



# *La Carrera Panamericana 2012*

Reglamento. Versión en español

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Rule Book. English version

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# *La Carrera Panamericana 2012*

## I.- EVENT AND DATE

The Secretaría de Turismo (SECTUR), Confederación Deportiva Mexicana (CODEME), Federación Mexicana de Automovilismo Deportivo, A.C. (FMADAC), Comisión Nacional de Rallies México, A.C. (CNRM) and Lindavista Automóvil Club, A.C. (LAC) have the pleasure in announcing the international historic car rally to be called *La Carrera Panamericana 2012*.

The event will take place from October 19<sup>th</sup> to 25<sup>th</sup> of 2012. The route will cover approximately 3,000 km. The race will have 7 stages using paved roads, starting in Veracruz and passing through the cities of Oaxaca, Puebla, Querétaro, Morelia, Guanajuato, San Luis Potosí and finishing in Zacatecas city.

Certain sections of the route will be closed to regular transit to allow timed speed tests which accumulated time will determine the starting order of the following stage and finally the overall winner of *La Carrera Panamericana 2012*.

## II.- INTRODUCTION

These Rules indicate the basis to compete *La Carrera Panamericana 2012* and include all the events related with it.

These Rules are valid for *La Carrera Panamericana 2012* and can be modified only through numbered and dated bulletins duly authorised by the Clerk of the Course and the Steward of the Meeting. The bulletins are issued in Spanish and in English, to assure that all competitors and officials are notified 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 or to the route.

En In both cases they must be authorised and in order to assure that all competitors and officials of the event receive and know them, they are published in the official web site [www.lacarrerapanamericana.com.mx](http://www.lacarrerapanamericana.com.mx) before the starting of the event and during it.

In addition, since October 16<sup>th</sup> they are published in the official board located in the Registration Park in the World Trade Center in Veracruz, until October 18<sup>th</sup>, 2012 at 17:00 hours and in the drivers´ meeting of October 18<sup>th</sup>, 2012.

During the event, they are also published on the official boards during the award ceremony daily for each stage, at the official hotels the day before of the date they become effective.

Every issue not foreseen in this Rule Book must be analyzed and resolved based on the agreements among the Clerk of the Course and the Steward of the Meeting. These agreements are not subject to appeal. As a final resort, the decision of the Steward of the Meeting must be considered as final.



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This Rule Book and the bulletins described above are published for the competitors and officials of the event in both, in Spanish and English. In case of conflict in the interpretation of the present Rule Book and its bulletins, the Spanish text is binding.

## III.- PROGRAMME 2012

### VERY IMPORTANT NOTES RELATED WITH THE PROGRAMME:

1. **PRE-RUNNING:** The Organising Committee has not planned and will not organise a reconnaissance of the speed stages. Any previous reconnaissance has to be planned by the competitors at their own leisure at their own risk.
2. **\*\* DELIVERY OF THE REGISTRATION CARNET OF THE COMPETITORS:** To collect this Carnet is indispensable, and represents the first step for the registration of all the mandatory reviews. It must be signed and sealed by each and all area representatives, so that at the end it may be exchanged at the Permanent Secretariat and the crew may pick the authorisation sticker to participate in the event.
3. **\*\* COMPULSORY ADVERTISING AND OFFICIAL STICKERS:** It is mandatory to place in the competing and service or support cars, all the official stickers (sponsors), provided by the organisation. The absence of the compulsory advertising in the competing and service or support cars will be penalised and may lead to the exclusion of the participant from event, in accordance with Article 14 of this Rule Book.
4. **\*\* MEDICAL EXAM:** Each competitor must approve the medical exam and obtain medical authorisation to participate in the event (this exam might take up to 20 minutes). The competitor that does not have the medical authorisation will be excluded from the event without the right to start.
5. **\*\* CODRIVERS MEETING (Veracruz):** In these meetings it will be explain the way to compete *La Carrera Panamericana*, details of the route book and important recommendations that the competitors and their service crews must know. It is mandatory for all codrivers (navigators) to attend at least one of these meetings. Not attending to this meeting will be penalised with 30 seconds.
6. **\*\* INSTRUCTIONS TO DRIVERS MEETING (Veracruz):** In this meeting it will be explained to the drivers the way to sign a speed section at Control "A", just before starting the speed section; there will be also signs at service controls. It is mandatory for all drivers to attend this meeting. The codrivers are not accepted to this meeting. The driver not attending to this meeting will be penalised with 30 seconds.
7. **\*\* DRIVERS MEETING (Veracruz):** During this meeting, the list of admitted crews and starting order will be published and both, crew members (driver and codriver) must attend. Missing one of the crew members will be penalised with 30 seconds, in accordance with Article 33.5 of this Rule Book. When the meeting is finished, a cocktail will be offered to the competitors.



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8. **\*\* PRESS MEETING:** All press representatives and drivers of the media cars are invited, to give them some recommendations and instructions about routes, hours, forbidden places, etc.
9. **\*\* SERVICE MEETING:** All persons that will carry out service tasks to the competing cars, specially the drivers of the service or support vehicles and the responsible of the services are called to receive recommendations and instructions. If the service people do not attend this meeting, the competing car they serve will be penalised with 60 seconds.
10. **\*\* CEREMONIAL START:** On Thursday October 18<sup>th</sup>, 2012, at the seafront of Veracruz seaport, it will take place a ceremonial start. All competing cars must attend with the registered crew on board (at least one of the crew members). Not to comply with this requirement will be penalised with 30 seconds.
11. **\* OFFICIAL PHOTO:** In order to have a nice photo as memorabilia, it is requested to all competitors (at least one member of each crew) to attend the photo shoot session, according with the schedule established in the Programme.
12. **\* PRECLASSIFICATION SECTION:** In the Route Book it is indicated how to arrive to this section, leaving from the Registration Park. This preclassification is subject to the same rules than the rest of the speed sections of the event. To start the preclassification, a bulletin will be published indicating the starting order by category and in progressive order according with the competing number of each car. This preclassification section is not mandatory and the crews not attending will be classified at the discretion of the Clerk of the course and the Steward of the Meeting.
13. **\*\* DIRVERS MEETING, PUBLISHING OF UNOFFICIAL RESULTS AND TROPHIES PRESENTATION FOR EACH STAGE:** It will take place a drivers' meeting per each stage, where the unofficial results will be published in the official board and there will be a daily ceremony for trophies presentation for each stage, in the places indicated in the Route Book for each stage.  
It is mandatory that at least one of the crew members attend to the daily drivers' meeting. Not to attend, will be penalised with 30 seconds and loss his right to receive their correspondent trophy.
14. **\*\* PUBLISHING OF FINAL AND OFFICIAL RESULTS AND TROPHIES PRESENTATION:** The final results will be published in the closing ceremony that will take place in Zacatecas City. All crews must be present in this ceremony (at least one member of the crew must be present). Regardless for a reason, if any crew is not present, they loss their right to receive their correspondent trophy and also forfeit the right to protest and to appeal.
15. **\* LA FRATERNIDAD PANAMERICANA** will present the trophy to the most beautiful competing car of each category, during the final trophies presentation. The coveted prizes will go to the car with the most votes from all competitors in each category. La Fraternidad Panamericana is responsible for the delivery of these trophies. The Organising Committee of *La Carrera Panamericana 2012* has no relation with the vote and award of these trophies.



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## **Importance of the activities indicated in the above notes:**

The activities marked with (\*\*) in both the Programme and the above notes, are mandatory for the competitors, entrants and participants in the event. Not to comply with them are subject to penalties and may lead to disqualification.

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

## **PROGRAMME AND ACTIVITIES OF *La Carrera Panamericana 2012***

1. February 1<sup>st</sup> to 29<sup>th</sup>: Opening of the entries with preferred fee. Permanent Secretariat in México City.
2. April 30<sup>th</sup>: Closing of entries with standard fee. Permanent Secretariat in México City.
3. May 1<sup>st</sup> to August 24<sup>th</sup>: Entries with extra fee. Permanent Secretariat in México City.
4. August 25<sup>th</sup>: Closing of entries with extra fee. Permanent Secretariat in México City.
5. September 30<sup>th</sup>: Final close of entries. Permanent Secretariat in México City.
6. October 1<sup>st</sup> to 15<sup>th</sup>: The bulletins will be published continuously in the official web site of *La Carrera Panamericana* (<http://lacarrerapanamericana.com.mx>).
7. The Permanent Secretariat will be installed in the Registration Park in the World Trade Center in Veracruz at Ulúa 1 room, from Tuesday, October 16<sup>th</sup> according with the following:  
  
Tuesday, October 16<sup>th</sup> from 9:30 to 14:30 and from 16:00 to 18:30 hours  
Wednesday, October 17<sup>th</sup> from 9:30 to 14:30 and from 16:00 to 18:30 hours  
Thursday, October 18<sup>th</sup> from 11:00 to 16:00 hours
8. In this Registration Park the following activities must be done, according with the dates and schedule above indicated:
  - 8.1. Station 1.- Administrative review (Ulúa 1 room at WTC in Veracruz)
    - a) Revision of documents and evidence of the entry fee payment.
    - b) Distribution of the Registration Card to the competitors.
    - c) Confirmation of hotels for the whole route.
    - d) Signing of the release of responsibility.
    - e) Distribution of the Route Book for the competitors.
    - f) Distribution of the Route Book for service or support vehicles.
    - g) Distribution of the Rule Book and official bulletins.
    - h) Registration of service or support vehicles.
    - i) The competitors must deliver a copy of the insurance policy of the service or support vehicles, to be registered.
    - j) Delivery of a copy of the sporting international license and regular driving license valid in competitors' country of origin.
    - k) Distribution of souvenirs and clothing to the competitors.



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- 8.2.** Station 2.- Acquisition and distribution of the FEMADAC licenses (Ulúa 1 room at WTC in Veracruz)
  - a) Paper work and documents required to obtain the FEMADAC licenses.
  - b) Payment of the FEMADAC licenses.
  - c) Clarifications with the Mexican Motor Sport Federation (FEMADAC).
- 8.3.** Station 3.- Medical exam (Ulúa 1 room at WTC in Veracruz)
  - a) Medical exam.
- 8.4.** Station 4.- Scrutineering (Tajín 1 room at WTC in Veracruz)
  - 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) **\*\* VERY IMPORTANT:** The competing vehicle must be presented before scrutineering with all the compulsory advertisement properly fixed.
  - e) The three inspections (items a, b, and c above indicated) must be completed and approved, but it is not mandatory to carry out them at the same time. It is allowed to inspect the competing car first and later the same day or different day the inspection of the competitors.
- 8.5.** Station 1.- End of the procedure (Ulúa 1 room at WTC in Veracruz)
  - a) To show the Registration Card of the competitors with all seals required (medic, scrutineering, FEMADAC license, to comply with the administrative checks), to be exchanged for the **OK** sticker, which authorise to take part in the event.
  - b) If the **OK** sticker above mentioned is not obtained, regardless of the reason, the crew will be excluded from the event, without the right to start.
- 9.** Wednesday, October 17<sup>th</sup>:
  - 9.1.** 14:00 – 17:00 h Mandatory Codrivers (navigators) Meeting in Spanish at WTC Veracruz, Olmecca 2 room.
  - 9.2.** 17:00 – 20:00 h Mandatory Codrivers (navigators) Meeting in English at WTC Veracruz, Olmecca 2 room.
  - 9.3.** 20:00 – 20:45 h Mandatory Instructions to Drivers Meeting (without codrivers) at WTC Veracruz, Olmecca 2 room.
  - 9.4.** 21:00 – 22:30 h Welcome cocktail for the competitors at Hotel Camino Real.
- 10.** Thursday, October 18<sup>th</sup>:
  - 10.1.** 7:15 – 7:45 h Preclassification formation, at the seafront.
  - 10.2.** 8:00 – 9:00 h Start at the starting arch, at the seafront.
  - 10.3.** 9:00 – 10:30 h Preclassification at Paso de Ovejas.
  - 10.4.** 13:00 – 13:15 h Official photo, at hall of the WTC in Veracruz. It is requested that at least one member of the crew be present.
  - 10.5.** 14:00 – 15:00 h Press Meeting, at WTC Veracruz, Olmecca 2 room.
  - 10.6.** 15:00 – 17:30 h Service Meeting, at WTC Veracruz, Olmecca 2 room.
  - 10.7.** 16:00 h Closing of the Registration park.
  - 10.8.** 19:00 – 20:00 h Ceremonial Start, at seafront.
  - 10.9.** 20:30 h Drivers Meeting and publishing of the starting order for the admitted crews. Dinner at Hotel Camino Real.



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11. En In the following table there are indicated the schedules of the start and finish of each stage. For the details of the route, services, etc., see the Route Book.

Stage	Date	Formation area at the starting arch (mandatory)	Start	Finish	Drivers meeting and Unofficial results (Note A)
1	October 19 <sup>th</sup>	08:00	09:00	16:49	20:30
2	October 20 <sup>th</sup>	07:00	07:30	16:41	20:30
3	October 21 <sup>st</sup>	07:30	08:00	16:41	20:30
4	October 22 <sup>nd</sup>	09:00	09:30	16:05	20:30
5	October 23 <sup>rd</sup>	08:30	09:00	16:37	20:30
6	October 24 <sup>th</sup>	08:00	08:30	16:37	20:30
7	October 25 <sup>th</sup>	07:30	08:00	16:01	21:30 (Note B)

Notes:

- A. The places where the drivers meetings and publishing of unofficial results of each stage, will be published in the Route Book and will be confirmed in the official boards. Also, the trophies for each stage will be handed out.
- B. The publishing of the official final results and the trophies presentation, will take place in Zacatecas City, on October 25<sup>th</sup>. The place will be indicated in the Route Book.

### IV.- ORGANISATION

#### Article 1: Organisation

##### 1.1. Definition

- a) The organiser of *La Carrera Panamericana 2012* is the Lindavista Automóvil Club, A.C.
- b) The event is running in compliance with:
  - b.1) The Sporting Code of the Federación Mexicana de Automovilismo Deportivo (FEMADAC) and the rules of the CNRM as a reference.
  - b.2) This Rule Book of *La Carrera Panamericana 2012*
  - b.3) The Highway Federal Code (for federal highways) and applicable State Codes within the Mexican Republic.

##### 1.2. Organiser Committee

**Honorary President and Founder:** Eduardo León

##### **Technical Committee for *La Carrera Panamericana***

Clerk of the course:	Carlos Cordero
Timekeeping and scoring:	Horacio Chousal
Scrutineering:	Ing. Víctor Pérez
Post chiefs:	José Marcos García
Safety Officer:	Fernando Vivanco
Chief Medical Officer:	Dr. Denis Rodríguez
Director of the Route:	Gael Rodríguez
Rescue and paramedics (Grupo F.I.R.E.):	Fabricio de la Cajiga



# La Carrera Panamericana 2012

## General Organisation for *La Carrera Panamericana*

Operations Director: Víctor Segura  
Hosting and Events: Karen León  
Mónica Grossmann  
Assistant: Gaby Zermeño

Permanent Secretariat and organising Club:  
Lindavista Automóvil Club, A.C.  
Address: Av. Lindavista 312 Col. Lindavista  
CP 07300 México, DF  
Tel. +52(55) 55866898  
Tel. +52(55)57546052  
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[info@lacarrerapanamericana.com.mx](mailto:info@lacarrerapanamericana.com.mx)

### 1.3. Sporting Authorities for *La Carrera Panamericana*

FEMADAC: Lic. José Manuel Sánchez Jassen  
CNRM: Ing. Alberto Bravo Dufau  
Lindavista Automóvil Club: Arq. Jorge Peña Judd  
Steward of the Meeting: Ing Rafael Machado Zubillaga

### 1.4. Host hotels

The reservations for additional rooms for the route and extra nights at Veracruz and Zacatecas City will be done through the Organiser Committee. Hotel allocation will depend on the date of the entry payment and reservation as first come first serve basis. All hotels are 5 stars and also Premium hotels are available at extra cost of \$150 USD per night with limited availability.

Request your reservations at [monica.grossmann@yahoo.com.mx](mailto:monica.grossmann@yahoo.com.mx).

The dead line for reservations and hotels payment is September 19<sup>th</sup>, 2012. There are no refunds or room transfers in any case (including the case of not finishing the event).

### 1.5. Transportation and entrance of cars to México

It is responsibility of the competitors to ensure that their cars arrive on time to the Registration Park in Veracruz, to comply with the activities indicated in the Programme.

If the custom broker recommended by the organiser will be used (with no responsibility for the Organising Committee), it is recommended for the competing cars coming to México from the United States and Canada, to enter between October 8<sup>th</sup> and 12<sup>th</sup>, 2012, considering that customs offices are closed in weekends.

Cars coming from Europe and Asia can be entered to México by ship, delivered at Veracruz or Tampico seaports or can be entered by air freighted to the airports of Mexico City or Toluca.

All foreign competitors must send to the Permanent Secretariat a copy of their entry form and technical and safety form, including the documents to prove ownership (copies). These are necessary to assure a proper support for customs procedures and release the competing car and service or support vehicles from the customs.

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



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The original property documents must be sent with the car and with the service or support vehicle to clear customs.

