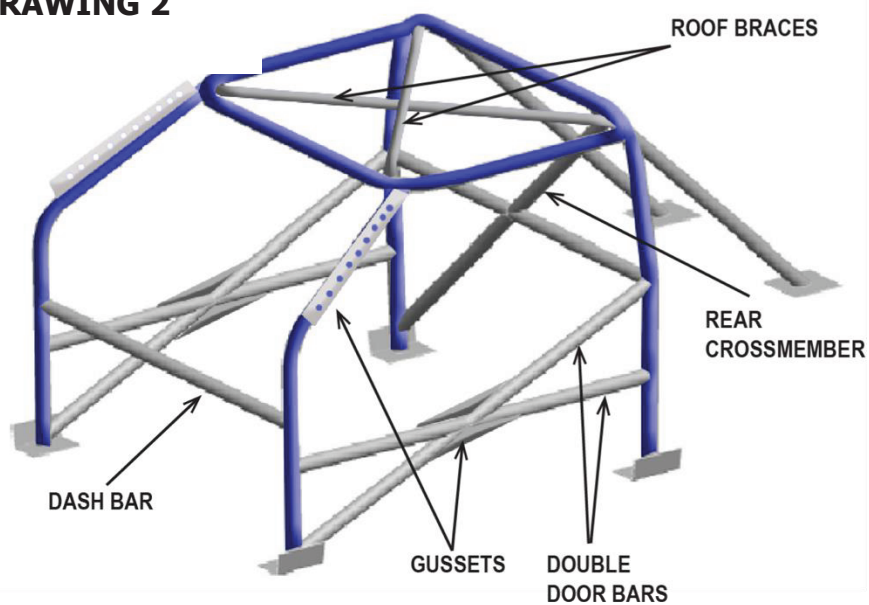
“During the recce, if a rally participant driver on the rally track drives from the opposite direction, he/she will be penalized from minimum one minute penalty to a totally race disqualification”.

Appendix A. ROLL CAGE DESIGN

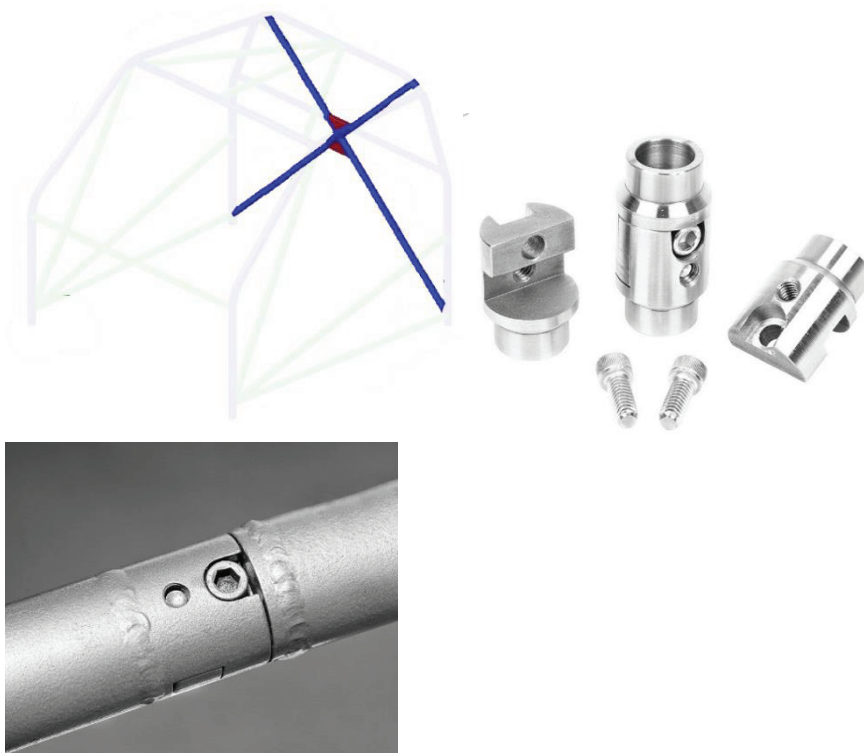
DRAWING 1



DRAWING 2



- 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 B. TUBE SIZE FOR ROLL CAGE STRUCTURE

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>			
	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>			
	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>			
	Outer Diameter	2.0"	Outer Diameter	2.0"
	Wall Thickness	2.6mm	Wall Thickness	2.0mm
	Gauge	12	Gauge	

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TOURISM, ARCHAEOLOGY & MUSEUMS DEPARTMENT, GOVERNMENT OF THE PUNJAB
COMMISSIONER BAHAWALPUR DIVISION

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