

DURANGO



ZACATECAS



GUANAJUATO



MORELIA



QUERÉTARO



CDMX



VERACRUZ



OAXACA



# RULEBOOK 2019

# CONTENTS

<b>I - <u>EVENT AND DATE</u></b>	<b>5</b>	<b>VI.- <u>GENERAL OBLIGATIONS for teams</u></b>	<b>14</b>
<b>II - <u>INTRODUCTION</u></b>	<b>5</b>	<b>* <u>Article 8: Teams</u></b>	
<b>Suggestions</b>	<b>6</b>	8.1. Definition	
<b>III - <u>PROGRAM 2019</u></b>	<b>8</b>	8.2. Minors	
<b><i>PROGRAM AND ACTIVITIES</i></b>		8.3. Licenses	
<b>IV - <u>ORGANIZATION AND AUTHORITIES</u></b>	<b>10</b>	8.4. FEMADAC license coverage	
<b>* <u>Article 1: Organization</u></b>	<b>10</b>	8.5. During the event	
<b>* <u>Article 2: Endorsement of LCP 2019</u></b>	<b>10</b>	8.6. Changes of team members	
<b>V - <u>GENERAL CONDITIONS</u></b>	<b>11</b>	8.7. Credential or identity card	
<b>* <u>Article 3: Description of LCP 2019</u></b>	<b>11</b>	<b>* <u>Article 9: Entries and requirements</u></b>	<b>15</b>
3.1. Stages and types of sections		9.1. Entries	
<b>* <u>Article 4: Eligibility of competing cars</u></b>	<b>11</b>	9.2. Requirements	
<b>* <u>Article 5: Eligibility of the competitors</u></b>	<b>12</b>	9.3. Competitors registered outside Mexico	
5.1. Eligibility of competitors		<b>* <u>Article 10: Starting order - competition numbers</u></b>	<b>17</b>
5.2. Non-compliance		10.1. Groups and categories	
5.3. Spare driver/co-driver		10.2. Qualifying Stage	
5.4. Spare driver/co-driver official clothing		10.3. Starting order	
<b>* <u>Article 6: Amendments and supplements to the rules</u></b>	<b>12</b>	10.4. Competition numbers	
6.1 Regulatory bulletins		10.5. Absence of competition numbers	
6.2. Publication of bulletins		10.6. Confirmation of the entries and assignment of the numbers	
6.3. Modifications to Rule Book		10.7. Identification of the team on the competing car	
<b>* <u>Article 7: Application and interpretation of the rules</u></b>	<b>12</b>	<b>* <u>Article 11: Traffic regulations</u></b>	<b>19</b>
7.1. Responsibility		<b>* <u>Article 12: Repairs</u></b>	<b>19</b>
7.2. Protests		12.1. Official areas	
7.3. Definitions		12.2. External assistance	
7.4. The responsibility of the entrant		12.3. Forbidden acts	
7.5. Steward of the Meeting		<b>* <u>Article 13: Support Vehicles</u></b>	<b>20</b>
7.6. Penalties		13.1. Registration and insurance	
7.7. Use of the trademark "La Carrera Panamericana"		13.2. Circulation of the service vehicles	
		13.3. During the Speed Sections	
		<b>* <u>Article 14: Advertising</u></b>	<b>20</b>
		14.1. Advertising and sponsors	
		14.2. Exclusion	
		14.3. Penalties	



# CONTENTS

<b>VII.- <u>ELIGIBILITY AND CATEGORIES OF THE COMPETING CARS</u></b>	<b>22</b>	<b>VIII. <u>SAFETY EQUIPMENT</u></b>	<b>50</b>
<b>* Article 15: Eligibility of the competing cars</b>		<b>* Article 20: Mandatory safety equipment</b>	<b>50</b>
A) Panamerican Cars Group		20.1. Hood pins	
B) Historic Cars Group		20.2. Fire extinguishers	
C) Exhibition Cars		20.3. Roll-Cage	
 		20.4. Arm protection elements	
<b>*Article 16: Categories</b>	<b>22</b>	20.5. Safety belts	
A) Panamerican Cars Group	22	20.6. Seats	
16.1. "Turismo de Producción" #2 - #99	23	20.7. Mandatory Electric equipment	
16.2. "Turismo Mayor" #100 - #149	26	20.8. Mandatory emergency equipment	
16.3. "Sport Menor" #150 - #199	29	20.9. Helmets & Head and Neck Support Device	
16.4. "Sport Mayor" #200 - #249	30	20.10. Clothing	
16.5. "Original Panam" #400.-#449	33	20.11. Compliance	
B) Historic Cars Group	34	<b>* Article 21: Safety Recommendations</b>	<b>55</b>
16.6. "Histórica A" #250 - #279	34	21.1. Ground clearance	
16.7. "Histórica A Plus" #280 - #299	35	21.2. Fog Lights	
16.8. "Histórica B" #300 - #349	37	21.3. Navigation equipment	
16.9. "Histórica B Plus" #550 - #599	38	 	
16.10. "Histórica C" #350 - 399	39	<b>IX.- <u>RUNNING OF THE EVENT</u></b>	<b>56</b>
16.11. "Historic Road" / "Rally Racing Cars"	43	<b>* Article 22: Start</b>	<b>56</b>
 		22.1. Starting order and intervals between cars	
C) Exhibition Cars		22.2. Pass by Time Controls and lateness	
16.11. "Exhibition Cars" #450 - #499	44	22.3. Official time	
 		22.4. Route	
<b>* Article 17: Fuel</b>	<b>44</b>	 	
 		<b>* Article 23: Controls - General provisions</b>	<b>58</b>
<b>* Article 18: Modifications to competing cars</b>	<b>44</b>	23.1. Control signals	
A) Panamerican Cars Group.		23.2. Signaling at the Time Controls and Speed Sections	
B) Historic Cars Group		23.3 Control areas	
C) Exhibition Cars		23.4 Time within a control area	
 		23.5 Entrance to a control area	
<b>* Article 19: Non-eligible cars - Exclusions</b>	<b>49</b>	23.6 Time cards and actual time recorded	
19.1. Turismo de Producción & Sport Menor		23.7 Opening and closing of control posts	
19.2. Turismo Mayor and Sport Mayor		23.8 Instructions from the post marshals	
19.3. Historic Cars Group		23.9 Identification of the post marshals	
19.4. Classification in Exhibition Category		 	
19.5. Refund of the entry fee		<b>* Article 24: "CH-P" Passage controls (Start and finish arches of a stage and Transit Sections) - Delay / Abandonment</b>	<b>60</b>
		24.1. Passage Controls: "CH-P"	
		24.2. Time Controls	
		24.3. Delay / Abandonment	



# INDEX

<b>* Article 25: Speed sections</b>	<b>64</b>	<b>XII.- PROTESTS AND APPEALS</b>	<b>79</b>
25.1. Description		<b>* Article 31: Protests and appeals</b>	<b>79</b>
25.2. Required safety equipment		31.1. The right to protest	
25.3. Direction of the event		31.2. Fee for protest	
25.4. Start of a Speed Section		31.3. Additional expenses	
25.5. Delay of start		31.4. Unfounded protest	
25.6. False start		31.5. Inadmissible protests	
25.7. End of a Speed Section		31.6. Rights of claimant	
25.8. Time not recorded		31.7. Request for clarification of results	
25.9. Time format		31.8. Appeals	
25.10. Assistance from third parties			
25.11. Starting intervals		<b>XIII.- CLASSIFICATION AND TROPHIES</b>	<b>82</b>
25.12. Interruption of a Speed Section		<b>* Article 32: Classification</b>	<b>82</b>
25.13. Not starting a Speed Section		32.1. Overall classification	
25.14. Maximum time assigned to a Speed Section		32.2. Tie	
		32.3. Posting of results	
<b>* Article 26: Parc fermé</b>	<b>66</b>	32.4. Final classification	
26.1. Definition		32.5. Provisional stage results	
26.2. Rules for the "parc fermé"		32.6. Requests for clarification and protests	
26.3. Exceptions			
26.4. Assistance from third parties		<b>* Article 33: Trophy presentation, award dinners, and drivers' meetings</b>	<b>83</b>
26.5. "Parc fermé" at the final stage		33.1. Trophies presentation	
26.6. Penalties		33.2. Overall trophies	
		33.3. Category trophies	
<b>X.- SCRUTINEERING</b>	<b>71</b>	33.4. Awards per stage	
<b>* Article 27: Requirements</b>	<b>71</b>	33.5. Award dinner and drivers' meetings	
<b>* Article 28: Before the start and during the event</b>	<b>71</b>	<b>APPENDIX 1 - GLOSSARY</b>	<b>84</b>
28.1. Scrutineering		<b>APPENDIX 2 - SAFETY PRODUCTS AND LABELS</b>	<b>86</b>
28.2. Items checked during scrutineering		<b>APPENDIX 3 - SEQUENCE OF CONTROL SIGNALS AND "A" CONTROL BLACKBOARD</b>	<b>93</b>
28.3. Safety equipment of the competitors and the competing car		<b>APPENDIX 4 - REFERENCE DRAWING TO BUILD A NEW CHASSIS</b>	<b>97</b>
28.4. Additional checks			
28.5. Marks and stickers on the car			
28.6. Fraud			
<b>* Article 29: Final control</b>	<b>72</b>		
29.1. Final "parc fermé"			
29.2. Absence of marks or stickers			
29.3. Final inspection of winning cars			
29.4. Cost of dismantling a car			
29.5. Further inspection			
<b>XI.- PENALTIES AND REPRIMANDS</b>			
<b>* Article 30: Summary of penalties and warnings</b>	<b>73</b>		
30.1. Penalties			
30.2. Warnings			

\* Revised: February 15th, 2019 MGM



## I.- EVENT AND DATE

The Ministry of Tourism (SECTUR), the National Sports and Physical Culture Commission (CONADE), the Mexican Organization of International Motorsports (OMDAI), Motorsports Federation (FEMADAC), the National Rally Commission (CNRM) and the Rally Automobile Club (RAC) are pleased to announce the international historic car rally, La Carrera Panamericana 2019.

The event will take place from October 11th - 17th, 2019. The route will cover approximately 3,000

km and will consist of 7 stages using paved roads, starting in Oaxaca and passing through the cities of Veracruz, Mexico City, Querétaro, Morelia, Guanajuato, Zacatecas to finish in Durango.

Certain sections of the route will be closed to regular transit to allow timed speed stages. The accumulated time will determine the starting order of the following stage and the overall winner of La Carrera Panamericana 2019.

## II.- INTRODUCTION

These rules state the requirements to compete in La Carrera Panamericana 2019 and all other related events.

These rules are valid for La Carrera Panamericana 2019 and can only be modified through duly numbered and dated bulletins authorized by the Clerk of the Course, together with the Steward of the Meeting. The bulletins are published in Spanish and English to ensure that all competitors and officers are aware of the additional information and modifications to this Rule Book.

The bulletins can be:

- 1. Informative:** about events or schedules.
- 2. Regulatory:** about modifications to the rules, the route, or results.

In both cases, it is important that all competitors and officers of the event receive and read these bulletins, which will be published on the official website <https://lacarrerapanamericana.com.mx/competition-bulletins/> before the start and during the event.

In addition, from Tuesday, October 8th the bulletins will be posted on the official board located at the Registration Park in Oaxaca and until 5:00 p.m.

October 10th, 2019 and at the Drivers' Meeting on October 10th.

During the event, they will also be posted on the official boards, during the daily award ceremonies of each stage and at the official hotel the day before the bulletins become effective.

Every situation not foreseen in this Rule Book must be analyzed and resolved based on agreements between the Clerk of the Course and the Steward of the Meeting. These agreements are not subject to appeal and the decision of the Steward of the Meeting will be deemed final.

This Rule Book and the bulletins described above are published for the competitors and officers of the event in both, Spanish and English. In case of a conflict in the interpretation of these rules and the information in the bulletins, the Spanish version will prevail

## SUGGESTIONS

### IMPORTANT NOTES RELATED TO THE PROGRAM

#### 1. **\*\*RECONNAISSANCE OF THE ROUTE:**

The Organizing Committee has not planned and will not organize any sort of reconnaissance of the speed stages. Any previous reconnaissance has to be planned by the competitors on their own time and at their own risk.

#### 2. **\*\*REGISTRATION CARD OF COMPETITORS:**

It is mandatory to collect the Registration Card at Station #1. This is the first step of the registration process and the first of the obligatory checks. It must be signed and stamped by each and all area representatives so that at the end it may be exchanged at the Permanent Secretariat for the authorization sticker (OK) to participate in the event.

#### 3. **\*\*COMPULSORY OFFICIAL STICKERS AND ADVERTISING:**

It is mandatory to place the official stickers of the sponsors on the competing car, as well as on all service or support cars of a team. The Organizing Committee will provide these. The absence of the compulsory advertising on the competing car, as well as on the service or support cars will incur a penalization, which may lead to the disqualification of the participant from the event (Article 14).

#### 4. **\*\*MEDICAL EXAM:**

Each competitor must pass the medical exam and obtain medical authorization to participate in the event (this exam may take up to 20 minutes). The competitor that does not have medical authorization will be excluded from the event.

#### 5. **\*\*CO-DRIVERS' MEETINGS:**

In these meetings the manner to compete in La Carrera Panamericana will be explained, including details of the Route Book and important recommendations that the competitors and their service team must know. It is mandatory for all

co-drivers (navigators) to attend at least one of these meetings. Not attending these meetings will cause a penalization of 30 seconds.

#### 6. **\*\*INSTRUCTIONS FOR DRIVERS' MEETING:**

In this meeting it will be explained to the drivers the manner that a Speed Section will be indicated at Control "A" just before starting it; there will also be signs at the service controls. It is mandatory for all drivers to attend this meeting. Co-drivers are not permitted to attend. A driver not attending this meeting will be penalized with 30 seconds.

#### 7. **\*\*GENERAL DRIVERS' MEETING:**

During this meeting, the list of admitted teams and the starting order will be published and both competitors (driver and co-driver) must attend. The absence of one of them will be penalized with 30 seconds in accordance with Article 33.5. After the meeting there will be a welcome cocktail party for all the participants.

#### 8. **\*\*PRESS MEETING:**

All the press representatives and drivers of the media cars are requested to attend in order to receive recommendations and instructions about the route, hours, restrictions, etc.

#### 9. **\*\*SUPPORT CARS' MEETING:**

All the people that will carry out service tasks on the competing cars, especially the drivers of the service or support vehicles are requested to attend this meeting to receive recommendations and instructions. If the service people do not attend the competing car they serve will be penalized with 1 minute.

#### 10. **\*\*CEREMONIAL START:**

On Thursday, October 10th, 2019 a ceremonial start will take place in downtown Oaxaca All competing cars must attend, along with at least one of the team members on board. Failure to attend will cause a penalization of 1 minute.

**11. \*OFFICIAL PHOTO:**

All competitors are requested to attend the photo shoot according to the schedule set forth in the program (at least one member of each team shall attend).

**12. \*QUALIFYING SECTION:**

Indications to get to the Qualifying Section leaving from the Registration Park are found in the Route book. This Qualifying Section is subject to the same rules as the rest of the Speed Sections of the event. A bulletin will be published previously, indicating the starting order by category and in progressive order according to the race number of each car. This Qualifying Section is NOT mandatory and the teams that do not attend will be classified at the sole discretion of the Clerk of the Course and the Steward of the Meeting.

**13. \*\*DRIVERS' MEETINGS, PUBLICATION OF UNOFFICIAL RESULTS AND TROPHY AWARDING PER STAGE:**

A drivers' meeting will take place at the end of each stage where the unofficial results will be published on the official board. There will be a daily trophy award ceremony at the end of each stage which shall take place at the location indicated in the Route Book. It is mandatory that at least one team member attends the daily drivers' meeting. Not attending will cause a penalty of 30 seconds and the team will lose its right to receive its corresponding trophy.

**14. \*\*CLOSING CEREMONY AND FINAL TROPHY AWARD:**

The final results will be announced at the closing ceremony that will take place in the city of Durango. All teams must be present at this ceremony (at least one member of the team must be present). Regardless of the reason, if a team is not present, it will lose its right to receive its corresponding trophy and also forfeit their right to protest and appeal.

**15. \*\*"THE THREE MOST BEAUTIFUL CARS AWARD:**

A trophy will be awarded to the three most beautiful cars of the event, according to the competitors' vote during the general drivers' meeting on Thursday October 10th

**Note:**

***The activities marked with (\*\*) in both the program and in the above notes are MANDATORY for the competitors, entrants and participants of the event. Failure to comply will cause the team to be penalized, including a possible disqualification.***

***The activities marked with (\*) in both the program and in the above notes, are important but not mandatory.***

## III PROGRAM 2019

**1. March 22th:** Closing date of registration at a discounted fee - Permanent Secretariat, Mexico City.

**2. May 23th - July 26th:** Registration at the standard fee - Permanent Secretariat, Mexico City.

**3. September 20th:** Closing date of registration - Permanent Secretariat, Mexico City.

**4. October 1st to 15th:** The bulletins will be published continuously on the official web site: <https://lacarrerapanamericana.com.mx/competition-bulletins/>

**5.** The Permanent Secretariat will be installed at the Registration Park in Oaxaca from Tuesday , October 8th onwards, according to the following schedule:

**Tuesday, October 8th**

9:30 - 14:30 / 16:00 to 18:30

**Wednesday, October 9th**

9:30 - 14:30 / 16:00 to 18:30

**Thursday, October 10th**

11:00 to 16:00

**6.** The following activities will take place at the Registration Park in Oaxaca, according to the dates and schedule stated above:

**6.1. Station #1. - Administrative review:**

- a) Review of documents and confirmation of payment of the entry fee.
- b) Distribution of the Registration Card to the competitors.
- c) Confirmation of hotels for the entire event.
- d) Sign of the Release of Responsibility (waiver).
- e) Distribution of the Route Book to competitors.
- f) Distribution of the Route Book to the support vehicle personnel.
- g) Distribution of the Rule Book and official bulletins.

h) Registration of the support vehicles.

i) Verification and receipt of copies of the insurance policies of the support vehicles.

j) Verification and receipt of copies of the motorsports license and valid regular driving license from the competitors' country of origin.

k) Distribution of official souvenirs and clothing to the competitors.

**6.2. Station #2. - OMDAI-FIA licenses (Mandatory):**

a) Paperwork and hand out of documents required to obtain the OMDAI-FIA license.

b) Resolution of any pending issues with the OMDAI, if necessary.

**6.3. Station #3. - FEMADAC licenses (Mandatory):**

a) Paperwork and hand out of documents required to obtain the Mexican Motorsports Federation (FEMADAC) license.

b) Payment of the FEMADAC license.

c) Resolution of any pending issues with the FEMADAC, if necessary.

**6.4. Station #4. - Medical exam:**

a) Medical exam.

**6.5. Station #5. - Scrutineering:**

a) Safety inspection of the competing car.

b) Technical inspection of the competing car.

c) Inspection of the mandatory safety equipment of the competitors.

d) These three inspections (a, b, and c), must be completed and approved, but it is not mandatory to carry them out at the same time. It is permitted that the inspection of the competing car is carried out first and the inspection of the competitors and their safety equipment can be carried out later that day or on a different day.

e)\*\* **IMPORTANT** - The competing vehicle must attend scrutineering with all the compulsory sponsors' stickers properly affixed.

**6.6. Station #6. - Distribution of the EzTrak transponder, LCP transponder, and OK sticker to finish with the registration process:**

**a)** A deposit will be requested to obtain the GPS equipment and the measurement of the chronometer (EZTrak and Transponder LCP).

**a1)** The deposit will be returned upon delivery of the corresponding equipment at the end of the race. In case of not concluding the race, the teams will be able to deliver the equipment during the awards dinners and the amount in guarantee will be returned

**b)** Presentation of the Registration Card of the competitors, with all the required stamps (medical, scrutineering, OMDAI license, FEMADAC license and administrative checks), which is to be exchanged for the OK sticker which authorizes the team to take part in the event.

**c)** If the OK sticker mentioned above is not obtained, regardless of the reason, the team will be excluded from the event.

**7. Wednesday, October 9th:**

**7.1.** 13:00–14:00 Mandatory press meeting

**7.2.** 14:00–16:00 Mandatory co-drivers' meeting in Spanish.

**7.3.** 17:00–20:00 Mandatory co-drivers' meeting in English.

**7.4.** 20:00–20:45 Mandatory drivers' meeting (without co-drivers).

**8. Thursday, October 10th:**

**8.1.** 9:00 – 9:30 Formation for Qualifying Section.

**8.2.** 10:00 – 11:00 Start to qualifying section.

**8.3.** 11:45 – 13:10 Qualifying Section on the highway.

**8.4.** 14:00 – 14:15 Official photo (*at least one member of the team must attend*).

**8.5.** 14:30 – 16:30 Press meeting

**8.6.** 15:00 – 17:30 Service meeting

**8.7.** 16:00 Closing of the Registration park.

**8.8.** 19:00 – 20:00 Ceremonial Start.

**9.** The following table shows the start and finish stages' schedules. For further details of the route, services, etc. (See the Route Book).

**a)** The location of the drivers' meetings and unofficial results of each stage, will be published in the Route Book and will be confirmed in the official boards. The trophies for each stage will also be handed out.

**b)** The final official results and the trophies award ceremony, will take place in the city of Durango on October 18th during a breakfast gathering. The location will be indicated in the Route Book.

**Schedule: Stages, Formation and Drivers' Meeting**

Stage	Date	Formation at the starting arch (mandatory)	Start of Stage	Approx. finish of Stage	Drivers' meeting and unofficial results (Note A)
Qfy.	October 10th	10:00	11:00	14:30	14:30
1	October 11th	08:00	09:00	15:30	20:30
2	October 12th	06:00	07:00	16:45	20:30
3	October 13th	07:00	08:00	16:10	20:30
4	October 14th	07:00	08:00	16:00	20:30
5	October 15th	08:00	09:00	16:00	Free night
6	October 16th	06:30	07:30	16:15	20:30
7	October 17th	06:00	07:00	17:20	(Note B)



## IV.- ORGANIZATION AND AUTHORITIES

### Article 1: Organization

#### 1.1. Definition

a) The organizer of La Carrera Panamericana 2019 is Promostage, S.A. de C.V. and endorsed by the Rally Automóvil Club, A.C.

b) The event is run in compliance with:

b.1) The official Rule Book of La Carrera Panamericana 2019

b.2) The Sporting Code of the Mexican Motorsports Federation (FEMADAC) and the rules of the Mexican Rally Commission (CNRM) as a reference.

b.3) The federal traffic regulation (for federal highways) and applicable state's traffic regulation in Mexico.

#### 1.2. Organizing Committee

##### Honorary President and Founder

Eduardo León

##### Technical Committee

**Clerk of the Course:** Carlos Cordero

**Timekeeping and scoring:** Horacio Chousal

**Scrutineering:** Ing. Víctor Pérez/ Héctor Carrasco

**Safety Officer:** Fernando Flores

**Chief Medical Officer:** Dr. Eduardo Pérez-Pasten

**Director of the Route:** Horacio Chousal

**Director of the Controls:** Mariana Rivapalacio

##### Accommodation and Special Events

##### **Hosting and Events:**

Mónica Grossmann / Karen León

##### **Assistant:**

Mario García

##### Permanent Secretariat

**Promostage, S.A. de C.V.**

Av. Lindavista 312,

Col. Lindavista

CP 07300 México, DF,

México

Tel: +52(55) 5586 6898 / +52(55) 5754 6052

Vonage: (310) 860 6959

##### E-mail

[team@lacarrerapanamericana.com.mx](mailto:team@lacarrerapanamericana.com.mx)

[info@lacarrerapanamericana.com.mx](mailto:info@lacarrerapanamericana.com.mx)

##### Website

*(Spanish version)*

[www.lacarrerapanamericana.com.mx](http://www.lacarrerapanamericana.com.mx)

*(English version)*

<https://lacarrerapanamericana.com.mx/home/>

#### 1.3. Sporting Authorities

##### **President OMDAI-FIA**

Ing. José Abed Rouanett

##### **President FEMADAC**

Lic. F. Alfonso Oros Trigueros

##### **President CNRM (Reorganizing)**

Ing. Rubén Chávez Vera

##### **President Rally Automóvil Club**

Mr. Víctor Pérez Couto

##### **Stewards of the Meeting**

1. Ing. Rafael Machado Zubillaga

2. TBA

### Article 2: Definition and Endorsement of La Carrera Panamericana 2019

The Rally Automóvil Club is the organizer of *La Carrera Panamericana 2019*. The event does not count for any ranked championship and is endorsed by the following sporting authorities:

#### 2.1. Sporting Authorities:

a) Mexican Organization of International Motorsports (OMDAI-FIA)

b) Mexican Sports Commission (CONADE)

c) Mexican Motorsports Federation (FEMADAC)

d) National Rally Commission (CNRM)

## V.- GENERAL CONDITIONS

### Article 3: Description of La Carrera Panamericana 2019

The length of La Carrera Panamericana 2019 is approximately 3,000 Km, of which 585 km are Speed Sections, (subject to change). The Route is divided into seven stages on the dates shown in the following table:

A summary of the sections that constitute each stage, as well as the details of the route and the points for Time Controls, passage controls, Speed Sections, etc. are indicated in the Route Book, which is to be provided to competitors and officers during the registration process in Oaxaca. In addition, the Route Book contains additional important information about arriving at the different cities, drivers' meetings and other events and meetings.

#### 3.1. Stages and types of sections:

La Carrera Panamericana 2019 takes place during seven days, each one called "stage" and each stage is assigned a number that identifies it from the others. Each stage (day) is divided into different sections.

The sections are defined in **Appendix 1 (Glossary)** and are classified as follows:

- a) Transit Section
- b) Service Section
- c) Speed with Transit Section

### Article 4: Eligibility of competing cars

The competing car must comply with the requirements of Chapter VII (*Eligibility and categories of the competing cars*) of this Rule Book for the category registered.

The entry form is available online at <https://lacarrerapanamericana.com.mx/registration-sheet/> This form must be duly filled to define the eligibility of the competing car.

Additionally, the competing cars must have mandatory safety equipment in accordance with Chapter VIII (Safety equipment).

Failure to comply with this article and Chapters VII and VIII, will result in the exclusion of the participant from the event.

Stage	Date	Start	Finish
Qualifying	October 10th	Oaxaca	Oaxaca
1	October 11th	Oaxaca	Veracruz
2	October 12th	Veracruz	Mexico City
3	October 13th	Mexico City	Querétaro
4	October 14th	Querétaro	Morelia
5	October 15th	Morelia	Guanajuato
6	October 16th	Guanajuato	Zacatecas
7	October 17th	Zacatecas	Durango

## Article 5: Eligibility of the competitors

### 5.1. Eligibility of the competitors

To be eligible, all competitors (drivers and co-drivers), must comply with the provisions stated in Chapter VI, Article 8. The drivers and co-drivers must attend scrutineering with their valid licenses (sporting license of their country of origin, the one issued by FEMADAC and their regular drivers license of their country of origin), as well as with valid insurance policies for the entire event. In addition, the teams must comply with the safety equipment described in Chapter VIII.

### 5.2. Non-compliance

Failure to comply with this article will cause the participant to be excluded from the event without a refund of its registration fee.

### 5.3. Spare driver / co-driver

If the team includes a spare driver/co-driver, then he/she must be registered and must also attend scrutineering to comply with all the administrative requirements, as well as having all the required documents and his/her own safety equipment (*the equipment is not transferable between participants*) as mentioned above and must have paid a fee of USD \$600. Only one spare driver/co-driver for each car and team will be allowed.

### 5.4. Official clothing - spare drivers/co-drivers

If this spare driver/co-driver is registered before August 1st, then he/she will have the right to receive official souvenirs and clothing as indicated in item 8.1.k) of Chapter III. If he/she is registered after this date, he/she will not receive the aforementioned items.

## Article 6: Amendments and supplements to the rules

### 6.1 Regulatory bulletins

The provisions of this Rule Book may only be amended or supplemented by dated and

numbered regulatory bulletins, duly authorized by the Clerk of the Course and the Steward of the Meeting and shall become part of this Rule Book as soon as they are published.

### 6.2. Publication of bulletins

These bulletins are published on the official boards and on the official website <https://lacarrerapanamericana.com.mx/competition-bulletins/> and it is the obligation of the teams to obtain this information by any one of these means. In this way, the Organizing Committee ensures that all competitors have a good knowledge of the bulletins.

### 6.3. Modifications to the Rule Book

The Organizing Committee reserves the right to modify this Rule Book if deemed necessary for safety reasons, "*force majeure*" or by order of the civil or military authorities, which can even cancel the event in case extraordinary circumstances arise or by order of the authorities.

## Article 7: Application and interpretation of the Rule Book

### 7.1. Responsibility

The Clerk of the Course is in charge of the enforcement of this Rule Book and its provisions during the entire event. Nevertheless, he must inform the Steward of the Meeting of any important decision he has had to make during the event.

### 7.2. Protests

Any protest concerning the enforcement of the Rule Book must be provided in writing to the Steward of the Meeting for deliberation and to take a decision jointly with the Clerk of the Course.

### 7.3. Definitions

For the exact interpretation of the Rule Book, the following definitions apply:

- a) "Competitor" - means the driver or co-driver indistinctly.
- b) "Entrant" or "Participant" - means individuals

(the driver, the co-driver, engineers, mechanics, service personnel, support personnel, team manager or the owner of the competing car; as well as guests, relatives and sponsors), or all of them collectively

**c) "Team"** - used for both driver and co-driver.

**d) "Event"** - means all the activities of La Carrera Panamericana 2019, including the competition itself.

**e) "Competition" / "rally" / "race"** - is used for the sporting activities of the event; from the time the first competing car arrives at the formation area of each stage, until the last competing car finishes the stage crossing the finish line of the stage.