### 1.5.1. Recommended customs broker

The competitors are absolutely free to select and hire their preferred custom broker. The recommended custom broker to assist the competitors at Veracruz, Tamaulipas and international airports of Mexico City and Toluca, is:

FIMASA

Attention: Harald Hess

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

Web site: [www.fimasa.com](http://www.fimasa.com)

Tel. (55) 5660-9054 (55) 5660-9072; Fax (55) 5551-3142

Nextel 3186 5023 ID 188175\*9

## V.- GENERAL CONDITIONS

### Article 2: Sanction for *La Carrera Panamericana 2012*.

The Lindavista Automóvil Club is the guarantor and organiser of the event, before the following Sporting Authorities and does not count for any championship.

### 2.1. Sporting Authorities:

- a) Confederación Deportiva Mexicana (CODEME)
- b) Federación Mexicana de Automovilismo Deportivo (FEMADAC)
- c) Comisión Nacional de Rallies México (CNRM)

### Article 3: Description of the event

The length of *La Carrera Panamericana 2012* is approximately 3,000 Km, of which 45 speed sections will cover 648 Km (subject to change).

The Route is divided into seven stages, in the dates and through the cities indicated in the following table:

Stage	Date	Start	Finish
1	October 19 <sup>th</sup>	Veracruz	Oaxaca
2	October 20 <sup>th</sup>	Oaxaca	Puebla
3	October 21 <sup>st</sup>	Puebla	Querétaro
4	October 22 <sup>nd</sup>	Querétaro	Morelia
5	October 23 <sup>rd</sup>	Morelia	Guanajuato
6	October 24 <sup>th</sup>	Guanajuato	San Luis Potosí
7	October 25 <sup>th</sup>	San Luis Potosí	Zacatecas

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, to be delivered to competitors and officials during the registration process in Veracruz. In addition, the Route Book contains additional important information, for the arriving to the different cities, drivers meetings and other events and meetings.



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

*La Carrera Panamericana 2012* is run in seven days, each one named stage y these are designated by a number that identifies each one.

Each stage (day) is divided in different sections. The sections are defined in Appendix 1 (Terminology) and may be:

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

## **Article 4: Eligibility of competing cars**

The competing car must be in accordance with the prescriptions of Chapter VII (Eligibility and categories of the competing cars) for the Category entered, in accordance with the entry form, which is available online [www.lacarrerapanamericana.com.mx/registro2.asp](http://www.lacarrerapanamericana.com.mx/registro2.asp) by clicking on the registration section. It must be duly completed to define the eligibility of the competing car.

In addition, the competing cars must have mandatory safety equipment, in accordance with the Chapter VIII (Safety equipment) of this Rule Book.

Not to comply with this article and Chapters VII and VIII will be penalised with the exclusion of the participant from event, and the participant will not be allowed to start.

**IMPORTANT NOTE:** The competing cars and the service or support vehicles must have all necessary insurances to authorise the competing car to participate (once the scrutineering is passed), in accordance with the Chapter X, Article 28.2.d.3 of this Rule Book.

## **Article 5: Eligibility of the competitors**

**5.1.** To be eligible, all competitors (drivers and codrivers), must comply with the stipulations indicated in Chapter VI, Article 8 of this Rule Book. The drivers and codrivers must attend to scrutineering with their licenses (sporting license of the country of origin and the one issued by FMADAC and driver license of their country of origin and valid) and insurance policies valid in México and for the entire event. In addition crews must comply with the safety equipment, in accordance with Chapter VIII of this Rule Book.

**5.2.** Not complying with this article will be penalised with the exclusion of the participant from the event, the participant will not be allowed to start and the entry fee will not be refunded.

**5.3.** If the crew includes a spare driver/codriver, he/she must be registered and must attend scrutineering complying with all the administrative requirements, documents and own safety equipment (not transferable) above mentioned and to pay the fee of \$600 USD.

**5.4.** Only will be admitted one spare driver/codriver for each car and crew. If this spare driver/codriver is registered on July 31<sup>st</sup>, then he/she will have right for souvenirs and competing clothing indicated in the item 8.1.k) of the Chapter III "Programme" of this Rule Book. If he/she is registered later than the indicated date, will not receive the mentioned in the item 8.1.k).

## **Article 6: Amendments and supplements to the rules**

**6.1.** The provisions of the present Rule Book may be only amended or supplemented by dated and numbered bulletins duly authorised by the Clerk of the course and the Steward of the Meeting, which are an integral part of the present Rule Book as soon as they are published.



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- 6.2. These bulletins are published on the official boards and on the official web site ([www.lacarrerapanamericana.com.mx](http://www.lacarrerapanamericana.com.mx)); it is obligation of the crews to obtain this information by one of these means. The competitors are obliged to attend to the places where the official boards are located in the drivers meetings at the end of each stage to sign their attendance, including the competing car number. In this way it is ensured that all competitors have knowledge of the bulletins.
- 6.3. The Organiser Committee reserves the right to modify the present Rule Book if considered necessary for reasons of safety or "force majeure" or by order of the civil or military authorities. They can even cancel the event in case of extraordinary circumstances should arise or by orders by the authorities.

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

#### **7.1. Responsible**

The Clerk of the course is in charge with the application of this Rule Book and its provisions during the running of the entire event.

Nevertheless, he must inform the Steward of the Meeting of any important decision he has had to take in the application of the Rule Book of the event.

#### **7.2. Protests**

Any protest concerned with the application of the Rule Book must be delivered to the Steward of the Meeting for deliberation and 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", used for driver or codriver indistinctly.
- b) "Entrant" or "Participant", used for individuals (the driver, the codriver, engineers, mechanics, service personnel, support personnel, team manager, or the owner of the competing car, guests, relatives and sponsors) or collectively all together.
- c) "Crew", used for both, driver and codriver.
- d) "Event", is used for all the activities of *La Carrera Panamericana* including the competition itself.
- e) "Competition" or "rally" or "race" is used for the sporting activities of the event; since the first competing car arrives to the formation area in the starting arch of each stage until the last competing car ends the stage passing through the finish arch of the stage.

#### **7.4. Responsibility of the entrant**

The driver assumes the responsibility for the acts of the participants of the entrant, even when the mentioned driver is not present when something happens. This responsibility includes all the members of the entrant, according with the following:

- a) The driver is responsible for all offenses committed by one or all members of the entrant, as well as the vehicles used by them as visitors, spectators and service or support vehicles.
- b) All entrant members must respect this Rule Book at any moment during the entire event, as well as the applicable traffic laws. They also must follow the indications of the officials.

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

Any incorrect, fraudulent or unsporting action carried out by a competitor or entrant is judged by the Steward of the Meeting who has the right to impose reprimands or penalties which may go as far as exclusion from the event.



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### **7.6. Penalties**

All penalties are indicated in terms of minutes or seconds in this rule book equal one point per penalised second (each penalised second equal one point). To help competitors and entrants, a summary of penalties and reprimands is included in **Chapter XI, Article 30** of this Rule Book.

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

The use of the logo, design, graphics and trademark of "*La Carrera Panamericana*", are reserved for identification of competing cars, service and support vehicles, uniforms of the competitors and the officials, advertising of main sponsors and other places specifically authorised in writing by the organiser, subject to the solely discretion of the promoter.

The commercial or promotional use of the logo, design, graphics or mark of "*La Carrera Panamericana*", in any manner electric, electronics, written, taped (audio or video), or in internet, etc., requires a duly signed agreement with the promoter. Not to observe the above will be sanctioned (penalised), that may go to the exclusion from the event, by the Clerk of the course if the Honorary President of the Organiser Committee and the Operations Director request so, besides the promoter can also exercise his rights in accordance with the applicable laws.

## **VI.- GENERAL OBLIGATIONS**

### **Article 8: Crew**

#### **8.1. Definition**

- a) Only the crews made up of two persons nominated as first driver and codriver and duly registered are admitted to the start of each stage.
- b) All members of the crew may drive during the event, except when they are younger than 18 years old.

#### **8.2. Minors**

- a) Competitors under 18 years of age must have the written consent of their parents, allowing them to compete.
- b) They must comply with all competitor requirements, including sport license issued by FMADAC.
- c) The authorised competitors under 18 years of age can only compete as codrivers and they cannot drive the vehicle in any type of section. If a minor is reported driving in any type of section, the crew will be excluded immediately from the event.

#### **8.3. Licenses**

- a) It is mandatory for all drivers and codrivers, including the spare drivers/codrivers, to be holders of the sport license issued by FEMADAC (Federación Mexicana de Automovilismo Deportivo), valid for the event which has a cost of \$3,300.00 (Three thousand and three hundred Mexican pesos).
- b) It is recommended to request it through <http://www.femadac.org.mx/licencia.php> or it may be obtained in the Registration Park during the administrative check, where a representative of FEMADAC will be present.
- c) It is mandatory that all competitors present their regular driving license and sporting license from their country of origin, valid during the entire event and issued by a sporting entity recognised in their country of origin.
- d) Missing of the required licenses is sanctioned with the exclusion from the event without the right to start and there will be no reimbursements of any kind.



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### **8.4. FEMADAC license grants:**

- a) An accident (medical expenses) insurance of Mex. \$100,000.00 (one hundred thousand Mexican pesos) and an accidental death insurance of Mex. \$120,000.00 (one hundred and twenty thousand Mexican pesos). To have the right for this insurance, it is necessary that the foreign competing cars have their importation permit, valid for the entire event.
- b) The deductible fee will be Mex. \$1,000 (one thousand Mexican pesos) per person and per event and it is payable by the competitor.
- c) In order to recover the rest of the expenses related with the accident, it is necessary that all the receipts and invoices are addressed to the injured competitor and if there is a third party, addressed to the driver. In addition, they must have breakdown the V.A.T. 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 full crew must be on board of the competing car throughout the entire duration of the rally, with the exception of the cases provided for in the present Rule Book. If one member of the crew retires or if a third party is admitted on board, the vehicle is immediately excluded from the event.

### **8.6. Crew changes**

- a) Any change of driver/codriver for a new crew member, may be done for a registered competitor for that car and must be informed in writing to the Clerk of the course and to the Steward of the Meeting a full 10 hours before the substitution takes place even in force majeure case. If the competitor has not been registered, he/she must stand before the Steward of the Meeting requesting his/her admission in writing, as it is indicated in Articles 5 and 10.6, considering the deadline for this procedure 23:00 hours of the day before.
- b) If the change of a crew member is not informed to the Clerk of the course and to the Steward of the Meeting and/or the substitute is not registered, the crew will be disqualified from the stage in which the substitute member of the crew has participated.

### **8.7. Credential or identity card**

- a) During the administrative checks, the Organiser Committee will provide the "CREDENTIAL" with a recent photograph (provided by the competitor) that must be kept on board during the entire event.
- b) This "CREDENTIAL" must be presented upon official request.
- c) Missing the "CREDENTIAL" or non correspondence between this card and the crew members, will result in disqualification from the stage.

## **Article 9: Entries and requirements**

### **9.1. Entries**

No entries will be accepted if they are not totally paid for. No down payments or reservations are accepted.

In the case of existing a spare driver or codriver, this competitor must pay the additional fee defined by the Organiser Committee (see Article 5.3).

The entry fee includes the following:

- a) One double room from October 18<sup>th</sup> to October 25<sup>th</sup> (8 nights). The hotels will be assigned based on entry payment date and the criteria of the Organiser Committee.



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- b) Mexican general liability insurance (damage to third parties) valid for the seven days of the competition. A copy will be available for all entrants. VERY IMPORTANT! Before passing the starting arch of each stage and after passing the finish arch of each stage, the insurance is not valid. Therefore in the cities where the stage finishes or while in the cities for service, the insurance is not valid and each competitor is responsible to comply with the traffic laws, respect the traffic lights and stop signals, even when the police are giving the preference to the competitors. The organiser of *La Carrera Panamericana* is not responsible for accidents in the cities where the event spends the nights or where the event passes for services. In case of an accident during the competition, the damages caused by the competitor will be protected by this insurance, but the deductible must be paid by the competitor, by an amount of 10% of the cost of the accident. (Restrictions apply)
- c) Official numbers for the competing car. (1 set)
- d) Identification of the service or support vehicle. (1 set)
- e) One Route Book and one Service Book.
- f) All compulsory advertising that the competitors must affix to their competing cars.

### **9.2. Requirements**

The entry application is received only through the form of the official web site <http://www.lacarrerapanamericana.com.mx/registro.asp> and will not be accepted by any other means. To be accepted the following must be fulfilled:

- a) Complete entry fee payment and the spare driver/codriver fee payment if it is the case (see Article 5.3).
- b) One photograph of the competing car, two of the driver, two of the codriver and two of the spare driver/codriver if any, before September 19<sup>th</sup>, 2012.
- c) The technical and safety form of the competing car completely filled out, before September 19<sup>th</sup>, 2012. This form is available in the internet site (<http://www.lacarrerapanamericana.com.mx/reglamento/2010/carnet2010.pdf>)
- d) The Organiser Committee reserves the right to accept or refuse any requested entry.
- e) No cancellations, fee transfers or future applications for other years will be accepted, after July 27<sup>th</sup>, 2012, nor the entry fee, nor the hotels accommodations. Any refund will be subject to the solely judgment of the Organiser Committee.
- f) The service or support vehicle must have, a liability (and third party) insurance valid during the entire event and also must be valid for all Mexican territory and the crew must show this insurance during the administrative check, in order to register properly the service or support vehicle.

### **9.3. Competitors registered outside México**

The competitors registered outside México 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 FEMADAC issued the correspondent temporary import letters. Therefore, the competitors must send their license form and the temporary import permit, directly to the FEMADAC, even when the payment of their license will be paid at the Registration Park in Veracruz, before the event.

For all the matters related with FEMADAC, please refer to the following address:

Goethe 40 Esq. Darwin

Col. Anzures

C.P. 11590, México, D.F.

Tel. +52(55)-5254-0084, +52(55)-5254-0011 y +52(55)-5254-0157



# La Carrera Panamericana 2012

Fax: +52(55)-5254-0447

Official web site: <http://www.femadac.org.mx>

## Article 10: Starting order – competing numbers

### 10.1. Groups and categories

The competing cars are classified in 4 Groups and 9 Categories, described as follows; the competing cars that for any reason are not eligible according with the established for any of the first three groups of cars in this rule book, can only take part in the exhibition category, without the right to trophies and will be excluded of the general classification.

The competing numbers must correspond to the category, in accordance with the following classification:

<b>A. Panamerican Cars Group</b>	<b>Numbers</b>
1. Turismo de Producción	2 al 99
2. Turismo Mayor	100 al 149
3. Sport Menor	150 al 199
4. Sport Mayor	200 al 249
<b>B. Historic Cars Group</b>	
5. Histórica "A"	250 al 279
6. Histórica "A" Plus	280 al 299
7. Histórica "B"	300 al 349
8. Histórica "C"	350 al 399
<b>C. Original Panam Cars Group</b>	
9. Original Panam	400 al 450
<b>D. Exhibition Cars Group</b>	451 al 499

(Category without scoring, for non eligible cars in any of the competing categories).

### 10.2. Preclassification

On Thursday, October 18<sup>th</sup>, there will be a preclassification section, which is not scoring for the event. This section will serve only to determine the starting order of the first stage. This preclassification is subject to the same rules as all other speed sections, except that the starting order will be as the crews arrive to the starting Control post (CH), within the time frame indicated in the programme and in accordance with the instructions of the control marshal.

To take part in the preclassification, the crew must have all the safety elements (roll cage, helmets, etc. in accordance with Chapter VIII of this Rule Book) and the **OK** sticker.

Considering that this preclassification is optional, the crews that do not take part will be classified by categories, subject to the criteria of the Clerk of the course and the Steward of the Meeting; therefore the starting order of the first stage may be changed, considering that for safety reasons it is convenient that the faster cars start first.

### 10.3. Starting order

The starting order for each stage remains unchanged during the entire stage, except when the Clerk of the course and the Steward of the Meeting decide to change the position of a crew for safety reasons.



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From the second stage the starting order is determined in accordance with the results of the speed sections of the stage before, regardless of groups and categories.

The start of the competing cars has an interval of 30 seconds.

The starting order of the last stage will begin with the five first classified crews belonging to the Panamerican cars group and remain unchanged during the entire stage.

### **10.4. Competing numbers**

The Organising Committee provides the competing numbers for the event for each crew. The competing numbers must be fixed on both sides of the competing car and one the rear side of the car during the entire event and is an obligation for the crews to make sure that they are visible at any time.

### **10.5. Absence of competing numbers**

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

- a) Any side number is missing; a penalty of 30 seconds is imposed in each stage where the missing number is detected. If the number of the rear side is missing, the penalty will be 10 seconds.
- b) Both side numbers are missing at the same time, the car is disqualified from the stage where the fail is detected.

To apply these penalties, the report of the official of the event will be enough.

