

GIRLS  
ROAD  
TOUR

BY LA CARRERA PANAMERICANA  
2026

# REGLAMENTO RULE BOOK 2026





## Event and Date

The Ministry of Tourism (SECTUR), the National Commission for Physical Culture and Sports (CONADE), the Mexican Organization of International Sports (OMDAI), the Mexican Automobile Racing Federation, A.C. (FEMADAC), the National Rally Commission of Mexico, A.C. (CNRM), and the Rally Automobile Club, A.C. (RAC), are pleased to announce the regularity rally aimed especially at women, called the **"Girls Road Tour."**

The event will take place from February 19 to 21, 2026. The route will cover approximately 400 km. The stages will be run on paved roads open to public traffic.

## Introduction

These regulations establish guidelines for the proper development of the event in its Regularity Rally format, with Transit Sections and Regularity Sections.

## 1. Types of Sections

The Girls Road Tour (GRT) consists of two types of sections:

### Transit or Liaison Sections

These are the routes that connect the regularity sections. In these sections, competitors must follow the instructions in the route book.

#### For each transit or liaison section:

- A fixed time is assigned to cover the established distance.
- The route indicated in the route book must be followed.
- The references marking the start and end of each section will be clearly identified in the route book.

### Regularity Sections

In these sections, each competitor must maintain a predetermined average speed.

For this purpose:

- A distance between references and a fixed speed (expressed in km/h) will be specified and must be respected as accurately as possible throughout the section.
- The route indicated in the route book must be followed.
- Several time controls will be established at unknown geographic points for competitors along the section.

## 2. Participant Eligibility

To be eligible to participate in the Girls Road Tour, all

competitors (drivers and co-drivers) must present a valid driver's license or a driving permit (in the case of minors), as well as a valid sports license issued by FEMADAC, during scrutineering.

## 3. Categories

Only all-female crews are eligible to participate in the GRT category. The exchange of roles between driver and co-driver is permitted.

During the event, only the two individuals initially registered as "driver" and "co-driver" will be recognized as official competitors.

## 4. Official Time and Timing

Rally timing is carried out using satellite technology. Official Time will be available to crews through the **"Mi-Rally Crono"** app, which, together with the **"Rabbit 2.0"** app, can be downloaded free of charge from Android and iOS stores.

For proper operation of the apps, all permissions required by the device must be granted at the time of installation.

Before the start of the competition, the Organizing Committee will provide each crew with a user number and password. Once the apps are activated on the device and the credentials are entered, each crew will have access to the Official Time.

All participants must mandatorily use the **"Mi-Rally Crono"** app. The **"Rabbit 2.0"** app includes both the functions of **"Mi-Rally Crono"** and a digital route book. Those who prefer to use a printed route book do not need to install **"Rabbit 2.0,"** but must have **"Mi-Rally Crono"** installed to enable satellite timing.

Each crew must have at least two devices with the **"Mi-Rally Crono"** app installed. Additionally, it is important that each member becomes familiar with the timing system user manual.

Each crew will be assigned an official start hour and minute. Crews will start at 60-second intervals.

**Ideal Time of Passage at a Control:** The exact time established by the Organizing Committee to cross a specific geographic point (latitude and longitude).

**Actual Time of Passage at a Control:** The hour, minute,

and second recorded by **"Mi-Rally Crono"** when each vehicle crosses a geographic point. At the control site there may or may not be a physical reference, but all will be indicated in the route book.

Crews should avoid the use of devices with low GPS accuracy for the **"Mi-Rally Crono"** app.

## 5. Starting Order

The starting order established by the Organizing Committee will be respected at all times. All competitors will receive a starting list indicating their crew's order and official time (time of day).

## 6. Route Book

The route book, whether in printed or digital format, will provide distances, references, and times. The digital version, included in the "Rabbit 2.0" application, features a GPS odometer and real-time interactive information.

It is important to note that the organizer's odometer measurements may differ slightly from those on each competitor's vehicle. Therefore, competitors must compare their odometers with the measurements previously taken by the Organizing Committee as indicated in the route book.

If any physical reference indicated in the route book no longer exists, or is more than 30 meters away from the indicated point, the Clerk of the Course will evaluate the situation and may decide to cancel the corresponding controls.

## 7. Control Locations

Controls may be located at a geographic point without a physical reference (generally in regularity sections) or at a geographic point coinciding with a physical reference. In regularity sections, all controls are secret.

Controls may be established at the following points:

- At the rally start
- At intermediate finishes
- At the final finish

In regularity sections, intermediate controls are secret and may be located starting from kilometer 1.

## 8. Results

For crews to be included in the results, they must cross both the start control and the final control of each competition

day. The maximum time tolerance at the finish control is 15 minutes early or late check in.