#### **7.4. The responsibility of the entrant**

The driver is responsible for the acts of all the members of his/her team, even when he/she is not present when something happens.

**a)** The driver is responsible for all offenses committed by one or all members of his/her team, as well as the vehicles used by them in their role as visitors, spectators or crew of the service or support vehicles.

**b)** All competitors must respect this Rule Book at all times during the event, as well as the applicable Federal and State traffic regulation. They also must follow the indications of the police and event's officials.

#### **7.5. Judge – Steward of the Meeting**

Any incorrect, fraudulent or unsporting actions carried out by a competitor or participant will be judged by the Steward of the Meeting, who has the right to impose reprimands or penalties which may go as far as the disqualification from the event.

#### **7.6. Penalties**

All penalties outlined in this Rule Book are indicated in terms of minutes and/or seconds and each penalized second equals to one point. To help competitors and participants, a summary of the penalties and reprimands are found in Chapter XI, Article 30.

#### **7.7. Use of the trademark "La Carrera Panamericana"**

The use of the logo, design, graphics and trademark of "La Carrera Panamericana" and/or "La Carrera Panamericana 2019" is reserved exclusively for the identification of competing cars, service and support vehicles, uniforms of the competitors and officers, advertising of the main sponsors and in other places specifically authorized in writing by the Organizing Committee and at the discretion of the promoter.

The commercial or promotional use of the logo, design, graphics or brand of "La Carrera Panamericana" and/or "La Carrera Panamericana 2019" in any manner, including, but not limited to electronic, written, taped (audio or video), or Internet, or otherwise, requires a duly signed authorization from the promoter. Failure to comply with the aforementioned will result in a penalization that may go as far as the exclusion/disqualification of the person or team from the event by the Clerk of the Course, upon request from the Honorary President of the Organizing Committee and the Director of Operations. The promoter can also exercise his rights in accordance with the applicable law, as stated in "**Annex A**" herein.

#### **7.8. Hotel Accommodations**

Reservations for additional rooms during the route and extra nights in Oaxaca and Durango will be handled directly through the organizing Committee. The allocation of hotels will be according to the order of the payment date of the registration and reservation of the rooms. Accommodations are in 5-star hotels, however premium hotels are also available at extra costs with limited availability.

Request your hotel reservations at:  
[monica@lacarrerapanamericana.com.mx](mailto:monica@lacarrerapanamericana.com.mx)

**The deadline for reservations and hotel payment is September 20th, 2019.** There are no refunds or room transfers for any reason (including not finishing the event).

## VI. - GENERAL OBLIGATIONS for Teams

### Article 8: Teams

#### 8.1. Definition

**a)** The teams are made up of two people that must be duly registered with the roles of Driver and Co-driver clearly identified to be allowed to start each stage.

**b)** All members of a team (driver / co-driver) may drive during the event, except if they are younger than 18 years old.

#### 8.2. Minors

**a)** Competitors under 18 years old are considered minors and must have written consent from their parents allowing them to compete.

**b)** Minors must comply with all competitor's requirements, including their own sports license issued by the FEMADAC.

**c)** Authorized competitors under 18 years old can only compete as co-drivers and cannot drive the vehicle in any of the sections. If a minor is reported as having driven in any section, the team will be disqualified immediately from the event.

#### 8.3. Licenses

**a)** It is mandatory for all drivers and co-drivers, including spare drivers/co-drivers to hold a sports license issued by:

OMDAI-FIA (free registration)

FEMADAC (Mexican Motorsports Federation), which costs MXN \$4,700.00, (Four thousand and seven hundred, Mexican pesos), approximately.

**b)** It is recommended that the driver and co-driver request it through the FEMADAC's website: <http://ww2.femadac.org.mx/tramites/licencia-deportiva> or to get it at the Registration Park during the administrative checks where a representative of the FEMADAC will be present.

**c)** It is mandatory that all competitors show their regular driving license and sports license from their country of origin, which must be valid for the duration of the event and issued by a recognized sporting entity in their country of origin.

**d)** Not having any of the required licenses will cause the participant's exclusion from the event without the right to receive any refund of any kind.

#### 8.4. FEMADAC license coverage

**a)** Accident insurance which covers medical expenses up to MXN \$100,000.00, (One hundred thousand Mexican pesos) and accidental death insurance of MXN \$120,000.00, (One hundred and twenty thousand Mexican pesos).

**b)** There is a deductible fee of MXN \$1,000 (one thousand Mexican pesos) per person per event, which must be paid by the competitor and is not recoverable.

**c)** To recover the rest of the expenses related to the accident, it is necessary that all receipts and invoices are addressed to the injured competitor. If a third party is involved, the receipts and invoices must be addressed to the driver. In addition, the receipts and invoices must have a breakdown of the VAT. (Value Added Tax) for fiscal deduction purposes. If the receipts and invoices do not comply with these requirements, the expenses will not be refunded.

#### 8.5. During the event

The complete team (driver / co-driver) must be on board of the competing car throughout the duration of the rally, except for cases provided for in this Rule Book. If one member of the team retires from the event or if a third party is admitted on board, the team will be immediately excluded from the event.

#### 8.6. Changes of team members

**a)** Any change of driver/co-driver for a new team member may be done for a previously registered

competitor specifically for that car. This must be notified in writing to the Clerk of the Course and to the Steward of the Meeting at least 10 hours before the substitution takes place, even in cases of "*force majeure*". If the competitor has not been registered, he/she must go before the Steward of the Meeting requesting his/her admission in writing, (Articles 5 and 10.6). The deadline for this procedure is at 23:00 of the day before the intended substitution.

**b)** If the change of a registered driver/co-driver is not notified to the Clerk of the Course and to the Steward of the Meeting and/or the substitute driver / co-driver is not registered; the team will be disqualified from the stage in which the infraction occurred.

### 8.7. Credential or identity card

**a)** During the administrative checks, the Organizing Committee will provide competitors with a "CREDENTIAL ID" with their recent photograph (previously provided by the competitor) that must be kept in the car during the entire event.

**b)** This "CREDENTIAL ID" must be shown upon the request of any officer.

**c)** Lack of this "CREDENTIAL ID" or if it does not match the team members on board, will result in the disqualification of the car from the stage.

## Article 9: Entries and requirements

### 9.1. Entries

No entry will be accepted if it is not totally paid. No down payments or reservations will be accepted.

In case a spare driver or co-driver is a member of the team, this competitor must pay the additional fee defined by the Organizing Committee (Article 5.3).

The entry fee includes:

**a)** One double room from October 10th to October 17th (8 nights). The hotels will be assigned based on the date of payment of the entry fee and on the criteria of the Organizing Committee.

**b)** Mexican general liability insurance valid for the seven days of the competition. A copy of the policy will be available for all entrants.

### VERY IMPORTANT!

The insurance policy is not valid for any accident that occurs before or after the stage; it is only valid once the driver has passed the starting line and until he/she crosses the finish line for that stage. Therefore, each competitor is responsible for complying with all the traffic regulation, respect the traffic lights and stop signs, even if police officers give the right of way to competitors.

The Organizing Committee of La Carrera Panamericana 2018 is not responsible for any accident occurring in any of the cities where competitors spend the night or where the event passes through. In case of an accident during the competition, the damages caused by the competitor will be covered by this insurance; but the competitor must pay the deductible of 10% of the cost of the accident. (Restrictions apply)

### 9.2. Requirements

The entry application will only be received through the online form found at the official web site: <https://lacarrerapanamericana.com.mx/registration-sheet/>

To be accepted into the race, the team must comply with the following:

**a)** Complete payment of the entry fee for the driver/co-driver, as well as for the spare driver/co-driver, given the case (Article 5.3).

**b)** Provide the following high-resolution photographs: one of the competing car, two of the driver, two of the co-driver and two of the spare driver/co-driver, if any; before September 23, 2018.

**c)** The technical and safety form of the competing car completely filled out, before September 26, 2019. This form is available on the official website. The Organizing Committee reserves the right to accept or refuse any requested entry.

d) The Organizing Committee reserves the right to admit or reject any registration.

e) No cancellations, fee transfers or future applications for other years will be accepted after July 22, 2019; nor will the entry fee or the payment for the hotels be refunded. Any refund will be at the sole discretion of the Organizing Committee.

f) The service or support vehicle must also have valid liability insurance during the entire event, which must be valid in Mexican territory. The team must show this insurance during the administrative check to complete the registration process.

**IMPORTANT NOTE:** The competing cars and the service or support vehicles must all have the necessary valid insurance so that the car can be authorized to compete (after passing scrutineering), in accordance with Chapter X, Article 28.2.d.3.

### 9.3. Competitors registered outside Mexico

Competitors registered outside Mexico must send a copy of their proof of payment to the Permanent Secretariat of La Carrera Panamericana.

To import the competing car, it is necessary that the Mexican Motorsports Federation (FEMADAC) issues a letter requesting the customs authorities to grant the Temporary Import Permit for all the vehicles participating in the event. Competitors must send their license form and their Temporary Import Permit directly to the FEMADAC offices, even though the payment of the license will be made at the Registration Park in Oaxaca before the event.

For all matters related to the Mexican Motorsports Federation (FEMADAC), please contact:

#### **FEMADAC**

Goethe 40, Esq. Darwin,  
Col. Anzures,  
C.P. 11590, México, D.F.,  
México

Website: <http://www.femadac.org.mx>

Tel:

+52(55) 5254 0084

+52(55) 5254 0011

+52(55) 5254 0157

Fax: +52(55) 5254 0447

**9.4. Transportation and entry of cars into Mexico**  
It is the responsibility of the competitors to ensure that their cars arrive on time to the Registration Park in Oaxaca to comply with the scheduled activities.

If the customs broker recommended by the Organizing Committee is used (with no responsibility for the Organizing Committee), then it is recommended that the cars coming from the United States and Canada cross the border between September 30th and October 4th, 2019. Please consider that customs office in Mexico are closed on weekends.

Cars coming from Europe and Asia can enter Mexico by ship at the port of Veracruz, Veracruz (Gulf of Mexico) or from the Salina Cruz, Oaxaca seaport (Pacific Ocean) and then be delivered to Querétaro. The cars entering the country by airfreight can arrive at the airports of Mexico City or Toluca, State of Mexico.

All foreign competitors must send to the Permanent Secretariat a copy of their entry form, as well as the required technical and safety forms, including copies of the documents that show the ownership of the car. These are necessary to ensure proper support for all required customs procedures and permits, for the temporary import of international competing cars and service and support vehicles.

The documents (copies) that prove the ownership of the competing car and service or support vehicles, must also be sent to the FEMADAC to issue the support letters required by the customs authorities.

The original documents that prove ownership must be shown when clearing customs.

### 9.5. Recommended customs brokers

The competitors are free to select their preferred customs broker. The Organizing Committee recommends the following customs brokers, which can assist competitors in Veracruz, Salina Cruz and at the international airports of Mexico City and Toluca:

#### **FIMASA**

Attn. Lic. Elias Rojas

Website: <http://www.fimasa.com>

E-mail: [elias@fimasa.com](mailto:elias@fimasa.com)

Tel: (55) 5660-9054 / (55) 5660-9072

Fax: (55) 5551-3142

#### **CargoLive**

Att.: Lic. Claudia Fernandez

Website: <http://www.cargolive.com.mx/>

E-Mail: [claudia.fernandez@cargolivelog.com](mailto:claudia.fernandez@cargolivelog.com)

Office: +52 (55) 15602976

Mobile: +52 (55) 4984 0758

**IMPORTANT NOTE:** Competing foreign teams must have a valid Temporary Import Permit for their car for the duration of the event

## Article 10: Starting order and Competition numbers

### 10.1. Groups and categories

Competing cars are classified into 2 Groups and 10 Categories.

Cars that do not fit into the first three categories but have been accepted by the Organizing Committee and have completed their registration process and payment, can only take part in the Exhibition Cars category without the right to a trophy and will be excluded from the general classification.

The competition numbers must match the assigned category in accordance with the following classification:

#### **A. Panamerican Cars Group**

1. "Turismo de Producción" #2 to #99

2. "Turismo Mayor" #100 to #149

3. "Sport Menor" #150 to #199

4. "Sport Mayor" #200 to #249

5. "Original Panam" #400 to #450

#### **B. Historic Cars Group**

6. "Histórica A" #250 to #279

7. "Histórica A Plus" #280 to #299

8. "Histórica B" #300 to #349

9. "Histórica B Plus" #550 to #599

10. "Histórica C" #350 to #399

11 "Historic Road /Rally Racing Cars

#### **C. Exhibition Cars**

10. Category for cars non-eligible in any of the competing categories #451 to #499

### 10.2. Qualifying Stage

On Thursday, October 10th there will be a Qualifying Stage that will not be scored for the general classification. This section will only serve to determine the starting order for the first stage.

This stage is subject to the same rules as all other Speed Sections, except that the starting order will be according to the order the teams arrive at the "CH" Control at the starting line within the time indicated in the program and in accordance with the instructions of the control marshal.

To take part in this Qualifying Stage, the team must have all the required safety elements such as the roll cage, helmets, etc. in accordance with Chapter VIII as well as the OK sticker on the car.

Considering that this Qualifying Stage is optional, the teams that do not take part will be classified by category and subject to the criteria of the Clerk of the Course and the Steward of the Meeting. For this reason, the starting order of the first stage may be changed, taking into account that for safety reasons it may be convenient that the faster cars start first.

### 10.3. Starting order

The starting order for each stage will remain unchanged during the entire stage, except if the Clerk of the Course and the Steward of the Meeting decided to change the order for safety reasons.

From the second stage onwards, the starting order will be determined in accordance with the results of the Speed Sections from the previous stage, regardless of the groups or categories.

The competing cars will start at intervals of 30 seconds.

The starting order for the last stage will be altered and begin with the first five classified teams belonging to the Panamerican Cars Group and remain unchanged for the rest of the stage.

### 10.4. Competition numbers

The Organizing Committee will provide the competition numbers for each team. The competition numbers must be fixed on both sides of the car, on the rear and on the front of the car for the entire event. It is an obligation for the teams to make sure that they are always visible.

### 10.5. The absence of competition numbers

If at any time during the development of the event it is observed that:

**a)** One of the side numbers is missing, a penalty of 30 seconds will be imposed for each stage where the missing number was detected. If the number on the rear is missing, the penalty will be 10 seconds.

**b)** The car is missing both sides' numbers, the car will be disqualified from the stage where the incident was detected.

To apply these penalties, a report from the officer of the event will be enough.

### 10.6. Confirmation of registration and assignment of the numbers

To confirm entry and the assignment of the

competition number, the procedure is as follows:

**a)** When the entry form and the technical description of the competing car, along with the required photos, are received in accordance with Article 15, the Organizing Committee will verify that the car corresponds to the selected category and if the requested competition number is still available, (it may have been assigned to another team); if not, then a new number will be assigned.

**b)** If the competing car is not registered in the correct category or, if during scrutineering the description offered by the competitor does not match the category, the Organizing Committee will assign the car to a new category and an available competition number for the correct category will be issued.

**c)** If the car does not fit into any category of the competition, the car will not be allowed to start the event. If the Clerk of the Course and the Steward of the Meeting allow the participation of a non-eligible car, it will be classified in the Exhibition Category, which is not scored for the event, and will receive neither trophies nor official recognition. The entrant must agree with this decision.

**d)** The Organizing Committee will confirm by e-mail the competition number requested by the competitor or the one assigned.

**e)** The registered spare driver/co-driver must comply with all rules in Article 5.

### 10.7. Identification of the team on the competing car

A sticker with the names, blood type and allergies of the driver, co-driver and the spare driver/co-driver (if any) must be visible on both sides of the car. If at any time during the event, a competitor is substituted by a spare competitor who has not been registered, he/she will not be allowed to drive until he/she complies with the provisions outlined in Articles 5 and 8 and his/her medical information is visible on the outside of the car.

If the team fails to show the name, blood type,

and allergies on the car, the team will receive a warning, if the failure is repeated then a penalty of one minute will be applied. This penalty will be applied each time that the infraction is repeated.

If the car arrives at scrutineering before the event without the names, blood type and allergies, the team will not be able to start until the situation has been corrected.

## Article 11: Traffic regulations

Throughout the event, the teams and their service or support vehicles must strictly obey all traffic regulations, especially in the cities and towns where the event starts and finishes. The police, having noted the infringement, must inform the offender in the same way as he would a normal road user. The police have the authority to withhold the documents of the car and/or driver of the offender or to arrest him/her and take him/her before the corresponding authorities.

Any team or their service or support vehicle that does not comply with the traffic regulations, will be subject to penalties at the sole discretion of the Steward of the Meeting. These may range from a minimum of 30 seconds to the disqualification from the event, depending on the nature of the fault. The procedure is as follows:

- a)** If an officer of the event finds a team or service vehicle breaking a traffic regulation, he must notify the Clerk of the Course.
- b)** Even if the police decide not to stop the offending driver, but ask the Organizing Committee to apply reprimands, the penalties mentioned above will be applied.
- c)** The Clerk of the Course must be notified in writing and before the unofficial results of the day have been posted.
- d)** The report must include a detailed description of the incident and must include the facts, the identity established beyond any reasonable doubt, as well as the place and time of the incident.

- e)** The report of the officer is enough to apply the penalties.

## Article 12: Repairs

### 12.1. Official areas

Repairs will only be allowed in the official service areas or at the end of each stage. Repairs can also take place during the Transit Sections, provided that they are not performed in a control area or "*parc fermé*". The official service areas are indicated in the Route Book.

The team that fails to abide by this regulation will be penalized with 2 minutes.

### 12.2. External assistance

Throughout the entire event, the competing car must circulate by its own means; from the start to the end of each stage.

If a competing car is towed, pushed or transported by another vehicle or receives help from a third party, it will be penalized, unless instructed by an officer of the event to return the car to the road or to clear the road to allow unrestricted circulation of other vehicles in a Speed Section, (Article 25.10).

The minimum penalty for breaking this rule will be the application of the maximum sanction for that section, which is the maximum time assigned to the Speed Section + 1 minute in the Time Control at the start and end of that section. It will also be up to the Steward of the Meeting whether the car is disqualified from the stage or even from the event; depending on the nature of the fault, (especially if it is a recurring fault).

### 12.3. Forbidden acts

- a)** Deliberately block the free passage of other competing cars or not allow them to overtake in a Speed Section when caught by another car.
- b)** Behaving in an unsportsmanlike manner or to insult other competitors or officers or any other person who is participating in the event or to damage any facility or to take part in a fight during the event.

## Article 13: Support Vehicles

### 13.1. Registration and insurance

**a)** The service or support vehicles of a team will be registered at the same time as the competitor during the administrative checks. This registration is mandatory. The front doors of the car and a space in the rear must be reserved for the competition number of the car they are servicing.

Only registered and properly identified service vehicles will have access to the official service areas. Vehicles that fail to be properly registered and identified will be penalized with 1 minute.

The service vehicle must be insured and the insurance policy shown during the administrative checks. If the team insists on not registering or identifying their vehicle after an initial warning, then the team will be penalized with 3 minutes in each stage that the service or support vehicle is not duly registered or identified.

**b)** It is mandatory for the service or support vehicles to have a valid general liability insurance policy that covers third parties for the duration of the event. A copy of the policy must be presented during the administrative checks to register and identify the vehicle. If the service vehicle does not have a valid insurance policy they will be excluded from the event.

### 13.2. Circulation of the service vehicles

The service or support vehicles must precede the pace cars or follow the sweeper car and the entire tail contingent (official and off-the-back vehicles).

Any service or support vehicle that is not registered or doesn't have the official identification stickers and is found to be circulating on the route while the rally is taking place will cause the disqualification of the team from that stage.

If the service or support vehicle overtakes the sweeper car without the authorization from the driver of the sweeper car, this will cause the disqualification from the stage of the team they

are servicing or supporting.

A report from an officer of the event is enough to be subject to the penalties.

### 13.3. During the Speed Sections

It is strictly forbidden for the service or support vehicles to circulate during the Speed Sections while the teams are in competition. Their team runs the risk of being disqualified from the stage.

The service or support vehicles that enter a Speed Section before the roads are closed must follow the instructions of the official pace cars and park in an absolutely safe place, away from the route and where they do not block nor confuse the competitors.

At the end of the Speed Section the service or support vehicles cannot be moved until the sweeper car and the entire tail contingent has passed. A breach of these indications will cause the disqualification of the team from the event.

A report from an officer of the event is enough to apply the penalty.

## Article 14: Advertising

### 14.1. Advertising and sponsors

**a)** The Organizing Committee reserves the right to use certain areas of the competing car for the official competition numbers and for the advertising of the main sponsors of the event. The stickers will be provided to the competitors during the administrative checks. These areas are:

- a.1)** Front doors
- a.2)** Upper part of the windshield
- a.3)** Fenders

**b)** Considering the above, competitors are allowed to affix their own sponsor's advertising to their cars, provided that they do not:

- b.1)** Invade the areas reserved for official stickers.



**b.2)** Interfere with the vision of the driver and co-driver.

**b.3)** Cause a conflict with the sponsors of the event. In that case, only a maximum of 2 areas of 21 square centimeters (7cm x 3cm) for the stickers of the team's sponsors will be allowed.

**b.4)** The main official sponsor of La Carrera Panamericana 2018 must be respected, without exception and no rival brands or services will be accepted.

**b.5)** Official entities such as the Secretary of Tourism, the Mexican Motorsports Federation (FEMADAC), the National Rally Commission (CNRM) or the Lindavista Automobile Club (LAC), will provide the stickers that must be affixed to competing cars.

**b.6)** The use of caps of own sponsors during the arcs of exit and finish line is strictly prohibited; the official cap of the event provided by the organizing committee shall be used.

#### **14.2. Exclusion**

During scrutineering, any competitor not complying with the compulsory advertising requirements will receive a verbal warning from the scrutineer or the Clerk of the Course. If after receiving a verbal warning the participant does not comply with the requirements of the compulsory advertising, the entrant will be excluded from the event.

#### **14.3. Penalties**

The team is responsible for the presence, proper placement and visibility of the compulsory advertising on the competing car. If the stickers are missing, they are not placed correctly or are not easily visible to the public; the team will be penalized with 30 seconds in each of the stages where this occurs. A report from an officer of the event is enough to apply the penalty.

If this fault persists, the penalty may be increased all the way up to possible disqualification from the event upon request from the Clerk of the Course. The Steward of the Meeting will make this decision.

## VII. - ELIGIBILITY AND CATEGORIES OF THE COMPETING CARS

### Article 15: Eligibility of the competing cars

#### A) Panamerican Cars Group

Sports, GT, and production touring cars (sedans) from 1940 to 1954 are eligible for this category. Some models of these cars that were built after 1954 will be accepted into the category if they are essentially the same in terms of technical components and/or aesthetics.

A team who wishes to register a competing car that was built after 1954 in the Turismo de Producción, Turismo Mayor, Sport Menor, and Sport Mayor categories, must provide the Organizing Committee with a complete technical description of the car, including pictures in order to evaluate the request. If the car complies with the requirements, it may be accepted into that category. The Organizing Committee may suggest some modifications for the car be eligible if it initially does not meet the requirements.

#### B) Historic Cars Group

Sports, GT, and production touring cars (sedans), from 1955 to 1973 are eligible for the "Histórica A" and "Histórica C" cars categories. Cars built from 1955 to 1974 are eligible for the "Histórica B" category. Some models of these cars that were built after 1965, will be accepted if they are essentially the same in terms of technical components and/or aesthetics.

In the "Histórica A Plus" category, cars from 1965 to 1975 are allowed. To register a car in this category, it is necessary for the Organizing Committee to approve the entry. Competitors who wish to register a car that was built after 1965 in the "Histórica A", "Histórica C" categories; or after 1973 in the "Histórica A Plus", "Histórica B" and cars built from 1964 to 1973 for the "Histórica B Plus" categories, must provide the

Organizing Committee with a complete technical description of the car that includes pictures in order to evaluate the request. If the car complies with the requirements, it may be accepted into that category. The Organizing Committee may suggest some modifications for the car be eligible, if it initially does not meet the requirements.

#### C) Exhibition Cars

All cars that have been accepted but do not correspond to any of the previous groups or categories mentioned above belong in this category.

The technical specifications and photographs of the competing cars in all groups and categories must be submitted to the Organizing Committee by July 19, 2019, along with the entry form and the technical and safety forms. The Steward of the Meeting who will make a decision regarding the category of a car will evaluate these applications.

"Street Rod" or "Hot Rod" type cars prepared from those built in 1932 or later are also eligible, as are the "replicas" of prototypes from the era or cars built in 1932 to 1956.

### Article 16: Categories

This article details the technical features and requirements that shall be met by the competing cars.

For scrutineering, protests, revisions and sanctions, the information contained in this article is deemed the valid reference, therefore these requirements must be followed and observed for the entire event. Failure to comply with the provisions stated in this article will result in the exclusion of the team from the event.

## A) Panamerican Cars Group

### 16.1. "Turismo de Producción" (Numbers from #1 to #99)

Production cars (sedans) from 1940 to 1954 with original bodywork and F.H./O.H.V. with V8 cylinder engines or F.H./O.H.V. and S.O.H.C. inline 6-cylinder and O.H.V./O.H.C. D.O.H.C. 4-cylinder. The engines must be of the same make or family and configured like the original.

#### a) Construction:

The original chassis or the main frame of the car is mandatory (if it has not been damaged by corrosion, oxidation, welding or is cracked) or a similar one of the same make or family or a new one recently manufactured by a specialized company (e.g. Art Morrison Company - Appendix 4) in accordance with the following specifications:

The distance between the side members, measured transversally to the car must be the same as the original design, without changes. The front area of the chassis, from the imaginary line of the firewall of the car to the front, may be modified in order to integrate the roll cage, as well as to provide greater rigidity to the whole. The joint points or support of the A-arms or arms of the suspension and the shock absorbers may be relocated without restriction.

The bases of the springs of the suspension may be modified to allow a device to manually set the height of the car. Cockpit operated or remote control systems to change the ride height of the suspension are not allowed.

For the rear of the chassis, from the imaginary line of the back of the back seat; the team is allowed to modify and/or relocate the joint points or support of the rear suspension so that the leaf springs can be replaced by coil springs.

All modifications needed to integrate the roll cage to the chassis are allowed. The team is free to modify the location of the mounting points of the movement control arms of the rear axle, which

must be "rigid". The bases that can be installed for the coil springs of the suspension may allow the installation of a device to manually set the height of the car. Cockpit operated or remote control systems to change the ride height of the suspension are not allowed.

**Tubular frames or chassis are strictly forbidden.**

All chassis are subject to the approval of the Organizing Committee; therefore it is recommended that any related questions be sent with anticipation to the Organizing Committee of La Carrera Panamericana along with any drawings and comments. In case the chassis is not approved, the competitor will be informed in advance to avoid being disqualified during the scrutineering before the event. The decision of the Steward of the Meeting will be final.

The bodywork of the car must be original, but if there are some components that are difficult to find, the Organizing Committee must be notified in advance in order to approve the substitution of any of the pieces. If this approval is not obtained beforehand, the car may be excluded from the event during scrutineering.

#### b) Engines:

For those cars with hard to find engines, it is authorized to use engines from different manufacturers, but they must have the same configuration and number of cylinders.

For O.H.V. with 8 cylinders engines in V configuration, the use of iron heads is mandatory.

It is not allowed to use engines of limited production or of a special racing design.

A maximum of 8" (20.3 cm) of inline relocation of engines and drive-lines from their original position on American sedan cars will be allowed



Displacement and carburetion for cars equipped with engines of:

- b1.** 4 cylinders up to 2000 cc (122 cubic inches) and 2 carburetors with two barrels each.
- b2.** For Volkswagens, 2 carburetors with 2 barrels.
- b3.** 6 cylinders up to 5,000 cc (305 cubic inches), three carburetors with two barrels or one 4 barrel carburetor of maximum 600 c.f.m.
- b4.** 8 cylinders up to 5,000 cc (305 cubic inches), one carburetor with four barrels of maximum 600 c.f.m.

**c) Transmission:**

The use of 5-speed transmissions in all cars is allowed, except in the case of eligible cars equipped with O.H.V. V8 engines, which will be limited to a 4-speed transmission.

In order to limit the top speed of the cars, the following table must be taken into account; for the rear axle ratio in relation to the tire's size and the revolutions per minute (RPMs).

It is mandatory for all cars that the top gear (4th or 5th) has a 1:1 ratio.

The table shows increments of 200 RPM. This is compatible with some of the computer chips of the MSD systems or the adjustment knobs or buttons of the MSD systems or equivalent.

It is obligatory that the teams use MSD ignition control modules, (or from any other manufacturer), that control the RPMs of an engine. The MSD 6A, 6AL, 6ALN, SFI-5520, AL-2 ignition controls can be used (or from any other manufacturer).

The ignition control module will be inspected and sealed during scrutineering. If during the event a team wishes to change the size of their rear tires or the relationship of the gears of the rear axle, they must inform the Technical Director in order to have the RPM limits recertified and resealed.

Any ignition control system can be used as long as it includes an RPM limiter.

If a car does not use an ignition module with RPM limiter, then any other RPM limiter can be used, (e.g. Mallory – Part No. 644L) or equivalent.

If a team presents a car without any of the aforementioned devices, the team will be excluded from the event.

All competitors must hand in to the Permanent Secretariat, all technical and safety forms, the specifications of the ignition modules, the RPM limiter and the size and diameter of the tires, in order to select the module that will be installed during scrutineering.