### **10.6. Confirmation of the entries and assignment of numbers**

For the confirmation of the entry and the competing number, the following procedure will be applied:

- a) When the entry form and the technical description with pictures of the competing car are received, in accordance with the Article 15, the Organising Committee verifies that the competing car corresponds initially to the Category entered and if the requested competing number is available (has not been assigned to other crew) or assigns a new competing number.
- b) If the competing car is not entered in the proper category or, if during scrutineering do not match with the description offered by the competitor, the Organising Committee assign the new category and an available competing number for the category where the car is eligible.
- c) If the car does not comply in any competing Category, the start of the event will not be allowed. If the Clerk of the course and the Steward of the Meeting agreed to allow the start of an ineligible competing car, the car will be classified in the Exhibition Category which is not scored for the event and the entrant must agree with this decision.
- d) The Organising Committee will confirm the competing number requested by the competitor or the assigned one by e-mail.
- e) The third registered driver/codriver must comply with all rules established on Article 5 of this Rule Book.

### **10.7. Identification of the crew in the competing car**

The names, blood type and allergies of the first driver, his codriver and the spare driver/codriver (if any) must be shown on both sides of the car. If at any time during the running of the event a competitor is substituted by a spare competitor and the latter has not been registered, he must comply with the provisions of the Articles 5 and 8 of this rule book and must be identified in the competing car. If the name, blood type and failing is repeated a penalty of one minute will be applied. This last penalty is applied each time that the fail is repeated. If the car arrives to scrutineering without the names, blood type and allergies, the crew will lose the right to start.



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## **Article 11: Traffic laws**

Throughout the entire event, the crews and its service or support vehicles must strictly observe the traffic laws, especially in the cities and towns crossed by the event. The police, having noted the infringement, must inform the offender in the same way as of normal road, street or avenue users. The police can even retain the documents of the offender or to arrest him/her and take him/her before the correspondent authorities.

Any crew or its service or support vehicle that does not comply with the traffic laws is subject to penalties up to the sole judgment of the Steward of the Meeting, from a minimum of 30 seconds to the exclusion of the event, depending on the nature of the fault. The procedure is as follows:

- a) If an official of the event notes a crew or service in infringement the traffic laws, he must notify the Clerk of the Course.
- b) Even if the police decide not to stop the driver in the wrong, but they ask the Organiser Committee to apply reprimands, the penalties laid out above will be applied.
- c) The notifications must be delivered to the Clerk of the course through the official channels and in writing before the posting of the provisional results of the day.
- d) The statements must be detailed for the identification of the offender and the facts must be established beyond reasonable doubts, as well as the place and time of the offence.
- e) The report of the official of the event is enough to apply the penalties.

## **Article 12: Repairs**

### **12.1. Official areas**

Repairs are permitted only in the official service areas or at the end of each stage. Repairs can also be made in the transit sections, provided that they are not in a control area or "parc fermé".

The official service areas are indicated in the Route Book.

Any infringement to the above mentioned regulations are penalised with 120 seconds.

### **12.2. External assistance**

Throughout the entire event, the competing car must circulate by its own means, from the starting to the ending of each stage, passing through the arches.

If a competing car is towed, pushed or transported by other vehicle or receive help from third party, it will be penalised, unless an official of the event order to do that when it must be returned to the road or to clear the road in order to allow the circulation of other vehicles at speed sections (Article 25.10).

The minimum penalty to be applied is the maximum sanction for all the section involved (maximum time assigned to the speed section, plus a minute in the time controls at the start and end of that section) and subject to the Steward of the Meeting sole criteria, the car may be excluded from the whole stage or even from the event, depending on the nature of the fault (especially if the fault is repeated).

### **12.3. It is forbidden under pain of disqualification of the stage:**

- a) To deliberately block the passage of the competing cars or not allow them to overtake in a speed section when a competing car is caught by another competing car.
- b) To behave in an unsporting 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 at any time during the entire event.



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## **Article 13: Service or support vehicles**

### **13.1. Registration and insurance**

- a) The service or support vehicles will be registered jointly with the competitor during the administrative checks. This registration is mandatory. The front doors and a space in the rear must be reserved for the competing number of the car they are servicing or supporting. Only the service vehicles registered and identified have access to the official service areas. The missing of registration and identification of these vehicles is penalised with 60 seconds. The insurance of the service vehicle must be shown. If the crew insists not to register and identify its vehicle (reoffend), then will be penalised with three minutes in each stage that the service or support vehicle is not registered.
- b) It is mandatory for the service or support vehicles to have a general liability insurance policy (to cover at least third parties), valid for the duration of the entire event. A copy of the policy will be demanded, in order to register and identify the vehicle during administrative checks of the crew. If the service vehicle does not have the valid insurance policy, the entrant has not the right to start and the crew is excluded from the event and the entry fee will not be returned.

### **13.2. Circulation of the service vehicles**

The service or support vehicles must circulate preceding the pace cars or circulate following the sweeper car and the entire tail contingent (official and late competing vehicles).

Any service or support vehicle which is or not registered and with or without official stickers of identification, circulating between the competitors while the rally is running, will cause the disqualification from the stage of the competing car(s) that they are servicing or supporting.

If the service or support vehicle overtakes the sweeper car without the authorisation of the driver of the sweeper car, will cause the disqualification from the stage of the crew they are servicing or supporting.

The report of the official of the event is enough to apply 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 they are competing, under pain of disqualification of the stage for the crew or crews that they are servicing or supporting. Those service or support vehicles that entered a speed section before the closing of the road must be parked following the instructions of the official pace cars and/or in absolutely safe places, out of off-road trajectory and where they do not obstruct or do not confuse the competitors. At the end of the speed section the service or support vehicles cannot be moved until after the sweeper car and the entire tail contingent have passed by. Contravention of this paragraph will cause the exclusion of the crew from the entire event.

The report of the official of the event is enough to apply the penalties.

## **Article 14: Advertising**

### **14.1. Advertising and sponsors**

- a) The Organiser Committee reserves the right to use the following spaces of the competing car, for the official competing numbers and for the advertising of the main sponsors of the event, that will be provided to the competitors during the administrative checks:
  - a.1) Front doors
  - a.2) Upper part of the windshield
  - a.3) Fenders



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- b) Considering above restriction, the competitors are allowed to affix their sponsors advertising to their cars, provided that it does not:
  - b.1) Encroach on the spaces reserved for official stickers.
  - b.2) Interfere with the vision of the crew.
  - b.3) Conflict with the sponsors of the event. If such is the case, only a maximum of 2 spaces of 21 square centimeters (7cm x 3 cm) for the stickers will be allowed.
  - b.4) The main official sponsor of *La Carrera Panamericana* must be respected, without exceptions and no rival trade or service will be accepted.
  - b.5) Official entities such as Tourism Secretariat, Federación Mexicana de Automovilismo Deportivo (FEMADAC) or Mexican Rally Commission (CNRM) or Lindavista Automóvil Club (LAC), may provide stickers that must be affixed on competing cars.

### **14.2. Exclusion**

During scrutineering, any competitor not complying with the compulsory advertising requirements, especially the related with the affixed of the official stickers in the places reserved for this purpose in the competing car, will receive a verbal notice from the scrutineer or the Clerk of the course. If after receiving the verbal notice the participant still does not comply with the requirements of the compulsory advertising, the entrant will not be allowed to start and will be excluded from the event.

### **14.3. Penalties**

The crew is responsible for the presence and the proper fixing of the compulsory advertising on the competing car and this advertising must be visible during the entire event. Any absence or bad fixing of the compulsory advertising or not visible in the competing car is penalised with 30 seconds in each stage. The report of the official of the event is enough to apply the penalties.

If this fault persists, the penalties may be increased subject to the judgment of the Steward of the Meeting and even the disqualification of the event may be pronounced, if the Clerk of the course request so.

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

### **Article 15: Eligibility of the competing cars**

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

Sports, GT and production touring (sedans) from 1940 to 1954 are eligible. Some models of these cars that were constructed after 1954 will be acceptable, if they are essentially the same in terms of technical and aesthetic components, as it is indicated in this Rule Book.

The competitors wishing to enter a competing car that was built after 1954 in the Turismo de Produccion, Turismo Mayor, Sport Menor and Sport Mayor categories must provide to the Organiser Committee (jointly with the entry form and the technical and safety form), with a complete technical description with pictures of the competing car, to evaluate it and if the car complies with the requirements it may be accepted. The Organiser Committee may suggest some modifications to make the car eligible.



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

Sports, GT and production touring (sedans), from 1955 to 1965 are eligible for “A” and “C” Categories and from 1955 to 1972 are eligible for “B” Category. Some models of these cars that were constructed after 1965 will be acceptable, if they are essentially the same in terms of technical and aesthetic components, as it is indicated in this Rule Book.

In the Category of Historic Cars “A” Plus, cars from 1965 to 1972 are allowed. To enter a car in this Category, it is necessary that the Organiser Committee approve the entry.

The competitors wishing to enter a competing car that was built after 1965 in the Histórica “A” or Histórica “C” categories or after 1972 in the Histórica “A” Plus or Histórica “B” categories must provide to the Organiser Committee (jointly with the entry form and the technical and safety form), with a complete technical description with pictures of the competing car, to evaluate it and if the car complies with the requirements it may be accepted. The Organiser Committee may suggest some modifications to make the car eligible.

### **C) Original Panam Cars Group.**

Sports, GT and production touring (sedans) from 1940 to 1954 are eligible. Cars constructed in different years are not accepted.

### **D) Exhibition Cars Group.**

All cars been accepted and not corresponding to any of the Groups or Categories above indicated.

The specifications of the competing car for all Groups must be submitted to the Organiser Committee by July 27<sup>th</sup>, 2012 the latest, jointly with the entry form and the technical and safety form. These will be evaluated and the decision of the Steward of the Meeting will be final.

### **Article 16: Categories**

In this article there are the detailed descriptions of the technical characteristics to be fulfilled by the competing cars. For scrutineering, protests, revisions and sanctions purposes, the text of this article is the valid reference; therefore these characteristics must be followed in full and during the entire route, to participate in the event. Not to comply with this article is penalized with the disqualification of the event *La Carrera Panamericana 2012*.

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

#### **16.1. Turismo de Producción (from No. 2 to No. 99)**

Production sedans (saloons) from 1940 to 1954 with original bodywork and F.H./O.H.V. with V8 cylinder engines or in line F.H./O.H.V. and S.O.H.C. inline 6 cylinder and O.H.V./O.H.C. and D.O.H.C. 4 cylinder. Engines must be of the same make or family and configuration as the original.

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

The original chassis or main frame is mandatory (if it is not harmed by corrosion, oxidation, welding or cracked) or a similar one of the same family and maker or a new one of recent manufacturing by a specialised company (i.e. the American company Art Morrison. See drawing in Appendix 4) in accordance with the following specifications:



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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 fire wall of the car to the front, may be modified to be integrated to the roll cage, as well as to give 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 set manually the height of the car (cockpit operated or remote control systems to ride height change of suspension are not allowed). For the rear side of the chassis, from the imaginary line of the back of the back seat, it is allowed to modify and/or relocate the joint points or support of the back suspension and leaf spring can be replaced by coil springs.

Also all modifications needed to integrate the roll cage to the chassis are permitted. The location of the mounting points of the movement control arms of the rear axle, which must be "rigid", are free. The bases to be installed for the coil springs of the suspension, may allow a device to set manually the height of the car (cockpit operated or remote control systems to ride height change of suspension is not allowed).

The use of space-frame (tubular) chassis is categorically forbidden.

All chassis are subject to the approval of the Organising Committee; therefore it is recommended that any related questions be sent with anticipation with drawings and comments to the Organising Committee of *La Carrera Panamericana*. If it is not approved it will be informed to the competitor to avoid a disqualification during the scrutineering before the event and the decision of the Steward of the Meeting will be final.

Even though the bodywork must be original, if there are some components difficult to found, the Organising Committee must be notified to approve the substitution of any pieces. If this approval is not obtained, during the scrutineering will be excluded from the event.

**b) Engines:**

For those cars with hard to find engines, it is authorised to use engines of different manufacturer but they must be of the same configuration and amount of cylinders.

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

It is not allowed the use of engines of limited production or of special racing designed.

A maximum of 8" (20.3 cm.) of inline relocation of engines and drivelines from original on American sedan cars will be permitted.

Displacement and carburetion for cars equipped with engines of:

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



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### c) Transmission:

It is allowed the use of 5 speed transmissions on all cars, except in the case of those 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 next table must be followed for the rear axle ratio, in accordance with the tires size and the revolutions per minute (RPM) of the engine.

It is mandatory for all cars that the last gear (4<sup>th</sup> or 5<sup>th</sup>) has a 1:1 ratio.

The table is configured in increments of 200 RPM, compatible with the chips of the MSD system that will be used for the competition.

The use of the MSD "6 AL" and "6 AL-2" ignition modules is mandatory and the chip must be installed, in accordance with the specifications, regardless that the chips to be used for the competition will be installed and sealed during the scrutineering before the start.

In case that the MSD system is not installed, then it is mandatory to install revolutions per minute limiter of the engine, from the Mallory maker, part number 644.

If some car arrives to scrutineering without the MSD ignition module or the Mallory RPM limiter installed, it will not have the right to start and will be excluded from the event.

All competitors must inform to the Permanent Secretariat, jointly with the technical and safety form, the specifications of the ignition modules, RPM limiter and size and diameter of the tires, to select the module that will be installed during scrutineering.

To verify that the competing cars fulfill with this article at any moment, respect the speed limit, there may be revisions along the route as well as at the end of the event, by the scrutineers.

Specifications of the power train, which defines the RPM limit of the engine and top speed of the car:

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
255-50/15	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



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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
255-50/15	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

**d) Tires and wheels:**

- The maximum wheel diameter must be 16".
- The maximum wheel width on 4 cylinder cars will be 6".
- The maximum wheel width on 6 and 8 cylinder cars will be 8".
- The tread wear cannot be lower than 60.
- The size (aspect ratio) must be 50 or higher (no lower number is allowed).

**e) Other components:**

- Disk brakes on the four wheels are allowed and they may be vented.
- Headers are allowed on all cars.

**f) Weight:**

- The minimum total weight (a tolerance of minus 5% is allowed) must be:
- 1,800 lb (817 kg) for Volkswagen.
- 2,400 lb (1,089 kg) for Alfa Romeo T.I.
- 3,200 lb (1,452 kg) for Chevrolet.
- 3,310 lb (1,502 kg) for Ford and Mercury.
- 2,115 lb (960 kg) for Volvo.
- For all other eligible cars, the original listed weight must be considered.

***Without exceptions all cars and their modifications are subject to approval of the Organiser Committee. Send the technical and safety form to the Permanent Secretariat to review the eligibility.***

**16.2. Turismo Mayor (from No. 100 to No. 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 main frame is mandatory (if it is not harmed by corrosion, oxidation, welding or cracked) or a similar one of the same family and maker or a new one of recent manufacturing by a specialised company (i.e. Art Morrison, the American company. See drawing in 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 fire wall of the car to the front, may be modified to be integrated to the roll cage, as well as to give more rigidity as a



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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 set manually the height of the car (cockpit operated or remote control systems to ride height change of suspension are not allowed). For the rear side of the chassis, from the imaginary line of the back of the back seat, it is allowed to modify and/or relocate the joint points or support of the back suspension and leaf spring can be replaced by coil springs.

Also all modifications needed to integrate the roll cage to the chassis are permitted. The location of the mounting points of the movement control arms of the rear axle, which must be "rigid", are free. The bases to be installed for the coil springs of the suspension, may allow a device to set manually the height of the car (cockpit operated or remote control systems to ride height change of suspension are not allowed).

The use of space-frame (tubular) chassis is categorically forbidden.

All chassis are subject to the approval of the Organising Committee; therefore it is recommended that any related questions are sent with anticipation with drawings and comments to the Organising Committee of *La Carrera Panamericana*. If it is not approved it will be informed to the competitor to avoid a disqualification during the scrutineering before the event and the decision of the Steward of the Meeting will be final.

Even though the bodywork must be original, if there are some components difficult to found, the Organising Committee must be notified to approve the substitution of any pieces. If this approval is not obtained, during the scrutineering will be excluded from the event.

### **b) Engines:**

The use of modern engines of the same make / family and configuration are allowed, 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 V configuration and 2,500 c.c. (152.6 cubic inches) for 4 cylinder engines.

The use of aluminum cylinder heads is allowed.

A maximum of 8" (20.3 cm.) of inline relocation of engines and drivelines from original on American sedan cars will be permitted.

Dry-sump engines are not allowed.

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

- One carburettor (600 c.f.m. maximum) with 4 barrels for 8 cylinder engines with V configuration.
- Three carburettors with 2 barrels for inline 6 cylinder engines.
- Two carburettors with 2 barrels for 4 cylinder engines.

### **c) Transmission:**

Modern transmissions and differentials are allowed.

Also the use of any type of transmissions is allowed, with a maximum of 5 speeds as well as automatic transmissions.

In order to limit the top speed of the cars, the next table must be followed for the rear axle ratio, in accordance with the tires size and the revolutions per minute (RPM) of the engine.

It is mandatory for all cars that the last gear (4<sup>th</sup> or 5<sup>th</sup>) has a 1:1 ratio.

The table is configured in increments of 200 RPM, compatible with the chips of the MSD system that will be used for the competition.



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The use of the MSD "6 AL" and "6 AL-2" ignition modules is mandatory and the chip must be installed, in accordance with the specifications, regardless that the chips to be used for the competition will be installed and sealed during the scrutineering before the start.

In case that the MSD system is not installed, then it is mandatory to install revolutions per minute limiter of the engine, from the Mallory maker, part number 644.