At the final control, the maximum early or late time tolerance is 15 minutes. If crews arrive earlier or exceed this time, they will be disqualified from the competition, unless indicated by the Clerk of the Course.

When the rally lasts more than one day, the crew must start and finish each stage (or day) by crossing the start and finish controls within the established time limits.

If a crew does not complete a stage or competition day, it may rejoin the following day by notifying the Clerk of the Course in order to be included in the next day's starting list.

## 9. Penalties

### Penalty / Disqualification at the Rally Start Control

At the rally start control, if a crew does not present itself, it will be considered as not participating and will be removed from the system as a retirement.

### Disqualification at the Rally Final Control

The final control of each day will not incur penalty points; however, any crew that does not cross the corresponding control or does so outside the 15-minute limit will be disqualified, unless otherwise indicated by the Clerk of the Course.

### Penalties at Regularity Stage Controls

A penalty of 1 point per second for early or late arrivals (including tenths) will be applied. That is, if the early or late time ranges from one tenth to one second, it equals one penalty point; if it ranges from 1.1 to 2 seconds, it will be rounded up to two penalty points, and so on, up to a limit of 1 minute and 30 seconds, which corresponds to 90 penalty points.

A penalty of 90 points will be applied in the following cases:

- Failure to pass through the control.
- Passing the control with a difference of 1 minute and 30 seconds or more.
- The **"Mi-Rally Crono"** system is not enabled when passing the control.

### Penalties at Liaison Stage Controls

Failure to cross an intermediate finish will result in disqualification.

### Penalty for Driving in the Wrong Direction

Any crew that passes a control point in the wrong direction or drives against the direction of the event for more than 30 meters in a regularity section will be disqualified from the event.

### Other Penalties

If devices with the **"Mi-Rally Crono"** and/or **"Rabbit 2.0"** applications are turned off or unavailable for timing, a penalty of 90 points will be applied for each control point where the passage time is not recorded.

The use of **"Mi-Rally Crono"** outside the cockpit area of the competition vehicle is prohibited. Any crew found with a device linked to **"Mi-Rally Crono"** outside this area will be disqualified.

### NOTE

The ideal passage times for each car at the various controls will remain fixed throughout the competition day. If a competitor retires, the times generated will remain recorded.

A regularity rally is not a high-speed competition. In this type of rally, the objective is to maintain a predetermined average speed on each section, following the indicated route, and meeting the ideal passage times at various control points during the Regularity Sections.

Since this is not a high-speed competition, vehicles are not required to have special modifications such as a roll cage, nor are participants required to wear specific racing apparel. However, the use of protective helmets is mandatory in all regularity sections. Approved helmets must be Snell 2000 Certified for British Standard, SAN, DOT, or NOM.

The nature of the competition, focused on regularities and time compliance, allows competitors to participate in production vehicles without requiring additional safety equipment typical of speed rallies.

However, the use of seat belts is mandatory, and it is recommended to carry a first aid kit, a fire extinguisher, and reflective warning triangles. Additional safety measures are always recommended.

Additionally, any vehicle presenting a poor mechanical condition will not be allowed to start, thus ensuring the safety of all participants.

## 11. Protests

Any protest by a competitor must be submitted on a written form to the Clerk of the Course no later than two hours after the ideal passage time of the last car at the final ending point of the event. If a competitor detects an error in the results announced during the awards ceremony, they will have one hour from the end of the awards presentation to submit their protest. After this period, the results will be considered official.

If the protest is valid, the results will be modified, and the crews must follow the instructions of the Clerk of the Course for the reassignment of trophies and corresponding prizes.

Decisions related to protests and clarifications will be jointly reviewed by Sporting Steward and the Clerk of the Course. Any decision taken will be final.

## 12. Speed Limits

Speed limits established by authorities on roads and highways must be always respected. If a vehicle experiences a failure which leads to a delay, exceeding these limits in an attempt to recover lost time will not be permitted.

## 13. Branding

The branding provided by the Organizing Committee is mandatory for all participants and must be placed according to the established instructions. Additional brands may be included on vehicles, provided they do not directly compete with the event's official sponsors and do not obstruct the official branding. Any questions regarding brand compatibility must be consulted in advance with the Organizing Committee for approval.

At the conclusion of technical inspections, an OK mark will be placed on the vehicle, granting official access to the event.

## 14. Participation in Official Activities

Crews must remain within the event convoy at all times, and attendance to events organized as part of the official program is mandatory.

We appreciate your commitment and enthusiasm for being part of this event, designed to celebrate a passion for motorsport in a safe and collaborative environment.

See you on the road!



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