To verify that the competing cars comply with the technical requirements regarding speed limit, the teams may be subject to random revisions both during and at the end of the event by the scrutineers.

Below are the specifications of the power train, which defines the RPM limit of the engine and the top speed of the car:

**d) Tires and wheels:**

- d1.** The diameter of the wheels must be the original or one inch greater, limited to 16 inches.
- d2.** The maximum rim width on 4 cylinder cars is 6".
- d3.** The maximum rim width on 6 and 8 cylinder cars is 8".
- d4.** The treadwear cannot be lower than 40 and must comply with the DOT certification
- d5.** The height of the tires (aspect ratio) must be 50 or higher (no lower number will be allowed).

**e) Other components:**

- e1.** Disk brakes on the four wheels are permitted and they may be vented.
- e2.** Headers are permitted on all cars.
- e3.** The steering system is free of restrictions in order to improve the safety of the driver and driving precision.

**f) Weight:**

The minimum total weight shall be as follows (with

a tolerance of 5% less):

- f1.** Volkswagen: 1,800 lb (817 kg)
- f2.** Alfa Romeo T.I.: 2,400 lb (1,089 kg)
- f3.** Chevrolet: 3,200 lb (1,452 kg)
- f4.** Ford and Mercury: 3,310 lb (1,502 kg)
- f5.** Volvo: 2,115 lb (960 kg)

For all other eligible cars, the originally listed weight must be considered.

*Without exception, all cars and their modifications are subject to the approval of the Organizing Committee. Please send the technical and safety forms to the Permanent Secretariat to review the car's eligibility.*

### Ratios of Turismo Producción

Rear axle ratio		3.50:1			3.70:1		
Size of the tire	Diameter of the tire (inches)	RPM	kph	mph	RPM	kph	mph
255/50-16	26.2	6600	232	144	7000	233	145
225/50-16	24.5	6800	230	143	7200	232	144
225/60-16	26.6	6400	228	142	6800	228	142
245/50-15	24.8	7000	233	145	7400	233	145
225/50-15	23.8	7200	230	143	7600	230	143
255/60-15	27.1	6200	232	144	6800	233	145
235/60-15	26.1	6600	232	144	7000	230	143
215/60-15	25.2	6800	230	143	7200	230	143

Rear axle ratio		3.00:1			3.25:1		
Size of the tire	Diameter of the tire (inches)	RPM	kph	mph	RPM	kph	mph
255/50-16	26.2	5600	230	143	6000	228	142
225/50-16	24.5	5800	230	143	6400	233	145
225/60-16	26.6	5600	232	144	6000	230	143
245/50-15	24.8	6000	233	145	6400	230	143
225/50-15	23.8	6200	232	144	6800	230	143
255/60-15	27.1	5400	228	142	5800	227	141
235/60-15	26.1	5600	228	142	6200	233	145
215/60-15	25.2	5800	228	142	6400	233	145

## 16.2. "Turismo Mayor"

### (Numbers from #100 to #149)

All production sedans (saloons) from 1940 to 1954 with original bodywork and inline D.O.H.C. 6 cylinders and O.H.V. V8 cylinder engines, as well as all O.H.C. / D.O.H.C. 4 cylinder engines.

#### a) Construction:

The original chassis or the main frame of the car is mandatory (if it has not been damaged by corrosion, oxidation, welding or is cracked) or similar of the same make or family; or a new one recently manufactured by a specialized company (e.g. Art Morrison Company from the US, see Appendix 4) in accordance with the following specifications:

The distance between the side members, measured transversally to the car must be the same as the original design, without any changes. The front area of the chassis, from the imaginary line of the firewall of the car to the front, may be modified in order to integrate it to the roll cage and to give it more rigidity as a whole. The joint points or support of the A-arms support or arms of the suspension and the shock absorbers may be relocated without restriction.

The bases of the springs of the suspension may be modified to allow a device to manually set the height of the car. Cockpit operated or remote control systems to change the ride height of the suspension are not permitted.

For the rear of the chassis, from the imaginary line of the back of the back seat; the team is permitted to modify and/or relocate the joint points or support of the rear suspension so that the leaf springs can be replaced by coil springs.

Also, all modifications needed to integrate the roll cage to the chassis are permitted. The team is free to modify the location of the mounting points of the movement control arms of the rear axle, which must be "rigid". The bases that can be installed for the coil springs of the suspension may

allow the installation of a device to manually set the height of the car. Cockpit operated or remote control systems to change the ride height of the suspension are not permitted.

The use of space-frame (tubular) chassis is categorically forbidden. All chassis are subject to the approval of the Organizing Committee; therefore it is recommended that any related questions be sent with anticipation to the Organizing Committee of La Carrera Panamericana along with any drawings and comments. In case the chassis is not approved the competitor will be informed in advance to avoid being disqualified during the scrutineering before the event. The decision of the Steward of the Meeting will be final.

The bodywork of the car must be original, but if there are some components that are difficult to find, the Organizing Committee must be notified in advance in order to approve the substitution of any of the pieces. If this approval is not obtained beforehand, the car may be excluded from the event during the scrutineering.

#### b) Engine:

The use of modern engines of the same manufacturer/family and configuration are permitted; with displacement up to 5000 cc. (305 cubic inches) for 6 cylinder engines and 6,000 cc. (366 cubic inches) for 8 cylinder engines with a V configuration and 2,500 cc. (152.6 cubic inches) for 4 cylinder engines.

Aluminum cylinder heads are allowed.

A maximum of 8" (20.3 cm.) of inline relocation of engines and drive-lines from their original position on American sedan cars will be permitted.

Dry-sump engines are not permitted.

The authorized carburetion depends on the number of cylinders of the engine, in accordance with the following:

**b1.** One carburetor (maximum 600 c.f.m.)

with 4 barrels for 8 cylinder engines with V configuration.

**b2.** Three carburetors with 2 barrels for inline 6 cylinder engines.

**b3.** Two carburetors with 2 barrels for 4 cylinder engines.

**c) Transmission:**

Modern transmissions and differentials are permitted. The use of any type of transmission is permitted, with a maximum of a 5-speed automatic transmission.

In order to limit the top speed of the cars, the following table must be followed; showing the rear axle ratio in relation with the tire size and the revolutions per minute (RPMs) of the engine.

It is mandatory for all cars that the top gear (4th or 5th) has a 1:1 ratio.

The table is set in increments of 200 RPM. This is compatible with some of the computer chips of the MSD system that will be used during the event.

It is mandatory that the teams use MSD ignition control modules, (or from any other manufacturer), that control the RPMs of an engine. The MSD 6A, 6AL, 6ALN, SFI-5520, AL-2 ignition controls can be used (or from any other manufacturer).

The ignition control module will be inspected and sealed during scrutineering. In the case that during the event a team wishes to change the size of their rear tires or the relationship of the gears of the rear axle, they must inform the Technical Director in order to have the RPM limits re-certified and re-sealed.

Any ignition control system can be used as long as it limits the RPMs of an engine, (e.g. Mallory – Part No. 644L).

If a team presents a car without any of the above-mentioned devices, the team will be excluded from the event.

All competitors must hand in to the Permanent Secretariat, the technical and safety forms, the specifications of the ignition modules, the RPM limiter and the size and diameter of the tires, in order to select the module that will be installed during scrutineering.

To verify that the competing cars comply with the technical requirements regarding the speed limit of the cars, the teams may be subject to random revisions both during and at the end of the event by the scrutineers.

Below are the specifications of the power train, which defines the RPM limit of the engine and the top speed of the car:

**d) Tires and wheels:**

**d1.** Any material for the rims can be used.

**d2.** The maximum rim diameter is 17".

**d3.** The maximum rim width for all cars is 8".

**d4.** The treadwear cannot be lower than 40, and must comply with the DOT certification.

**d5.** The height of the tires (aspect ratio) must be 50 or higher (no lower number will be permitted).

**e) Other components:**

**e1.** Disk brakes on the four wheels are permitted and they may be vented.

**e2.** Headers are permitted on all cars.

**f) Weight:**

A tolerance of minus 5% of the minimum total weight is permitted.

The minimum weight must be 3,300 lb (1,497 kg) for all 6 and 8 cylinder cars. For eligible cars with 4 cylinders, the minimum weight should be the original weight of the car.

*Without exception, all cars and their modifications are subject to the approval of the Organizing Committee. Please send the technical and safety forms to the Permanent Secretariat to review the car's eligibility.*

## Ratios of Turismo Mayor

POWERTRAIN SPECIFICATIONS FOR RPM LIMIT AND CAR TOP SPEED													
Rear axle ratio		3.00:1			3.25:1			3.50:1			3.70:1		
Size of the tire	Diameter of the tire (inches)	RPM	kph	mph									
255 / 40 -17	24.8	6000	233	145	6400	228	142	7000	233	145	7400	232	145
245 / 40 -17	24.7	6000	233	145	6400	228	142	7000	233	145	7400	232	145
245 / 35 -17	23.8	6200	230	143	6800	233	145	7200	230	143	7600	230	143
235 /40 - 17	25.3	5800	230	143	6200	228	142	6800	232	144	7200	232	144
235 / -45--17	24.4	6000	230	143	6600	233	145	7000	230	143	7400	230	143

Rear axle ratio		3.00:1			3.25:1		
Size of the tire	Diameter of the tire (inches)	RPM	kph	mph	RPM	kph	mph
255/50-16	26.2	5600	230	143	6000	228	142
225/50-16	24.5	5800	230	143	6400	233	145
225/60-16	26.6	5600	232	144	6000	230	143
245/50-15	24.8	6000	233	145	6400	230	143
225/50-15	23.8	6200	232	144	6800	230	143
255/60-15	27.1	5400	228	142	5800	227	141
235/60-15	26.1	5600	228	142	6200	233	145
215/60-15	25.2	5800	228	142	6400	233	145

Rear axle ratio		3.50:1			3.70:1		
Size of the tire	Diameter of the tire (inches)	RPM	kph	mph	RPM	kph	mph
255/50-16	26.2	6600	232	144	7000	233	145
225/50-16	24.5	6800	230	143	7200	232	144
225/60-16	26.6	6400	228	142	6800	228	142
245/50-15	24.8	7000	233	145	7400	233	145
225/50-15	23.8	7200	230	143	7600	230	143
255/60-15	27.1	6200	232	144	6800	233	145
235/60-15	26.1	6600	232	144	7000	230	143
215/60-15	25.2	6800	230	143	7200	230	143



### 16.3. "Sport Menor"

#### (Numbers from #150 to #199)

All mass and limited production sports cars, prototypes and/or reproductions from 1940 to 1954 or similar, which have been authorized by the Organizing Committee (Article 15) with original bodywork and/or of the same material and with the original or bored out engine up to 2,000 cc. (122 cubic inches) for mass production cars.

#### a) Construction:

The original chassis is mandatory; but if necessary, a similar one can be used as long as it is from the same family of cars. The Director of Scrutineering or an inspector designated by the Organizing Committee must analyze the non-original chassis. If it is not approved, the competitor will be informed beforehand to avoid disqualification during scrutineering before the start. The decision of the Steward of the Meeting will be final.

The bodywork of the car must be original, but if there are some components that are difficult to find, the Organizing Committee must be notified in advance in order to approve the substitution of any pieces. If this approval is not obtained beforehand, the car may be excluded from the event during scrutineering.

A fully independent rear suspension is permitted. For Porsche 356 cars, the competitor is permitted to move the arms of the suspension in order to install a 5-speed gearbox.

#### b) Engine:

In this category and in all cases, the use of a modern 4 cylinder engine of mass production with the same configuration as the original engine of that particular car (inline or boxer) with a maximum displacement of 1,600 cc., 4 valves per cylinder and double overhead cams (D.O.H.C.) is permitted.

Any limited production or prototype car of the era must keep its mechanical characteristics. However, an increment of 15% over its original 1954 displacement is permitted.

A maximum of 6" (15.24 cm.) of inline relocation of the engine from its original position is permitted.

The teams are free to use up to 2 carburetors with 2 barrels each. Fuel injection systems are not allowed.

#### c) Transmission:

Transmissions with 5-speed gearboxes are allowed.

#### d) Tires and wheels:

- d1.** The maximum rim diameter must be 15".
- d2.** The maximum rim width for all cars is 6".
- d3.** The treadwear cannot be lower than 40. and must comply with the DOT certification.
- d4.** The height of the tires (aspect ratio) must be 50 or higher (no lower number will be permitted).

For cars equipped with 15" rims, the tires must meet the specifications of the manufacturer for installation on 6" wide rims, according to the table for 15" tires. It is forbidden to use tires designed for 6.5" rims.

#### e) Other components:

- e1.** Disc brakes on the four wheels are permitted and may be vented.
- e2.** Headers are permitted on all cars.
- e3.** The steering system is free of restrictions in order to improve the safety for the driver and precision when driving.

#### f) Weight:

The minimum weight (5% less is tolerable) is:

- f1.** Alfa Romeo: 1,998 lb (907 kg)
- f2.** MGA: 1,995 lb (905 kg)
- f3.** Porsche: 3561,985 lb (901 kg)
- f4.** For all other eligible cars, the originally listed weight must be considered.

*Without exception, all cars and their modifications are subject to the approval of the Organizing Committee. Please send the technical and safety forms to the Permanent Secretariat to review the car's eligibility.*

## 16.4. "Sport Mayor"

### (Numbers from #200 to #249)

All mass and limited production sports cars, prototypes and/or reproductions from 1940 to 1954 or similar, which have been authorized by the Organizing Committee (Article 15) with original bodywork and/or of the same material. The engine must be the original or from the same family; larger than 2000 cc (122 cubic inches) and bored up to 5,000 cc, (305 cubic inches), unless the original size is larger.

#### a) Construction:

The original chassis is mandatory; but if necessary, a similar one can be used as long as it is from the same family of cars. The Director of Scrutineering or an inspector designated by the Organizing Committee must analyze the non-original chassis. If it is not approved, the competitor will be informed beforehand to avoid disqualification during the scrutineering before the start of the event and the decision of the Steward of the Meeting will be final.

The rear suspension must be original, without any modification.

The bodywork of the car must be original, but if there are some components that are difficult to find, the Organizing Committee must be notified in advance in order to approve the substitution of any pieces. If this approval is not obtained beforehand, the car may be excluded from the event during scrutineering.

#### b) Engine:

In this category and in all cases, the use of a modern mass-produced inline 6 cylinder engine with a maximum displacement of 3,000 cubic centimeters (183 cubic inches) four valves per cylinder and double overhead cams (D.O.H.C.), is permitted.

Any limited production or prototype car of the era must keep its mechanical characteristics. However, an increment of 15% over its original 1954 displacement is permitted.

For sports cars, the admission must be with the original system. The use of a maximum of three carburetors with two barrels each is permitted in cars of this category that use a modern engine.

In case the original carburetor of any V8 type engine needs to be replaced, it is permitted to use a carburetor with four barrels with a maximum limit of 600 c.f.m.

No fuel injection system is permitted, unless the model of the car had been originally manufactured with it.

#### c) Transmission:

Transmissions with a maximum of 5-speed manual or automatic gearboxes are permitted.

In order to limit the top speed of the cars, the following table must be followed; showing the rear axle ratio in relation with the tire size and the revolutions per minute (RPMs) of the engine.

It is mandatory for all cars that the top gear (4th or 5th) has a 1:1 ratio.

The table is set in increments of 200 RPM. This is compatible with some of the computer chips of the MSD system that will be used during the competition.

It is mandatory that the teams use MSD "6AL" and "6AL-2" and ignition control modules, and that the "chip" is already installed on the car according to the specifications from the manufacturer, even though the "chips" that will be used in the event will be installed and sealed during scrutineering.

In case that an MSD system is not installed in the car, then it is mandatory to have a Mallory RPM limiter (Mallory – Part No. 644L), installed,

If a car arrives to scrutineering without an MSD ignition module or Mallory RPM limiter installed, it will be excluded from the event.

All competitors must hand in to the Permanent Secretariat, the technical and safety forms, the

specifications of the ignition modules, the RPM limiter and the size and diameter of the tires, to select the module that will be installed during scrutineering.

To verify that the competing cars comply with the technical requirements regarding the speed limit of the cars, the teams may be subject to random revisions both during and at the end of the event by the scrutineers.

Below are the specifications of the power train, which defines the RPM limit of the engine and the top speed of the car:

**d) Tires and wheels:**

**d1.** The maximum rim diameter is 15".

**d2.** The maximum rim width for all cars is 6".

**d3.** The treadwear cannot be lower than 40. and must comply with the DOT certification.

**d4.** The height of the tires (aspect ratio) is 50 or higher (no lower number will be permitted).

**e) Other components:**

**e1.** Disc brakes on the four wheels are permitted and may be vented.

**e2.** Headers are permitted on all cars.

**e3.** The steering system is free of restrictions in order to improve the safety for the driver and precision when driving.

**f) Weight:**

A tolerance of 5% less of the minimum total weight is permitted.

For all other eligible cars, the originally listed weight must be considered.

*Without exception, all cars and their modifications are subject to the approval of the Organizing Committee. Please send the technical and safety forms to the Permanent Secretariat to review the car's eligibility.*

## Ratios of Sport Mayor

Rear Axle Ratio		3.00:1			3.25:1		
Size of the tire	Diameter of the tire (Inches)	RPM	KPH	MPH	RPM	KPH	MPH
245/50-15	24.8	6000	233	145	6400	228	142
225/50-15	23.8	6200	230	143	6800	233	145
215/50-15	23.5	6200	228	142	6800	232	144
205/50-15	23.1	6400	232	144	7000	233	145
195/50-15	22.7	6600	233	145	7000	230	143
225/55-15	24.8	6000	233	145	6400	228	142
205/55-15	23.9	6200	232	144	6600	228	142
195/55-15	23.4	6400	233	145	6800	230	143
235/60-15	26.1	5600	228	142	6200	233	145
225/60-15	25.6	5800	232	144	6200	230	143
215/60-15	25.2	5800	228	142	6400	233	145
205/60-15	24.7	6000	232	144	6400	228	142
195/60-15	24.2	6000	227	141	6600	230	143

Rear Axle Ratio		3.50:1			3.70:1		
Size of the tire	Diameter of the tire (Inches)	RPM	KPH	MPH	RPM	KPH	MPH
245/50-15	24.8	7000	233	145	7400	233	145
225/50-15	23.8	7200	230	143	7600	230	143
215/50-15	23.5	7400	233	145	7800	233	145
205/50-15	23.1	7400	230	143	7800	228	142
195/50-15	22.7	7600	232	144	8000	230	143
225/55-15	24.8	7000	233	145	7400	233	145
205/55-15	23.9	7200	230	143	7600	230	143
195/55-15	23.4	7400	232	144	7800	232	144
235/60-15	26.1	6600	232	144	7000	232	144

Rear Axle Ratio		3.50:1			3.70:1		
Size of the tire	Diameter of the tire (Inches)	RPM	KPH	MPH	RPM	KPH	MPH
225/60-15	25.6	6800	233	145	7200	233	145
215/60-15	25.2	6800	230	143	7200	230	143
205/60-15	24.7	7000	232	144	7400	232	144
195/60-15	24.2	7200	233	145	7600	233	145

## 16.5. "Original Panam" (Numbers from #400 to #449)

This category groups the cars that are the same make, model and year of those that participated in the original "Carrera Panamericana" from 1950 to 1954. The appearance of the car must be as close as possible to the original with a certain allowance for the following modifications, to improve the safety and reliability of the car without affecting its original appearance.

All cars that comply with the provisions in Appendix "K" and have an "FIA HTP" (Historic Technical Passport) in the period "E" from 1950 to 1954 or similar will be accepted by the organizing committee

### a) Body:

The body must not be modified by opening scoops, vents, or enlarging the fenders, quarter panels or the wheel openings. All glass panels and windshield must be made from the original material with allowance for the use of modern shatterproof tempered glass on the side and back windows. The windshield must be made from shatterproof glass or the original three-layer type.

### b) Chassis:

The car must have the original frame. It is permitted that the frame of the car is reinforced at the weakest points or to strengthen sections that have been repaired.

### c) Suspension:

The front and rear suspension must maintain the original design concept; this means that the leaf springs cannot be replaced by a coil springs system and the front "A" arms must be the original arms or a replacement that maintains the original geometry. It is permitted to replace the front spindles with a "ball and joint type" design instead of the original "kingpin type", along with provisions to install disc brakes by replacing the drum brakes. The work done to accept the new spindles on the original "A" arms must maintain the original suspension geometry. The use of any shock absorber is permitted, providing that it is

installed on the original mounting points.

### d) Rear axle:

It is permitted to replace the solid rear axle with a stronger one, like a Ford 9.0" or 8.8", GM 10 or 12 bolt, Chrysler 9.25, etc. The gear ratio is free of restrictions as well as the type of shafts and hubs used. The use of a limited slip or locker differential is permitted. The original flange-to-flange dimensions of the axle housing must be maintained to maintain the original tread width of the car.

### e) Brakes:

The use of disc brakes on the four wheels replacing the original drum brakes is not only permitted, but also strongly recommended. The original hydraulic actuating system must be replaced with a modern and safer "independent front and rear" tubing and master cylinder. Brake balance adjustable valves can be used.

### f) Steering:

The replacement of the steering box with that of a similar type as the original is permitted as long as the original rods and geometry are maintained. A hydraulic power-assisted steering system can also be used. The use of a regular rack and pinion steering system is not permitted.

### g) Wheels and Tires:

The replacement of the original rims for steel rims is permitted. The original rim size can only be replaced with 15" diameter rims with a maximum width of 7" on North American cars, while European cars can have rims up to 6" wide. It is Aluminum rims are not permitted.

The use of modern tires, which are DOT approved, must have a minimum aspect ratio of 50 (no lower number will be permitted). The minimum treadwear must be greater than 60.

### h) Engine:

The engine must be the original one or an engine of the same family, type and exterior appearance. It is permitted to increase the cubic inch displacement



to the larger displacement that exists within the same family of these engines. Aluminum heads cannot replace the cast iron cylinder heads. Modern parts can replace the camshaft, intake manifold, carburetor and distributor, providing that the maximum carburetor flow does not exceed 600 c.f.m. It is permitted to use exhaust headers to replace the original manifolds. The exhaust tubing lengths and diameter have no restriction.

**i) Engine cooling system:**

It is permitted to modify the engine cooling system by using a larger radiator and/or one made from different material. The water pump can be replaced with one of greater volume. The fan can be replaced with a fan clutch and/or an electric fan. It is permitted to use an engine oil cooler.

**j) Fuel system:**

The fuel tank can be replaced only by a safe fuel cell no larger than 83lt. (22 gallons). It is permitted to use electric fuel pumps.

**k) Transmission:**

The cars originally equipped with automatic transmissions or 3-speed manual transmissions are allowed to use a modern manual 4-speed transmission, providing that the final gear ratio (fourth) is 1:1. If a 3-speed manual transmission is used, the use of an "Overdrive" system, similar to the one offered on the original car is permitted. The use of a straight gears transmission is forbidden. The location and type of the gear shift are not restricted.

**l) Weight:**

Even though most of the cars in this class have a total weight, which surpasses the original specifications due to the roll cage and other modifications including the additional safety items a car must have.

The minimum weight of the car must not be less than the shipping weight specified by the manufacturer for the particular type, model and year of the car.

For all changes or modifications made to the car within these regulations, the competitor must submit a request for approval, showing all the details and pertinent data to the La Carrera Panamericana Technical Committee at least 90 days before the initial inspection prior to the race.

**B) Historic Cars Group**

**16.6. "Histórica A"  
(Numbers from #250 to #279)**

All mass production and limited production cars built from 1955 to 1973 and more recent models aesthetically and mechanically similar to those of 1973, which have been previously authorized by the Organizing Committee regardless of their country of origin. The cars that are included in "Appendix K" of the international F.I.A. sporting code, which are equipped with original 4 cylinder engines and original bodywork are eligible for this category.

**a) Construction:**

It is mandatory to use the original chassis of the car.

Bodywork modifications are permitted according to the "period" (if proof or evidence exists) and if the Organizing Committee approves them before scrutineering.

It is permitted to increase the width of the fenders by a maximum of one inch.

**b) Engine:**

Four-cylinder engines that are not the original ones are permitted, only if their maximum displacement is not greater than 1,600 cc (97.64 cubic inches) and with only one camshaft.

Modifications are permitted according to the "period" (if proof or evidence exists) and if the Organizing Committee approves them before scrutineering.

A maximum overbore of 0.040" is permitted.

The use of carburetors is mandatory except for those cars that were originally equipped by the manufacturer with fuel injection system, which must be the original brand and model, and the competitor must present the appropriate FIA homologation

Fuel injection systems are not permitted nor the use of turbochargers.

**c) Transmission:**

The transmission may be the original or a similar one provided that it is mechanically identical and with the same number of gears. The Organizing Committee must approve it before scrutineering.

Spur gearboxes are not allowed.

**d) Tires and Wheels:**

**d1.** Rims one inch wider than the original ones are permitted.

**d2.** The maximum width of the rims is 6"

**d3.** The aspect ratio of the tires must not be less than 50, (no lower number will be permitted).

**d4.** Only designated DOT or E3 or E4 tires with their original factory tread, which are readily available in retail stores and are not specially designed for the competition are permitted.

**d5.** It is forbidden to modify in any way the original tread of the tires; this includes making additional cuts in them.

**d6.** The treadwear cannot be lower than 40. and must comply with the DOT certification.

**e) Other components:**

**e1.** Shock absorbers are free of restrictions (in the original mounting position).

**e2.** It is allowed to improve the ignition system.

**e3.** Disc brakes on the four wheels are permitted and may be vented.

**e4.** The use of alternators instead of generators is permitted.

**e5.** The use of tube exhaust headers is permitted.

**f) Weight:**

A tolerance of 5% less of the minimum total weight is permitted.

For all eligible cars, the originally listed weight must be considered.

Examples of eligible cars in this category include:

Austin Healey Sprite/100, Austin Mini, Alfa Romeo Giulietta TI/Spider, Giulia 1,600, Porsche 356 a/b/c, Porsche 912, Volvo PV 544/1600/1800, VW Karmann Ghia, Triumph TR2/3/2, Sunbeam Rapier/Alpine, Renault Dauphine/Florde 845 cc R-81108, 1300 Morgan plus 4.2 I, Citroen ds 19, Hillman Minx, Lotus Elite/Elan 1600, Mercedes Benz 180/190, Fiat 1100/1200/1500, Borgward Isabella/Coupe, Ford Cortina Lotus, Honda S 600, MG 1600.

*Without exception, all cars and their modifications are subject to the approval of the Organizing Committee. Please send the technical and safety forms to the Permanent Secretariat to review the car's eligibility.*

**16.7. "Histórica A Plus"  
(Numbers from #280 to #299)**

All mass production and limited production cars built from 1965 to 1975 and more recent models aesthetically and mechanically similar to those of 1975, which have been previously authorized by the Organizing Committee regardless of their country of origin. The cars that are included in "Appendix K" of the international F.I.A. sporting code which are equipped with the original bodywork and original 4 cylinder engines limited to 2000 cc (122 cubic inches) of displacement or modern engines with a maximum displacement of 1,600 cc (97.64 cubic inches) are also eligible for this category.

**a) Construction:**

It is mandatory to use the original chassis of the car.

Bodywork modifications are permitted according to the "period" (if proof or evidence exists) and if the Organizing Committee approves them before scrutineering.

It is permitted to increase the width of the fenders by maximum one inch.

**b) Engine:**

Modifications are permitted according to the "period" (if proof or evidence exists) and if the Organizing Committee approves them before scrutineering.

A maximum overbore of 0.040" is permitted.

The use of devices to electronically make variations to the camshaft is not allowed.

The use of carburetors is mandatory, except for those cars that were originally equipped with a fuel injection system, in this case, the participant must prove the authenticity this system with documents of that time (catalogs, magazines, homologation card, etc.). Turbochargers are not allowed.

**c) Transmission:**

The transmission may be the original or a similar one provided that it is mechanically identical and with the same number of gears. The Organizing Committee must approve it before scrutineering.

If modern engines with 1,600 cc (97.64 cubic inches) are used then manual non-sequential transmissions with a maximum of 5 speeds are permitted.

Spur gearboxes are not permitted.

**d) Tires and wheels:**

**d1.** Rims one inch wider than the original ones are permitted. The maximum width of the rims is 6"

**d2.** The maximum width of the wheels for all cars is 6 inches, except for those that had originally wheels with greater width; in this case, the participant must prove the authenticity of the width of the wheels with documents of that time (catalogs, magazines, homologation card, etc.). Porsche 912 and 914 cars must use wheels maximum 6 inches wide.

**d3.** The aspect ratio of the tires must not be less than 50, (no lower number will be permitted).

**d4.** Only designated DOT or E3 or E4 tires with their original factory tread, which are readily available in retail stores and are not specially designed for the competition are permitted.

**d5.** It is forbidden to modify in any way the original tread of the tires; this includes making additional cuts in them.

**d6.** The treadwear cannot be lower than 40. and must comply with the DOT certification.

**e) Other components:**

**e1.** Shock absorbers are free of restrictions (in the original mounting position).

**e2.** It is permitted to improve the ignition system.

**e3.** Disc brakes on the four wheels are permitted and may be vented.

**e4.** The use of alternators instead of generators is permitted.

**e5.** The use of tube exhaust headers is permitted.

**f) Weight:**

A tolerance of 5% less of the minimum total weight is permitted.

For all eligible cars, the originally listed weight must be considered.