If some car arrives to scrutineering without the MSD ignition module or the Mallory RPM limiter installed, it will not have the right to start and will be excluded from the event.

All competitors must inform to the Permanent Secretariat, jointly with the technical and safety form, the specifications of the ignition modules, RPM limiter and size and diameter of the tires, to select the module that will be installed during scrutineering.

To verify that the competing cars fulfill with this article at any moment, respect the speed limit, there may be revisions along the route as well as at the end of the event, by the scrutineers.

Specifications of the power train, which defines the RPM limit of the engine and top speed of the car:

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
255-50/15	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
255-50/15	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



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- d) **Tires and wheels:**  
Wheel material is free.  
The maximum wheel diameter must be 16".  
The maximum wheel width on all cars will be 8".  
The tread wear cannot be lower than 60.  
The size (aspect ratio) must be 50 or higher (no lower number is allowed).
- e) **Other components:**
- Disk brakes on the four wheels are allowed and they may be vented.
  - Headers are allowed on all cars.
- f) **Weight:**  
The minimum total weight (a tolerance of minus 5% is allowed) must be:  
The minimum weight must be 3,300 lb (1,497 kg) for all 6 and 8 cylinders eligible cars. For eligible cars with 4 cylinders, the minimum weight is the original of the car.

***Without exceptions all cars and their modifications are subject to approval of the Organiser Committee. Send the technical and safety form to the Permanent Secretariat to review the eligibility.***

### **16.3. Sport Menor (from No. 150 to No. 199)**

All sports cars of mass production and limited production, prototypes and/or authorised reproductions cars by the Organiser Committee, from 1940 to 1954 or similar (in accordance with Article 15) with original bodywork and/or of the same material and with original or bored out engines up to 2,000 c.c. (122 cubic inches) for mass production cars.

- a) **Construction:**  
The original chassis is mandatory or a similar one of the same family, the latter must be analysed by the Director of Scrutineering or an inspector designated by the Organiser Committee. If it is not approved it will be informed to the competitor to avoid a disqualification during the scrutineering before the event and the decision of the Steward of the Meeting will be final.  
Even though the bodywork must be original, if there are some components difficult to found, the Organising Committee must be notified to approve the substitution of any pieces. If this approval is not obtained during the scrutineering will be excluded from the event.  
Fully independent rear suspensions are allowed.  
For Porsche 356 it is allowed to move the arms of the suspension, in order to allocate a 5 speed gear box.
- b) **Engines:**  
In the Sport Menor category and for all cases, it is allowed the use of 4 cylinder modern engines of mass production and same configuration of the original one used in the particular car (inline, boxer) with a maximum displacement of 1,600 c.c., 4 valves per cylinder and double overhead cams (D.O.H.C.).  
Any limited production or prototype car of the era must keep their mechanic characteristics. However, it is allowed an increment of 15% over its original 1954 displacement.  
A maximum of 6" (15.24 cm.) of inline re-location of engine from original engine position will be allowed.  
The admission is free, using a maximum of 2 carburetors with 2 barrels each.  
Multiple carburetors can be used.  
No fuel injection systems are allowed.



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- c) **Transmission:**  
Transmissions with 5 speed gear boxes are allowed.
- d) **Tires and wheels:**  
The wheel diameter must be the original and 15" is the maximum allowed.  
The maximum wheel width must be 6".  
The tread wear cannot be lower than 60.  
The size (aspect ratio) must be 50 or higher (no lower number is allowed).
- e) **Other components:**
  - Disc brakes on the four wheels are allowed and may be vented.
  - Headers are allowed on all cars.
- f) **Weight:**  
The minimum total weight (a tolerance of minus 5% is allowed) must be:  
1,998 lb (907 kg) for Alfa Romeo.  
1,995 lb (905 kg) for MGA.  
1,985 lb (901 kg) for Porsche 356.  
For all other eligible cars, the original listed weight must be considered.

***Without exceptions all cars and their modifications are subject to approval of the Organiser Committee. Send the technical and safety form to the Permanent Secretariat to review the eligibility.***

### **16.4. Sport Mayor (from No. 200 to No. 249)**

All sports of mass production and limited production, prototypes and authorised reproductions cars by the Organiser Committee, from 1940 to 1954 or similar (in accordance with Article 15) with original bodywork and/or the same material and original or same family engines larger than 2000 c.c., (122 cubic inches) and bored up to 5,000 c.c. (305 cubic inches), unless larger displacement stock in original form.

- a) **Construction:**  
The original chassis is mandatory or a similar one of the same family, the latter must be analysed by the Director of Scrutineering or an inspector designated by the Organiser Committee. If it is not approved it will be informed to the competitor to avoid a disqualification during the scrutineering before the event and the decision of the Steward of the Meeting will be final.  
Rear suspension must be the original, without any modification.  
Even though the bodywork must be original, if there are some components difficult to found, the Organising Committee must be notified to approve the substitution of any pieces. If this approval is not obtained, during the scrutineering will be excluded from the event.
- b) **Engines:**  
For the Sport Mayor category and for all cases, it is allowed the use of mass produced inline 6 cylinder modern engines with a maximum displacement of 3,000 cubic centimeters (183 cubic inches) four valves per cylinder and double overhead cams (D.O.H.C.).  
Any limited production or prototype car of the era must keep their mechanic characteristics. However, it is allowed an increment of 15% over its original 1954 displacement.  
For sport cars, the admission must be the original system. For all cars of this category using modern engines, a maximum of three carburetors with two barrels each are allowed.  
No fuel injection systems are allowed, unless the models had been manufactured with that system originally.



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### c) Transmission:

Transmissions with maximum 5 speed gearboxes or automatic are allowed.

In order to limit the top speed of the cars, the next table must be followed for the rear axle ratio, in accordance with the tires size and the revolutions per minute (RPM) of the engine.

It is mandatory for all cars that the last gear (4<sup>th</sup> or 5<sup>th</sup>) has a 1:1 ratio.

The table is configured in increments of 200 RPM, compatible with the chips of the MSD system that will be used for the competition.

The use of the MSD "6 AL" and "6 AL-2" ignition modules is mandatory and the chip must be installed, in accordance with the specifications, regardless that the chips to be used for the competition will be installed and sealed during the scrutineering before the start.

In case that the MSD system is not installed, then it is mandatory to install revolutions per minute limiter of the engine, from the Mallory maker, part number 644.

If some car arrives to scrutineering without the MSD ignition module or the Mallory RPM limiter installed, it will not have the right to start and will be excluded from the event.

All competitors must inform to the Permanent Secretariat, jointly with the technical and safety form, the specifications of the ignition modules, RPM limiter and size and diameter of the tires, to select the module that will be installed during scrutineering.

To verify that the competing cars fulfill with this article at any moment, respect the speed limit, there may be revisions along the route as well as at the end of the event, by the scrutineers.

Specifications of the power train, which defines the RPM limit of the engine and top speed of the car:

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



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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

**d) Tires and wheels:**

15" or 16" wheel diameter is permitted for all eligible cars.

The maximum wheel width on all cars must be 8" (20.32 cm).

The tread wear cannot be lower than 60.

The size (aspect ratio) must be 50 or higher (no lower number is allowed).

**e) Other components:**

- Disc brakes on the four wheels are allowed and may be vented.
- Headers are allowed on all cars.

**f) Weight:**

The minimum total weight (a tolerance of minus 5% is allowed) must be:

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

***Without exceptions all cars and their modifications are subject to approval of the Organiser Committee. Send the technical and safety form to the Permanent Secretariat to review the eligibility.***

**B) Historic Cars Group**

**16.5. Histórica "A" (from No. 250 to No. 279)**

All cars of mass production and limited production built from 1955 to 1965 and more recent models aesthetically and mechanically similar to those of 1965 previously authorised by the Organiser Committee, regardless of manufacturing country of origin and also the ones included in the appendix "K" of the international F.I.A. sporting code, equipped with original 4 cylinder engines and original bodyworks.

**a) Construction:**

It is mandatory to use the original chassis.

Bodywork modifications are allowed, according to the "period" (if proof or evidence exists) and if they are approved by the Organiser Committee before the scrutineering.

It is allowed to increase one inch the width of the fenders.



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**b) Engines:**

Not original 4 cylinder motors are allowed, only if the maximum displacement is 1,600 cc (97.64 cubic inches) or lower and with only one cam shaft.

The modifications allowed are those ones considered as from the "period" (if proof or evidence exists) and if they are approved by the Organiser Committee before the scrutineering.

A maximum overbore of 0.040" is allowed (over original displacement of the model available in 1965).

It is mandatory to use carburettors.

Fuel injection system is not permitted and the use of turbochargers is forbidden.

**c) Transmission:**

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

Spur gear boxes are not allowed.

**d) Tires and Wheels:**

The use of modern tires, of maximum (no lower number) aspect ratio 55, 60, 65 or 70 is allowed.

Modern tires are allowed only if they are fitted in the original wheel diameter and 6 inches width maximum wheels.

Only designated D.O.T. or E3 or E4 tires readily available retail are permitted with original tread from factory and not designed especially for competition.

It is forbidden to modify the original tread of the tires and make additional cuts.

Original wheel diameter is mandatory for all cars.

The maximum wheel width on all cars must be 6" (15.24 cm).

The tread wear cannot be lower than 60.

**e) Other components:**

- Shock absorbers are free (only if they are fitted in the original mounting position).

- To improve the ignition system is allowed.

- Disc brakes on the four wheels are allowed and may be vented.

- The use of alternators instead of generators is allowed.

- The use of tube exhaust headers is allowed.

**f) Weight:**

The minimum total weight (a tolerance of minus 5% is allowed) must be:

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

Examples of eligible cars in this category are:

Austin Healey Sprite / 100, Austin Mini , Alfa Romeo Giulietta TI / Spider, Giulia 1,600, Porsche 356 a/b/c, Volvo PV 544/1600/1800, VW Karmann Ghia, Triumph TR2/3/2, Sunbeam Rapier / Alpine, Renault Dauphine / Floride 845 c.c. 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, Porsche 912.

***Without exceptions all cars and their modifications are subject to approval of the Organiser Committee. Send the technical and safety form to the Permanent Secretariat to review the eligibility.***



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### **16.6. Histórica “A” Plus (from No. 280 to No. 299)**

All cars of mass production and limited production built from 1965 to 1972 and more recent models aesthetically and mechanically similar to those of 1972 previously authorised by the Organiser Committee, regardless of manufacturing country of origin and also the ones included in the appendix “K” of the international F.I.A. sporting code, with original bodyworks, equipped with 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).

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

It is mandatory to use the original chassis.

Bodywork modifications are allowed, according to the “period” (if proof or evidence exists) and if they are approved by the Organiser Committee before the scrutineering.

It is allowed to increase one inch the width of the fenders.

#### **b) Engines:**

The modifications allowed are those ones considered as from the “period” (if proof or evidence exists) and if they are approved by the Organiser Committee before the scrutineering.

A maximum overbore of 0.040” is allowed (over original displacement of the model available in 1965).

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

It is mandatory to use carburetors.

Fuel injection system is not permitted and the use of turbochargers is forbidden.

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

The transmission may be the original or similar provided that it is mechanically identical and with same number of gears y must be approved by the Organiser Committee before the scrutineering.

If modern engines with 1,600 cc (97.64 cubic inches) are used, manual transmissions (not sequential) with 5 speeds maximum are allowed.

Spur gear boxes are not allowed.

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

The use of modern tires, of maximum (no lower number) aspect ratio 55, 60, 65 or 70 is allowed.

Modern tires are allowed only if they are fitted in the original wheel diameter and 6 inches width maximum wheels.

Only designated D.O.T. or E3 or E4 tires readily available retail are permitted with original tread from factory and not designed especially for competition.

It is forbidden to modify the original tread of the tires and make additional cuts.

Original wheel diameter is mandatory for all cars.

The maximum wheel width on all cars must be 6” (15.24 cm).

The tread wear cannot be lower than 60.

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

- Shock absorbers are free (only if they are fitted in the original mounting position).

- To improve the ignition system is allowed.

- Disc brakes on the four wheels are allowed and may be vented.

- The use of alternators instead of generators is allowed.

- The use of tube exhaust headers is allowed.



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**f) Weight:**

The minimum total weight (a tolerance of minus 5% is allowed) must be:  
For all eligible cars, the original listed weight must be considered.

Examples of eligible cars in this category are:

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 fulfills the following: maximum displacement of the motor 1,600 cc (97.64 cubic inches), 5 speed gear box, weight not lower than the original and the chassis must be reinforced and authorized by the Organising Committee).

***Without exceptions all cars and their modifications are subject to approval of the Organiser Committee. Send the technical and safety form to the Permanent Secretariat to review the eligibility.***

### **16.7. Histórica “B” (from No. 300 to No. 349)**

All cars of mass production and limited production built from 1955 to 1972 and more recent models aesthetically and mechanically similar to those of 1972 previously authorised by the Organiser Committee, regardless of manufacturing country of origin and also the ones included in the appendix “K” of the international F.I.A. sporting code, equipped with original 6 cylinder engines and original bodyworks.

**a) Construction:**

It is mandatory to use the original chassis.

Bodywork modifications are allowed, according to the “period” (if proof or evidence exists) and if they are approved by the Organiser Committee before the scrutineering.

**b) Engines:**

The modifications allowed are those ones considered as from the “period” (if proof or evidence exists) and if they are approved by the Organiser Committee before the scrutineering.

The maximum capacity for this category is 2.4 l for Porsche 911, 4.2 l for Jaguar, 3.0 l for Austin Healey, 2.8 l for Datsun and 4.1 l for cars from the USA as Chevy II, Valiant, Falcon 6, etc. For those cars not mentioned above, a maximum overbore of 0.040” is allowed (over original displacement of the model available in 1972).

It is mandatory to use carburetors.

Fuel injection system is not permitted and the use of turbochargers is forbidden.

**c) Transmission:**

The transmission may be the original or similar provided that it is mechanically identical and with same number of gears y must be approved by the Organiser Committee before the scrutineering.

Spur gear boxes are not allowed.

**d) Tires and wheels:**

The use of modern tires, of maximum (no lower number) aspect ratio 55, 60, 65 or 70 is allowed.

Modern tires are allowed only if they are fitted in the original wheel diameter and 6 inches width maximum wheels.

Only designated D.O.T. or E3 or E4 tires readily available retail are permitted with original tread from factory and not designed especially for competition.

It is forbidden to modify the original tread of the tires and make additional cuts.

Original wheel diameter is mandatory for all cars.



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The maximum wheel width on all cars must be 6" (15.24 cm).

The tread wear cannot be lower than 60.

**e) Other components:**

- Shock absorbers are free (only if they are fitted in the original mounting position).
- To improve the ignition system is allowed.
- Disc brakes on the four wheels are allowed and may be vented.
- The use of alternators instead of generators is allowed.
- The use of tube exhaust headers is allowed.

**f) Weight:**

The minimum total weight (a tolerance of minus 5% is allowed) must be:

For the Datsun Z cars, the minimum weight will be as follows:

240 Z	(2.4 l)	2,300lb	1045kg.
260 Z	(2.6 l)	2,404lb	1093kg.
280 Z	(2.8 l)	2,748lb	1246kg.

For the rest of eligible cars, the original listed weight must be considered.

Examples of eligible cars in this category are:

Jaguar XK, 120/140/150/MK, XKE, Aston Martin DB 2/4/5, Austin Healey 3000, Mercedes Benz 300 SL, 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 exceptions all cars and their modifications are subject to approval of the Organiser Committee. Send the technical and safety form to the Permanent Secretariat to review the eligibility.***

### **16.8. Histórica "C" (from No. 350 to No. 399)**

All cars of mass production and limited production built from 1955 to 1965 and more recent models aesthetically and mechanically similar to those of 1965 previously authorised by the Organiser Committee, regardless of manufacturing country of origin and also the ones included in the appendix "K" of the international F.I.A. sporting code, equipped with original 8 and 12 cylinder engines and original bodyworks.

Those special cars or unique or limited production or artisan manufacturing (handmade) built from 1950 to 1954, maintaining their original mechanical and aesthetic characteristics may be accepted in this category, when their authenticity is proved (in accordance with the indicated in the Article 15) and they are authorised by the Organiser Committee before the scrutineering.

**a) Construction:**

**a.1) Chassis**

It is allowed to reinforce the floor of the car, integrating the reinforcements to the roll cage. It is also allowed to retrofit the floor with new sheets, either by sections or completely, but keeping the original dimensions and aspect. The firewall and the strut barrel of the shock absorber must be original, but the latter may be reinforced in the joint points to the aprons and in the seat of the springs. The assembly of the engine must be as original, keeping the engine exactly in its original position.



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### a.2) Front suspension

It must keep the geometry principle and the joint points as in the original design, but coil-over systems cannot be used. It is allowed to use negative roll type suspensions, keeping always the original fixation points to the bodywork or chassis of the car. It is allowed to reinforce the elements and/or fixation points. The springs are free, provided that they do not exceed the external diameter of the original spring. For those cars equipped with torsion bars, it is allowed to change them by a different bars diameter.

### a.3) Rear Suspension

It must keep its original system, without changing any of its points of anchorage to the chassis. This means, if a vehicle originally used leaf springs, it must be kept, but the holes of the shackles may be relocated and the springs may be replaced by other with different width of the leaves. The use of lowering blocks is permitted. Also is allowed to install panhard bars type.

### a.4) Bodywork

Bodywork modifications are allowed, according to the "period" (if proof or evidence exists) and if they are approved by the Organiser Committee before the scrutineering.

## **b) Engines:**

b.1) Ford: Mustang, Falcon and Fairlane/Torino, must use engine block of 289 cubic inches or 302 cubic inches up to 1969 model, or 302 cubic inches from 1970 and on. The use of Boss heads and Cleveland type are forbidden. Those engine blocks originally with back oil seal for the crank in two pieces (engine block produced to 1980 ½ model) may be modified to use a modern single seal in one piece. The crank to be used may be either the original heavy or light or "0" balancing providing that they keep a maximum travel of 3.00 inches, which is the original specification for the crank in a 302 cubic inches engine.

b.2) Chevrolet: Chevy II, Nova, Corvette, Chevelle and Camaro may use engines with displacement of 327 cubic inches, even when originally some was equipped with 283 cubic inches engine. The use of engine block of 350 cubic inches of four bedplate bolts with a crank of a 327 cubic inches engine of second generation with large diameter of stumps is allowed.

b.3) Chrysler, Dodge and Plymouth: Dart, Dart GT, Valiant Signet and Barracuda, may use engines with 318 cubic inches engines, even when originally they was equipped with a 273 cubic inches engine. Beside for Chrysler 300, the 440 cubic inches engine is accepted, only if the weight of the car is as the original or larger.

b.4) The cars from different makers and models not mentioned in the above items must be equipped with the original engine which corresponds to the type of car and model. In the event that the engine has been replaced by a similar one from another year of the model or lower displacement, the approval of the Organiser Committee must be obtained, before the scrutineering.

b.5) General items applying to all cars in this Category:

- The connecting rods, pistons and rings are free, providing that the pistons have not a diameter 0.040 inches larger than the original diameter.
- The valves' train is free.



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- The heads of the engine must be iron, either original or manufactured by a high power equipment plant.
- The camshaft is free, as well as the admission manifold.
- The use of dry sump is forbidden.
- The use of carburettor is mandatory and the maximum admission allowed is of one carburettor with 4 barrels and a maximum flow of 600 cubic feet per minute (c.f.m.).
- Cars weighting less than 2,800 lb (1,273 Kg) and equipped with eight cylinders engine, must use one carburettor with two barrels with a maximum flow of 500 c.f.m. instead of the authorised one with four barrels and 600 c.f.m.
- Fuel injection system is not permitted and the use of turbochargers is forbidden.

### **c) Transmission:**

Transmission must be the original corresponding to the car. To replace the transmission is allowed, providing that it is from the same maker or same design as the original, of recent manufacture (t-10 of Doug Nash or Richmond Gear, etc.), having no more than 4 speed forward.

Spur gear boxes are not allowed.

In order to limit the top speed of the cars, the next table must be followed for the rear axle ratio, in accordance with the tires size and the revolutions per minute (RPM) of the engine.

It is mandatory for all cars that the last gear (4<sup>th</sup> or 5<sup>th</sup>) has a 1:1 ratio.

The table is configured in increments of 200 RPM, compatible with the chips of the MSD system that will be used for the competition.

The use of the MSD "6 AL" and "6 AL-2" ignition modules is mandatory and the chip must be installed, in accordance with the specifications, regardless that the chips to be used for the competition will be installed and sealed during the scrutineering before the start.

In case that the MSD system is not installed, then it is mandatory to install revolutions per minute limiter of the engine, from the Mallory maker, part number 644.

If some car arrives to scrutineering without the MSD ignition module or the Mallory RPM limiter installed, it will not have the right to start and will be excluded from the event.

All competitors must inform to the Permanent Secretariat, jointly with the technical and safety form, the specifications of the ignition modules, RPM limiter and size and diameter of the tires, to select the module that will be installed during scrutineering.

To verify that the competing cars fulfill with this article at any moment, respect the speed limit, there may be revisions along the route as well as at the end of the event, by the scrutineers.

Specifications of the power train, which defines the RPM limit of the engine and the top speed of the car:



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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

The use of rear axles and differentials with higher capability of torque absorption is allowed, providing that they are of the same maker and/or type of car. The use of locking differentials is allowed.

**d) Tires and wheels:**

The use of modern tires, of maximum (no lower number) aspect ratio 55, 60, 65 or 70 is allowed.

Modern tires are allowed only if they are fitted in the original wheel diameter and 7 inches width maximum wheels.

Only designated D.O.T. or E3 or E4 tires readily available retail are permitted with original tread from factory and not designed especially for competition.

It is forbidden to modify the original tread of the tires and make additional cuts.

Original wheel diameter is mandatory for all cars and maximum 15 inches.



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The maximum wheel width on all cars must be 7" (17.78 cm).

The tread wear cannot be lower than 60.

**e) Other components:**

- Steering must keep its basic operation system, allowing the use of different input/output ratio of the original. It is allowed and recommended to replace the original column, solid to the worm gear, by one of collapsible column, corresponding to the same maker in later models or a modern manufacturing column from specialised manufacturers (flaming river, etc.). A steering wheel removable from the column is allowed.
- Shock absorbers are free (only if they are fitted in the original mounting position).
- To improve the ignition system is allowed. Providing that an ignition module from "MSD" specified in the rules that limit the top speed of the engine is used.
- Original brakes either drum or disc may be replaced freely by modern disc brakes with higher efficiency that may be vented, only limited by the size of the wheels.
- The use of alternators instead of generators is allowed.
- The exhaust system is free, and tube exhaust headers are allowed without restrictions on the diameter. The outlet of the exhaust tubes must be at least from behind of the seat of the driver, to the outer of the bodywork.

**f) Weight:**

The minimum total weight (a tolerance of minus 5% is allowed) must be:

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

Examples of eligible cars in this category are:

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 exceptions all cars and their modifications are subject to approval of the Organiser Committee. Send the technical and safety form to the Permanent Secretariat to review the eligibility.***

**C) Original Panam Cars Group**

**16.9. Original Panam (from No. 400 to No. 450)**

All cars similar to those that participated in the originals Carrera Panamericana (1950 to 1954), without mechanical or aesthetic modifications, but including all the safety measurements required for the historic categories in Chapter VIII.

**a) Construction:**

Chassis, suspension and bodywork must be original.

**b) Engines:**

These must be original.

**c) Transmission:**

Must be the original of the car.

**d) Tires and wheels:**

The use of modern tires, of maximum (no lower number) aspect ratio 55, 60, 65 or 70 is allowed.

In cars with 4 cylinders, the diameter of the wheels must be the original and the maximum width must be 6" (15.24 cm).



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In cars with 6 and 8 cylinders, the diameter of the wheels must be the original and the maximum width must be 7" (17.78 cm).

Only designated D.O.T. or E3 or E4 tires readily available retail are permitted with original tread from factory and not designed especially for competition.

It is forbidden to modify the original tread of the tires and make additional cuts.

The tread wear cannot be lower than 60.

**e) Other components:**

- Disc brakes on the four wheels are allowed and may be vented.
- To improve the ignition system is allowed.
- The use of alternators instead of generators is allowed.

**f) Peso:**

The minimum total weight (a tolerance of minus 5% is allowed) must be:

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

***Without exceptions all cars and their modifications are subject to approval of the Organiser Committee. Send the technical and safety form to the Permanent Secretariat to review the eligibility.***

### **D) Exhibition Cars Group**

#### **16.10. Exhibition (from No. 451 to No. 499)**

All vehicles of the Panamerican Cars Group (from 1940 to 1954) or Historic Cars Group in the Categories Historica "A" and "C" (from 1955 to 1965) or Category Historica "A" plus (from 1965 to 1972) or the Category Historica "B" (from 1955 to 1972) or Original Panam Cars Group not corresponding with any of the 9 competing Categories above indicated, but the Organiser Committee allow them to join the contingent of classified competitors, but without scoring and without the right to be classified.

Also parts of this Category those entrants who that cannot start the event in any specific Category, who have the authorisation of the Organiser Committee, who are ineligible to score and have forfeited the right to be classified in any other category.

***Without exceptions all cars and their modifications are subject to approval of the Organiser Committee. Send the technical and safety form to the Permanent Secretariat to review the eligibility.***

#### **Article 17: Fuel**

In all categories, it is required and mandatory the use of commercial PEMEX unleaded fuel (Magna sin or Premium). The use of aviation gas (gas avion) is forbidden for all categories, under pain of exclusion from the event.

The use of octane booster is allowed.

It is mandatory to refuel at gas stations or official service areas along the route and to have a fire extinguisher while refueling. It is strictly forbidden to load fuel elsewhere, under pain of disqualification of the stage where the fault is detected.

Likewise, the transportation of fuel to the service areas must be done once the stage has finished or in anticipation of the starting of the stage, to avoid its transportation in the competing cars or service vehicles during the competition, under pain of disqualification of the stage where the fault is detected.

#### **Article 18: Modifications to the competing cars**



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### **A) Panamerican Cars Group (Turismo de Producción, Turismo Mayor, Sport Menor and Sport Mayor Categories)**

#### **18.1. Fuel tank:**

- a) The capacity can be increased to any desired capacity.
- b) The fuel tanks with fuel cells are mandatory for all Panamerican Cars Group.
- c) All fuel caps and breathers must have a check valve for protection in case of roll over.
- d) If fuel tank is relocated to the trunk, it must be isolated from the passengers by a fire wall.

#### **18.2. Suspension:**

- a) Modifications to the sway bars and suspension are all permitted.
- b) It is not permitted to use independent rear suspension in the models that were not constructed that way originally by the manufacturer.
- c) Leaf spring can be replaced by coil springs, and the DeDions system is allowed.
- d) Cockpit operated or remote control systems to ride height change of suspension are not permitted.

#### **18.3. Bodywork:**

- a) The replacement of some original pieces by plastic or fiberglass is allowed, only if they are approved by the Organiser Committee before the scrutineering.
- b) Original windshield must be used or a similar one with safety shatterproof glass.
- c) The windshields of any other material are strictly forbidden and the start will not be allowed to the cars with windshield of different material to the safety shatterproof glass. In this last case, the competitors are excluded from the event.
- d) If the car starts with the appropriate windshield, but later it is changed by another one of different material, the penalty of the exclusion from the event will be applied immediately to the crew.
- e) Modifications to the bodywork are not allowed, except fenders which can be slightly modified (up to 2" maximum each) to accommodate modern tires (approved by Article 18.8).

#### **18.4. Engines:**

- a) For all cars it is permitted 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 on Turismo de Producción (only American sedan cars) and Turismo Mayor Categories, it is allowed a maximum of 8" (20.3 cm.) of in line re-location of engines and driveline from the original engine position.
- c) For Turismo de Producción only, the following is allowed:
  - c.1) Ford engines with 302 cubic inches, it is allowed to bored out up to 0.060 inches.
  - c.2) Chevrolet engines with 305 cubic inches, it is allowed to bored out up to 0.030 inches.
- d) In the Sport Mayor Category it is allowed 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). See Article 16.4.b.
- e) The use of dry sump is not allowed.

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

- a) It is authorised any type of radiator.
- b) Oil coolers are permitted and are recommended.

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

- a) For all categories, superchargers or turbochargers are not allowed.



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- b) For cars of the Turismo de Produccion Category:
    - b.1) Only one carburettor with 4 barrels with 600 c.f.m. maximum is allowed in cars with American engines with 8 cylinders.
    - b.2) Only 3 carburettors with two barrel each or one carburettor with four barrels with 600 c.f.m. maximum are allowed in all cars with American engines with inline 6 cylinders.
    - b.3) Two carburettors with two barrel each for cars with 4 cylinders, including Volkswagen, are permitted.
    - b.4) For cars with European engines the carburettor is free, except Volkswagen.
  - c) On sports and GT cars for Sport Menor Category the induction is free, but the injection system is not allowed (see Article 16.3).
  - d) On sports and GT cars for Sport Mayor Category, the induction must be as the original system and the injection system may be used only if the original cars were manufactured with this system (see Article 16.4).
  - e) For Sport Mayor Category, modern engines with 6 cylinders inline may be used, subject to the indicated in the first paragraph of Article 16.4.b.
- 18.7. Transmission and differential:**
- a) Gearbox and rear axle ratios are free.
  - b) The use of limited slip differentials and locked rear ends are permitted.
  - c) The use of overdrive is allowed only on the cars originally manufactured with this system.
- 18.8. Tires:**
- a) Modern tires will be permitted only with designation D.O.T. or E3 or E4 for use in city and highway and readily available retail.
  - b) Tires narrower and with aspect ratio numerically higher (example: series 50, 60, 70, etc) are allowed.
  - c) In no case, the tread wear may be lower than 60.
  - d) No racing tires (Slicks or Tread wear zero) are permitted.
  - e) The tread design must be the original from factory (additional cuts are not allowed).
  - f) Not complying with the specified tires will imply the disqualification from the stage in which the authorised characteristics of the tires are not complied.
- 18.9. Steering:**
- a) Steering systems may be updated.
- 18.10. Shock absorbers:**
- a) The shock absorbers are free for all categories, only if they are fitted in the original upper and lower mounting position.
  - b) The front coil-overs system is permitted for 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 that may be vented.
  - c) It is recommended to update the original brake lines (tubing, connections and brake fluid hoses) and change them by other modern offering better safety.
  - e) The system to acting the brakes is free.
- 18.12. Weight:**
- a) All weights for the competing cars specified on Article 16 of this Rule Book must be respected for all categories, under pain of disqualification of the stage where less weight is detected.



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- b) In Article 16 the reference made for the weight of the competing car, under any condition including the wheel and spare tire, the jack, the tools to replace the tire, as well as the fire extinguish system and emergency signs. This is the weight to be respected and that must correspond to the catalogs of the Scrutineering.

### **18.13. Modifications allowed:**

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 allowed.

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

It is mandatory that the modifications made to the cars been authorised by the Organiser Committee, before arriving to Veracruz and attend to scrutineering.

In order not to be rejected during the scrutineering before the start of the event, it is recommended that all modifications, questions, comments and requests for changes to be done to the cars be submitted to the Organiser Committee, from the beginning of the preparation of the car, sending to the Permanent Secretariat all the issues that will be requested for approval of the Organiser Committee.

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

If any change or modification is not accepted, it will be informed to the crew as soon as possible and if available will make a recommendation of the way it is acceptable, in order to avoid the rejection of the car during the initial scrutineering. In case of conflict, the case will be submitted to the Steward of the Meeting, who will make a decision that will be final.

## **B) Historic Cars Group (Historic “A”, “A” Plus, “B” and “C” Categories)**

### **18.15. Modifications allowed:**

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

- a) Windshield:
- a.1) Original windshield must be used or a similar one with safety shatterproof glass.
  - a.2) The windshields of any other material are strictly forbidden and the start will not be allowed to the cars with windshield of different material to the safety shatterproof glass. In this last case, the competitors are excluded from the event.
  - a.3) If the car starts with the appropriate windshield, but later it is changed by another one of different material, the penalty of the exclusion from the event is applied immediately to the crew.
- 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 that may be vented.
  - b.3) It is recommended to update the original brake lines (tubing, connections and brake fluid hoses) and change them by other modern offering better safety.
  - b.4) The system to acting the brakes is free.
- c) Weight
- c.1) All weights for the competing cars specified on Article 16 of this Rule Book must be respected for all categories, under pain of disqualification of the stage where less weight is detected.



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- c.2) In Article 16 the reference made for the weight of the competing car, under any condition including the wheel and spare tire, the jack, the tools to replace the tire, as well as the fire extinguish system and emergency signs. This is the weight to be respected and that must correspond to the catalogs of the Scrutineering.

### **18.16. Authorisation of the modifications:**

It is mandatory that the modifications made to the cars been authorised by the Organiser Committee, before arriving to Veracruz and attend to scrutineering.

In order not to be rejected during the scrutineering before the start of the event, it is recommended that all modifications, questions, comments and requests for changes to be done to the cars be submitted to the Organiser Committee, from the beginning of the preparation of the car, sending to the Permanent Secretariat all the issues that will be requested for approval of the Organiser Committee.

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

If any change or modification is not accepted, it will be informed to the crew as soon as possible and if available will make a recommendation of the way it is acceptable, in order to avoid the rejection of the car during the initial scrutineering. In case of conflict, the case will be submitted to the Steward of the Meeting, who will make a decision that will be final.

### **C) Original Panam Cars Group (Original Panam Category)**

#### **18.17. Modifications allowed:**

For the Original Panam Cars Group, only the modifications indicated in Article 16.9 are allowed. Besides the following must be considered:

- a) Windshield:
  - a.1) Original windshield must be used or a similar one with safety shatterproof glass.
  - a.2) The windshields of any other material are strictly forbidden and the start will not be allowed to the cars with windshield of different material to the safety shatterproof glass. In this last case, the competitors are excluded from the event.
  - a.3) If the car starts with the appropriate windshield, but later it is changed by another one of different material, the penalty of the exclusion from the event is applied immediately to the crew.
- b) Brakes:
  - b.1) Braking systems must be improved and updated.
  - b.2) For all cars of this category it is recommended to use disc brakes on the four wheels that may be vented.
  - b.3) It is recommended to update the original brake lines (tubing, connections and brake fluid hoses) and change them by other modern offering better safety.
  - b.4) The system to actuating the brakes is free.
- c) Weight:
  - c.1) All weights for the competing cars specified on Article 16 of this Rule Book must be respected for all categories, under pain of disqualification of the stage where less weight is detected.