**Examples of eligible cars in this category include:**

Alfa Romeo Giulia, Datsun 510, Ford Cortina / Escort, Volvo 122 / Amazon, BMW 2002, Porsche 914-4, Opel GT, Glas, Dinalpin (this car is eligible only if it fulfills the following: maximum displacement of the engine 1,600 cc (97.64 cubic inches), 5-speed gearbox, weight not lower than the original and the chassis must be reinforced and authorized by the Organizing Committee).

*Without exception, all cars and their modifications are subject to the approval of the Organizing Committee. Please send the technical and safety forms to the Permanent Secretariat to review the car's eligibility.*

**16.8. "Histórica B"****(Numbers from #300 to #349)**

All mass production and limited production cars built from 1955 to 1974 and more recent models aesthetically and mechanically similar to those of 1974, which have been previously authorized by the Organizing Committee regardless of their country of origin. The cars that are included in "Appendix K" of the international F.I.A. sporting code which are equipped with original 6 cylinder engines and original bodywork are also eligible.

**a) Construction:**

It is mandatory to use the original chassis, but bodywork modifications are permitted according to the "period" (if proof or evidence exists) and if the Org. Committee approves them before scrutineering.

**b) Engine:**

Modifications are permitted according to the "period" (if proof or evidence exists) and if the Organizing Committee approves them before scrutineering.

The maximum cylinder capacity for this category is 2.4cm<sup>3</sup> for Porsche 911, 4.2cm<sup>3</sup> for Jaguar, 3.0 cm<sup>3</sup> for Austin Healey, 2.8 cm<sup>3</sup> for Datsun and 4.1 cm<sup>3</sup> for cars from the USA such as a Chevy II, Valiant, Falcon 6cm<sup>3</sup>, etc.

For those cars not mentioned above, a maximum overbore of 0.040" is permitted.

The use of carburetors is mandatory, except for those cars that were originally equipped with a fuel injection system, in this case, the participant must prove the authenticity of this system with documents of that time (catalogs, magazines, homologation card, etc.). Turbochargers are not allowed.

**c) Transmission:**

The transmission may be the original or a similar one, provided that it is mechanically identical and with the same number of gears. It must be approved by the Organizing Committee before scrutineering.

Spur gearboxes are not permitted.

**d) Tires and wheels:**

**d1.** Rims one inch wider than the original ones are permitted.

**d2.** The maximum width of the rims is 7"

**d3.** The aspect ratio of the tires must not be less than 50, (no lower number will be permitted).

**d4.** Only designated DOT or E3 or E4 tires with their original factory tread, which are readily available in retail stores and are not specially designed for the competition are permitted.

**d5.** It is forbidden to modify in any way the original tread of the tires; this includes making additional cuts in them.

**d6.** The treadwear cannot be lower than 40, and must meet the DOT certification.

**e) Other components:**

**e1.** Shock absorbers are free of restrictions (in the original mounting position).

**e2.** It is permitted to improve the ignition system.

**e3.** Disc brakes on the four wheels are permitted and may be vented.

**e4.** The use of alternators instead of generators is permitted.

**e5.** The use of tube exhaust headers is permitted.

**f) Weight:**

A tolerance of 5% less of the minimum total weight is permitted.

For all eligible cars, the originally listed weight must be considered.

For Datsun Z cars, the minimum weight must be:

- 240 Z (2.4 l) - 2,300lb / 1045kg.

- 260 Z (2.6 l) - 2,404lb / 1093kg.

- 280 Z (2.8 l) - 2,748lb / 1246kg.

Examples of eligible cars in this category include:

Jaguar XKE, Aston Martin DB 2/4/5, Austin Healey 3000, Mercedes Benz 300SE, Ford Falcon 6, Ford Mustang 6, Chevrolet Corvair 6; Chevy II (Nova) 6, Plymouth Valiant 6, Dodge Dart 6, Barracuda 6, Studebaker Lark 6, Nash Rambler 6, Rambler American 6, Hudson Rambler 6, Hudson Wasp 6,

Maserati Sebring, Mistral, 3500; AC Ace/Bristol, Porsche 911, Datsun 240,260,280.

*Without exception, all cars and their modifications are subject to the approval of the Organizing Committee. Please send the technical and safety forms to the Permanent Secretariat to review the car's eligibility.*

### **16.9. "Histórica B Plus" (Numbers from #550 to #599)**

Cars from 1964 to 1973 and equal to these even if they are of later models, as long as they maintain the same line and shape, equipped with a boxer-type six-flat engine, up to 3,800 cc, or a six-cylinder V engine up to 3,500 cc or an inline six-cylinder engine up to 4,200cc. The following cars are taken into account, without any restriction of other cars not specifically mentioned in this listing

#### **a) Construction:**

The chassis, monocoque or frame must be the original of the car. Modifications to the body are allowed according to the time (as long as there is proof or ample evidence) and that are approved by the Organizing Committee before presenting themselves to technical scrutiny. It is allowed to increase 1.0 inches to the width of the fenders and / or sides with respect to the competing cars in rallies of that time.

#### **b) Engine:**

The cars included in this category must have been equipped with one of the following engines of origin except for the displacement limit, which can be increased according to the following description: Boxer-type six-flat engine up to 3,800 cc (231.8 CI), six-cylinder V engine up to 3,500 cc (213.5 CI) and six-cylinder inline engine up to 4,200cc (256.2 CI).

Modifications are completely free except that it is not allowed to use of electronic devices that vary the opening, closing and lifting times of the camshafts during operation. The induction system must exclusively use carburetors, not exceeding, in Weber, Solex or Mikuni carburetors,

50 mm diameter valve or 1.5 in. diameter for SU carburetors. Turbochargers or superchargers are not allowed

#### **c) Transmission:**

The transmission must be the same brand of the car and limited to a 5-speed gearbox, the sequential gearbox is not allowed.

Spur gearboxes are not allowed. In order to limit the maximum speed of the cars, the table specifying the final ratio of gears, rim diameter and revolutions per minute (RPM) of the engine should be considered. For this purpose, the use of an MSD ignition system of the type "6AL", "6AL-2" or similar equipment that ensures adequate cutting of the engine speed is mandatory. Likewise, a speed limiter device can be used by "GPS" signal. Any of these devices will be checked, adjusted and sealed during the Initial Technical Scrutineering. Competitors must report before the Scrutiny the final gear ratios as well as the type and measurement of traction tires they will use. To ensure compliance with this provision, the Organization may carry out at any time of the event the corresponding review as well as the actual speed measurement with radar or laser equipment.

#### **d) Tires and wheels:**

The wheels don't have to exceed a maximum of 17 inches. in diameter and width of 9 inches, the "offset" is free as well as the material and construction. The tires become a designation DOT, E3 or E4 and are limited to a minimum profile 40 Series (aspect ratio) and the treadwear cannot be less than 40. It is forbidden to use tires specifically designed for competitions.

#### **e) Other components:**

The suspension must retain the original geometry, allowing the use of replacement "Coil-Over" being free the springs and the calibration of the valves of the shock absorbers.

The braking system is totally free.

The exhaust system is free.

The fuel system must include a "Fuel Safe" type

tank including a roll-over fuel valve.

**f) Weight:**

A tolerance of 5% less of the minimum total weight is permitted.

Examples of eligible cars in this category include:

Porsche 911, Maserati Mistral 3.7 L 1969-1970, Mercedes Benz 300SE y SEL 1963-1965, Lancia Flaminia V6 1965-1968, BMW 3.0 CS 1971-1974, Ferrari 246 Dino GT 1969-1971, Ford Capri y Ford Cologne Capri 1969-1973, Subaru XT6 y TVR V6-3.0L 1967-1971, AMC Gremlin, AMX y Javelin

*Without exception, all cars and their modifications are subject to the approval of the Organizing Committee. Please send the technical and safety forms to the Permanent Secretariat to review the car's eligibility.*

**16.10. "Histórica C"**

**(Numbers from #350 to #399)**

All mass production and limited production cars built from 1955 to 1973 and more recent models aesthetically and mechanically similar to those of 1973, which have been previously authorized by the Organizing Committee regardless of their country of origin. The cars that are included in "Appendix K" of the international F.I.A. sporting code which are equipped with original 8 and 12 cylinder engines and original bodywork are also eligible for this category.

Those special, unique, limited production or artisan manufactured (handmade) cars, which were built from 1950 to 1954 and which maintain their original mechanical and aesthetic characteristics may be accepted in this category; if and when their authenticity is proved (Article 15) and are authorized by the Organizing Committee before scrutineering.

**a) Construction:**

**a.1) Chassis**

It is permitted to reinforce the floor of the car, integrating the reinforcements to the roll cage.

It is also permitted to retrofit the floor with new

sheets, either in sections or completely, but maintaining the original dimensions and form. The firewall and the strut barrels of the shock absorbers must be original, but the latter may be reinforced at the joint points to the aprons and in the seat of the springs.

The fixation points of the engine must be the original ones, thus keeping the engine exactly in its original position.

**a.2) Front suspension**

The geometric principles and the joint points of the original design must be kept. It is permitted to use "negative roll" type suspensions as long as the original fixation points to the bodywork or chassis of the car are kept. It is permitted to reinforce the elements and/or fixation points. The springs have no restrictions, provided that they do not exceed the external diameter of the original ones.

Those cars equipped with torsion bars may change them to bars of a different diameter or change the whole suspension system to a Mustang II type suspension with double "A" arms. These are available from various manufacturers in the USA

**a.3) Rear Suspension**

The car must have its original rear suspension system without having changed any of its points of anchorage to the chassis. This means, that if a vehicle originally used leaf springs, this system must be kept; but the holes of the shackles may be relocated and the springs may be replaced by other ones of a different width.

The use of lowering blocks is allowed, as well as the installation of "Panhard" type bars.

**a.4) Bodywork**

Bodywork modifications are permitted according to the "period" (if proof or evidence exists) and if the Organizing Committee approves them before scrutineering.

**b) Engine:****b.1) Ford**

Mustang, Falcon and Fairlane/Torino must use an engine block of 289 cubic inches or 302 cubic inches up to 1969 models or 302 cubic inches from 1970 onwards. The use of Boss and Cleveland type heads are forbidden. The original engine block for the rear seal of the back oil seal for the crank in "two pieces" (engine block produced up to the 1980 model) may be modified to use a modern single one-piece seal. The type of crank to be used may either be "heavy", "light", "original" or "0" balancing; provided it maintains maximum travel of 3.00", which is the original specification for the crank in a 302 cubic inch engine.

**b.2) Chevrolet**

Chevy II, Nova, Corvette, Chevelle, and Camaro may use engines with 327 cubic inches displacement, even though some cars were originally equipped with a 283 cubic inch engine. The use of an engine block of 350 cubic inches with four bedplate bolts with a crank of a 327 cubic inch second-generation engine with large diameter stumps is permitted. Cars like the Chevrolet 1957 can use the original injection system (the same of the Corvette) which was optional for this model

**b.3) Chrysler, Dodge and Plymouth**

Dart, Dart GT, Valiant Signet and Barracuda may use 318 cubic inch engines, even though some cars were originally equipped with a 273 cubic inch engine. For the Chrysler 300, a 440 cubic inch engine is accepted only if the weight of the car is the same or greater as the original.

**b.4)** Cars of other brands and models not mentioned above must be equipped with the original engine corresponding to the type of car and model. If an engine has been replaced by a similar one of another year of the model or of less displacement, the approval of the Organizing Committee must be obtained before scrutineering.

**b.5) General points that apply to all cars in this category:**

- The connecting rods, pistons and rings are free of restrictions, as long as the pistons don't have a diameter 0.040" larger than the original.
- The valve train is free of restrictions.
- The heads of the engine must be made from iron; either the original or a modern one manufactured to high-performance specs.
- The camshaft is free of restrictions as well as the admission manifold.
- Using a dry sump is forbidden.
- The use of a carburetor is mandatory and the maximum admission permitted is one carburetor with 4 barrels and a maximum flow of 600 c.f.m.
- Cars weighing less than 2,800 lbs. (1,273 Kg) and are equipped with an 8-cylinder engine must use one carburetor with two barrels, with a maximum flow of 500 c.f.m. instead of the authorized one with four barrels and 600 c.f.m.
- If cars were equipped with the optional direct fuel injection system (Chevrolet 1957) its use is allowed, but the participant must prove the authenticity with documents of that time (catalogs, magazines, homologation card, etc.)
- The use of turbochargers is forbidden.

**c) Transmission:**

The transmission must be the original corresponding to the car. Replacement of the transmission is allowed, provided that it is from the same brand or same design as the original and it has been purchased from a recent manufacturer (e.g. T-10 from Doug Nash or Richmond Gear, etc.), with no more than 4 forward gears. Spur gearboxes are not allowed.

It is mandatory that the teams use MSD ignition control modules, (or from any other manufacturer), to control the RPMs of an engine. The MSD 6A, 6AL, 6ALN, SFI-5520, AL-2 ignition controls can be used (or from any other manufacturer).

The ignition control module will be inspected and sealed during scrutineering. In case that during the event a team wishes to change the size of their rear tires or the relationship of the gears of the rear axle, they must inform the Technical Director to have the RPM limits re-certified and re-sealed. Any ignition control system can be used as long as it limits the RPMs of an engine. If a car does not use an ignition module that limits RPMs, any other RPM limiter can be used, (e.g. Mallory – Part No. 644L).

All competitors must hand in to the Permanent Secretariat, along with the technical and safety forms, the specifications of the ignition modules, the RPM limiter and the size and diameter of the tires, in order to select the module that will be installed during scrutineering.

To verify that the competing cars comply with the technical requirements regarding the speed limit of the cars, the teams may be subject to random revisions, both during and at the end of the event by the scrutineers.

Rear axles and differentials with a higher capability of torque absorption are allowed, provided that they are from the same manufacturer and/or type of car. The use of locking differentials is permitted.

#### **d) Tires and wheels:**

**d1.** Rims one inch wider than the original ones are permitted.

**d2.** The maximum width of the rims is 7"

**d3.** The aspect ratio of the tires must not be less than 50, (no lower number will be allowed).

**d4.** Only designated DOT or E3 or E4 tires with their original factory tread, which are readily available in retail stores and are not specially designed for the competition are permitted.

**d5.** The tires must be specifically made for rims with a maximum width of 7".

**d6.** It is forbidden to modify in any way the original tread of the tires; this includes making additional cuts in them.

**d7.** The treadwear cannot be lower than 40. and must comply with the DOT certification.

#### **e) Other components:**

**e1.** The steering must keep its basic operation. It is allowed to use a different input/output ratio from the original. It is permitted and recommended to replace the original steering column, (solid with a worm gear), for a collapsible one that corresponds to the same make of car, but in later models or a modern steering column from a specialized manufacturer (e.g. Flaming River).

**e2.** Using a removable steering wheel from the column is permitted.

**e3.** Shock absorbers have no restrictions (if they are fitted in the original mounting position).

**e4.** It is permitted to improve the ignition system by using an MSD ignition module or an equivalent product from any other make.

**e5.** The original brakes, either drum or disc, may be replaced with modern disc brakes with higher efficiency. These may be vented and their size is limited only by the size of the wheel.

**e6.** The use of alternators instead of generators is permitted.

**e7.** The exhaust system is free of restrictions and tube exhaust headers of any diameter are permitted without restriction. The outlet of the exhaust tubes must at least be from behind the driver's seat to the outside of the car.

#### **f) Weight:**

A tolerance of less than 5% of the minimum total weight is permitted.

For all eligible cars, the originally listed weight must be considered.

Examples of eligible cars in this category include: Chevrolet, Nova, Chevelle, Corvette V8 283, 327, Ford Falcon V8, Chevrolet Bel-Air V8, Chrysler 300 B/C/E, Ferrari 250/330/400/410, 275 GTB, Facel Vega FV/HK 500, Studebaker Hawk / Silver Hawk, BMW 507, Ford Mustang 260, 289, 302.

*Without exception, all cars and their modifications are subject to the approval of the Organizing Committee. Please send the technical and safety forms to the Permanent Secretariat to review the car's eligibility.*

## Ratios of Histórica C

Rear axle ratio		3.00:1			3.25:1		
Size of the tire	Diameter of the tire (inches)	RPM	kph	mph	RPM	kph	mph
245/50-15	24.8	6000	233	145	6400	228	142
225/50-15	23.8	6200	230	143	6800	233	145
215/50-15	23.5	6200	228	142	6800	232	144
205/50-15	23.1	6400	232	144	7000	233	145
195/50-15	22.7	6600	233	145	7000	230	143
225/55-15	24.8	6000	233	145	6400	228	142
205/55-15	23.9	6200	232	144	6600	228	142
195/55-15	23.4	6400	233	145	6800	230	143
235/60-15	26.1	5600	228	142	6200	233	145
225/60-15	25.6	5800	232	144	6200	230	143
215/60-15	25.2	5800	228	142	6400	233	145
205/60-15	24.7	6000	232	144	6400	228	142
195/60-15	24.2	6000	227	141	6600	230	143

Rear axle ratio		3.50:1			3.70:1		
Size of the tire	Diameter of the tire (inches)	RPM	kph	mph	RPM	kph	mph
245/50-15	24.8	7000	233	145	7400	233	145
225/50-15	23.8	7200	230	143	7600	230	143
215/50-15	23.5	7400	233	145	7800	233	145
205/50-15	23.1	7400	230	143	7800	228	142
195/50-15	22.7	7600	232	144	8000	230	143
225/55-15	24.8	7000	233	145	7400	233	145
205/55-15	23.9	7200	230	143	7600	230	143
195/55-15	23.4	7400	232	144	7800	232	144
235/60-15	26.1	6600	232	144	7000	232	144
225/60-15	25.6	6800	233	145	7200	233	145
215/60-15	25.2	6800	230	143	7200	230	143
205/60-15	24.7	7000	232	144	7400	232	144
195/60-15	24.2	7200	233	145	7600	233	145

## 16.11 Historic Road / Rally Racing Cars

This Class is exclusively for Historic Road and Rally Racing Cars, specifically built for this purpose and manufactured from 1957 to 1977 and are included in t Appendix "K" of the FIA International Sporting Code irrespective of their country of origin. Considering the current safety regulations, cars that are not equipped with either an original or new roll cage built according to the specifications mentioned in Item 20.3 and Appendix 2 of this Rule Book, cannot be accepted.

To register a car in this Class, it is necessary to send to the Organizing Committee, at least 90 days before the date of the initial technical inspection, along with the entry form, a copy of the original FIA Homologation Book (FIA-OHB) and/or the FIA Historical Technical Passport (FIA-HTP), as well as pictures showing the actual condition of the car including the exterior and interior, roll cage and engine compartment.

### a) General Rules

#### a.1) Chassis and Suspension

The car must have the original chassis and suspension according to the parts shown in the FIA-OHB and/or FIA-HTP. Any type of shock absorbers are permitted provided that they are installed to the original mounting points. The original suspension geometry cannot be modified or altered.

#### a.2) Brakes

The car must have the original brakes according to the parts shown in the FIA-OHB and/or FIA-HTP, except for the brake pads. These can be replaced with modern ones with compounds that are free of restrictions.

#### a.3) Wheels and Tires

The rims and tires that are shown in the FIA-OHB and/or FIA-HTP must be used. New rims can be used as long as the diameter, rim width, offset and backspacing is the same as the original design.

Any brand of tire is allowed as long as they have DOT (or equivalent) approval and have a

treadwear of no less than 40. In the event that the original tire size(s) is no longer available, the team must request the approval from the Organizing Committee to be able to use an alternate size.

#### a.4) Engine, Transmission and Axles/Differentials

The original engine, transmission and differential(s) must be used according to the FIA-OHB and/or FIA-HTP. If there is a difference or variation from the FIA approved parts, the Organizing Committee must be notified in advance in order to determine if the car can be accepted into this Class.

#### a.5) Cooling System

The cooling system must be in accordance with the FIA-OHB and/or FIA-HTP.

#### a.6) Steering System

The steering system must be in accordance with the FIA-OHB and/or FIA-HTP.

#### a.7) Fuel System and Fuel Tank

The fuel system and gas tank must be in accordance with the FIA-OHB and/or FIA-HTP. All cars must have a roll-over check valve to avoid spillage of fuel in the event of an accident.

#### a.8) Minimum Weight

It must be in accordance with the FIA-OHB and/or FIA-HTP

#### a.9) Exterior and Body

The bodywork of the car must be original without any modifications or alterations and must be made from the original materials. The windows must be of the original materials. It is mandatory to use a safety or three layer windshield.

### b) Safety Equipment

**b.1)** The car and the competitors (driver and co-driver) must comply with the safety rules mentioned in Article VIII and for all the Classes. With the exception that an original roll cage can be used according to the FIA-OHB and/or FIA HTP, instead of the one mentioned in this Rule Book.

## D) Exhibition Cars

### 16.11. "Exhibition Cars"

#### (Numbers from: #450 to #499)

Exhibition cars are all cars in the Panamerican Cars group (1940 – 1954) or cars from the of Historic Cars group including categories "Histórica A" / "Histórica C" (from 1955 – 1973) or from the category "Histórica A Plus" (1965 – 1975) or "Histórica B" (1955 – 1974) or the cars from the group of Original Panamerican Cars that do not correspond to any of the 9 competition categories; but are allowed to participate in the event upon prior authorization by the Organizing Committee, (but are not eligible for official classification).

*Without exception, all cars and their modifications are subject to the approval of the Organizing Committee. Please send the technical and safety forms to the Permanent Secretariat to review the car's eligibility.*

## Article17: Fuel

It is mandatory for all categories and cars to use the commercially available unleaded fuel ("Magna" – green / "Premium" – red) available at PEMEX service stations. The use of aviation fuel is prohibited, it will result in the disqualification from the event.

The use of fuel additives and octane boosters is permitted.

It is obligatory to refuel at the PEMEX service stations or at the official service areas along the route. When the car is being refueled the competitors must have a fire extinguisher on hand. It is strictly prohibited to refuel in any other location; the penalty will be exclusion from the stage.

The transportation of fuel to the service areas can be done only once a stage has finished or before the start of a stage. This is done to avoid

transporting fuel in competing cars or service vehicles during the competition. The penalty will be the disqualification from the stage.

## Article18: Modifications to the competing cars

### A) Panamerican Cars Group

("Turismo de Producción", "Turismo Mayor", "Sport Menor" and "Sport Mayor")

#### 18.1. Fuel tank:

- a) The capacity can be increased to any desired capacity.
- b) Fuel tanks with fuel cells are mandatory for all the cars in this group except "Original Panam" class, also is mandatory the use of "Fuel Safe" for all cars in Historic "B" and "C" classes
- c) All fuel caps and breathers must have a check valve for protection in case the car rolls over.
- d) If the fuel tank is relocated to the trunk it must be isolated from the passenger by a firewall.

#### 18.2. Suspension:

- a) All modifications to the sway bars and suspension are permitted.
- b) It is allowed to replace the leaf springs by springs to the cars of the categories "Turismo Producción" and "Turismo Mayor" Dion type rear axles are not allowed.
- c) Leaf spring can be replaced by coil springs. A rear axle Dion system is not permitted.
- d) Cockpit operated or remote control systems to change the ride height of the suspension are not permitted.

#### 18.3. Bodywork:

- a) The replacement of some original pieces with plastic or fiberglass is permitted as long as the Organizing Committee approves them before scrutineering.
- b) The original windshield must be used or a similar one with safety shatterproof glass.

**c)** Windshields made from any other material other than safety shatterproof glass is forbidden.

**d)** If the car starts with an authorized windshield, but later replaces it with another one made from a different material, the team will be disqualified from the event.

**e)** Modifications to the bodywork are not permitted except for the fenders which can be slightly modified (up to a maximum of 2") to accommodate modern tires (Article 18.8).

#### **18.4. Engine:**

**a)** All cars are allowed to balance the engine and to modify the camshaft, pistons, connecting rods, valves, springs and any other parts of the internal movement.

**b)** For cars in the "Turismo de Producción" (only American sedan cars) and "Turismo Mayor" categories, a maximum of 8" (20.3 cm) of in-line relocation of the engine and drive-line from the original engine position is allowed.

**c)** All engines are allowed to increase the cylinder diameter up to .060 inches

**d)** In the "Sport Mayor" category, the use of engines of the same family and configuration larger than 2,000 cc (122 cubic inches) and bored out up to 5,000 cc (305 cubic inches) is permitted, (Article 16.4.b).

**e)** The use of a dry sump is not permitted.

#### **18.5. Radiators and oil coolers:**

**a)** Any type of radiator is permitted.

**b)** Oil coolers are permitted and are recommended.

#### **18.6. Engine induction:**

**a)** For all categories, superchargers or turbochargers are not permitted.

**b)** For cars of the "Turismo de Producción" category:

**b.1)** Only one carburetor with 4 barrels with 600 c.f.m. maximum is permitted in cars with American engines with 8 cylinders.

**b.2)** Only 3 carburetors with two barrels each or one carburetor with four barrels with 600 c.f.m. maximum are permitted in all cars with American engines with 6 inline cylinders.

**b.3)** Two carburetors with two barrels each for cars with 4 cylinders, including Volkswagen, are permitted.

**b.4)** For cars with European engines, the carburetor is free of restrictions, except for Volkswagens.

**c)** On sports and GT cars for the "Sport Menor" category, the induction is unrestricted, however injection systems are not permitted (Article 16.3).

**d)** On sports and GT cars for the "Sport Mayor" category, the induction must be with the original system and the injection system may only be used if the original cars were manufactured with this system (Article 16.4).

**e)** For the "Sport Mayor" category, modern engines with 6 cylinders in-line may be used, subject to the first paragraph of Article 16.4.b.

#### **18.7. Transmission and differential:**

**a)** Gearbox and rear axle ratios are free of restrictions.

**b)** The use of limited slip differentials and locked rear ends are permitted.

**c)** The use of "overdrive" is permitted only in cars originally manufactured with this system.

#### **18.8. Tires:**

**a)** Modern tires will be permitted only with the designation D.O.T., E3 or E4 for use in cities and highways and readily available in retail stores.

**b)** Narrower tires and with a numerically higher aspect ratio (example: series 50, 60, 70, etc) are permitted.

**c)** In no case, may the treadwear be lower than 60.

**d)** No racing tires (Slicks or Treadwear zero) are permitted.

**e)** The tread design must be the original from the factory; additional cuts in the tire are not permitted.

**f)** Not complying with the specified tires will imply the disqualification from the stage in which the infraction was detected.

### **18.9. Steering:**

**a)** Steering systems may be updated.

### **18.10. Shock absorbers:**

**a)** The shock absorbers are free of restrictions for all categories, but only if they are fitted in the original upper and lower mounting position.

**b)** Coil-overs are allowed for the "Turismo de Producción" and "Turismo Mayor" categories.

### **18.11. Brakes:**

**a)** Braking systems must be improved and updated.

**b)** For all cars of all categories, it is recommended to use disc brakes on the four wheels, and these may be vented.

**c)** It is recommended to update the original brake lines (tubing, connections and brake fluid hoses) and change them to other modern options that offer better safety.

**d)** The system used to actuate the brakes is free of restrictions.

### **18.12. Weight:**

**a)** All weights for the competing cars are specified in Article 16 of this Rule Book and must be respected for all categories. Cars not complying with these specifications will be disqualified from the stage where the infraction was detected.

**b)** In Article 16 the reference made for the weight

of the competing car includes the wheel and spare tire, the jack, the tools to replace the tire, as well as the fire extinguishing system and emergency signs. This is the weight that must be respected and that must correspond to the catalogs of Scrutineering.

### **18.13. Permitted modifications:**

For the Panamerican Cars group, only the modifications indicated in Articles 16.1 to 16.4 and those corresponding to this Article from 18.1 to 18.12 are permitted.

### **18.14. Authorization of the modifications:**

It is mandatory for the Organizing Committee to authorize the modifications made to the cars before scrutineering in Querétaro.

In order to not be rejected during the scrutineering before the start of the event, it is recommended that all modifications, questions, comments and requests for any changes made to the cars be submitted to the Organizing Committee well in advance; from the time when the team begins preparation of the car for the event by sending to the Permanent Secretariat all the issues that will be required for approval by the Organizing Committee.

This is why it is very important to deliver the technical and safety form completed on time along with pictures and drawings or sketches of the modifications that will be made/have been done to the car.

If any change or modification is not accepted, the team will be informed as soon as possible. If possible, recommendations will be made as to how the changes can be made in a way that it is acceptable and in compliance with the rules and requirements mentioned in this Rule Book.

In case of conflicts regarding any changes or modifications, the case will be submitted to the Steward of the Meeting who will take a final decision.

## Original Panamerican Cars

### 18.15. Modifications permitted:

For the Original Panamerican Cars Group, only the modifications indicated in Article 16.9 are permitted. The following must be considered:

#### a) Windshield:

**a.1)** The original windshield must be used or a similar one with safety shatterproof glass.

**a.2)** Windshields made from any other material other than safety shatterproof glass is strictly forbidden.

**a.3)** If the car starts with an authorized windshield, but later replaces it with another one made from a different material, the team will be immediately disqualified from the event.

#### b) Brakes:

**b.1)** Braking systems must be improved and updated.

**b.2)** For all cars of all categories, it is recommended to use disc brakes on the four wheels, and these may be vented.

**b.3)** It is recommended to update the original brake lines (tubing, connections, and brake fluid hoses) and change them to other modern options that offer better safety.

**b.4)** The system used to actuate the brakes is unrestricted.

#### c) Weight:

**c1.)** The weight for the competing cars is specified in Article 16 of this Rule Book and must be respected for all categories. The cars that do not comply with these specifications will be disqualified from the stage where the infraction was detected.

**c2.)** Article 16 mentions the weight of the competing car and includes the wheel and spare tire, the jack, the tools to replace the tire, as well as the fire extinguishing system and emergency signs. This is the weight that must be respected and that must correspond to the catalogs of scrutineering.

### 18.16. Authorization of the modifications:

It is mandatory that the Organizing Committee

authorizes the modifications made to the cars before scrutineering at Querétaro.

To avoid rejection during the scrutineering before the start of the event, it is recommended that all modifications, questions, comments and requests for any changes made to the cars be submitted to the Organizing Committee well in advance; from the time when the team begins preparation of the car for the event by sending to the Permanent Secretariat all issues that will be required for approval by the Organizing Committee.

This is why it is very important to deliver the technical and safety form completely filled, on time along with pictures and drawings or sketches of the modifications that will be made/have been done to the car.

If any change or modification is not accepted, the team will be informed as soon as possible. If possible, recommendations will be made as to how the changes can be made in a way that it is acceptable and in compliance with the rules and requirements mentioned in this Rule Book. This is to avoid rejecting during the initial scrutineering. In case of conflict regarding any changes or modifications, the case will be submitted to the Steward of the Meeting who will make a final decision.

## B) Historic Cars Group

### ("Histórica A", "Histórica A Plus", "Histórica B" and "Histórica C" categories)

### 18.17. Permitted modifications:

For the Historic Cars Group, only the modifications indicated in Articles 16.5 to 16.8 are permitted. The following must be considered:

#### a) Windshield:

**a.1)** The original windshield must be used or a similar one with safety shatterproof glass.

**a.2)** Windshields made from any other material are strictly forbidden and the start will not be permitted for cars with windshields not made from safety shatterproof glass.

**a.3)** If the car starts with an authorized windshield, but later replaces it with another one made from a different material, the team will be disqualified from the event.

**b) Brakes:**

**b.1)** Braking systems must be improved and updated.

**b.2)** For all cars of all categories, it is recommended to use disc brakes on the four wheels, and these may be vented.

**b.3)** It is recommended to update the original brake lines (tubing, connections and brake fluid hoses) and change them to other modern options that offer better safety.

**b.4)** The system used to actuate the brakes is free of restrictions.

**c) Weight**

**c1.)** The weight for the competing cars is specified in Article 16 of this Rule Book and must be respected for all categories. The cars that do not comply with these specifications will be disqualified from the stage where the infraction was detected.

**c2.)** Article 16 mentions the weight of the competing car and includes the wheel and spare tire, the jack, the tools to replace the tire, as well as the fire extinguishing system and emergency signs. This is the weight that must be respected and that must correspond to the catalogs of scrutineering.

**18.18. Authorization of the modifications:**

It is mandatory that the Organizing Committee authorizes the modifications made to the cars before scrutineering in Querétaro.

To avoid rejection during the scrutineering before the start of the event, it is recommended that all modifications, questions, comments and requests for any changes made to the cars be submitted to the Organizing Committee well in advance; from the time when the team begins preparation of the car for the event by sending to the Permanent Secretariat all issues that will be required for approval by the Organizing Committee.

This is why it is very important to deliver the technical and safety form completely filled on time, along with pictures and drawings or sketches of the modifications that will be made/have been done to the car.

If any change or modification is not accepted, the team will be informed as soon as possible. If possible, recommendations will be made as to how the changes can be made in a way that it is acceptable and in compliance with the rules and requirements mentioned in this Rule Book. This is to avoid rejecting cars during the initial scrutineering. In case of conflict regarding any changes or modifications, the case will be submitted to the Steward of the Meeting who will make a final decision.

**D) Exhibition Cars**

**18.19. Permitted modifications:**

In this group, there is not a list of allowable modifications, since entrants in the Exhibition Cars Group have no right to be classified or qualify for the trophies. However, the following must be considered:

**a) Windshield:**

**a.1)** The original windshield must be used or a similar one with safety shatterproof glass.

**a.2)** Windshields made from any other material are strictly forbidden and the start will not be permitted for cars with windshields not made from safety shatterproof glass.

**a.3)** If the car starts with an authorized windshield, but later replaces it with another one made from a different material, the team will be immediately disqualified from the event.

**b) Brakes:**

**b.1)** Braking systems must be improved and updated.

**b.2)** For all cars of all categories, it is recommended to use disc brakes on the four wheels, and these may be vented.

**b.3)** It is recommended to update the original brake lines (tubing, connections and brake fluid hoses) and change them to other modern

options that offer better safety.

**b.4)** The system used to actuate the brakes has no restrictions.

**c) Weight:**

In this Group, the weight of the cars has no restriction.

**18.20. Authorization to take part in La Carrera Panamericana**

The cars participating in this Group, require specific acceptance and an agreement between the team and the Organizing Committee, with the Steward of the Meeting as a witness that they will take part in the event without the right to classification nor to receive trophies due to the fact that the competing car does not fit in any of the 9 competing categories; or because from the time of their application to the event, the team decided to only take part in this category and the Organizing Committee accepted their entry

**Article 19: Non-eligible cars - Exclusions**

**19.1. Turismo de Producción and Sport Menor**

If the competing cars of the Turismo de Producción and Sport Menor categories do not comply with the technical specifications outlined in Articles 16.1 and 16.3 nor with the corresponding permitted modifications mentioned in Article 18, the car will be moved to the Turismo Mayor and Sport Mayor categories respectively.

If after being transferred to the new category the car still does not comply with all technical requirements, it will be excluded from the event.

If the entrant requests it and the Clerk of the Course and the Steward of the Meeting accept, the car may be transferred to the Exhibition Category, which is not classified nor are the drivers eligible to receive trophies (Articles 16.10 and 19.4), in compliance with Article 18.20.

**19.2. Turismo Mayor and Sport Mayor**

If the competing cars of the Turismo Mayor and Sport Mayor categories do not comply with the technical specifications outlined in Articles 16.1 and 16.3 nor with the corresponding permitted modifications mentioned in Article 18, the car will be excluded from the event.

If the entrant requests it and the Clerk of the Course and the Steward of the Meeting accept, the car may be transferred to the Exhibition Category, which is not classified nor are the drivers eligible to receive trophies (Articles 16.10 and 19.4), in compliance with Article 18.20.

**19.3. Historic Cars Group**

If the competing cars in any of the categories of this group do not comply with the technical specifications outlined in Articles 16.5 to 16.8 nor with the permitted modifications mentioned in Article 18, the car will be excluded from the event.

If the entrant requests it and the Clerk of the Course and the Steward of the Meeting accept, the car may be transferred to the Exhibition Category, which is not classified nor are the drivers eligible to receive trophies (Articles 16.10 and 19.4), in compliance with Article 18.20.

Moving from one category to another within the Historic Car Group for failing to meet Regulation is not allowed.

**19.4. Classification in the Exhibition Category**

In order for an entrant to be accepted into the Exhibition Category, there must be an agreement between the Clerk of the Course and the entrant, with the Steward of the Meeting as a witness. Otherwise, the team will be excluded from the event, (Article 18.20).

**19.5. Refund of the entry fee**

Any participant that is disqualified from the event cannot claim a full or partial refund of the entry fee

## VIII. SAFETY EQUIPMENT

### Article 20: Mandatory safety equipment

It is essential that all cars of all categories, as well as all competitors have all the safety equipment indicated in this Article. Failure to comply with this article will result in the disqualification from the event.

#### 20.1. Hood pins (for all categories)

**a)** Hood pins or belts are mandatory on all cars and must be attached to the bonnet (hood) and boot (trunk) to keep them closed.

#### 20.2. Fire extinguishers (for all categories)

**a)** It is mandatory to use an extinguishing system by means of a fixed tank with nozzles, with a capacity of at least 4 kg, as well as a 2 kg manual extinguisher.

**b)** The extinguishers must be protected with fire resistant material and located in the cockpit and all conduits must be made of metal.

**c)** The driver must be capable of activating the extinguishers manually, while seated with the safety belts fastened and the steering wheel in its position

**d)** There must be an external switch to activate the system that must be clearly identified with the red letter "E" inside a white circle with a red border. It must have a minimum diameter of 10 cm (4 inches).

**e)** The system must be functional in all positions.

**f)** The sprinkle nozzles must be appropriate for the extinguisher agent and must be installed in a way that they do not point directly at the heads and faces of the occupants.

#### 20.3. Roll-Cage (for all categories)

**a)** The use of a roll-cage is mandatory for all cars. The Organizing Committee must approve the roll-cage before scrutineering. The recommended construction of the roll-cage must be in accordance with Article 253 of Appendix J of the International Sporting Code of the Fédération Internationale de l'Automobile (FIA). In Appendix 2 of this Rule Book are the recommended drawings to build one.

**b)** If a team decides to use a different design, it must first be authorized by the Organizing Committee before scrutineering. This Article states the minimum requirements that a roll-cage must meet. The corresponding reference drawings are shown in Appendix 2.

**c)** A team has the obligation to inform the Organizing Committee about the design and construction details of the roll-cage no later than August 24, 2019, for its authorization. If there is an issue with the proposed roll-cage, the Organizing Committee will propose options and/or changes that would have to be made for it to be authorized. The roll-cage must be approved before attending scrutineering.

**d)** It is mandatory for all cars to use a roll-cage with 6 mounting points. The basic roll-cage design must have a main arch located just behind the front seats, two lateral half-roll bars, one transverse member joining the upper parts of the lateral half roll bars and two backstays. This basic design is shown in Appendix 2, drawing 253-3.

**e)** The roll-cage must be made of steel tubes with a diameter of 1.5 – 2 inches and have a thickness of 0.089" - 0.095" (13 gauge).

**f)** Any car whose total weight exceeds 3,100 lb. (1,361 kg.) must have a 2-inch diameter steel

roll-cage which must have a thickness between 0.089" - 0.095" (13 gauge).

**g)** The roll-cage must be firmly affixed to the chassis or the main frame of the vehicle on the most resistant points with four auto-locking screws or adjusted with lock washers. The screws must have an M8 minimum diameter and a minimum quality of 8.8 (ISO standard). The roll-cage must be welded with the best quality welding possible.

The contact area of the plate that is screwed to the chassis and is used to affix the six points of the roll-cage must not be smaller than 120 cm<sup>2</sup>, and the thickness of the plate must not be less than 3 mm. The placement of the plate can be seen in Appendix 2, drawings 253-51, 253-52 and 253-57.

**h)** The main arch must be vertical, it must be one piece and without any wrinkles where it bends. The upper part of the arch must be well above the helmets of the competitors and as close as possible to the bodywork.

**i)** A diagonal member must be placed to form an integral part of the main arch. This is shown in Appendix 2, drawings 253-4, 253-5 y 253-7.

**j)** Two door bars must be added (one on each side of the car). This is shown in Appendix 2, drawings 253-9, 253-10 y 253-11.

**k)** Additionally, a roof reinforcement must be placed on the upper part of the cage, forming an "X" between the main arch and the front arch. This is shown in Appendix 2, drawings 253-12, 253-13 y 253-14.

**l)** An additional member must be placed between the backstays, which can also be used to affix the safety belts. This is shown in Appendix 2, drawing 253-66.

**m)** It is mandatory to drill a hole of 1/8" in all the main tubes and members of the roll-cage. These holes must not be less than 10 cm. from

the welding, from where there are screws or from where there is a bend in the tube. These holes serve to verify the thickness of the tubing.

#### **20.4. Arm protection elements (for all categories)**

**a)** All closed cars are required to have and use lateral safety nets that must be fixed to the roll-cage or bodywork.

**b)** The safety nets must be made of interwoven strips of a fire resistant material and must be sewn together at each cross point with a minimum width of 19mm (3/4"). The safety nets must not be temporary in nature or purpose. The mesh must have a minimum width of 25 x 25 mm and a maximum width of 60 x 60 mm.

**c)** The safety nets must be affixed to the roll-cage above the windows of the occupants and be affixed by a quick release system, even when the car is rolled over.

**d)** The safety net must be able to be released with only one hand. The release handle must be painted with a bright color, such as orange for easy identification. The use of a quick-release button is permitted but it must be of bright color with a label that reads "press".

**e)** To affix the safety net to the roll-cage, only screwed fasteners are permitted. Under no circumstances can the roll-cage be modified to affix the safety net.

**f)** For all open cars, the use of arm restraint straps for competitors is mandatory.

**g)** Arm restraint straps must be fastened to the safety belt buckle. Once the restraint straps length is measured when the driver is seated, the driver needs to ensure that he/she can reach the steering wheel and all controls comfortably. Likewise, the co-driver must adjust the length of the restraint straps so that he/she can reach the measuring devices and any other elements that need to be operated within the car.

**h)** These restraint straps must be used according to the manufacturers' instructions, without modifications and without any missing pieces, (the effectiveness and longevity of the arm restraint straps are directly related to the manner in which they are installed, used and maintained).

**i)** These restraint straps must be in good operating condition and made from the best quality materials.

**j)** It is up to the Scrutineering Director to determine whether the safety nets or arm restraint straps are suitable or not and if they can perform their intended function and ensure the safety of the competitors. Not complying with these safety dispositions will cause the car to be excluded from the event.

### 20.5. Safety belts (for all categories)

**a)** The use of safety belts with a harness is mandatory. An internationally recognized sporting authority such as FIA, SFI, must homologate all safety belts. The belts cannot be modified in any way. In the case of FIA homologation, they must meet the No 8853/98, 8854/98. or 8853-2016 FIA standards, for SFI homologation, will be SFI 16.1. Appendix 2 shows the valid labels for the belts that can be used in the event.

**b)** Five-point belts are mandatory: two straps for the shoulders, two straps for the abdomen and one strap for the crotch from the pelvis to the floor. The safety belts must be equipped with a turnbuckle release system. The belts must be 3 inches wide (narrower belts are not accepted) and not older than 5 years from the date of manufacture. The safety belts must have a label indicating the manufacture date.

**c)** For the correct positioning of the safety belt, shoulder straps should be directed back and down and must be installed in such a way that they do not form an angle greater than 45° from the horizontal, from the top edge of the backrest, even though it is recommended that this angle should not exceed 10°. To secure the shoulders'

straps, these may be installed on the rear seat lap strap anchor points originally mounted by the car manufacturer. They may also be anchored to the additional member between the backstays of the roll-cage (Appendix 2, drawing 253-66). The shoulders straps must be installed crosswise symmetrically in relation to the centerline of the front seat.

**d)** It is prohibited for the seat belts to be anchored to the seats or their supports. A safety harness may be installed on the anchor points of a production car. The recommended geometrical locations of the anchor points are shown in Appendix 2, drawings 253-61 and 253-62.

**e)** The abdominal straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no conditions must they be worn over the region of the abdomen. The belts must be anchored to the original anchor points of the front seats, originally mounted by the car manufacturer. If that is not possible, the abdominal straps can be anchored to the frame or chassis of the car.

**f)** The crotch strap must be attached to the floor with screws and to a plate of at least 3 mm thickness to reinforce the anchorage.

**g)** When the straps are attached by screws, an insert must be welded for each mounting point, as it is indicated in Appendix 2, drawing 253-67.

**h)** Safety belts must be used according to the manufacturers' instructions; without modifications or missing parts (the effectiveness and longevity of the safety belts are directly related to the manner in which they are installed, used and maintained).

**i)** The belts must be replaced after a serious accident or if they are cut, frayed, weakened by the action of sunlight or chemical products or if the width of the belts is uneven (meaning that the safety belts have been subject to a significant amount of strain beyond what is considered normal use or that they have been involved in a serious accident). They must also be replaced if

the metal parts or buckles are deformed, bent or corroded. Any malfunctioning safety belt must be replaced.

**j)** Any safety belt, based upon the sole judgment of the Director of Scrutineering that is obsolete or is not properly working must be immediately replaced, either before the start of the event or after an accident. Failure to comply with this rule will result in the exclusion from the event or not being able to continue in the race after an accident, if the seat belt is not properly replaced.

### **20.6. Seats (for all categories)**

**a)** All seats of the passengers must be homologated by a sporting authority recognized internationally (such as FIA, SCCA, SCORE, etc.) and cannot be modified. If the seats of the competing car follow the FIA rules, the original seats must be replaced by homologated bucket seats in accordance with the 8855/1999 or 8862/2009 standards.

In Appendix 2 the valid labels for the seats that can be used in the event are shown.

**b)** The use of the homologated seats with the 8855/1999 standard is limited to five years from the date of manufacture indicated on the label and may be used for two more years if the manufacturer authorizes it by issuing an additional label for this purpose. If the homologation complies with the 8862/2009 standard, the limit for usage is for 10 years.

**c)** The attachment method of the seat must be approved by the Organizing Committee during scrutineering. If it is not approved, the car will be excluded from the event. It is recommended that the participant submits to the Organizing Committee all related documentation and information about the seats used, such as the manufacturer, date of manufacture and installation details of the seats, in order for it to be authorized or recommendations made to help the approval process. Appendix 2, drawings 253-65 show an example of the anchorage of the seats.

**d)** The seats must be fixed and anchored in accordance with the above paragraph. It must not be a reclining seat and the use of rails to move the seats is forbidden.

**e)** Kirkey brand seats are permitted.

### **20.7. Electric equipment (for all categories)**

**a)** Headlamps must be turned on at all times during the entire stage.

**b)** Intermittent emergency lights that work properly.

**c)** Front and rear turn signal flashers that work properly

**d)** Stop/Brake lights that work properly.

**e)** Air horns that work properly.

**f)** Windshield wipers that work properly.

**g)** The car must have a main cut off switch in a visible spot installed on the outside of the bodywork.

### **20.8. Mandatory emergency equipment (for all categories)**

**a)** It is mandatory to have two warning red flags (30X40 cm.) on board in case of an accident.

**b)** Two belt cutters must be always on board and must be easily accessible to the driver and co-driver when seated with their harnesses fastened. The "cutters" must be fixed in such a way that they cannot be released or be a danger to the occupants. Appendix 2 shows a picture of the cutters that must be used that serve to cut the belts when the release mechanism does not work or in case of an accident.

**c)** A working hand-held battery-operated lamp.

**d)** Two soft cervical collars must be on board (one for each competitor). It is also recommended to carry a complete first aid kit.

e) Spare wheel and tire.

f) Jack.

g) A VHF radio operating at frequencies between 144 and 148 MHz, which is only for emergency use. If used for any other purpose, the team will be disqualified from the stage

### **20.9. Helmets & Head and Neck Support Device (for all categories)**

a) It is mandatory for all competitors (drivers and co-drivers) to use a helmet that meets one of the following specifications: FIA 8860-2004, 8860-2010, 8860-2015, 8859-2015, 8858-2002 or 8858-2010. Snell Foundation SA2005, or SA2010 also SFI 31.1 A o SFI 31.2 A. A non-certified helmet will cause the exclusion of a team from the event.

b) All helmets must be valid, be less than five years old from the manufacturing date, and must have a label that shows the original manufacturing date. Appendix 2 shows valid labels for helmets that may be used in the event.

c) For all open car competitors, the use of full-face helmets is strongly recommended.

d) All helmets must be in good shape and in working condition. If during scrutineering a non-valid or damaged helmet is detected, the competitor must replace it and show it to scrutineering again before being allowed to start.

e) SM HOMOLOGATED MOTORCYCLE HELMETS ARE NOT ALLOWED. Competitors wearing this type of helmets will not be allowed to start and will be excluded from the event until they wear an authorized helmet.

f) The helmet must bear the name, blood type, RH factor and known allergies of the competitor. This is a mandatory requirement. Failure to comply will result in the exclusion of the competitor from the event until compliance.

g) Switching helmets without notifying the Director

of Scrutineering or using a non-compliant helmet will result in disqualification from the stage where the fault was detected.

h) The use of head and neck support devices (Hans device, LEATT-Brace, etc.) or similar homologated devices by an internationally recognized sporting authority (such as FIA, SCCA, SCORE, etc) is mandatory. The device cannot be modified in any manner. These devices must be SFI 38.1 or FIAA 8858 2002 also FIAA 8858 2010 Any competitor who does not present this safety device at scrutineering they will not be allowed to start. In Appendix 2 the valid labels for the head and neck support device that can be used in the event are shown.

### **20.10. Clothing/Overall (for all categories)**

a) The use of an overall (Nomex) made from fire resistant material is mandatory for all competitors and they must wear it always while driving. All clothing must be homologated by an internationally recognized sporting authority (such as FIA, SCCA, SCORE, etc.) and cannot be modified in any manner. If it is FIA homologated, then the applicable standard is 8856-2000, 8856-2018. or SFI3.2A-20 Appendix 2 shows the valid labels for the overalls that can be used in the event.

b) It is recommended that the overall is a three-layered unit, but two-layered ones will be permitted. Overalls must be less than five years old from the manufacturing date, and must have the label that shows the original manufacturing date.

c) Using fire-retardant underwear is mandatory.

d) The overalls may be rejected by the Scrutineering Director if they are already expired (are more than five years old) or if they are found to be unable to perform their function due to excessive wear or deterioration of the fire resistant layers. In this case, the competitor will be excluded from the event until he submits to the Scrutineer a new overall with his name labeled and in optimal condition for use in the competition.



**e)** If the competitor presents an overall which was authorized and after starting any of the stages it is detected that the overall has been changed, the competitor will be automatically disqualified from the event.

**f)** The overall must have the name, blood type, Rh factor and known allergies of the competitor printed or embroidered in a visible place. If this requirement is not met, the competitor will not be allowed to start until this has been rectified.

**g)** Shoes must be fire retardant and of racing type. They must be homologated by an internationally recognized sporting authority (such as FIA, SCCA, SCORE, etc.) and cannot be modified in any manner. If the homologation is FIA the applicable standard is 8856/2000 and for SFI the applicable standard is 3.3/5 Shoe. Appendix 2 shows the valid labels for the shoes that can be used in the event.

**h)** Gloves must be fire retardant and of racing type.

### **20.11. Compliance**

To ignore any of the safety mandatory requirements indicated in this Article, will cause the competitor to be disqualified from the event.

## **Article 21: Safety Recommendations**

***Not mandatory, but strongly recommended.***

### **21.1. Ground clearance**

It is recommended that cars have a minimum ground clearance of 20 cm. (7.9 inches), since there are many large speed bumps along the route and the road conditions of the route itself may not be the best.

### **21.2. Fog Lights**

It is recommended to install additional fog lights to the car, due to the fact that some Speed Sections may be run where there is a possibility of fog.

### **21.3. Navigation equipment**

The use of any mechanical or electronic distance meter (Halda, Terra Trip, or similar), calibrated in kilometers is highly recommended since all instructions in the Route Book are indicated in the metric system. The use of a Global Positioning System (GPS) is permitted.

## IX.- RUNNING OF THE EVENT

### Article 22: Start

**a)** Competing cars must be at the starting arch of each stage 30 minutes before a team's individual start time and lineup according to their starting order. At that moment, at least one member of the team must be present at the starting arch control to reset their chip, collect their time card of the day and verify the location of the official board where the bulletins are published.

It is the responsibility of each competitor to review the information published in the bulletins, because there may have been last minute changes or important information.

**b)** Late arrival to the starting arch or passing the starting arch late (if it is not blocked in any manner), will be penalized as a "CH-P" Time Control (Article 24.2), up to a maximum tolerance of 15 minutes.

**c)** If a team arrives more than 15 minutes late to pick up its time card or to pass through the starting arch, the penalty is 2 minutes. They will be able to start the rest of the sections in its original starting order of the day if they arrive in time to the first Control "CH" of the stage

Otherwise, they must maintain for the remainder of the stage their passing order at the first "CH" Control of the stage, unless an officer of the event modifies the starting order. In this case, the issue shall be noted on the time card must and must be signed by the officer.

It is possible that for whatever reason, a team cannot pick up their time card, reset their chip and know the content of the bulletins of the day; but this does not justify that they do not comply with information published in the bulletins.

**d)** The schedule for the lineup and start time of each stage is found in the Route Book.

**e)** The starting order and start time for each team will be published on the official board of each day.

**f)** All teams must strictly observe their starting order and not block other teams starting before them. If a vehicle blocks another team starting before them, the team will be penalized with 1 minute unless the passage of the blocking vehicle is blocked and is reported at least 10 minutes before their individual start time.

**g)** The starting arch must be passed in the correct starting order and at the individual start time. If a team passes the arch out of place in relation to its starting order or its individual start time, the team will be penalized with 2 minutes.

**h)** The marshal at the starting arch may, subject to his criteria, start the teams before their individual start time. This indication must be obeyed. In this case, the penalty for passing the starting arch out of place will not be applied, but the teams must respect the modified starting order.

**i)** If a team arrives directly at the first "CH" Control at the start of the first Speed Section of a stage without having passed through the starting arch with/without their time card; in addition to the 2 minute penalty mentioned above, the team will start behind all competitors that did comply with this requirement. The marshal at the "CH" Control will give the team a time card and their time to start the first Speed Section of the stage, (Article 22.2c).

#### **22.1. Starting order and intervals between cars**

**a)** All competitors must know their start time and starting order. This information will be published after 20:30 on the official board at the drivers' meeting the night before.

**b)** For the first stage, the start time and starting order will be published on October 10, after 02:30 at the Driver's meeting in Oaxaca based on the

results of the Qualifying Section.

**c)** The exact starting times will be published according to the general classification by groups and starting order. This document will list the teams permitted to start, their start time and name and number of the stage.

**d)** The Organizing Committee has set a starting interval of 30 seconds between each team. This interval is the same for all competing cars.

### **22.2. Passing Time Controls and lateness**

**a)** Teams must pass the Time Control posts at their designated hour, minute and second. Not complying with this will be cause for a penalization in accordance with Article 24.2.

**b)** The start time for each stage is indicated on the time card of each team, as well as the established time to cover the distance of each section. If this time is not adhered to, a penalty of 30 seconds will be applied plus any penalties that a team may have accumulated because of this or other actions. This is done to respect the allotted time for each of the teams.

**c)** A team may arrive late to the start of a section, provided that their accumulative lateness does not exceed 15 minutes, which is the maximum tolerance for a late arrival. If a team arrives late with less than 15 accumulated minutes, the penalty that will be applied corresponds to the "CH" Control (Article 24.2).

If the accumulated time is greater than 15 minutes, a team will be penalized with 30 seconds in that control and in each of the following Time Controls ("CH-P" and "CH") until the end of that stage. Also, a team will not be permitted to start the following Speed Sections of the stage and will be penalized by being assigned the maximum time for each of the remaining Speed Sections that day.

The teams that arrive at the first "CH" Control of the first section of the stage who have not passed through the starting arch, do not have their time card, or have not reset their chip, will be penalized

with 30 seconds in that control.

**d)** If the marshal at the control post is not aware of the infraction (arriving late with more than 15 accumulated minutes) and a team starts that and the following Speed Sections; the team will be penalized regardless with the maximum time assigned to each of the Speed Sections and Time Controls ("CH-P" and "CH") for that day.

**e)** If the delay is less than 15 accumulated minutes, a team can start the following Speed Sections with their newly assigned time. In accordance with this new time, the team must recalculate its time card. If a team is delayed they must respect their new starting order and continue with it until the end of the stage.

**f)** The starting interval between each team will not be modified and must be respected.

### **22.3. Official time**

**a)** Hours, minutes and seconds are always shown in the following manner: 00:01:00 up to 23:59:00.

**b)** Only completely elapsed minutes are taken in account for penalty purposes in the Time Controls.

**c)** Throughout the entire event, the official time is taken from the W.W.V. station at Fort Collins, Colorado, USA.

The official time can be consulted at <http://www.timeanddate.com/worldclock/usa/fort-collins>

**d)** The official time of the event will be available for the competitors at the starting arch of each stage. The people in charge of scoring who deliver the time cards will have a dial with the time transmitted by the W.W.V. station that can be consulted by the competitors.

## 22.4. Route

a) All teams receive a Route Book containing a detailed description of the route that has to be followed.

b) Each team must complete the entire route; from the starting arch to the finish arch of each stage.

c) If the route is not respected or not fully completed, the penalty will be 30 seconds for the first Time Control not passed and 30 seconds for each subsequent Time Control until the end of the stage. Also, a team will be assigned the maximum time given to the following Speed Sections for that stage after the first Time Control not passed.

## Article 23: Controls - General provisions

### 23.1. Control signals

All passage controls (starting and finish arches of the stage and "CH-P" Controls at the entrance and exit of the service sections); Time Controls ("CH"); start and finish of a Speed Section ("A", "B" and "C"), are signaled and visible in accordance with the control signals described as follows.

a) **"CH-P" Controls:** are the passage controls at the start and finish arches of the stage, at the entrance and exit of the service sections in addition to the Time Controls for the Transit Sections followed by another Transit Section.

b) **"CH" Controls:** are the Time Controls at the end of each Transit Section.

c) **"A", "B" and "C" Controls:** are the controls at the start and finish of each Speed Section.

### 23.2. Signaling at the Time Controls and Speed Sections

a) The start of the control areas is indicated by a large sign with a stopwatch on a yellow background, approximately 10 meters before the control post.

b) The control post is indicated with an identical sign but with blue background.

c) The end of the control areas is identified by a large sign with three transversal stripes on a white background, approximately 15 meters after the control post.

### 23.3 Control areas

All control areas (the area between the sign with the yellow background and the one with transversal stripes with a white background or the one with a checkered flag on a green background at "B" Control and the final one with transversal stripes), are considered "*parc fermé*" (Article 26).

### 23.4 Time within a control area

a) The stopping time within any control area must not exceed the necessary time for carrying out this operation properly.

b) Once the marshal has entered the passage time on the time card the vehicle must leave the control area immediately.

c) At the beginning of a Speed Section, the start time will be decided by the marshal who will then indicate to the team when they must start from the "A" Control.