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- c.2) In Article 16 the reference made for the weight of the competing car, under any condition including the wheel and spare tire, the jack, the tools to replace the tire, as well as the fire extinguish system and emergency signs. This is the weight to be respected and that must correspond to the catalogs of the Scrutineering.

### **18.18. Authorisation of the modifications:**

It is mandatory that the modifications made to the cars been authorised by the Organiser Committee, before arriving to Veracruz and attend to scrutineering.

In order not to be rejected during the scrutineering before the start of the event, it is recommended that all modifications, questions, comments and requests for changes to be done to the cars be submitted to the Organiser Committee, from the beginning of the preparation of the car, sending to the Permanent Secretariat all the issues that will be requested for approval of the Organiser Committee.

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

If any change or modification is not accepted, it will be informed to the crew as soon as possible, and if available make a recommendation of the way it is acceptable, in order to avoid the rejection of the car during the initial scrutineering. In case of conflict, the case will be submitted to the Steward of the Meeting, who will make a decision that will be final

### **D) Exhibition Cars Group**

#### **18.19. Modifications allowed:**

In this Group of Cars, there is not a list of modifications allowed, because the entrants in this Exhibition Cars Group do not have the right to be classified or qualify for trophies. However, the following must be considered:

- a) Windshield:
  - a.1) Original windshield must be used or a similar one with safety shatterproof glass.
  - a.2) The windshields of any other material are strictly forbidden and the start will not be allowed to the cars with windshield of different material to the safety shatterproof glass. In this last case, the competitors are excluded from the event.
  - a.3) If the car starts with the appropriate windshield, but later it is changed by another one of different material, the penalty of the exclusion from the event is applied immediately to the crew.
- b) Brakes:
  - b.1) Braking systems must be improved and updated.
  - b.2) For all cars of this category it is recommended to use disc brakes on the four wheels that may be vented.
  - b.3) It is recommended to update the original brake lines (tubing, connections and brake fluid hoses) and change them by other modern offering better safety.
  - b.4) The system to acting the brakes is free.
- c) Weight  
In this Group, the weight of the cars is free.



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### **18.20. Authorisation to take part in *La Carrera Panamericana 2012***

The cars participating in this Group, required a specific acceptance and the agreement between the crew and the Organiser Committee, with the Steward of the Meeting as a witness, that they will take part in the event, without the right to classification and trophies, due to their competing car does not fit in any of the categories of the Panamerican, Historic and Original Panam Cars Groups or since their application, the crew has decided to take part in this Group and the Organiser Committee has 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 Produccion and Sport Menor Categories do not comply with the specifications of the Rule Book in the Articles 16.1 and 16.3 respectively and with the related allowed modifications of the vehicle of Article 18, automatically will be transferred to the Turismo Mayor and Sport Mayor Categories respectively.

If after being transferred the car does not comply with all requirements, it will be immediately excluded from the event, without the right to start.

If the entrant request so 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 scored and do not receive trophies (see Articles 16.10 and 19.4), complying with Article 18.20 above indicated.

#### **19.2. Turismo Mayor and Sport Mayor**

If the competing cars of the Turismo Mayor and Sport Mayor Categories do not comply with the specifications of the Rule Book in Articles 16.2 and 16.4 respectively and with the related allowed modifications to the vehicle of Article 18 will be excluded from the event, without the right to start.

If the entrant request so 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 scored and do not receive trophies (see Articles 16.10 and 19.4), complying with Article 18.20 above indicated.

#### **19.3. Historic Cars Group**

If the competing cars in any of the categories of this Group do not comply with the specifications of the Rule Book in Articles 16.5 to 16.8 and with the related allowed modifications to the vehicle of Article 18, will be excluded from the event, without the right to start.

If the entrant request so 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 scored and do not receive trophies (see Articles 16.10 and 19.4), complying with Article 18.20 above indicated.

The invasion from one to other category, within the Historic Cars Group, due to a non compliance with the Rule Book, is not permitted.

#### **19.4. Classification in the Exhibition Category**

In order that an entrant is accepted in the Exhibition Category, there must be an agreement between the Clerk of the course and the entrant, having the Steward of the Meeting as a witness. Otherwise, the crew is excluded from the event without the right to start (see Article 18.20).

#### **19.5. Refund of entry fee**

Any entrant being disqualified from the event cannot claim the refund of its entry fee or any part of it.



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## VIII. SAFETY EQUIPMENT

### **Article 20: Mandatory safety equipment**

It is imperative for all Categories of all the Groups that the cars and the competitors have all safety equipment indicated in this Article, under pain of disqualification of the event, without the right to start.

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

- a) Hood pins or belts are mandatory on all cars, fitted to bonnet (hood) and boot (trunk) to keep them closed.

#### **20.2. Fire extinguisher (for all categories)**

- a) It is mandatory to have a fixed sprinkle nozzles fire extinguisher within the interior of the competing car, with a minimum capacity of 4 Kg.
- b) The extinguishers must be protected and located in the cockpit, with fire resistant material and all conduits must be of metal.
- c) The driver must be capable to act the extinguishers manually, being sited, with the safety belts fastened and the steering wheel in its position.
- d) There must be an external switch to act the system clearly identified with a letter "E" in red, inside of a white circle with red edge, with a minimum diameter of 10 cm (4 inches).
- e) The system must be functional in all positions.
- f) The sprinkle nozzles must be the appropriate for the extinguisher agent and must be installed in such a way that they are not pointing out directly to the head of the occupants.

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

- a) The use of a roll-cage is mandatory for all cars. The roll-cage must be approved by the Organiser Committee before attending the scrutineering. The recommended construction is in accordance with the established in the Article 253 of the Appendix J of the International Sporting Code of the Fédération Internationale de l'Automobile (FIA). In the Appendix 2 of this Rule Book are the recommended drawings to build the roll-cage.
- b) If the crew decides for a different construction it is permitted, provided that it is authorised by the Organiser Committee, before scrutineering. In this Article are indicated the minimum requirements that a roll-cage must meet and the correspondent reference drawings are shown in the Appendix 2.
- c) The crew has the obligation to inform the Organiser Committee about the shape and construction details of the roll-cage, no later than August 24<sup>th</sup>, 2012, to be authorised. Should there be an issue with the proposed roll-cage, the Organiser Committee will propose options to be authorised, but before attending scrutineering the roll-cage must be approved.
- d) It is mandatory for all cars to use a 6 mounting feet roll-cage. The basic roll-cage design must have a main arch located just behind the front seats, two lateral half-rollbars, one transverse member joining the upper parts of the lateral half-rollbars and two backstays. This basic design is shown in Appendix 2 of this Rule Book, drawing 253-3.
- e) The roll-cage must be made out of steel tube with 1½ or 2 inches of diameter and 0.089" to 0.095" (13 gauge) thickness.
- f) Any car that exceeds 3,100 lb. (1,361 kg.) must have a 2-inch diameter steel roll-cage and be between 0.089" and 0.095" (13 gauges) in thickness.



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- g) The roll-cage must be firmly affixed to the chassis or main frame of the vehicle on the most resistant points with four auto-locking screws or adjusted with lock washers. The screws must be M8 minimum diameter and a minimum quality of 8.8 (ISO standard). The roll-cage may also be properly welded, with the best quality welding possible.  
The contact area of the plate that is screwed up to the chassis and that 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 smaller 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 without any wrinkles where it bends. The superior 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. In Appendix 2 are shown the drawings 253-4, 253-5 y 253-7, for diagonal member options.
- j) Two doorbars must be added (one on each side of the car). In Appendix 2 are shown the drawings 253-9, 253-10 y 253-11, for doorbars options.
- k) In addition, a roof reinforcement must be placed on the upper part of the cage, forming an "X" between the main arch and the front arch. In Appendix 2 are shown the drawings 253-12, 253-13 y 253-14 for roof reinforcement options.
- l) Lastly, an additional member must be placed between the backstays, which can also be used to affix the safety belts. See Appendix 2, drawing 253-66.
- m) It is mandatory to drill a hole of 1/8" in all main tubing and members of the roll-cage, the drills must not be less than 10 cm. of the welding, screwed up or bending points of the drilled element. These drills serve to verify the gauge or 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 which must be fixed to the roll-cage or bodywork.
- b) The safety nets must be made out of interwoven strips with a minimum width of 19 mm (3/4"), of a fire resistant material and sewed in each cross point. The safety nets must not be temporary in nature or purpose. The mesh must be at minimum 25 x 25 mm y and maximum 60 x 60 mm.
- c) The safety nets must be affixed to the roll-cage above the windows of the crew members and be affixed by a quick release system, even when the car is rolled-over.
- d) The safety net must be able be released with one hand only. To achieve this purpose, the release handle must be painted with a bright color as orange for easy identification. The use of a quick-release button is allowed and it must have a bright color with lettering that reads "press".
- e) To affix the safety net to the roll-cage, only screwed fasteners are allowed. Under no circumstances, the roll-cage can be modified to affix the safety net.
- f) For all open cars, it is mandatory the use of arm restraint straps for the competitors.
- 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 reaches the steering wheel and all controls comfortably. Likewise, the codriver must adjust the length of the restraint straps so that he/she can reach measuring devices and any other elements that need to be able to operate within the car.



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- h) These restraint straps must be used according to the manufacturers' instructions, without modifications, or lacking any pieces (the effectiveness and longevity of the arm restraint straps, are directly related to manner of which they are installed, used and maintained).
- i) These restraint straps must be in good operating conditions and be made out of the best quality and resistance.
- j) It is up to Scrutineering Director to determine whether the safety nets or arm restraint straps are not suitable or cannot comply properly with their function, they must be replaced to take part in the event. Not to comply with this disposition, implies that the car will not be allowed to start the event.

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

- a) The use of safety belts with harnesses is mandatory. All safety belts must be homologated by a sporting authority recognised internationally (such as FIA, SCCA, SCORE, etc) and cannot be modified. In the case of FIA homologation, the FIA standards No 8854/98 or 8853/98 must be complied. In Appendix 2 are shown the valid labels for the belts that can be used in *La Carrera Panamericana 2012*.
- b) Five point belts are mandatory, wearing 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 width (narrower are not accepted) and not older than 5 years from date of manufacturing. The safety belts must have the label indicating the manufacturing date.
- c) To install, the shoulder straps must point backwards and downwards at an angle no greater than 45° to the horizontal, from the upper rim of the backrest, although it is recommended that this angle should not exceed 10°. For securing the straps of the shoulders, may be installed on the rear seat lap strap anchorage points originally mounted by the car manufacturer. They may also be anchored to the additional member between the backstays of the roll-cage (see drawing 253-66 in Appendix 2). The straps for the shoulders must be installed crosswise symmetrically about the center line 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 anchorage points of the series car. The recommended geometrical locations of the anchorage 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 anchorage to the original anchors of the front seats originally mounted by the car manufacturer. Should that not be possible, those can be anchorage to the frame or chassis of the car.
- f) The crotch strap must be attached to the floor with screws and jointly with a plate of at least 3 mm thickness to reinforce the anchorage.
- g) If the straps are attached by screws, an insert must be welded for each mounting point, as it is indicated in the drawing 253-67 of the Appendix 2.
- h) The safety belts must be used in conformity of the manufacturers' instructions, without any modifications or removal of parts (the effectiveness and longevity of the safety belts are directly related to manner of which they are installed, used and maintained).



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- i) The belts must be replaced after a serious accident or if they are cutted, frayed, weakened by the action of the sunlight or chemical products or if the width of the belts is uneven (meaning that the safety belts have been subject to a certain strength or strain beyond the standard or they have been worked in serious accident).  
Also they must be replaced if the metal parts or buckles are deformed, vended or corroded. Any malfunctioning safety belts must be replaced.
- j) Any safety belt that to the solely judgement of the Director of Scrutineering is obsolete or is not properly working, must be replaced, either to start the event or after an accident. Not to comply with this rule, will mean the exclusion from the event or not to continue in the event after an accident.

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

- a) All seats of the passengers must be homologated by a sporting authority recognised 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 the Appendix 2 there are shown the valid labels for the seats that can be used in *La Carrera Panamericana 2012*.
- b) The use of the homologated seats with the 8855/1999 standard is limited to 5 years from the date of manufacture indicated in the compulsory label and may be used 2 more years if the manufacturer authorise so, through an additional label for this purpose. If the homologation is with the 8862/2009 standard, the limit for usage is 10 years.
- c) Seat attaching must be approved by the Organiser Committee during scrutineering, if it is not approved, the crew will be excluded from the event and not be able to start. It is recommended that the participant submit to the Organiser Committee all related with the seats in terms of manufacturer, date of manufacturing and installation details of the seats, in order to be authorised or make recommendations of the manner in which the seats may be approved. In Appendix 2 is the drawing 253-65 showing an example of the anchorage of the seats.
- d) The seats must be fixed and anchorage in accordance with the above paragraph and the use of runs to move the seats is forbidden.

### **20.7. Mandatory lighting equipment (for all categories)**

- a) Headlamps, which must be on during the entire event.
- b) Emergency flashes in working order.
- c) Turn lights, front and back in working order.
- d) Stop lights in working order.
- e) Air horns in working order.
- f) Windshield washers in working order.
- g) A main cut off switch in a visible spot and installed outside of the bodywork.

### **20.8. Emergency mandatory equipment (for all categories)**

- a) Two red flags or reflecting signal panels.
- b) Two belt cutters must be carried on board at all times, they must be easily accessible for the driver and codriver when seated with their harnesses fastened. The "cutters" must be fixed in a way that cannot be release or to be a danger to the crew. In Appendix 2 there is a picture of the cutters that must be used and that will serve to cut the belts when they are useless or in case of an accident.
- c) Hand lamp with batteries and in working order.



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- d) Two soft cervical collars (one for each competitor) are mandatory. A complete first aid kit is recommended.
- e) Spare wheel and tire.
- f) Jack.
- g) A VHF radio to be operated within 144 to 148 Mhz may be carried for emergency purpose exclusively. It is forbidden to use the radio, except in an emergency case.

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

- a) It is mandatory for all competitors (drivers and codrivers) the use of a helmet that meets one of the following specifications: FIA 8860-2004 or FIA 8860-2010, Snell Foundation 2005-SA or 2010-SA or BS-6658-85 type A/FR or SFI 31.1 A or SFI 31.2 A classification, under penalty of exclusion from the event without the right to start.
- b) All helmets must be valid and have less than five years from manufacturing date, and must have the label that shows the original manufacturing date. In Appendix 2 are shown the valid labels for helmets that may be used in *La Carrera Panamericana 2012*.
- c) For all open car competitors, it is strongly recommended the use of full-face helmets.
- d) All helmets must be in good shape and working condition, if during scrutineering a non valid helmet is detected or damaged, the competitor will be requested to replace the helmet and present it to scrutineering again.
- e) **NO MOTORCYCLE HOMOLOGATED SM HELMETS ARE ALLOWED.** The competitors who attend inspection with this type of helmets will not have the right to start and will be excluded from the event until they comply with the appropriate helmet.
- f) The helmet must have the name, blood type, RH factor and known allergies of the competitor. This is a mandatory requirement and non-compliant competitors will not be allowed to start until they meet the requirement.
- g) Switching the helmet without notification to the Director of Scrutineering or to use a non-compliant helmet, will result in disqualification from the stage where the fault is detected.
- h) The use of Head and Neck Support Device (Hans device, LEATT-Brace, etc.) or similar homologated by a sporting authority recognised internationally (such as FIA, SCCA, SCORE, etc) is mandatory and cannot be modified. These devices must be SFI 38.1 or FIA A 8858 2002 or FIA A 8858 2010. Any competitor, who does not present this device to scrutineering, will not be allowed to start. In Appendix 2 there are shown the valid labels for the head and neck support device that can be used for *La Carrera Panamericana 2012*.

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

- a) The use of overall (nomex) made of fire resistant material is mandatory for all competitors and must be used during the entire competition. All clothing must be homologated by a sporting authority recognised internationally (such as FIA, SCCA, SCORE, etc) and cannot be modified. If it is FIA homologated, then the applicable standard is 8856/2000. In Appendix 2 are shown the valid labels for the overalls that can be used in *La Carrera Panamericana 2012*.



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- b) It is recommended that the overall is a three-layered unit. Two-layered ones will be allowed. Overalls must have less than five years from manufacturing date, and must have the sticker that shows the original manufacturing date.
- c) In case of using a two-layered overall, it is mandatory the use of fire-retardant underwear to substitute the missing layers.
- d) The Director of Scrutineering may refuse to approve racing clothing if its usage has been expired (more than five years from date of manufacture) or shows excessive wear or it is deteriorated in its layers. In this case the competitor cannot start the event, unless he/she presents a new overall with the name in good conditions to compete and authorised by the Director of Scrutineering.
- e) If the competitor presents an overall and it is authorised and later after the start in any stage it is detected that the overall has been switched, then the competitor will be automatically disqualified from the event.
- f) The overall must have printed or embroidered on it the name, blood type, Rh factor and known allergies of the competitor in a visible place. If this requirement is not satisfied, the competitors will not be allowed to start until they meet the requirement.
- g) Shoes must be fire retardant and of racing type. They must be homologated by a sporting authority recognised internationally (such as FIA, SCCA, SCORE, etc.) and cannot be modified. If the homologation is FIA the applicable standard is 8856/2000 and for SFI the applicable standard is 3.3/5 shoe. In Appendix 2 are shown the valid labels for the shoes that can be used in *La Carrera Panamericana 2012*.
- 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 20, will cause the disqualification from the event and the start will not be allowed.