### 23.5 Entrance to a control area

#### The following is strictly forbidden:

a) To enter a control area in any direction other than that of the event or not passing any of the signs within the control area.

b) To re-cross a control post or to re-enter a control area.

c) Once a car has entered the control area, the car must pass through this control post in no more than one minute.

d) It is prohibited to stop between the yellow sign with a stopwatch and the red sign with a stopwatch. Disqualification could result as a breach of this rule.

e) It is forbidden to drive in reverse within a control area. Once a competitor has entered a control area, he must wait the necessary time to

cross the control post. He cannot drive in reverse to make any sort of repairs or perform any other intervention to the car.

**f)** Infringing these rules will cause a penalization of 2 minutes; and if repeated, the team will be disqualified from the section. If this is repeated a third time, the penalty will be the disqualification from the entire stage.

### **23.6 Time cards and actual time recorded**

**a)** At the starting arch, a team will receive a time card with their starting time for the stage in accordance with the starting order. This time cannot be changed and must be strictly adhered to. Each day, the time card must be handed to the marshal at the finish arch of the stage.

A new time card will be given to the teams at the starting arch of each stage.

Each team is responsible for their time card.

**b)** The time card must be available for inspection if required by an officer of the event; especially at the control posts where a post marshal will write the time on it. The team must write their times in the assigned places and never in the places assigned to the officers.

**c)** Any correction or amendment made by a team member where they have written on the time card in an incorrect place will cause a penalty of 10 seconds to the team; unless the correction or amendment is done by an authorized officer who must then sign it. A team member may write any observations on the back of the time card. In no case may the team make any annotations on the front of the time card.

**d)** Each team is responsible for calculating the time at which they will pass each "CH" Control. This time must be filled out in the corresponding blank section on the time card, (yellow column).

Each team is also responsible for calculating the difference in time between the "A" Control and the "B" Control for each Speed Section; this time will

be used in each section. This time must be filled out in the corresponding blank section on the time card, (orange column).

If a team makes an error in calculating the time differences and this affects the sum total of the time on the card that is used to calculate the result of the stage, the penalty will be 30 seconds per error.

It is mandatory to hand in the time card with all calculations and the sum of the accumulated times of the stage at the entrance to the service section and at the finish arch of the stage. If this is not done, the penalty will be 1 minute for each instance. If one of the additions is incorrect it will be considered as a calculation mistake and a penalty of 30 seconds will be applied.

If a time entry is not filled in by a post marshal at a Time Control; if a card is not handed in on time at a post control because of the team's fault, or if the time card is not handed in at the finish arch, even though the car did not pass on time or the team lost the time card; a 1 minute penalty will be applied.

**e)** The recorded times of the Speed Sections are an important element of the time cards and are subject to the aforementioned penalties.

**f)** A team is responsible for handing in the time card at the different post controls and to verify that the marshals have written the times.

**g)** It is up to a team to decide the moment that they will give the time card to the post marshal so that he can register their time on the time card. The team members must verify that the time recorded by the marshal is correct.

The post marshal is the only person authorized to write the time on the time cards.

If there is a discrepancy between the time written by the officer and the time registered by the team member, he/she can make a written observation on the back of the time card and let it be known to

the post marshal himself as well as to the Clerk of the Course at the end of the stage.

**h)** Recording the target check-in time at the Time Controls ("CH" or "CH-P") is the responsibility of the team. They may consult the clock of the post marshal before handing him the time card to record the passage time of the car.

The post marshal at the Time Controls ("CH" or "CH-P") must not mention the target check-in time or the actual time the competitor crossed the control post.

At the start of a Speed Section ("A" Control), the marshal must tell the competitor his starting time.

At the Stop Control ("C" Control) the team's car must stop completely to let the marshal write the passage time at the end of the Speed Section ("B" Control).

### **23.7 Opening and closing of control posts**

The control posts must be ready to operate 15 minutes before the target passage time for the first team and finish its operation 15 minutes after the passage of the last classified team for the day. The last team of each stage will be identified on the start list of each day.

#### **Exceptions:**

**a)** If the Clerk of the Course gives a different indication.

**b)** Even if a team arrives at the control post, the marshals must conclude their functions exactly 15 minutes after the passage of the last classified team..

### **23.8 Instructions from the post marshals**

The teams must always follow the instructions of the post marshals. Failure to do so may lead to penalties and even disqualification, at the sole discretion of the Steward of the Meeting. The minimum penalty is 2 minutes. The marshal's report is sufficient to apply the penalty.

### **23.9 Identification of the post marshals**

All the road and post marshals are identified by official shirts or vests and an identification card that they must wear at all times during the stage.

## **Article 24: "CH-P" Passage controls (Start and finish arches of a stage and Transit Sections) - Delay / Abandonment**

### **24.1. Passage Controls: "CH-P"**

The start and finish arches of a stage and the controls at the entrance and exit of the service areas are referred to as "Passage controls" where the following procedure applies:

#### **a) The start of a stage (starting arch): "CH-P" Control.**

The starting order and the start time must be respected. It is forbidden to block the path of other competitors starting before.

The recording of his/her official time begins the moment the starting arch is crossed. The competitor may only cross the arch before or after his/her previously designated starting time, only if the marshal requests him to do so.

Not passing through the arch or blocking another competitor will be penalized in accordance with Article 22.

#### **b) Service areas: "CH-P" Control.**

At these points it is permitted to arrive before the designated time without penalties and up to a maximum of 15 minutes late. A team arriving later than this will be penalized in accordance with Articles 24.2 and 24.3.

For leaving the service area, the estimated time of the Time Card must be considered without considering whether the entry was advance or delayed.

#### **c) End of the stage (finish arch): "CH-P" Control.**

The complete team (driver and co-driver) and the competing car must pass through the arch by its own means and one of the team members must

provide their time card to the post marshal, and this means the team officially passed the arch control. At each end-of-stage arch there shall be a properly identified and visible control officer who will take the time of each team upon passing through the arch.

No penalties will be applied if the car arrives 15 minutes early or late.

Not crossing the finish arch or crossing the arch outside of the time limit mentioned above will incur a penalty of 2 minutes.

## 24.2. Time Controls

At the time controls ("CH"), the control officer must enter the time of passage through the control on the Time Card and record the time on the chip as soon as one of the competitors delivers them or when the front tire of the competing car physically passes through the post control, even if the Time Card has not been delivered to the post marshal. .

### Check-in procedure at a Time Control

**a)** The check-in procedure begins the moment a team enters a control area.

**b)** To have the time recorded at the post control by a marshal, it is required that both team members (driver and co-driver) are inside the competing car and in front of the control signal.

**c)** When the control area is occupied with other cars and it is impossible for the vehicle to enter, one of the team members must get out of the car and walk to the post control, wait for his time and give their time card and chip to the post marshal so that he can record the passage time on his control sheet (yellow column) and on the time card of the team.

If several competitors are doing this procedure at the same time, the post marshal will assign the time to the teams based on their order of arrival, taking into account and making any necessary adjustments to the final recorded time for the amount of time it took to complete the check-in procedure.

**d)** The check-in time recorded at a post control is written on the control sheet and on the team's time card. The recorded time must include minutes and seconds.

**e)** A team will not incur a penalty if the vehicle enters a control area 1 minute before the scheduled check-in time or 59 seconds past this time.

**f)** A team will not be penalized for lateness if they hand their time card to the post marshal within 59 seconds of the target check-in time if the marshal is busy registering a team who arrived before them.

**g)** In the case of handing in their time card before the target time (in the minute preceding the target time or even before), a team will be penalized 15 seconds for every minute early. If a car arrives more than 5 minutes early, the penalty will be 5 minutes.

**h)** If a team arrives at the control post so far ahead of the scheduled time that the control marshals are not yet in their positions, the team must wait for their scheduled check-in time and give the marshals enough space to continue setting up the control area in order to have their passage time recorded.

**i)** If the Time Card is presented after the target time (after 59 seconds or more of the target time have elapsed), the team will be penalized with 5 seconds for each minute late. If a team's delay is more than 15 accumulated minutes, the penalty will be the disqualification from the stage, plus 30 seconds in that control, plus the time indicated in Article 24.3.

### **Example:**

**1.** If a team must check-in at a control post at 10:23:00, the check-in will be considered "on time" and no penalties incurred if the check-in takes place between 10:22:01 and 10:23:59.

**2.** If a team must check in at a control post at 15:18:30, the check-in will be considered "on time" and no penalties incurred if the check-in

takes place between 15:17:31 and 15:19:29.

The teams must comply with this check-in procedure, especially when entering a control area (maximum one minute before the target check-in time). The post marshal must make a written report to the Clerk of the Course indicating which teams do not comply with this procedure. These teams will be penalized with 30 seconds. A report from the marshal is enough to apply the penalty.

### **Time for leaving controls:**

**a)** If the next section does not begin with a Speed Section, the Time Control ("CH-P") will be valid for both sections and the check-in time entered on the time card will constitute both the arrival time at the end of the Transit Section and the start time of the following section (rounded up to the next 30 second interval in order to coincide with the target check-in time).

**b)** Conversely, when a Time Control ("CH") is followed by a start control for a Speed Section, the following procedure will be applied:

**b.1)** The two posts ("CH" and "A") are included in a single control area and the signs which are used will be the following (Article 23.3):

- Yellow sign with a stopwatch: the beginning of a control area.
- Red sign with a stopwatch (control post) located at a distance of approximately 15 meters: "CH" Control.
- Red sign with a flag (start of a Speed Section) located at a distance of 50 - 150 meters: "A" Control.
- White sign with three transversal stripes located about 15 meters further on: end of a control area.

**b.2)** At a Time Control post at the finish of a Transit Section ("CH"), the post marshal will write on the time card a team's check-in time and the provisional start time for the following Transit Section, (start of a Speed Section at an "A" Control). The ideal time between these two controls is 3 minutes.

The time between the "CH" and the "A" Controls may be different (more or less 3 minutes). The post marshal at "A" Control will make the decision.

**b.3)** Considering that a control area is deemed "*parc fermé*", if any repairs are needed, these must be done before entering the control area or after leaving it (Article 26).

**b.4)** Immediately after checking-in at a Time Control, a team must go to the start of the Speed Section. The marshal at "A" Control will enter the anticipated start time on the time card and on his control sheet. He will then start the team according to the procedure in Article 25.4.

**b.5)** It might be a difference between the originally anticipated time and the actual start time of a Speed Section. The actual starting time of the Speed Section (modified by the Control Officer "A" and written on the competitor's Time Card) will be the official.

### **24.3. Delay / Abandonment**

In case of abandonment or delay, the following will apply:

**a)** Any lateness exceeding 15 accumulated minutes on a stage at a Time Control or not reporting to a Time Control will incur a penalty of 30 seconds at that Time Control.

**b)** Additionally, a team will be penalized in the following sections up until the end of the stage, (Article 22) with the maximum time assigned to each Speed Section + an additional 30 seconds at that Time Control.

#### **Example: Section A**

- Start at "A" Control: 12:00:00
- Time to cover the section: 1:00:00
- Target check-in time at "CH" Control: 13:00:00
- Actual check in time: 13:15:01 (more than 15 minutes late)

**Penalty:** disqualification from this control onwards for the rest of the stage and 30 seconds in that control. (Articles 22, 24.2 and 24.3)

**c)** If a team accumulates delays that exceed 15 minutes in one or several controls, it will be disqualified for the rest of the stage, but can be readmitted to the race in the following stage

without incurring any additional penalties, if requested to the Clerk of the Course. (Item "f" of this Article).

**d)** Under no circumstance can an early arrival at a Time Control be used as means of reducing the minutes of delay a competitor has accumulated. Penalties for early or late arrival are calculated as follows:

**Example:**

**Section A**

- Start at "A" Control: 12:00:00
- Time to cover the section: 1:00:00
- Target check-in time at "CH" Control: 13:00:00
- Actual check-in time: 13:05:00 (new time for recalculation - 5 minutes late)

Penalty: 5 minutes late: 5 second penalty for each minute = 25 seconds.

**Section B**

- Start at "A" Control: 13:08:00 (3 minutes after passing through control "CH" or the time assigned by the post marshal)
- Time to cover the section: 1:30:00
- Target check-in time at "CH" Control: 14:38:00
- Actual check-in time: 14:36:00 (new time for recalculation - 2 minutes early)

Penalty: 2 minutes early: 15 second penalty for each minute = 30 seconds.

**Section C**

- Start at "A" Control: 14:39:00 (3 minutes after passing through "CH" Control or the time assigned by the post marshal)
- Time to cover the section: 2:00:00
- Target check-in time at "CH" Control: 16:39:00
- Actual check-in time: 16:41:00 (new time for recalculation - 2 minutes late)

Penalty: 2 minutes late: 5 second penalty for each minute = 10 seconds.

Total penalties in Transit Sections (A+B+C):  
(30)+(25)+(10) = 65 seconds.

**e)** Any team unable to complete a Speed Section

will still have the possibility to rejoin the event for the following stage.

**f)** If a team is unable to report to a Time Control, arrives more than 15 accumulated minutes late or is unable to continue in the event; it may be readmitted and reclassified in the following stage with any penalties accrued from the previous day if the team complies with the following:

**f.1)** The Clerk of the Course is informed in writing of their intention to continue in the event.

**f.2)** The notification is delivered within 2 hours past his target time of passing the finish arch but under special circumstances, a maximum of 30 minutes before the publication of the provisional results of the stage of the day.

**f.3)** A team must take their car in "competition condition" to the scrutineering officers at least 30 minutes before the start of the following stage when they arrive at the formation area.

**f.4)** If an accident happened, both the Director of Scrutineering and the Chief Medical Officer must authorize the car and the competitors for them to be able to restart in the competition. Not having this approval, the car and/or the competitor(s) will be disqualified from the event.

**g)** If a team does not inform the Clerk of the Course of their intention to continue, he/she will not be assigned a start time and therefore cannot continue in the race and will be disqualified.

Conversely, if he informs the Clerk of the Course on time and depending on the category where he is entered; he/she may be assigned a start time based on safety reasons for the other competitors, even it means that the team's start time (taking into account their time and penalties) is before their corresponding position.

If the Clerk of the Course is notified in writing on the same day; but after the time limit has passed, a team may start the following stage only with the authorization from the Clerk of the Course and the Steward of the Meeting. The team will start after all the teams who were given a start time. In this case, the Clerk of the Course must sign the time card.

**h)** If a team arrives at the start of the next stage without a start time and starting order, under no circumstances will the team be permitted to start, (even if the car is in racing condition), they will not be given a time card.

If under these circumstances, a team arrives at the first "CH" Control of the day and the post marshal allows the team to start (because he was not aware of the circumstances), the team will still be disqualified from the event, because they are acting in an unsporting manner.

**i)** For each Speed Section not completed or not started, a team will be given a maximum pre-established time, set by the Organizing Committee. This time consists of a penalty of the Speed Section not completed or not started and will be equal to the best time of their category + 2 minutes, + any penalties corresponding to the Time Controls where the team did not pass.

In the event that no team of the category finished the Speed Section, the penalty will be the worst time of the immediate higher category + 1 minute or the Steward of the Meeting will decide on a time that will be final and not open to appeal.

## **Article 25: Speed sections**

### **25.1. Definition**

Speed Sections are speed tests on roads closed specifically for the event and are always followed by a Transit Section. Speed Sections on racetracks are subject to the same rules as those that apply to the open roads.

### **25.2. Required safety equipment**

In special stages, all crew members must wear helmets, head and neck protectors, fire-resistant clothing and approved safety seat belts and window side nets properly installed; if not the team could be disqualified from the event, (Chapter VIII).

### **25.3. Direction of the event**

It is forbidden to drive in the opposite direction of that of the event. Doing so will result in the

immediate disqualification from the event.

### **25.4. Start of a Speed Section**

The start of a Speed Section will be according to the following procedure:

When a vehicle has stopped in front of the "A" Control sign, the marshal will enter the scheduled start time of the car on the control sheet and verify that the time on the time card is the same. The marshal will make any necessary changes (e.g. if there is a delay in the start) if needed and return it to the competitor. At that moment, the marshal will start a countdown aloud indicating 15 seconds to start, then 10 and the last 5 seconds will be counted down one by one. At the end of the last 5 seconds, the officer will give the start signal by removing the windshield flag and the vehicle should start immediately.

If a team does not immediately start the Speed Section due to technical problems (e.g. engine or gearbox problems), the competitor must get out of the car and push it, even requesting help from third parties in order to leave the control area and not block the path of the other competitors. If the car needs repairs, these must be done only with the equipment on board. In this case, the penalty is 30 seconds (Article 26.4).

Under no circumstances can a Speed Section be initiated without complying fully with the safety measures (use of crash helmets, protection for head and neck, fire-resistant clothing and seat belts fastened). If a competitor starts a Speed Section without meeting these requirements, the penalty will be the immediate disqualification from the event.

If the competitor commits this fault but stops when leaving the Control Zone, and in view of the marshal corrects the error, the penalty will be 5 minutes. In any of these cases, a marshal's report is enough to apply the penalty.

A driver can learn about the last minute conditions of a Speed Section by reviewing the notices published on the notice board at Control "A".

The signals that can appear on these notices are shown in Appendix 5. These signals will be explained during the Instructions to Drivers Meeting, (Chapter III-Program).

### **25.5. Delay of a start**

The start of a Speed Section may only be delayed by the post marshal at "A" Control only in a case of "*force majeure*" or due to instructions from the Clerk of the Course.

### **25.6. False start**

A false start of a special stage made before a marshal has given the starting signal will be penalized with 5 seconds for each second advanced. This penalty does not exclude additional stronger penalties that could be applied by the Steward of the Meeting, especially if the fault is repeated. To apply this penalty, a report from the marshal at "A" Control is enough.

### **25.7. End of a Speed Section**

Speed Sections end at the "B" Control finish line as indicated by a marshal waving a checkered flag and a sign of a checkered flag on a green background. Stopping between this green sign and the stop sign at "C" Control (a sign with the word "ALTO" on a red background), is forbidden and will be penalized with 1 minute.

In the Speed Sections in an racetrack, the flag will not be waved at the end of the section. Only the checkered flag signal will be placed on a green background in the exit lane of the section. It is the responsibility of a team to keep track of the distance of the Speed Section and to know when they must leave the track once they have covered the required distance.

The marshal at "B" Control will take the time when a team crosses the control post at the exit lane as they are finishing the Speed Section and leaving the track. The marshal will then inform the "C" Control who will then write the time on the time card.

The timing of the Speed Sections on the roads is done when the vehicle crosses the line at "B" Control as indicated by a marshal waving a

checkered flag. The marshal will take the time when the car crosses the control post and then inform the "C" Control who will then write the time on the time card.

At a distance of 100 to 800 meters after the finish line at "B" Control, the team must come to a complete stop and report to the "C" Control at the red "ALTO" sign (stopping point), to have their finishing time written on their time card.

If the "B" Control cannot inform the "C" Control of a team's finishing time of a special stage, the "B" Control will take the time at the finish line and this will be the time that will be recorded on the team's time card. If it is impossible for the "C" Control to obtain the finishing time of the special stage, the marshal must sign the time card and the team must continue with the scheduled Transit Section.

### **25.8. Time not recorded**

If through the fault of a team, the registered time cannot be recorded on their time card (in any type of control post), a penalty of 1 minute will be imposed. (Article 23.6.d).

If a team does not stop at a "C" Control, but he does stop further down the road, he must proceed to leave the control area, as he is not allowed to drive in reverse within this area. A competitor must get out of the car and walk to the control post to give their time card to the marshal. In this case, a penalty will not be applied. If he drives in reverse within the control area, the penalty will be the disqualification from the stage from that control post onwards. To apply this penalty, a report from the marshal at "C" Control to the Clerk of the Course is enough.

On a racetrack, if a team covers less distance than the indicated amount (a team missed one or more laps), the Speed Section will be considered as "not finished" and the team will receive the "maximum time assigned for a Speed Stage" (Articles 24.3.i and 25.14), which is the time of a Speed Stage + 2 minutes; but, because it is held on a racetrack the team will be penalized with 1 additional minute (total: 3 minutes).



If a team does more laps, the time that will be recorded is the time from the last time that the team passed through the "B" Control. In this case, the penalty corresponds to the additional time that the team did to cover the extra laps. It is the responsibility of a team to do the exact number of laps of the track as indicated in the Route Book.

### 25.9. Time format

The time recorded by the teams at each Speed Section will be expressed in hours, minutes and seconds (or points). Any time penalties, (technical, Time Controls, etc.), will be added to this time to obtain the total accumulative time.

### 25.10. Assistance from third parties

By exception and according to Article 12.2, assistance by third parties during Speed Sections is permitted only in the case that a car needs to be moved if it poses a dangerous obstacle to the other competitors on the route.

### 25.11. Starting intervals

The starting intervals for Speed Sections are the same as for any other section: 30 seconds.

### 25.12. Interruption of a Speed Section.

When a Speed Section is stopped for whatever reason before the last team has completed the full distance, a classification for that section may be established by giving to each team that is unable to complete the stage a pre-established time.

The assigned time will be the same for each of the teams in a specific category and correspond to the slowest time set by a competitor of that category under normal racing conditions before the interruption occurred.

This modified classification may be established even if only one team was able to complete the full distance under normal racing conditions.

Only the Steward of the Meeting may make this decision once the Clerk of the Course has informed him of the reasons for the interruption.

Should the Steward of the Meeting consider the

slowest time set as abnormal, he may choose another competitor's time which seems the most suitable for this purpose.

No team that is totally or partially responsible for stopping a section may benefit from this measure. If this is the case, the team will be assigned the maximum time for that Speed Section, (Articles 24.3.i and 25.14).

### 25.13. Not starting a Speed Section

Any team that does not start a Speed Section at the time and in the position indicated to them by the post marshal will be penalized 2 minutes.

### 25.14. Maximum time assigned to a Speed Section.

The Organizing Committee will decide the maximum time assigned for each special stage according to the following criteria:

If a team does not finish or start a Speed Section, the time assigned to them will be the best time recorded in their category + 2 minutes.

#### Example:

- Fastest time registered by a competitor of the same category: 10:23 minutes.
- Penalty: 2 minutes
- Maximum time assigned for that Speed Section: 12:43 minutes

In the event that no team of the category finished the Speed Section, the penalty will be the one indicated in Article 24.3.i.

## Article 26: *Parc fermé*

### 26.1. Definition

The competing cars are subject to the "*parc fermé*" rules in the following cases:

**a)** From the time they enter the formation area at the beginning of a stage until they leave it.

**b)** From the time they enter a control area until they leave it.

**c)** From the time they reach the finish arch at the end of a stage until 30 minutes after the arrival of the last team or until the Clerk of the Course indicates the finish of the "*parc fermé*".

**d)** From the time they reach the finish arch at the end of the event in Durango City, until the time for lodging protests has expired.

### 26.2. Rules for the "*parc fermé*"

Failure to follow the "*parc fermé*" rules (below) will result in disqualification from the stage:

**a)** While the vehicles are subject to "*parc fermé*", any repair, refueling or any other intervention to the cars is strictly forbidden.

**b)** If any officer notes that a race car is not in a condition for normal road use, they must immediately inform the Clerk of the Course of such a condition and request to the team that the vehicle is repaired immediately upon leaving the control area, specially at the start of a Speed Section.

**c)** In this case, a team must obey the officer's request to repair the car. If the competitor does not obey this indication, the penalty will be 2 minutes. An officer's report is enough to apply the penalty.

### 26.3. Exceptions

By exception and under the supervision of the corresponding officer, the team may do the following in a training zone at the beginning of a stage::

**a)** Change a punctured or damaged tire.

**b)** Have a new windshield fitted with help from a third party, if necessary. These repairs must be completed before their start time, otherwise a penalty corresponding to a "CH-P" Control will be imposed.

### 26.4. Assistance from third parties

If a vehicle is unable to move by its own means at the entrance or exit of a "*parc fermé*" (especially within a control area), the penalty will be 30 seconds.

In this case, help from third parties may be

requested to push the car out of the control area; but the penalty will be applied regardless. A report from the post marshal is enough to apply the penalty.

### 26.5. "*Parc fermé*" at final stage

As soon as the teams have parked their car in the "*parc fermé*" at the end of the event in Durango City, the competitors shall leave the "*parc fermé*" and no member of the team or their service personnel are permitted to re-enter.

When the time for lodging protests has expired, the teams can then move their vehicles, except those involved in a protest, the six first places of each category and any cars selected by the Steward of the Meeting or the Clerk of the Course.

These cars must remain in the "*parc fermé*" and the competitors and their service personnel can only enter the area once the Steward of the Meeting allows them to do so and perform any interventions on the car as indicated by him. These vehicles will be subject to a final inspection, (Article 29).

### 26.6. Penalty

Any infringement of the "*parc fermé*" rules, will result in the disqualification from the stage in which the infringement was done and the disqualification from the event if the infringement is made in the "*parc fermé*" at the end of the event in Durango.



▶ **Yellow background with Stopwatch**

Indicates the start of a Control Area.

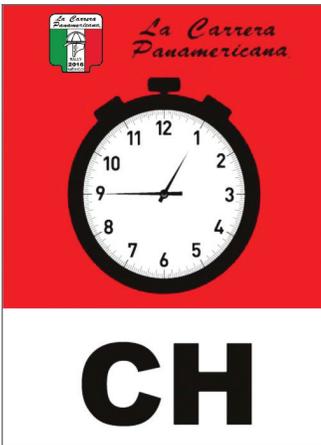
Once a car has entered it cannot drive in reverse or stop there.



▶ **Cream background with a White Circle with transversal stripes**

Indicates the end of a Control Area.

A car with problems must stop after the signal.



▶ **Red background with Stopwatch**

Indicates a "CH" time control.

The marshal writes the passage time of the teams. Early or late arrival will be penalized.



▶ **Yellow background & Checkered Flag**

Warning to finish a Speed Section.

This signal is located before a "B" Control.



▶ **Blue background with Stopwatch**

Indicates a "CH-P" time control.

The marshal writes the passage time of the teams. Early arrival will not be penalized, late arrival is allowed up to 15 minutes.



▶ **Green background & Checkered Flag**

Indicates the end of a Speed Section ("B" Control).

The car must be prepared to STOP ("ALTO") after the checkered flag.



▶ **Red background with White Flag**

Indicates the start of a Speed Section ("A" control).

The marshal writes the passage time, gives the start to the teams.

*Competitors must use helmets and safety belts.*



▶ **Red background with the world "ALTO"**

Indicates a "C" Control.

The car must completely stop and the marshal will write the passage time of the previous "B" Control.



# La Carrera Panamericana®

Día / Day 3, CD. MÉXICO / QUERÉTARO

TARJETA DE TIEMPOS / TIME CARD 1 / 2

SECCIÓN / SECTION 1		USO COMPETIDOR COMPETITOR'S USE <b>CH</b>	USO COMPETIDOR COMPETITOR'S USE VELOCIDAD / TIMED
<b>CHP 0</b> SALIDA REAL STARTING TIME H M S H M S	TIEMPO IDEAL IDEAL TIME H M S <b>0 45 00</b> H M S CH 1	HORA PREVISTA ARRIVAL TIME <b>CH 1</b> H M S	
<b>CH 1</b> SALIDA REAL STARTING TIME H M S H M S	TIEMPO IDEAL IDEAL TIME H M S <b>2 00 00</b> H M S CH 2	HORA PREVISTA ARRIVAL TIME <b>CHP 2</b> H M S	
<b>CHP 2</b> ENTRADA A REAGRUPAMIENTO REGROUP IN H M S H M S	TIEMPO IDEAL IDEAL TIME H M S <b>0 30 00</b> H M S CH 3	HORA PREVISTA ARRIVAL TIME <b>CH 3</b> H M S	<b>REAGRUPAMIENTO / REGROUP</b>
<b>CH 3</b> SALIDA DE REAGRUPAMIENTO REGROUP OUT H M S H M S	TIEMPO IDEAL IDEAL TIME H M S <b>0 20 00</b> H M S CH 4	HORA PREVISTA ARRIVAL TIME <b>CH 4</b> H M S	
<b>A 5</b> SALIDA REAL STARTING TIME H M S H M S	TIEMPO IDEAL IDEAL TIME H M S <b>0 15 00</b> H M S CH 5	HORA PREVISTA ARRIVAL TIME <b>CH 5</b> H M S	<b>VELOCIDAD / TIMED</b> A5  M S B5  M S 1/10 M S 1/10
<b>A 6</b> SALIDA REAL STARTING TIME H M S H M S	TIEMPO IDEAL IDEAL TIME H M S <b>0 20 00</b> H M S CH 6	HORA PREVISTA ARRIVAL TIME <b>CH 6</b> H M S	<b>VELOCIDAD / TIMED</b> A6  M S B6  M S 1/10 M S 1/10
CONTINUA EN TARJETA 2 AL REVERSO / PLEASE CONTINUE IN CARD 2 (BACK)		<b>TIEMPO SUBTOTAL 1 / SUBTOTAL TIME 1</b>	H M S

HCH / CCP / La Carrera Panamericana



# La Carrera Panamericana®

AUTO No.   
 CAR No.

Día / Day 3, CD. MÉXICO / TOLUCA  
TARJETA DE TIEMPOS / TIME CARD 2 / 2

USO COMPETIDOR  
COMPETITOR'S USE  
VELOCIDAD / TIMED

SECCIÓN / SECTION 7		USO COMPETIDOR COMPETITOR'S USE <b>CH</b>	TIEMPO SUBTOTAL 1 ANTERIOR / PREVIOUS SUBTOTAL TIME 1 VELOCIDAD / TIMED	H M S
A7	SALIDA REAL STARTING TIME H M S TIEMPO IDEAL IDEAL TIME H M S <b>0 45 00</b> FIRMA DEL CONTROL / SIGN CONTROL CHP 7	HORA PREVISTA ARRIVAL TIME CHP 7 H M S	A7  M S B7  M S 1/10 M S 1/10	H M S
SECCIÓN / SECTION 8		USO COMPETIDOR COMPETITOR'S USE <b>CH</b>	SERVICIO / SERVICE TIEMPO SUBTOTAL 2 / SUBTOTAL TIME 2	H M S
CHP 7	ENTRADA AL SERVICIO / SERVICE IN TIEMPO IDEAL IDEAL TIME H M S <b>1 25 00</b> FIRMA / SIGN CH 8	HORA PREVISTA ARRIVAL TIME CH 8 H M S		H M S
SECCIÓN / SECTION 9		USO COMPETIDOR COMPETITOR'S USE <b>CH</b>		
CH 8	SALIDA SERVICIO SERVICE OUT TIEMPO IDEAL IDEAL TIME H M S <b>0 40 00</b> CH 9	HORA PREVISTA ARRIVAL TIME CH 9 H M S		
SECCIÓN / SECTION 10		USO COMPETIDOR COMPETITOR'S USE <b>CH</b>	VELOCIDAD / TIMED	
A10	SALIDA REAL STARTING TIME H M S TIEMPO IDEAL IDEAL TIME H M S <b>0 20 00</b> CH 10	HORA PREVISTA ARRIVAL TIME CH 10 H M S	A10  M S B10  M S 1/10 M S 1/10	H M S
SECCIÓN / SECTION 11		USO COMPETIDOR COMPETITOR'S USE <b>CH</b>	VELOCIDAD / TIMED	
A11	SALIDA REAL STARTING TIME H M S TIEMPO IDEAL IDEAL TIME H M S <b>0 20 00</b> CH 11	HORA PREVISTA ARRIVAL TIME CH 11 H M S	A11  M S B11  M S 1/10 M S 1/10	H M S
SECCIÓN / SECTION 12		USO COMPETIDOR COMPETITOR'S USE <b>CH</b>	VELOCIDAD / TIMED	
A12	SALIDA REAL STARTING TIME H M S TIEMPO IDEAL IDEAL TIME H M S <b>0 55 00</b> CHP 12 META	HORA PREVISTA ARRIVAL TIME CHP 12 META H M S	A12  M S B12  M S 1/10 M S 1/10	H M S
			TIEMPO TOTAL DÍA 3 / TOTAL TIME DAY 3	H M S

HCH / CCP | La Carrera Panamericana

## X.- SCRUTINEERING

### Article 27: Requirements

The data on the entry form of the participants and the technical and safety forms of the car must coincide with the actual technical specifications of the competing car. The information presented must be truthful.

To start the scrutineering process, the competitors must be holders of a valid regular drivers license and sports license from their country of origin as well as the one issued by the FEMADAC.

It is the responsibility of the competitors to present the competing car for scrutineering with all the official stickers and compulsory advertising.

Once the inspection is approved, the competing car and the competitor's helmets will have an approval sticker, which must remain attached to both the car and helmet during the entire event.

The cars or competitors that are not approved cannot start the event and will be disqualified.

At the end of the race in the last arrival arc, the scrutineering officers will indicate to the competitors selected by the organization that the engine compartment of their cars should be sealed and that the cars should remain in "Parc Fermé" to be moved later (approximately in one hour) to the site where the final scrutineering and should also bring along their technical personnel, with the necessary tools to carry out the required disassembling activities or any other technical action requested by the scrutineering officers. Once the car has been checked, the scrutineering officer will allow them to leave the premises

### Article 28: Before the start and during the event

#### 28.1. Scrutineering

Except for the team members (driver and co-

driver), only one additional person per car may be present at the scrutineering area. To begin the scrutineering process, a team must hand in their registration card with the approval stamps from:

**a)** Administrative checks

**b)** Mexican Motorsports Federation (FEMADAC), showing that they hold a valid racing license issued by them.

**c)** Medical check-up (item 4 of the "VERY IMPORTANT NOTES RELATED WITH THE PROGRAM" in Chapter III).

The above requirements must be completed before beginning scrutineering. The technical and safety inspection will not be performed until a team has all the required stamps. A penalty of 1 minute will be applied if they do not.

After scrutineering, if a vehicle does not comply with all rules and requirements, the Steward of the Meeting may set a deadline for the vehicle to do so. If the deadline expires and the car still does not comply fully with all rules and requirements, the team will be excluded from the event.

#### 28.2. Items checked during scrutineering

The scrutineering process that is carried out before the start of the event is of a general nature.

**a)** The chassis and cylinder block are marked and seals are placed where the scrutineers consider convenient for possible future revisions during the competition.

**b)** Regardless of the above, if the Clerk of the Course and/or the Steward of the Meeting consider it necessary, a competing car may be checked in detail; even going as far as measuring the cylinder capacity of the engine, among other things.

**c)** If a car requires to have dead weight added to it, this must be welded or securely fixed and will be marked for possible future revisions.

d) Administrative checks are for the complete team (driver, co-driver, and spare driver/co-driver), as follows:

**d.1)** The drivers must present valid regular driving licenses from their country of origin.

**d.2)** The competitors must present a valid sports license, both from their country of origin and the FEMADAC.

**d.3)** A team must turn in a copy of their liability and third party insurance for their service vehicles. This insurance must be valid for the entire duration of the event and in all Mexican territory.

**e)** The scrutineering for competitors and competing cars will be held on the dates and places indicated in Chapter III.

Once the scrutineering process has finalized, the corresponding authorization stickers will be given to the team, which must affix them to the car and helmet of each competitor for the duration of the event.

These stickers will be given at the administrative checks (Station 1 of the Registration Park) when a team presents their registration card completely filled out and with the corresponding stamps from each area.

The cars and competitors that do not pass the scrutineering will be excluded from the event.

### **28.3. Safety equipment of the competitors and the competing car**

All competitors and their competing cars must comply with the safety requirements established in Chapter VIII. Non-compliance with these requirements will cause a team to be excluded from the event.

### **28.4. Additional checks**

Additional checks of any of the competitors as well as of the competing cars may be carried out at any time and place during the event.

The competitors are responsible for ensuring that they meet all the administrative and technical requirements, both for themselves and for their

car throughout the entire event.

Refusal to present the competing car when requested by an officer for further inspection or a request to review the compliance of all the requirements for the competitor will cause the disqualification from the stage or even the event subject to the judgment by the Steward of the Meeting.

### **28.5. Marks and stickers on car**

It is the responsibility of a team that the marks or stickers placed on the competing car during scrutineering before the start are protected and remain intact until the end of the event. Should these marks or stickers go missing at any time; the team will be immediately disqualified from the event.

### **28.6. Fraud**

Any fraud which is discovered, in particular , retouching, relocating or removing the marks or stickers placed on the car will result in the immediate disqualification of the team from the event as well as any other person, (competitor, service personnel or team member) who was involved in carrying out the fraudulent act.

## **Article 29: Final control**

### **29.1. Final "parc fermé"**

As soon as a team arrives at the end of the event, they shall drive their car to the "parc fermé" where a brief check will be carried out to verify:

**a)** That the car corresponds to the car submitted at scrutineering before the start of the event, (Article 28).

**b)** If there is cause to apply any penalties.

### **29.2. Absence of marks or stickers**

The absence of one of the identification marks or stamps placed during the scrutineering before the start, (Article 28.2), will result in disqualification from the event.

### **29.3. Final inspection of winning cars**

The cars of the first six places in the general

classification and/or from each category or any other car, may be selected for detailed inspection and even dismantling at the sole discretion of the Steward of the Meeting or if a protest is submitted against a car or team or by decision of the Clerk of the Course.

#### 29.4. Cost of dismantling car

Should the aforementioned dismantling be the result of a protest, in addition to the cost of the protest, a deposit of the expenses involved must be paid in advance to cover all costs of this operation, plus any expenses demanded by the protested and authorized by the Steward of the Meeting, must be paid by the claimant.

If the protest turns out to be founded, the deposit and 90% of the protest fee are reimbursed to the claimant and all expenses related to

the dismantling are charged to the defaulting competitor (Article 31.2).

#### 29.5. Further inspection

In the event of a further inspection or dismantling at the end of the event, it is the responsibility of the competitor to have a person remove one of the cylinder heads of the engine to verify the displacement or anything else that needs to be checked on the competing car. It is mandatory that the participants have an extra cylinder head gasket available for this purpose.

In the case of protests, these must be specific and only related to one concept per protest. The protest must comply with the requirements outlined in Article 31.1.

## XI.- PENALTIES AND REPRIMANDS

### Article 30: Summary of penalties and reprimands

This chapter is a summary of the penalties and warnings mentioned in this Rule Book. If there is a difference between these summaries and the text of the rule in its specific section, the text of the specific section will be binding. Likewise, if in the body of the Rule Book there is a penalty that is not in this summary, the penalty will be valid and may be applied by the Clerk of the Course or the Steward of the Meeting.

Therefore, this summary is only a guide for the competitors and serves as a quick reference of the penalties and warnings.

#### 30.1. Penalties

**1.** Attending scrutineering without complying with the requirements of the compulsory advertising or if it is not affixed to the competing car - Penalty: exclusion from the event, (Chapter IIIa, Item 3 and Article 14.2).

If the compulsory advertising is missing, is not visible or is not affixed properly to the car - Penalty: 30 seconds per stage (Article 14.3). If the fault persists, the sanction may be stronger, subject to the judgment of the Clerk of the Course.

**2.** Not having medical authorization - Penalty: Exclusion from the event, (Chapter IIIa, Item 4 and Article 28.1).

**3.** Not attending the Co-drivers (navigators) meeting in Querétaro - Penalty: 30 seconds, (Chapter IIIa, Item 5,).

**4.** Not attending the Instructions for Drivers meeting in Querétaro - Penalty: 30 seconds, (Chapter IIIa, Item 6,).

**5.** All competing cars admitted to "La Carrera Panamericana" must take part in the ceremonial start and they must be driven by at least one of the registered team members. Not complying with this requirement - Penalty: 30 seconds, (Chapter

IIIa, Item 10).

**6.** Not attending the Service meeting – Penalty: 1 minute, (Chapter IIIa, Item 9).

**7.** Not attending the Drivers' meeting (drivers and co-drivers) - Penalty: 30 seconds, (Chapter IIIa, Item 7 and Article 33.5).

**8.** Not attending the daily Drivers' meetings and the trophy award ceremony of each stage, (at least one member of the team must be present) - Penalty: The team will lose their right to receive their corresponding trophy, (if they won one); they also lose their right to appeal and protest the results of the stage of the day and to request a revision of such results; in addition, the team will incur a 30 seconds penalty, (Chapter IIIa, Item 13 and Article 33.5).

**9.** Not attending the final award ceremony where the final results are announced and the trophies presented in Durango (at least one member of the team must be present) - Penalty: The team will lose their right to receive their corresponding trophy, (if they won one) and their right to protest and appeal any decision made, (Chapter IIIa, Item 14 and Article 33.1).

**10.** Not obtaining the OK sticker that allows the team to take part in the event - Penalty: Exclusion from the event, (Chapter IIIa, Item 8.5).

**11.** Not complying with the compulsory safety requirements, the eligibility of the competing car and competitors or not having the appropriate licenses and required insurance - Penalty: Exclusion from the event, (Articles 4, 5, 8, 15, 16, 18 and 20).

**12.** Any improper, fraudulent or unsporting actions done by a competitor or a participant. The Steward of the Meeting will be the judge of these actions and may impose warnings or penalties that could go as far as the disqualification from the event, (Article 7.5).

**13.** Inappropriate and incorrect use of the logo, graphics, and brand of "La Carrera Panamericana"

will be subject to sanctions (penalties) that will be defined by the Clerk of the Course and may go as far as a legal action against the person responsible, (Article 7.7).

**14.** Any competitor under the age of 18 driving a competition car during the event - Penalty: Disqualification from the event, (Article 8.2).

**15.** Lack of the required licenses - Penalty: Exclusion from the event, (Article 8.3).

**16.** Only one competitor or more than two people in a competing car - Penalty: Disqualification from the event, (Article 8.5).

**17.** Substituting a team member without notifying the Clerk of the Course and the Steward of the Meeting; or substituting a team member with another non-registered person - Penalty: Disqualification from the stage, (Article 8.6).

**18.** Lack of the "ID card" of the team members in the car or if it does not belong to them - Penalty: Disqualification from the stage, (Article 8.7).

**19.** Lack of one side competition numbers - Penalty: 30 seconds for each stage, (Article 10.5).

**20.** Lack of the rear competition number - Penalty: 10 seconds for each stage, (Article 10.5).

**21.** Lack of both side competition numbers - Penalty: Exclusion from the stage, (Article 10.5).

**22.** Missing an identification label of a team member on the competing car for a second time - Penalty: 1 minute in the stage where the fault was detected and an additional 1 minute each time the fault is repeated, (Article 10.7).

**23.** Attending scrutineering without the identification label of the team members on the competing car - Penalty: Exclusion from the event, (Article 10.7).

**24.** Infringement of traffic regulation – Penalties:  
**a)** Minimum penalty: 30 seconds.

- b) Maximum penalty:** Disqualification from the event subject to the judgment of the Steward of the Meeting, (Article 11.1).
- 25.** Repairing a car in a place not permitted - Penalty: 2 minutes, (Article 12.1).
- 26.** To tow, push or transport the competing car using another vehicle or to receive help from a third party - Penalties:
- a) Minimum penalty:** Disqualification from the section (maximum time assigned to the Speed Section + 1 minute in the Time Controls at the start and finish of the section).
- b) Maximum penalty:** Disqualification from the stage or from the event if the fault is repeated or if the Steward of the Meeting decides so, (Article 12.2).
- 27.** Block another competitor, not allow being overtaken during a Speed Section, behaving in an unsporting manner at any time during the entire event - Penalty: Disqualification from the event, (Article 12.3).
- 28.** Not registering and identifying the service or support vehicles - Penalty: 1 minute. If the fault is repeated the penalty is 3 minutes for each stage that the service or support vehicle is not registered or identified, (Article 13.1.a).
- 29.** Lack of a valid liability insurance that at least covers the service vehicles for the duration of the entire event - Penalty: Exclusion from the event, (Article 13.1.b).
- 30.** Service or support vehicles circulating between the pace cars and the sweeper car and/or overtaking the latter without authorization from the officer driving the sweeper car - Penalty: Disqualification from the stage, (Article 13.2).
- 31.** Service vehicles circulating or improperly parked during the running of a special stage - Penalty: Disqualification from the event, (Article 13.3).
- 32.** Not complying with the technical characteristics established for the competing cars in a particular category and/or making modifications to a car which are not permitted as outlined in this Rule Book - Penalty: Disqualification from the event, (Articles 16 and 18).
- 33.** Using tires that do not comply with the provisions of this Rule Book - Penalty: Disqualification from the stage where the fault was detected, (Articles 16 and 18).
- 34.** Attending scrutineering without having installed the MSD ignition module or the Mallory RPM limiter - Penalty: Exclusion from the event, (Articles 16.1, 16.2, 16.4 and 16.8).
- 35.** Using aviation gas - Penalty: Disqualification from the event, (Article 17).
- 36.** Refueling in places other than gasoline stations or designated service areas. Transporting fuel in a competing car or service vehicles during the competition is also forbidden - Penalty: Disqualification from the stage where the fault was detected, (Article 17).
- 37.** The use of a windshield made from a different material other than safety shatterproof glass at any time during the event - Penalty: Disqualification from the event, (Article 18.3).
- 38.** Not complying with the specified weight of the competing car - Penalty: Disqualification from the stage where the fault was detected, (Articles 16 and 18).
- 39.** Competition cars which do not comply with the rules and requirements outlined in this Rule Book after having passed scrutineering - Penalty: Exclusion from the event or the car may be transferred to the Exhibition Category if the Clerk of the Course, the Steward of the Meeting and the entrant agree to this, (Articles 19.1 and 19.2).
- Using safety seat belts that are more than 5 years old from the date of manufacturing or if they are not approved by the Director of Scrutineering - Penalty: Exclusion from the event if detected

before the start of the event, or denied the right to continue in the event after an accident, (Article 20.5).

**41.** Affixing the seats in a way that is not approved - Penalty: Exclusion from the event, (Article 20.6).

**42.** It is not permitted to wear helmets prior to the Snell Foundation 2005-SA specification or its equivalent authorized by the Scrutineer, helmets for motorcycling or that the helmet is not labeled with the name, blood type, Rh factor and allergies of the competitor - Penalty: Exclusion from the event until the competitor uses the appropriate helmet. This will apply at all times during the competition, (Article 20.9).

**43.** Attending scrutineering without a device to protect the head and neck - Penalty: Exclusion from the event, (Article 20.9.h).

**44.** Using race clothing which has not been authorized by the Director of Scrutineering - Penalty: Disqualification from the event, (Article 20.10).

**45.** Not complying with all mandatory safety requirements and equipment - Penalty: Exclusion from the event, (Articles 20.11 and 28.3).

**46.** Late arrival at the formation area or crossing the starting arch late when it is not blocked - Penalties:

**a)** 1 second for each minute late, up to 15 minutes.

**b)** If the competitor is more than 15 minutes late: two minutes.

(Article 22.b)

**47.** Arrive with a delay of more than 15 minutes at the formation area or crossing the starting arch of a stage - Penalty: 2 minutes, (Article 22.c).

Note: It is possible that due to a team's lateness, they cannot collect their time card, reset their chip nor see the bulletins of the day; but this will not justify the non-compliance of the information contained in the bulletins.

**48.** Blocking the passage of another competitor

in the formation area at the beginning of a stage - Penalty: 1 minute, (Article 22.f).

**49.** Passing through the starting arch in a different position from their original starting order or target time - Penalty: 2 minutes, (Article 22.g).

**50.** Arriving directly to the first "CH" Control of the day, without having passed through the starting arch and/or without their time card - Penalty: In addition to the penalty of 2 minutes, (see No. 49 above), the team will start behind all competitors that did cross the arch. The team will keep this new starting order for the remainder of the stage and they will not incur any further penalties for not having passed the arch at the beginning of the day, (Article 22.i).

**51.** Not respecting the starting order - Penalty: 30 seconds and any additional penalties incurred by this or other actions, (Article 22.2.b).

**52.** Not reporting to a Time Control ("CH-P" or "CH") or arriving more than 15 accumulated minutes late - Penalty: 30 seconds at that Time Control and at the following Time Controls until the end of the stage. Also, the team will be assigned the maximum time in the following Speed Sections of the stage, (Articles 22.2.c and 24.3).

**53.** Not complying with the route specified in the Route Book - Penalty: 1 minute in the first Time Control not passed and at the following Time Controls until the end of that stage. Additionally, the team will be assigned the maximum time in all Speed Sections in the following Time Controls not passed, (Article 22.4).

**54.** Entering a control area from a different direction than that of the event, crossing a control post more than once, re-entering a control area or driving in reverse within a control area - Penalty: 2 minutes and if repeated, disqualification from the section and if repeated a third time, disqualification from the stage, (Article 23.5).

**55.** Unauthorized corrections or amendments made to a time card - Penalty: 10 seconds, (Article 23.6.3).

- 56.** Making a calculation mistake on the time card - Penalty: 30 seconds for each mistake. Handing in a time card at the finish arch without having added the times of the Speed Sections - Penalty: 1 minute, (Article 23.6.d).
- 57.** Missing a time from a Time Control or passage control on the time card, not handing in a time card on time at a post control due to the team's fault, not handing a time card at the finish arch even if the car did not pass through the arch on time or lost the time card - Penalty: 1 minute (Articles 23.6.d and 25.8).
- 58.** Not obeying the instructions of a post marshal - Penalty: Minimum 2 minutes. The penalty could be harsher, (Article 23.8).
- 59.** Crossing the finish arch at the end of a stage more than 15 minutes earlier or 15 minutes later; or not reporting to the finish arch at the end of the stage - Penalty: 2 minutes (Article 24.1.c).
- 60.** Time controls, ("CH-P" and "CH"):
- a)** Arrive less than 5 minutes earlier - Penalty: 15 seconds for each minute early.
  - b)** Arrive more than 5 minutes earlier - Penalty: 5 minutes.
  - c)** Arrive more than 1 minute late and less than 15 accumulated minutes - Penalty: 5 seconds for each minute late.
  - d)** Arrive more than 15 accumulated minutes late - Penalty: (see No. 52 above). (Articles 24.2.g, 24.2.i and 24.3)
- 61.** Entering a control area more than one minute earlier - Penalty: 30 seconds. The penalty could be harsher, (Article 24.2).
- 62.** Arriving at a Time Control more than 15 accumulated minutes late in a stage or not showing up at all - Penalty: 30 seconds in that Time Control + the penalties indicated in Article 22, (Articles 24.3.a and 24.3.b).
- 63.** Not having authorization from the Director of Scrutineering and the Chief Medical Officer after an accident that would allow the car or both members of the team to continue in the event - Penalty: Disqualification of the car or expulsion of the injured team member from the event, (Article 24.3.f.4 and 32.5).
- 64.** Not finishing a stage and not informing the Clerk of the Course that day of the team's intention of continuing in the competition on the following day - Penalty: Disqualification from the following stage, (Article 24.3.g).
- If under these circumstances a competitor arrives at a "CH" Control and a marshal allows him to start (because the marshal did not know about the circumstances of his disqualification), the competitor will be disqualified from the event, (Article 24.3.h).
- 65.** If the Clerk of the Course is notified in writing of a team's intention to continue in the event on the same day, but out of time, the team may start the next day only if it is authorized by the Steward of the Meeting and the Director of the race. The team will start after all competitors who already have their starting time, once the Clerk of the Course has signed the time card (Article 24.3.g).
- 66.** Not starting or finishing a Speed Section - Penalty: the lowest time of the category + 2 minutes.
- If not a single team of a category finishes a Speed Section - Penalty: the highest time of the immediate higher category + 1 minute for all the registered teams in that category.
- This time is known as the "*Maximum time assigned to a Speed Section*". (Article 24.3.j)
- 67.** Starting a Speed Section without wearing a helmet, not wearing protection for the head and neck, not wearing fire-resistant clothing or the seat belts not fastened - Penalty: Disqualification from the event, (Articles 25.2 and 25.4).
- 68.** If a competitor starts a Speed Section without a helmet, is not wearing protection for the head



- and neck or fire-resistant clothing or does not have his seat belt fastened, but stops at the exit of the control area and in plain sight of the marshal corrects the mistake before continuing - Penalty: 5 minutes, (Article 25.4).
- 69.** Driving in the opposite direction of the event in a special stage - Penalty: Disqualification from the event (Article 25.3).
- 70.** Pushing a car within a control area (with or without help from a third party) - Penalty: 30 seconds, (Articles 25.4 and 26.4).
- 71.** Jump starting the start of a Speed Section - Penalty: 5 seconds for each second advanced. It may be harsher if repeated, (Article 25.6).
- 72.** Stopping in a control area between control posts "B" and "C" - Penalty: 1 minute, (Article 25.7).
- 73.** Absence of the start time or the end time of a Speed Section on the Time Card - Penalty: 1 minute, (Article 25.8).
- 74.** Driving in reverse within a "C" Control or within a control area - Penalty: Disqualification from the stage, (Article 25.8).
- 75.** Covering less distance than the required amount during a Speed Section on a racetrack - Penalty: Maximum time assigned for that Speed Section + 3 minutes, (Article 25.8)
- 76.** Covering more distance than the required amount during a Speed Section on a racetrack - Penalty: Total recorded time, (this includes the additional time needed to complete the additional laps), (Article 25.8).
- 77.** Interrupting a Speed Section - Penalty: Maximum time assigned to that Speed Section, (Article 25.12).
- 78.** Refusal to start a special stage - Penalty: 2 minutes, (Article 25.13).
- 79.** Repair or refuel the car or perform any other interventions on the competing car inside a "parc fermé" - Penalty: Disqualification from the stage, (Articles 26.2 and 26.6).
- 80.** Disobeying an officer who requests a repair to the competing car - Penalty: 2 minutes, (Article 26.2).
- 81.** Exceeding the time given to repair a car within a starting area at the start of a stage - Penalty: See No. 60 above, (Article 26.3).
- 82.** If a competing car cannot move by its own means at the entrance or exit of a "parc fermé" (specially within a control area) - Penalty: 30 seconds, (Article 26.4).
- 83.** Violating the rules of "parc fermé" at the end of the event - Penalty: Disqualification from the event, (Article 26.6).
- 84.** Not passing scrutineering (car or competitor) - Penalty: Exclusion from the event, (Article 27 and 28.2).
- 85.** Reporting to scrutineering with more people than those permitted and/or without the technical and safety forms filled out for the car and/or without completing the administrative checks or medical examination - Penalty: 1 minute (Article 28.1).
- 86.** If scrutineering has finished and if the extra time that was awarded by the Steward of the Meeting has elapsed, and the competing car still does not comply with the rules - Penalty: Exclusion from the event, (Article 28.1).
- 87.** Refusal to participate in a scrutineering revision (car or competitor) requested by an officer at any time or any place during the event - Penalty: Disqualification from the stage or the event subject to the discretion of the Steward of the Meeting, (Article 28.4).



**88.** Missing the required marks or seals placed on the car during scrutineering - Penalty: Disqualification from the event, (Articles 28.5 and 29.2).

**89.** Committing fraud in relation to the marks or seals placed on the car during scrutineering - Penalty: Disqualification from the event, (Article 28.6).

**90.** Cooperating with or participating in fraudulent activities related to the item above - Penalty: Disqualification from the event, (Article 28.6).

**91.** Not using the official personalized identification bracelet - Penalty: Disqualification from the event.

### **30.2. Warnings**

**a)** A warning may be verbal or written and does not necessarily imply a penalty. However, at the sole discretion of the Steward of the Meeting, a warning may be converted into a penalty and/or disqualification from a stage or the event if the offense in question is serious enough.

**b)** Warnings may also be given due to incorrect or fraudulent actions or attitudes and may be accompanied by penalties, (Article 7.5).

**c)** Not having a label of a team member on the competing car – Penalty: Verbal or written warning for the first offense.

## **XII.- PROTESTS AND APPEALS**

### **Article 31: Protests and appeals**

#### **31.1. The right to protest**

The right to protest is reserved only for competitors. Nevertheless, the Steward of the Meeting or the Clerk of the Course may jointly or separately, even in the absence of a protest, take any official action that they consider necessary.

The following types of protests may be lodged:

**a) A protest against a team, an individual competitor or a car before the start of the event in order to prevent another team's participation.** In this case, the protest must be lodged no later than 14:00, on October 13th due to any of the following reasons:

**a.1)** The competing car does not comply with the rules – the exclusion from the event is requested. The claimant must indicate precisely the mechanical piece or specific point in question that is the object of the protest. If the protest implies several mechanical pieces or several specific points, the claimant must present a separate protest for each case.

**a.2)** The competing car does not correspond to the category in which it has been authorized to

compete in – a change of category is requested (the protest must be as specific as possible).

**a.3)** The competitor does not comply with the administrative requirements – the exclusion from the event is requested, (the protest shall indicate the requirements not met).

In the case that a car does not comply with the rules and it is considered a "violation at first sight" (a violation of the rules that is plainly visible), the protest against that vehicle must be presented within an hour following the finish of the Driver's meeting on October 13th at Querétaro or at the formation area before the start of the first stage. Any protests against vehicles that commit a "violation at first sight" once the event has started will be considered "not founded" and will be rejected immediately. Only formal protests will be considered.

If this is the case, the protested team will be advised that they will start under protest and will be notified of the reason for the protest, in order to give the team the opportunity to correct the problem before the start, to decide whether to start or not or to go ahead and start under protest. If a competing car has passed scrutineering satisfactorily and has started the event, but in a



subsequent stage modifies its condition and at first sight the vehicle does not comply with the rules, but intends to start a new stage, then a protest against that car must be presented in writing and given as soon as possible to a starting officer at the starting arch before the stage is started. The Steward of the Meeting or the Clerk of the Course or the Director of Scrutineering must be informed of the protest.

At the end of a stage, the written protest must be given to the Steward of the Meeting for revision, and, if necessary, for the application of the corresponding penalty. In this case, the protested team will be advised that a protest exists against a competitor or the car. This gives the team the opportunity to choose one of the previously mentioned options.

**b) A protest against the result of the scrutineering procedure of a vehicle and/or the administrative checks of a competitor.** In this case, a protest must be lodged no later than 15 minutes after having finished the scrutineering procedure of that vehicle.

The protest will be against the scrutineer and the claimant can request:

- b.1)** That the competing car, the driver or co-driver be allowed to start the event, if the necessary changes are made and they comply with the rules; *or*
- b.2)** That the competing car is moved to a different category.
- c)** A protest against another team/competitor at the end of the event. The claimant can request that another team/competitor be disqualified from the event. In this case, the protest must be lodged no later than 30 minutes after the last team has entered the "parc fermé".

The reasons for this type of protests are:

- c.1)** A car does not comply with the rules for some of its non-visible parts - the protest must be as specific as possible and only one item per protest will be accepted, (Article 29.5).
- c.2)** A team or team member broke one of the rules outlined in this Rule Book, (the protest must be submitted at the end of the stage

when the offense was committed, as indicated in item "d." below). An officer must be informed of the offense at the time and place where it was detected.

**c.3)** A competitor on board the competing car has not been registered.

**d)** Regarding any of the cases mentioned in the previous section "c.", the protests may be lodged at the end of any stage within 30 minutes after the arrival of the last team to finish arch. If the protest is against the driver, the co-driver or the team, the protest shall be made verbally to an officer at the moment it is detected. A formal protest must then be lodged at the end of the stage. The officer that was notified earlier will act as a witness in the protest.