### **Article 21: Recommendations (these are not mandatory, but advised)**

#### **21.1. Ground clearance**

Considering that the event will take place after the rainstorm and hurricanes season, it is recommended a minimum ground clearance of 20 cm. (7.9 inches), since there are many severe speed bumps along the route and due to the conditions of the route itself.

#### **21.2. Fog Lights**

It is recommended to install additional fog lights, due to some speed sections may be run with fog.

#### **21.3. Navigational equipment**

It is recommended the use of any mechanical or electronic distance meter (Halda, Terra Trip, or similar), calibrated in kilometers (1,000 m.), since all instructions in the route book for the event are in metrical system. The use of Global Positioning System (GPS) is allowed.



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## IX.- RUNNING OF THE EVENT

### Article 22: Start

- a) The competing cars must be presented at the starting arch of each stage, 30 minutes before each individual starting time and line up in accordance with their starting order. At this moment, at least one member of the crew must be present to the starting arch control to reset their chip and to collect his time card of the day and to verify the official board where the bulletins are published. **It is responsibility of the competitors to know all the information published in the bulletins, because they may have changes or last minute information.**
- b) Late arrival to the starting arch or late passage through the starting arch not being blocked, is penalised as time control "CH-P" (see Article 24.2), with a maximum tolerance of 15 minutes late.
- c) If a crew arrives more than 15 minutes late to the lining up to collect the time card, or to passage through the starting arch, the penalty is 2 minutes and they can start the following sections on its original starting order of the day, only if they arrive on time to the first "CH" control of the stage. If not, they must preserve for the whole stage their passing order at the first "CH" control of the stage, unless an official change the starting order; in this case the time card must have the annotation and must be signed by the official.  
It is possible that the crew cannot collect their time card, reset their chip and know the content of the bulletins of the day, but this will not justify the non compliance with such bulletins.
- d) The hours for line up and start of each stage can be seen in the route book.
- e) The starting order and starting hour for each crew are published in the official board of each day.
- f) All competitors must strictly observe its starting order and not to block competitors starting before them. If a vehicle blocks other competitor starting before, the crew is penalised with 1 minute, unless the vehicle has been blocked and it is reported 10 minutes before its individual starting time.
- g) The starting arch must be passed respecting the starting order and at the individual starting time. If the car passes the arch out of its starting order or its individual starting time, the crew is penalised with 2 minutes.
- h) The marshal at the starting arch may, subject to his criteria, start the vehicles before its individual time and the competitor must obey him and the penalty due to pass the starting arch out of the individual time will not be applied, but to respect the starting order is mandatory.
- i) If a crew arrives directly at the first "CH" control at the start of the first speed section of the stage, without passing through the starting arch and/or without time card, in addition to the 2 minutes penalty laid above, that crew will start at the end of all competitors that complied with the obligation of passing through the starting arch. The marshal at "CH" control will give the crew a time card and the time to start the first speed section of the stage. See Article 22.2c).

### 22.1. Starting order and interval between crews

- a) All competitors must know their starting time and starting order, through the publication on the drivers meeting on the official board, the night before from 20:30 hours.
- b) For the first leg, the starting time and starting order will be published on October 18<sup>th</sup> from 20:30 hours in the drivers meeting in Veracruz, based on the results of the preclassification.



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- c) The exact starting times are published in accordance with the general classification by Groups or starting order, indicating: list of crews admitted to the start, starting time and name and number of the stage.
- d) The Organiser has set an interval of 30 seconds between the start of each crew. This interval is the same for all competing cars.

### **22.2. Passing time controls and lateness**

- a) Crews are obliged to pass at the time control posts at the proper hour, minute and second. Not to comply with this will be penalised in accordance with Article 24.2 of this Rule Book.
- b) The starting time for each stage is indicated on their time card, as well as time to cover the distance of each section. If this time is not respected, a penalty of 30 seconds will be applied, in addition to the penalties that may be accumulated due to this or other actions, this is with the objective that the time foreseen for each crew be respected.
- c) Any crew may arrive late at the start of a section, provided that the accumulative lateness at that point do not exceed 15 minutes, which is the maximum tolerance for late arrival. If the crew arrives with less than accumulated 15 minutes, the penalty applied corresponds to the "CH" control (see Article 24.2).  
If the accumulated 15 minutes is exceeded, the crew is penalised with 30 seconds in that control and in each of the following time controls ("CH-P" and "CH") until the end of the stage and is not allowed to start all the following speed sections of the stage and is penalised assigning to them the maximum time for each speed section.  
The crews arriving to the first "CH" control of the first section of the stage who has not passed through the starting arch, or without time card, or has not reseted their chip, will be penalized with 30 seconds in this control.
- d) If the marshal at the control post does not perceive the anomaly (more than accumulated 15 minutes late) and the crew takes the start of that speed section and the next ones, the crew is penalised any way with the maximum time assigned to each speed section and in the time controls ("CH-P" and "CH").
- e) If the delay is **less** than 15 minutes accumulated, the crew can start the following speed sections at its new time (assigned by the marshal) and in accordance with this new time the crew must recalculate its time card; therefore, if the crew is delayed, must respect its new starting order and continue with it until the end of the stage in accordance with its new assigned time.
- f) The starting interval between each competitor will not be modified and must be respected.

### **22.3. Official time**

- a) Hours, minutes and seconds are always shown in the manner 00:01:00 up to 23:59:00.
- b) Only the complete elapsed minutes are taken in account for penalty purposes in the time controls.
- c) Throughout the entire event, the official time is from the W.W.V. station from Fort Collins, Colorado, USA.
- d) The official time of the event will be available for the competitors at the starting arch of each stage. The scoring people, who delivered the time cards will have a dial with the time transmitted by the W.W.V. station to be consulted by the competitors.

### **22.4. Route**

- a) All crews receive a Route Book containing a detailed description of the route which has to be followed.



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- b) To comply completely with the route is compulsory, from the starting arch to the finish arch of each stage.
- c) If the route is not respected or not completed, the penalty to be applied is 30 seconds in the first time control not passed plus 30 seconds in the following time controls, until the end of the stage. In addition the maximum time assigned to the speed sections 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 signalled and visible, in accordance with the control signals described as follows.

- a) “CH-P” control: are the passage controls at the start and finish arches of the stage, at the entrance and exit of the service sections in addition of the time controls for a transit followed by another transit section.
- b) “CH” control: 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.

### **CONTROL SIGNALS**



**YELLOW with dial**: Shows the start of the control area. Once the car has entered, cannot make reverse or stop.



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# CH

**RED with dial:** “CH” time control. The marshal writes the passing time. Early or late arrival is penalised.



# CH-P

**BLUE with dial:** “CH-P” time control. The marshal writes the passing time. Early arrived is not penalized, late arrival is allowed up to 15 minutes.



# A

**RED with flag:** Start of a speed section (“A” control). The marshal writes the passing time, give the start and competitors must use helmets and safety belts.



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**WHITE with transversal stripes:** Shows the end of the control area. A car with problems must stop after the signal.



**YELLOW with flag:** Warning to finish the speed section. This signal is located before the "B" control.



**GREEN with flag:** End of the speed section ("B" control). Be prepared to make STOP (ALTO) after the flying flag.

# B



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**C**

RED with the word ALTO: “C” control. The car must stop completely and the marshal writes the passing time at “B” control.

## 23.2. Signaling at time controls and speed sections

- The entrance to the control areas is indicated by a warning sign with a dial with yellow background, approximately 10 meters before the post control.
- The post control is indicated with an identical sign but with blue background.
- The end of the control area is identified by a sign with three transversal stripes in White background, approximately 15 meters after the post control.

## 23.3 Control areas

All control areas (between the sign with yellow background and the one with transversal stripes with white background or the sign with a green flag at “B” control and the final one with transversal stripes), are considered as **“parc fermé”** (see Article 26).

## 23.4 Time within a control area

- The stopping time within any control area must not exceed the time necessary for carrying out control operations properly.
- Once the marshal entered the passing time in the time card, the vehicle must leave immediately the control area.
- In the case of the starting of a speed section, this time is decided by the marshal, who indicates to the crew the moment to start in the “A” control.

## 23.5 Entrance to the control area

The following is strictly forbidden:

- To enter a control area in any direction other than that of the event or not to cross any sign within the control area.
- To re-cross a control post or re-enter a control area.
- Once entered the control area, the correspondent control post must be crossed in no more than one minute.
- Under pain of disqualification of the section, it is prohibited to make stop between the yellow sign with dial and the red sign with dial.
- It is forbidden to make reverse.** If the competitor has entered the control area, he can wait his time to cross the control post, but he cannot make reverse to repair or make other interventions to the competing car.
- Infringing these rules is penalised with 2 minutes; and if repeated, will result in the disqualification from the section; and if repeated for a third time, the penalty will be the disqualification from the entire stage.

## 23.6 Time cards and actual time recorded

- At the starting arch, the crew receive a time card with the starting hour of the stage, in accordance with the starting order. This hour is compulsory. This time card must be handed to the marshal at the finish arch of the stage each day.



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A new time card will be distributed at the starting arch of each stage.  
Each crew is solely responsible for their time card.

- b) The time card must be available for inspection if required by an official of the event, especially at the control posts, where a member of the crew must hand it to write the time by the post marshal. The competitor must write their time in the places assigned for their use and never in the places assigned for the officials.
- c) Any correction or amendment made by a competitor in the time card in the places not assigned for their use implies a penalty of 10 seconds to the crew, unless the correction or amendment is done by an authorised official who must sign it. The competitor may make observations in the back of the time card. In no case the competitor may make annotations in the front of time card.
- d) The crew is responsible to calculate the passing time for each "CH" control and must fill in the correspondent blanks in the time card, where will be indicated the time foreseen to pass the post control. These blanks are in the yellow column. Likely, the crew is responsible for the calculation of the difference between "A" control and "B" control for each speed section, which result is the time used in each section and this result must be written in the correspondent blanks of the orange column.

If the crew makes a calculation mistake in the differences written in the correspondent blanks, which affect the total addition of the time card for the result of the stage, the penalty will be 30 seconds per each calculation mistake.

It is mandatory to hand the time card with all calculations and the addition of the accumulated time of the stage at the entrance to the service of the day and at the finish arch of the stage; if this is not done the penalty is one minute in each case. If one of the additions is incorrect it is considered as a calculation mistake, and a penalty of 30 seconds is applied.

The absence of a time entered by a post marshal in a time control or passage control in the time card; not to hand the time card on time at a post control due to crew fault; or not to hand the time card at the finish arch even when the car do not pass through the arch on time or to lose it, will be penalised with 60 seconds.

- e) The times of the speed sections are integral part of the time cards and are subject to the above indicated penalties.
- f) The crew is responsible alone to hand the time card in the different post controls and that the times be written by the marshals.
- g) Therefore, it is subject to the crew criteria alone the moment they hand the time card to the post marshals in order to register the time and to verify that the time entered by the marshal is correct.

The post marshal is the only person authorised to write the time in the time cards. If there is a discrepancy between the time written by the marshal and the time registered by the competitor, the latter can make an observation in the back of the time card and let it know to the post marshal himself and lately, at the end of the stage, inform the discrepancy to the Clerk of the course.



# La Carrera Panamericana 2012

## TIME CARD FOR THE PRECLASSIFICACIÓN



*La Carrera Panamericana.*

Auto No   
Car No

**TURISMO MAYOR**

DIA 0 Pre-Clasificación

### TRAJETA DE TIEMPOS / TIME CARD

TIEMPO SECCIÓN 1		CH		VELOCIDAD / SPEED		VELOCIDAD / SPEED		
CP1	<input type="text"/> <input type="text"/>	→	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>				
			CH1					
TIEMPO SECCIÓN 2				VELOCIDAD / SPEED				
A2	<input type="text"/> <input type="text"/>	→	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	A2	<input type="text"/> <input type="text"/>		<input type="text"/> <input type="text"/>	
			CP2	B2	<input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>			
TOTAL DIA 0							<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>



# La Carrera Panamericana 2012

## TIME CARD FOR EACH STAGE



# La Carrera Panamericana

Auto No   
Car No

**TURISMO MAYOR**

DIA 6 AGUASCALIENTES / ZACATECAS

### TRAJETA DE TIEMPOS / TIME CARD

TIEMPO SECCIÓN 1		CH	VELOCIDAD / SPEED	
CHP0	<input type="text"/> <input type="text"/> → <b>0110</b>	<input type="text"/> <input type="text"/>		
	M S	M S		
	CH 1			
TIEMPO SECCIÓN 2			VELOCIDAD / SPEED	
A2	<input type="text"/> <input type="text"/> → <b>0110</b>	<input type="text"/> <input type="text"/>	A2	<input type="text"/> <input type="text"/>
	M S	M S	M S	M S
	CH 2		B2	<input type="text"/> <input type="text"/> <input type="text"/>
			M S 1/10	
TIEMPO SECCIÓN 3			VELOCIDAD / SPEED	
A3	<input type="text"/> <input type="text"/> → <b>0105</b>	<input type="text"/> <input type="text"/>	A3	<input type="text"/> <input type="text"/>
	M S	M S	M S	M S
	CH 3		B3	<input type="text"/> <input type="text"/> <input type="text"/>
			M S 1/10	
TIEMPO SECCIÓN 4			SERVICIO DIA 6	
CHP3	<input type="text"/> <input type="text"/> → <b>0100</b>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/> <input type="text"/>	
	M S	M S	H M S	
	CHP4			
TIEMPO SECCIÓN 5				
CHP5	<input type="text"/> <input type="text"/> → <b>0030</b>	<input type="text"/> <input type="text"/>		
	M S	M S		
	CH 6			
TIEMPO SECCIÓN 6			VELOCIDAD / SPEED	
A6	<input type="text"/> <input type="text"/> → <b>0015</b>	<input type="text"/> <input type="text"/>	A6	<input type="text"/> <input type="text"/>
	H M	H M	M S	M S
	CH 7		B6	<input type="text"/> <input type="text"/> <input type="text"/>
			M S 1/10	
TIEMPO SECCIÓN 7			VELOCIDAD / SPEED	
A7	<input type="text"/> <input type="text"/> → <b>0027</b>	<input type="text"/> <input type="text"/>	A7	<input type="text"/> <input type="text"/>
	M S	M S	M S	M S
	CH 8		B7	<input type="text"/> <input type="text"/> <input type="text"/>
			M S 1/10	
TIEMPO SECCIÓN 8			VELOCIDAD / SPEED	
A8	<input type="text"/> <input type="text"/> → <b>0010</b>	<input type="text"/> <input type="text"/>	A8	<input type="text"/> <input type="text"/>
	M S	M S	M S	M S
	CH 9		B8	<input type="text"/> <input type="text"/> <input type="text"/>
			M S 1/10	
TIEMPO SECCIÓN 9			TOTAL DIA 6	
CH 9	<input type="text"/> <input type="text"/> → <b>0020</b>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/> <input type="text"/>	
	M S	M S	H M S	
	CHP10			



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- h) **Actual time recorded in the time cards**  
The target check in time at the time controls (“CH” or “CH-P”) is the responsibility of the crew alone, who may consult the clock of the post marshal before handing him the time card to record the passing time.  
The post marshal (at the time controls “CH” or “CH-P”) must not give any information related with the target check in time or actual time to cross the control post to help the competitor.  
At the start of a speed section (“A” control), the marshal must indicate the competitor his starting time.  
At the stop control (“C” control) the car must stop at all, to let the marshal write the passing 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 time for the passage of the first crew and finish its operation 15 minutes after the passage of the last crew classified for the stage of the day. The last crew classified for each stage, is indicated in the starting order of each day.

Except if the Clerk of the Course indicates something different and even if a crew arrives when the marshals are still at the control post, they must conclude their functions exactly 15 minutes after the passing of the last classified crew for the stage of each day.

### **23.8 Instructions from the post marshals**

Crews are obliged to follow the instructions of the post marshals at any time. Failure to observe this may lead to penalties and even disqualification, subject to the sole judge of the Steward of the Meeting. The minimum penalty to be applied is 2 minutes. The report of the marshal is enough to apply the penalty.

### **23.9 Identification of the post marshals**

All the road and post marshals are distinguished by the use of official shirts or vests and an identification that accredit them.