**e)** A protest against the final result of the event. In this case, a protest must be lodged no later than one hour after the publication of the provisional results on the official notice board.

The procedure is as follows:

**e.1)** Once the provisional results have been posted, a competitor may request a clarification of the results, (Article 31.7). The Clerk of the Course must then proceed to analyze the request immediately and he must then offer a clarification or a modification of the provisional results. The updated results must be posted as soon as possible.

**e.2)** After the corresponding modifications have been made, the affected competitors must be notified to ensure that everyone understands the changes that have been made and agrees with them. If one of the competitors does not agree with the final result, he/she may then proceed to submit a formal protest in accordance with Article 31.2.

### **31.2. Fee for protest**

Every protest shall be submitted in writing and addressed to the Steward of the Meeting or the Clerk of the Course accompanied by a fee of *\$10,000 Mexican pesos*, which are non-refundable in case the protest is deemed to be unfounded.



The fee must be given to the Clerk of the Course. If the protest is deemed to be founded, then 90% of the fee will be returned to the claimant and 10% is retained by the Clerk of the Course.

If the protest requires the dismantling and reassembly of the engine or different parts of the competing car, the claimant must pay an additional deposit which will be determined by the Steward of the Meeting and must be enough to cover all possible expenses for the required operation (Article 29.4).

If a protest is deemed to be unfounded, the corresponding protest fee, the additional deposit nor any amount of the entry fee will be returned.

### **31.3. Additional expenses**

If the protest is deemed to be unfounded any expenses incurred by the work and the transportation of the car will be covered by the additional deposit. Conversely, if the protest is deemed founded, the protested competitor must pay for all expenses.

### **31.4. Unfounded protest**

If the protest is unfounded and if the expenses incurred by the protest (scrutineering, transportation, work, materials, etc.) are higher than the amount of the deposit, the difference must be paid by the claimant. Conversely, if the expenses are less, the difference will be returned to him/her.

### **31.5. Inadmissible protests**

Inadmissible protests are those against the decisions of the officers, who in the exercise of their duties and functions are judges of facts (for example, the control marshals).

### **31.6. Rights of claimant**

The claimant and all concerned parties will have the opportunity to be heard as soon as possible after a formal protest has been lodged. The concerned parties shall be summoned to appear at a hearing. Witnesses may accompany them. The Steward of the Meeting must ensure that the call for the hearing has been received by all parties.

In the absence of any of the concerned parties or their witnesses, the ruling may be made by default.

If a ruling cannot be made immediately after hearing the parties involved, they must be informed of a place and time at which a decision will be given.

### **31.7. Request for clarification of results**

Every competitor has the right to request a clarification of the provisional results posted at the end of each stage within one hour following their publication.

All clarification requests will be attended to, but any request not made within the time limit will be rejected immediately.

All clarification requests must be made in writing and addressed to the Clerk of the Course who is responsible for analyzing them along with the post marshals and scoring officers. The Steward of the Meeting, who had already signed the provisional results must be informed of all requests for clarification and the decisions taken in each case. The Organizing Committee and the Steward of the Meeting will have 24 hours to make a decision regarding a clarification request and to post the official results of the stage from the day before, along with the provisional results of the stage of that day.

A request for clarification of the results is not considered a formal protest; therefore, there is no need to pay a fee for this; but all requests must comply with the following requirements: in writing, on time and addressed to the proper person for it to be considered.

A request for clarification by any other means or one that does not follow this protocol will be considered inappropriate and thus rejected.

If a competitor is not in agreement with the decision of his request for clarification, he may then lodge a formal protest following the procedure indicated above, (Article 31.1.e.). In this case, the protest cannot be made against the final results, but



against the official results of the stage from the day before. The protest must comply with the requirements of a formal protest.

### **31.8. Appeals**

A competitor can lodge an appeal against a decision made against him by the Steward of the Meeting. The appeal must be made in writing and submitted to The National Rally Commission, (CNRM), within two days after a decision of a protest has been made; provided that within an hour following the notification of the decision, the Steward of the Meeting receives in writing the intention of a competitor to lodge an appeal against that decision. If this notification to the

Steward of the Meeting is not made on time, the competitor forfeits his right to appeal.

The appeal must be accompanied by a fee of \$25,000.00 Mexican pesos. The decision of the CNRM will be considered as final and cannot be appealed. The CNRM must make its decision within 10 days of receiving the appeal.

## **XIII.- CLASSIFICATION AND TROPHIES**

### **Article 32: Classification**

#### **32.1. Overall classification**

The race times, as well as the penalties, are expressed in hours, minutes and seconds. The final results are determined by adding the times obtained in the Speed Sections + the time of any penalties incurred.

The first five overall places of the event must correspond to the Panamerican Cars Group. The best classified team of the Historic Cars Group will be placed from sixth place onwards.

The team of the Panamerican Cars Group with the lowest overall time will be proclaimed the overall winner of La Carrera Panamericana 2018. The team with the next lowest overall time will be the second place and so on. The results for each category are determined on the same basis.

#### **32.2. Tie**

In the case of a tie, the team that had the best time on the first Speed Section of the event will be proclaimed the winner. If this does not break the tie, then the times of the second, third, fourth, etc. Speed Sections will be considered until a winner can be defined.

This can be applied at any time during the event to break a tie, especially to determine the starting order for a stage taking into account the first Speed Section of the day in which the tie occurred.

#### **32.3. Posting of results**

The results are posted as outlined in the program, (Chapter III).

#### **32.4. Final classification**

The classification will be considered as final at the end of the event after one hour has passed after the provisional results have been posted and no protests have been lodged or decisions made that affect the overall results.

#### **32.5. Provisional stage results**

At the end of each stage, the organizers publish a provisional classification to determine the starting order for the following stage.

The starting order of the following stage will not include the competitors that did not finish the previous stage, unless they notified the Clerk of the Course of their intention to rejoin the event, the Director of Scrutineering approved the re-start of the competing car and the Chief Medical Officer cleared the participants if an accident occurred.

The results become final one hour after the provisional results have been posted on the official notice board at the end of each stage and at the end of the event, unless there are requests for clarification or there is a protest regarding the results.

### **32.6. Requests for clarification and protests**

If there are any requests for clarification or protests lodged, the results will be considered final until such clarifications and protests have been resolved and there are no notifications of the intention to appeal.

If a protested competitor is eligible to receive any trophies, these will be withheld until the protests and/or appeals have been resolved.

Moreover, if a protest affects the participants who are eligible to receive a trophy, the results must be published as provisional and all trophies must be withheld until the definitive results are published; only when the protests and appeals have been resolved or when the time limit has expired for a resolution.

However, if a protest or appeal only affects some of the competitors who are eligible to receive a trophy, their trophy will be withheld; while those who are not affected by the protest will receive their trophy.

## **Article 33: Trophy presentation, award dinners, and Drivers' meetings**

### **33.1. Trophies presentation**

The trophy presentation for La Carrera Panamericana 2018 will be held on October 19, 2018 in Durango City at 11:30 hrs. during the final award brunch. Trophies will be given to competitors of the winning team of the event.

All classified competitors must attend the ceremony.

If a competitor is eligible to receive a trophy and

does not attend the ceremony, he/she loses their right to the trophy and also loses their right to lodge a protest or an appeal.

### **33.2. Overall trophies**

Double trophies (driver and co-driver) will be awarded to the 1st, 2nd and 3rd. places of the overall final classification to the Panamerican Cars group and the Historic Cars group in Durango.

### **33.3. Category trophies**

Double trophies (driver and co-driver) will be awarded to the 1st, 2nd and 3rd places of the final classification of each category in Durango.

### **33.4. Awards per stage**

Medals will be given to each driver and co-driver who complete the stage at the finish arch. Additionally, double trophies (driver and co-driver) for the first 3 places of each category for each stage will be given during the daily Driver's meeting / Award Dinners.

### **33.5. Award dinners and drivers' meetings**

The results of each stage and the starting order for the following stage, are posted at the end of each stage on the official boards. A Driver's meeting/ Award Dinner will be held every day at 20:30.

At least one competitor from each of the classified teams that have the possibility and intention to start the following stage must attend these dinners. In case of not attending, the team will receive a 30 -seconds penalty and will lose the competitor's right to appeal and protest the results of the stage of that day and to request a clarification of the results. The team also loses its right to receive any trophies they may have won.

Teams who had an accident and wish to restart the following day, must inform the Clerk of the Course, the Director of Scrutineering and Chief Medical Officer in writing of their intention to do so. Otherwise, they will be disqualified from the event.

The presence of the complete team (driver and co-driver) at the Driver's meeting held at the Registration Park before the start of the event is mandatory. Not attending will result in a 30 -seconds penalty.



## APPENDIX 1 - GLOSSARY

### **Registration Park**

Area where the competing cars attend scrutineering before the event and repairs and interventions to the cars are permitted. It is forbidden to refuel in this area. The cars are free to enter and exit this area when necessary.

At the registration park, besides scrutineering, the administrative checks, medical exams, distribution of the OMDAI-FIA and FEMADAC licenses, distribution of the official stickers and registration and authorization to compete in La Carrera Panamericana take place

### **"Parc fermé"**

Area where repairs, interventions on the cars or refueling is forbidden; except for cases specifically indicated in this Rule Book.

### **Stage**

The daily segment of the event. The start and finish of the day's events; starting in one city and finishing in another. La Carrera Panamericana 2019 will have 7 stages, as indicated in Chapter I. Each stage is divided into different sections:

- Transit Sections
- Service Sections
- Speed Section with a Transit Section

### **Transit sections**

These sections are between:

- a) Two "CH-P" Time Controls
- b) A "CH-P" Control and a "CH" Control

The times to cover these sections are indicated in the Route Book and on the time cards of the team. The time given to a team to cover the Transit Sections is enough to allow them to respect the law, traffic signals, and legal speed limits.

### **Service Sections**

These sections always start and finish with a "CH-P" Control.

Generally, both controls are in the same place or very close to each other; and considering that the service area is usually closed off, the distance to cover is considered "zero". The time indicated in the Route Book to cover these sections is calculated considering that there are no delays during the stage.

### **Speed Section with a Transit Section**

These sections always start at an "A" Control and finish at a "CH" or "CH-P" Control.

The time for these sections is indicated in the Route Book and on a team's time cards.

These sections always start with a Speed Section at an "A" Control; the Speed Section finishes at a "B" Control and the passage time for this last control is written on the time card of the team at "C" Control; the place where a new Transit Section will start until the following "CH" or "CH-P" Control indicating the end of that section.

### **Race Bulletins**

Official bulletins form an integral part of the rules of the event. There are two types of Race Bulletins: Regulatory Bulletins which announce modifications, clarifications to the rules which complement the Rule Book; and Informative Bulletins which announce important announcements to the competitors that deal with the route, schedule, social events, etc.

The bulletins must be dated, numbered and duly authorized. Participants must take note of these bulletins, which will be published on the official boards when necessary.

The bulletins are issued by the Clerk of the Course up until the date of scrutineering in Querétaro. These are published as soon as possible and will be located in the Permanent Secretariat on

the official boards and on the official web site at: <http://www.lacarrerapanamericana.com.mx/2018/en/race-bulletins/>

**Time card**

It is the card that is used to register the times of the teams as they pass the Time Controls of the Speed Sections. Each team receives a time card for each stage that indicates their start time that must be adhered to.

**Disqualification from a section**

The maximum penalty of a section. This includes a penalty of 30 seconds at each of the Time Controls at the start and finish of the section, + the maximum time assigned to the Speed Section of that section.

**Disqualification from a stage**

The maximum penalty of a stage. This includes a penalty of 30 seconds at each of the time and passage controls, + the maximum time assigned to each of the Speed Sections of that stage.

**Exclusion or disqualification from the event**

A team is excluded from the event if they fail to comply with the technical and safety rules and requirements before the event officially starts.

Once the event has started the team that fails to abide by the rules and comply with all requirements will be disqualified.

In both cases, a team will not be permitted to start the following section/stage from the moment a team is notified and depending on the decision made by the officers.

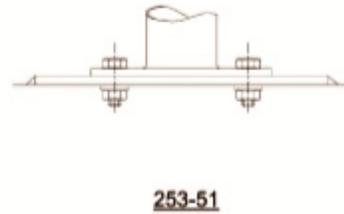
## APPENDIX 2 - SAFETY

### Safety

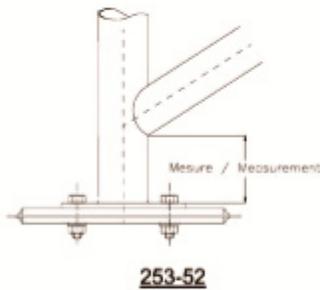
#### 1. Roll-cage:



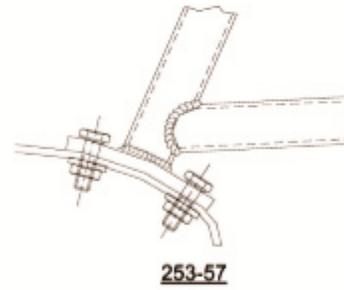
Drawing of the basic roll-cage



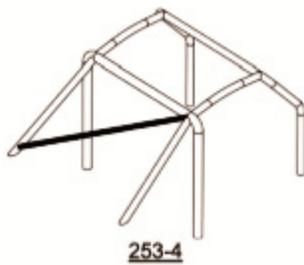
Drawing showing how to screw the fixing plate



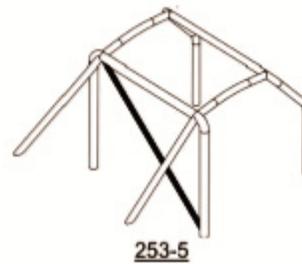
Drawing showing how to screw the fixing plate



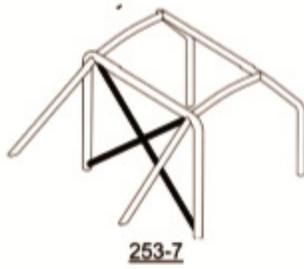
Drawing showing how to screw the fixing plate



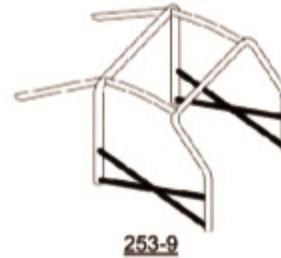
Drawing of the diagonal member



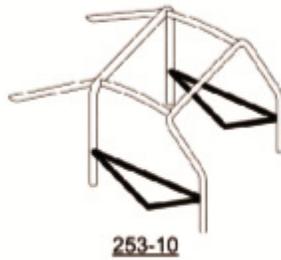
Drawing of the diagonal member



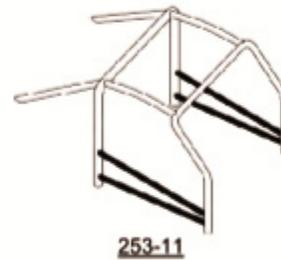
Drawing of the diagonal member



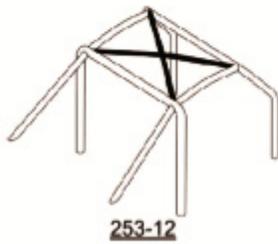
Drawing of the doors reinforcement



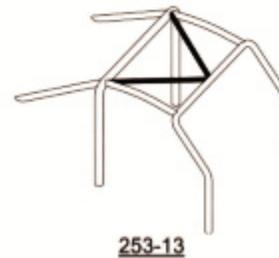
Drawing of the doors reinforcement



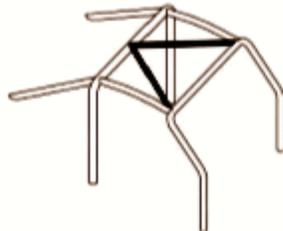
Drawing of the doors reinforcement



Drawing of the roof reinforcement

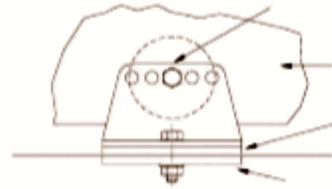


Drawing of the roof reinforcement



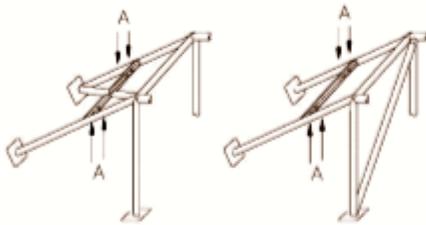
**253-14**

Drawing of the roof reinforcement



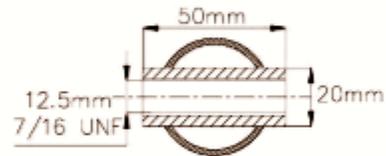
**253-65**

Drawing of the anchorage of the seats



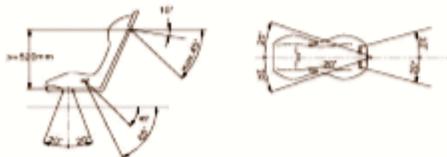
**253-66**

Drawing of the additional back member which may also serve to fix the shoulder straps. The member must be drilled in the place indicated with "A"



**253-67**

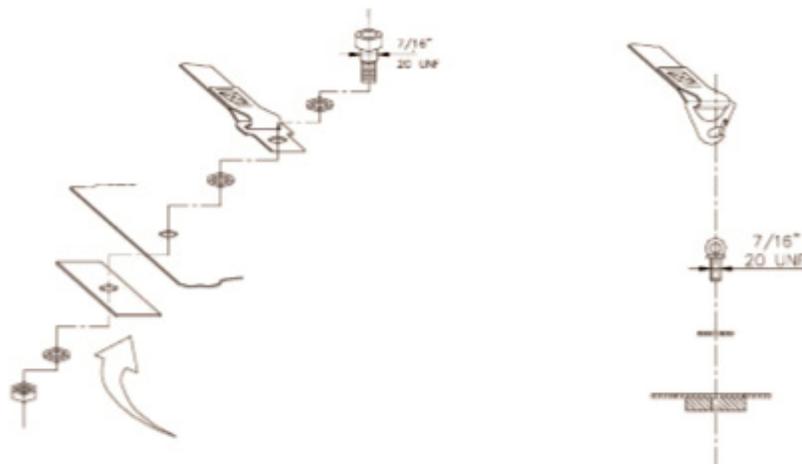
Drawing of the anchorage of the straps when screws are used in the back member



**253-81**

Drawing of the angles to install the belts

The following drawing shows how to anchor the fixing points of the harnesses of the safety belts. The arrow indicates how to place the reinforcement plate for each point anchored to the chassis.



**253-62**

Drawing of the fixing points of the safety belts

*\* The drawings of the roll-cage have been extracted from Article 253, Appendix "J" of the International Sporting Code of the FIA.*

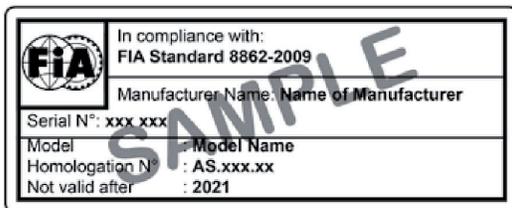
## 2. Cutter

Picture of the cutter that must be used (Article 20.8 b)



### 3. Seats:

Examples of the labels of the seats that are valid for La Carrera Panamericana 2018.



### 4. Seat Belts:

Examples of the labels of the seat belts that are valid for La Carrera Panamericana 2018.



**5. Overalls:**

Examples of the labels of the overalls that are valid for La Carrera Panamericana 2018.



**6. Shoes:**

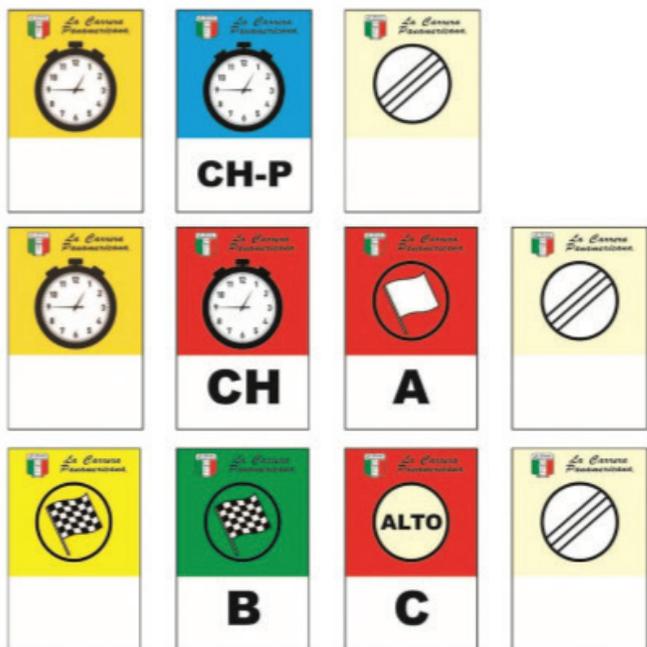
Examples of the labels of the shoes that are valid for La Carrera Panamericana 2018.





# APPENDIX 3

## Sequence of Control Signals and the "A" Control Blackboard



Signals to link:  
 - a Transit Section with a Service Section  
 - a Transit Section with another Transit Section  
 - a Service Section with a Transit Section

Signals to START a Speed Section

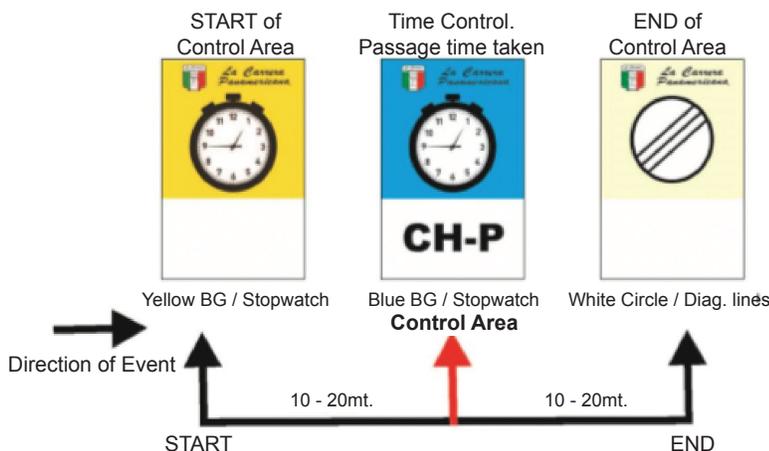
Signals to END a Speed Section

**b)** Sequence of the control signals for Passage Control "CH-P" and to indicate a Control Area.  
 These signals are used to link a Transit Section with a Service Section, a Transit Section with another Transit Section or a Service Section with a Transit Section.



La Carrera Panamericana.

### Sequence of signals - Passage Control "CH-P" -



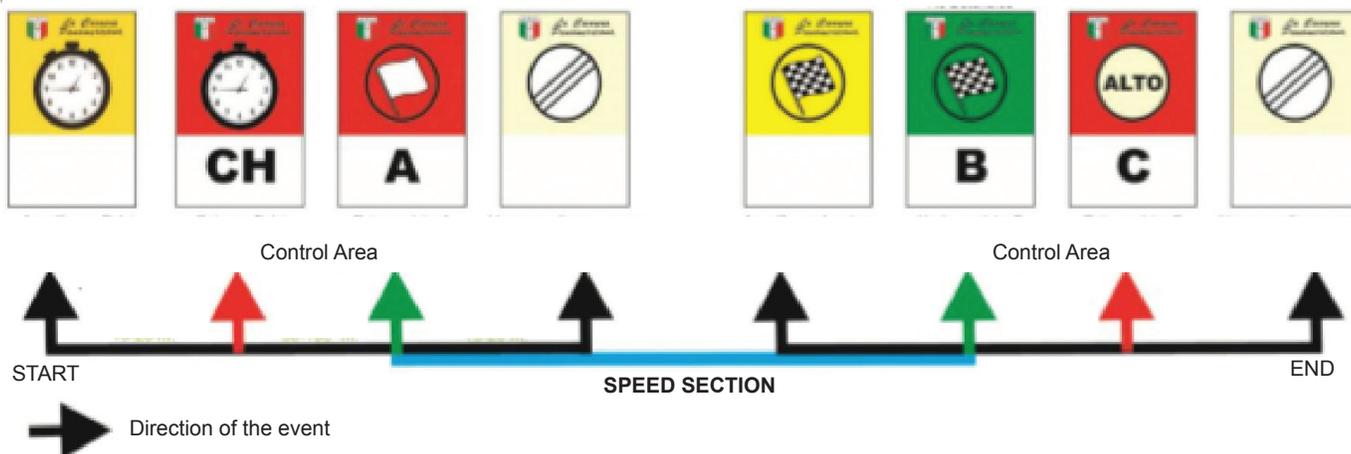


e) Sequence of the control signals for a complete Speed Section and its Control Areas.  
 These signals are used for a complete Speed Section: From the "CH" Time Control of the end of the previous Transit Section - Passage at an "A" Control - The end of the Speed Section at the "B" Control and the "ALTO" sign ("C" Control) where the next Transit Section will start..



*La Carrera Panamericana.*

**Sequence of signals  
 - Complete Speed Section -**



**SIGNALS FOR THE BOARD AT "A" CONTROL**



**SECTION CANCELLED**



**OPEN ROAD  
- BEWARE OF TRAFFIC -**



**FALLING ROCKS**



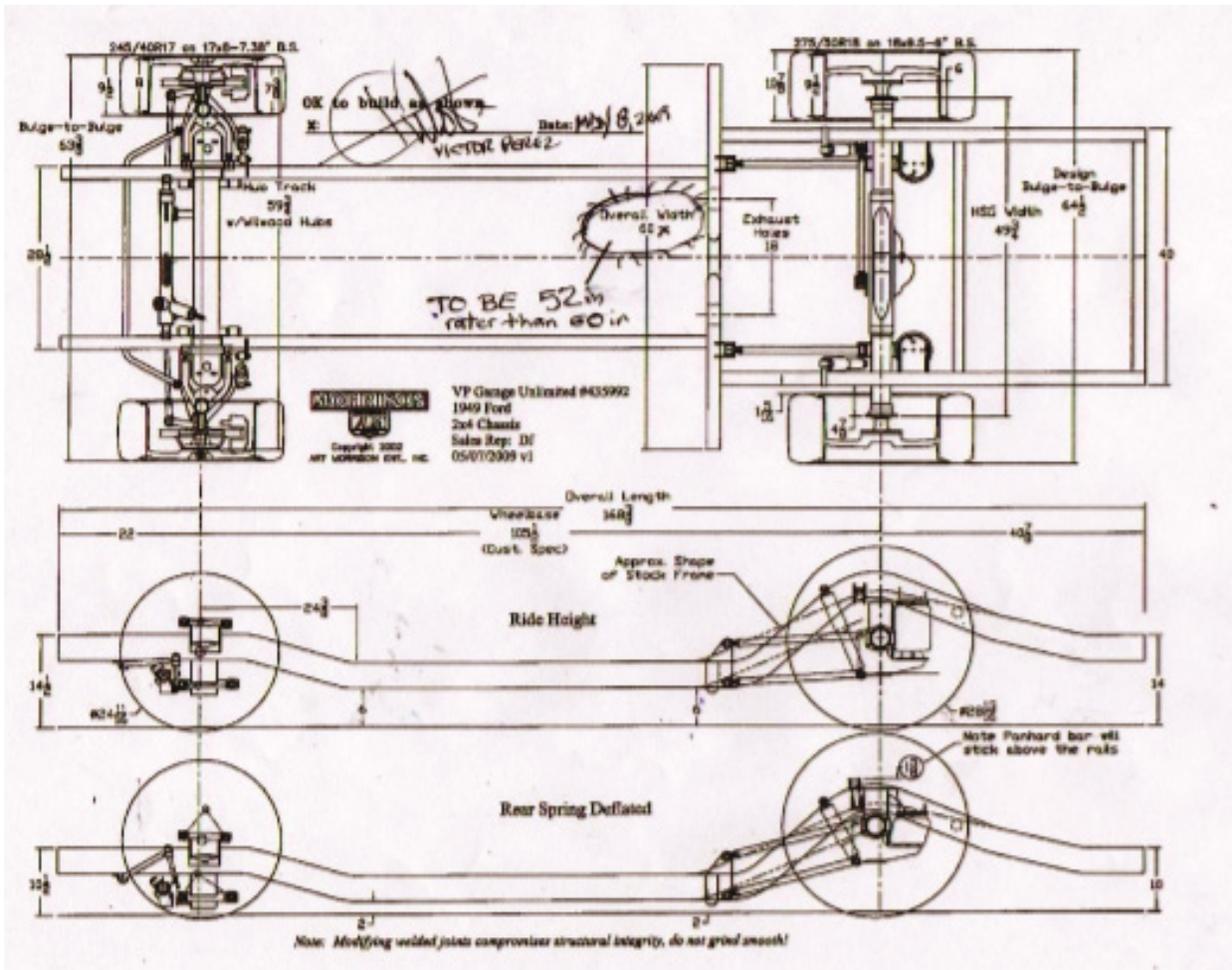
**CATTLE AHEAD**



**LOOSE GRAVEL**

# APPENDIX 4

## Reference drawing to build a new chassis





# NOTES



Av. Lindavista 312, Col. Lindavista  
C.P. 07300 México, DF  
Tel. +52(55) 55866898  
Tel. +52(55) 57546052  
[www.lacarrerapanamericana.com.mx](http://www.lacarrerapanamericana.com.mx)

**infinitum**<sup>®</sup>  
*Exceso de Velocidad*

 **motorola**

 **telcel**<sub>MR</sub>

**FEMADAC**  
Federación Mexicana de Automovilismo Deportivo, A.C.

 **COMISIÓN NACIONAL  
DE RALLIES  
MÉXICO**