## **Article 24: Passage controls “CH-P” (Starting and finish arches of a stage and transit sections) - Retirements**

### **24.1. Passage Controls “CH-P”**

Passage controls are referred to the starting and finish arches of the stage and the controls at the entrance and exit of the service areas, where the following procedure applies:

- a) Starting of a stage (starting arch). “CH-P” control.  
The starting order and the starting time must be respected and it is forbidden to block other competitors starting before.  
At the moment of crossing the arch the time is recorded. The competitor can cross before or after his starting time, only if the marshal requests him to do so.  
Not passing through the arch or to block other competitor is penalised in accordance with Article 22 of this Rule Book.
- b) Service areas. “CH-P” control.  
At these points the early arrival is allowed without penalties and a maximum of 15 minutes late, the crew arriving later will be penalised in accordance with articles 24.2 and 24.3.  
To exit the service area, it must be considered the calculated time in the time card, regardless if the entrance to the service area was early or late.



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- c) End of the stage (finish arch). “CH-P” control.  
At this point the complete crew and the competing car by its own means, must pass through the arch and hand the time card to the post marshal. This fact is considered as passing through the arch control. In each finish arch, there will be a post marshal to take the time of each crew when they pass through the arch. This post marshal will be identified and visible to the crew.  
**At this control there are no penalties up to 15 minutes ahead or late.**  
Not to cross the finish arch or to cross the arch out of the margins above mentioned is penalised with 2 minutes.

### **24.2. Time controls**

At the time controls (“CH”), the post marshal must write in the time card the passing time of the post control and register the time in the chip, as soon as one of the competitors deliver them the marshal. The time assigned to the crew in these type of controls, corresponds to the very moment at which one of the members of the crew hand his time card and chip to the post marshal or at the very moment at which the front tire of the competing car physically crosses the post control, even when the time card has not been handed to the post marshal.

#### **Check in procedure at a time control**

- a) The procedure begins at the moment when the competitor enters the control area.
- b) To record the time at the post control by the marshal, it is required that the two crew members are inside the competing car and the latter be at the control signal.
- c) When the control area is invaded by other competing cars and it is materially impossible that the vehicle enter the control area, one of the crew members must down the car and walk to the post control, wait for his time and hand his time card and chip to the post marshal, in order to let him record the passing time in his control sheet, in the yellow watch and in the time card of the competitor. If several competitors are doing this procedure, the post marshal will assign the time in the order the crews arrived, considering the required time for each register.
- d) The check in time recorded at post control, is written in the control sheet and in the time card of the competitor, including minutes and seconds.
- e) The crew does not incur any penalty if the vehicle enters the control area within the 59 seconds of the target check in time or the minute preceding it.
- f) The crew does not incur any penalty for lateness if the act of handing the time card to the post marshal takes place within the 59 seconds of the target check in minute, unless the marshal is busy registering the crew who arrived before.
- g) In the case of handing the time card before the target time (in the minute preceding the target time or before), the crew is penalised with 15 seconds per each minute ahead. If the early arrival is more than 5 minutes, the penalty is 5 minutes.
- h) Therefore, if the competitor arrives to the control post in such an advance that the control marshals are not yet in their position, the crew must stop with enough space before the control post, to allow the marshals the fixing of the control signals and wait for their time to enter the control area to record the passing time.
- i) In the case of handing the time card after the target time (when the 59 seconds of the target time have elapsed or later), the crew is penalised with 5 seconds per each minute late. If the delay is more than 15 minutes accumulated, the penalty is disqualification of the stage and 30 seconds in that control plus the indicated in the following Article 24.3.



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### **Example:**

1. If a crew must check in at the control post at 10:23:00, is considered on time if the check in takes place between 10:23:00 and 10:23:59  
In this case the crew may enter the control area without penalty since 10:22:01
2. If a crew must check in at the control post at 15:18:30, is considered on time if the check in takes place between 15:18:30 and 15:19:29  
In this case the crew may enter the control area without penalty since 15:17:31

The crews are obliged to comply with this check in procedure, especially in relation with the entering to the control area (maximum one minute before the targeted check in time). The post marshal must make a written report to the Clerk of the Course, indicating the crews not complying with this procedure, to be penalised with 30 seconds. The report of the marshal is enough to apply the penalty.

### **Time of leaving controls**

- a) If the next section does not start with a speed section, the time control ("**CH-P**" **control**) is valid for both sections and the check in time entered in the time card constitutes both the arrival time at the end of the transit section and the starting time of the following section (rounded to the minute or 30 seconds to coincide with the targeted time).
- b) Conversely, when a time control ("**CH**" **Control**) is followed by a start control for a speed section, the following procedure is applied:
  - b.1) These two posts ("**CH**" and "**A**") are included in a single control area and the signs which are used are the following (see article 23.3):
    - Yellow warning sign with dial (beginning of the control area).
    - Red sign with dial (control post) at a distance of approximately 15 meters. "**CH**" **control**.
    - Red sign with flag (start of the speed section) at a distance of 50 to 150 meters. "**A**" **control**.
    - White signal with three transversal stripers (end of control area) about 15 meters further on.
  - b.2) At the time control post at the finish of the transit section ("**CH**" **control**), the post marshal enters on the time card of the competitor, on the one hand the check in time of the crew and on the other hand the provisional starting time for the following transit section (start of the speed section at the ("**A**" **control**)). There will be given a 3 minutes gap between these controls. These 3 minutes are approximate. The time between the "**CH**" and "**A**" controls may be different (more or less than 3 minutes) and is decided by the post marshal at "**A**" control.
  - b.3) Taking into account that the control area is considered as "parc fermé", if repairs are needed, those must be done before entering the control area or after leaving it (see Article 26).



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- b.4) Immediately after checking in at the time control, the crew must go to the start of the speed section. The marshal at “**A**” control enters the time foreseen for the start on the time card and on his control sheet. He will then start the crew according with the procedure laid down in this Rule Book (see Article 25.4).
- b.5) In the case of an incident, should a difference may arise between the originally foreseen time and the actual time to start the speed section. The actual time to start of the speed section is binding (modified by the marshal at “**A**” control who writes the new time in the time card of the competitor).

### **24.3. Retirements**

In case of retirements or delays, the following applies:

- a) Any lateness exceeding **15 minutes accumulated** in one stage at a time control or non reporting at a time control, is penalised with 30 seconds in that time control.
- b) In addition, the crew is penalised in the following sections up to the end of the stage, in accordance with Article 22: maximum time assigned to each speed section plus 30 seconds at each time control.

#### **Example:**

##### **Section**

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 to the rest of the stage and 30 seconds in that control. (Articles 22, 24.2 and 24.3)

- c) If the competitor accumulates lateness exceeding 15 minutes in one or several controls, will be excluded for the rest of the stage. He can be readmitted in the following stage without additional penalties, if he specifically request so to the Clerk of the Course. (See item f of this Article).
- d) In no case can early arrivals to a time control; be used as means of reducing the lateness. 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 for late arrival: (5 minutes late X 5 second penalty) = 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 for early arrival: (2 minutes early X 15 seconds penalty) = 30 seconds.



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### **Section C**

Start at "A" control: 14:39:00 (3 minutes after passing through control "CH" 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 for late arrival: (2 minutes late X 5 second penalty) = 10 seconds.

**Total penalties in transit sections (A+B+C): (30)+(25)+(10) = 65 seconds.**

- e) Any crew unable to complete a speed section, have the possibility to rejoin the event.
- f) If a competitor is unable to report at a time control or arrives late more than 15 accumulated minutes or is unable to continue the event, he/she may be readmitted and reclassified in the stage of the following day with penalties, if complies with the following:
  - f.1) Inform to the Clerk of the Course by written of his/her intention to continue.
  - f.2) The notification is delivered within 2 hours following his target time to pass the finish arch and maximum 30 minutes before the publication of the provisional results of the stage of the day.
  - f.3) The competitor concerned must bring his car in competing conditions before the officials of scrutineering, at least 30 minutes before the start of the following stage when he/she arrives to the formation area.
  - f.4) If an accident has happened, both the Director of Scrutineering and the Chief Medical Officer must approve the car and the crew to restart again in the competition. Not to have this approval, the car and/or the competitor not approved will be excluded from the event.
- g) If the competitor does not inform to the Clerk of the Course of his intention of continuing in the competition, he/she will not be assigned with starting time and therefore he/she cannot continue in the competition. Conversely, if he informs on time to the Clerk of the Course, depending on the category where he is entered, he/she may be assigned with a starting time on a safety basis for the other competitors, even when he/she starts before his/her correspondent position, considering his accumulated time with penalties. If the Clerk of the Course is notified the same day in written, but out of time (too late), the competitor may start in the stage of the following day only with the authorisation of the Clerk of the course and the Steward of the Meeting and after all the competitors who have starting time. In this case, the time card must be signed by the Clerk of the Course.
- h) If the competitor arrives to the start of the next day without starting time and starting order, under any circumstances the start will be allowed (even when the car is in good conditions) and he will not receive time card. If even in these conditions he arrives to the first "CH" control of the day and the post marshal allow him to start (because he does not know the circumstances), the competitor will be excluded from the event, because he is acting in a unsporting manner.
- i) For each speed section not completed or not started, the concerned crew is allocated with a maximum time pre-established by the Organiser Committee. This time consists in a penalty of the speed section not completed or not started and will be equal to the best time of their category plus 2 minutes plus the penalties correspondent to the time controls where the crew did not passed.



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In the event that no crew of the category finished the speed section, the penalty will be the worst time of the immediate higher category plus one minute or the Steward of the Meeting will decide a time that will be final and not open to appeal.

### **Article 25: Speed sections**

- 25.1.** Speed sections are speed tests on roads closed specially for the event and always are followed by a transit to complete the section to be covered. The speed sections on racetracks have the same rules as those applied for roads.
- 25.2.** In all the special stages all crews must wear crash helmets, protection for head and neck, fire-resistant clothing and safety seat belts approved, under pain of exclusion from the event in accordance with the indicated in the Chapter VIII of this Rule Book.
- 25.3.** **It is forbidden to drive in the opposite direction of that of the event.** To do so result in the immediate disqualification of the event.
- 25.4.** Start of speed section are given according to the following procedure:  
When the vehicle with its crew on board has stopped in front of the “**A**” control sign, the marshal enters the time scheduled for the start of the car in question in the control sheet and verifies that the time in the time card of the competitor is the same or makes the change (if there is a delay) and returns the time card to the competitor. At this moment the marshal place a flag over the windshield and initiates a countdown aloud indicating 15” to start, then 10” and the last 5 seconds one by one. When the last 5 seconds have elapsed, the starting signal is given removing the flag from the windshield and the vehicle must start immediately.  
If the crew does not start the speed section immediately due to technical problems (i.e. the engine not running or problems with the gearbox), the competitor can down the car and push it, even requesting the help from third parties, to leave the control area, where he can stop non blocking the road, to repair the car with the equipment on board. In this case the penalty is 30 seconds (see Article 26.4).  
In no case the speed section can be started without completing the safety measurements (use of crash helmets, protection for head and neck, fire-resistant clothing and seat belts fastened). If a competitor starts a speed section without these requirements, the penalty to be applied is the disqualification from the event. If the competitor makes this fault and he stops out of the control area and visible to the marshal corrects the mistake, the penalty to be applied is 5 minutes. In any of these cases, to apply the penalties, the report of the marshal is proof enough.  
In order that the driver may know the last minute conditions of the speed section, in Appendix 5 are shown the signals that can appear in the notice boards at Control “A”. These signals are explained in the Instructions to Drivers Meeting, mentioned in the Chapter III “Programme”.
- 25.5.** The start of a speed section may only be delayed in relation to the scheduled starting time by the post marshal at “**A**” control and only in a case of “force majeure” or due to instructions of the Clerk of the Course.
- 25.6.** A false or advanced start (jump start) of a special stage, particularly one made before the marshal has given the starting signal, is penalised with 5 seconds per each second in advanced. This penalty does not exclude additional heavier penalties being inflicted by the Steward of the Meeting, especially if the fault is repeated. To apply this penalty, the report of the marshal at “A” control is proof enough.
- 25.7.** Speed sections end at the flying finish at “**B**” control (finish line) in the sign with flag in green background. Stopping between this green sign and the stop sign at “**C**” control (sign with the word ALTO in red background), is forbidden and is penalised with one minute.



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In the speed sections in racetrack, there will not be a flying finish. Only the sign with flag in green background will be in the exit lane of the speed section. It is the responsibility of the crew to measure the length of the speed section and to know the moment to leave the track, once the speed section is completed. The marshal at **“B” control** will take the time when the competitor cross the control post in the exit lane of the speed section (meaning that the competitor is leaving the track) to inform the **“C” control** who will write the time in the card time of the competitor.

Timing of speed sections on roads is done at the flying finish, when the vehicle crosses the sign at **“B” control**, which is recorded by the post marshal who informs the **“C” control** to write the time in the time card of the competitor.

At a distance of 100 to 800 meters after the finish line (**“B” control**), the crew must stop completely and report to the **“C” control** at the ALTO red sign (stop point), to have its finishing time entered on the time card (in hours, minutes and seconds). If the **“B” control** cannot inform the **“C” control** the finishing time of the special stage, the latter takes the time at the flying finish and this is what is given to the competitor in his time card. If it is materially impossible for the **“C” control** to obtain the finishing time of the special stage, the marshal sign the time card and the competitor must continues with the transit section.

- 25.8.** If, through a fault of the crew, the time entry in its time card cannot be made (in any type of control), a penalty of 60 seconds is imposed. (See Article 23.6.d).

If the competitor does not make stop at **“C” control**, but he does further, he must forcibly leave the control area, he cannot make reverse inside the control area and he must down the competing car and walk to the control post to deliver his time card to the marshal. In this case the penalty does not apply. If he makes reverse inside the control area, the penalty to be applied is disqualification of the stage from that control. To apply this penalty, the report of the marshal at **“C” control** delivered to the Clerk of the Course is proof enough.

In the racetrack, if the crew cover less distance than the indicated (one or more laps are missed), the speed section is considered not finished and the maximum time assigned to that speed stage is recorded in accordance with articles 24.3.i) and 25.14 plus one minute (because this is a track, the best time of the category plus 3 minutes).

If the crew makes more laps, the time recorded is the last time that the crew passes through the **“B” control**. In this case, the penalty corresponds to the time that the crew makes in the additional laps. Therefore, it is the responsibility of the crew alone to make the exact laps to the track, in accordance with the distance indicated in the route book.

- 25.9.** The time recorded by the crews in each speed section expressed in hours, minutes and seconds or points, is added to the other penalties (technical, time controls, etc.) to obtain the total accumulative time.

- 25.10.** By exception and according with Article 12.2, during speed sections assistance of third parties is allowed, only and strictly only to avoid to be an obstacle to the other competing cars.

- 25.11.** 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 has to be definitely stopped for any reason whatsoever before the last crew has covered it, a classification for that section may however be established by allocating to each crew, which has been unable to complete the stage because of the interruption, a pre-established time. The assigned time to each crew is the same for each Category and corresponds to the slowest time set by a competitor of that Category in normal racing conditions before the interruption.



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This classification may be drawn up even if only one crew has been able to cover the section in normal racing conditions.

Only the Steward of the Meeting may apply this disposition after the reception of the Clerk of the Course of the reasons for the interruption.

Should the Steward of the Meeting consider the slowest time set as abnormal, he may choose as the scratch time the one among the slower which seems the most suitable.

In any case, no crew which is totally or partially responsible for stopping a section may benefit from this measure and therefore, it is given the maximum time assigned to that speed section established in accordance with articles 24.3.i) and 25.14.

- 25.13.** Any crew refusing to start in a speed section at the time and in the position allocated to them by the post marshal (because they prefer to have more time between crews or because they discover that they are not in their proper starting order), is given a 2 minutes penalty.

**25.14. Maximum time assigned to a speed section**

The maximum time assigned to each special stage is decided by the Organiser Committee, in accordance with the following criteria:

If a speed section is not finished or not started, the time to be assigned to the crew will be equal to the best time recorded in their category plus 2 minutes.

**Example:**

Lower time registered by a competitor of the same category: 10 minutes and 23 seconds

Total time in seconds: 623 seconds

2 minutes penalty: 120 seconds

Maximum time assigned to that speed section: 623 seg. + 120 seg. = 743 seg.

In the event that no crew of the category finished the speed section, The penalty will be as 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 moment they enter the formation area at the beginning of the stage, until they leave it.
- b) From the moment they enter a control area, until they leave it.
- c) From as soon they reach the finish arch at the end of each stage, until 30 minutes after the arrival of the last crew or until the Clerk of the Course indicate the finish the “parc fermé”.
- d) From as soon they reach the arch at the end of the event in Zacatecas City, until the time for lodging protests has expired.

#### **26.2. Rules for the “parc fermé”**

The rules for the “parc fermé” which must be observed under pain of exclusion from the stage are:

- a) While the vehicles are subject to the “parc fermé” rules, any repair or refueling or any other intervention to the cars are strictly forbidden.
- b) However, if the officials note that a competing car seems to be in a condition which is not compatible with normal road use, they must immediately inform the Clerk of the Course of such abnormal condition and request to the crew the repair of the vehicle, immediately after abandon the control area, especially at the start of a speed section.



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- c) In this case the crew must obey the official requesting the repair to the competing car. If the competitor does not obey the official, the penalty imposed is 2 minutes and the report of the official is enough to apply the penalty.
- 26.3. Exceptions**  
By way of exception, and under the supervision of the competent marshal, the crew may, while in a formation area at the beginning of the stage:
- Change a punctured or damaged tire.
  - Have a new windshield fitted with the possibility of having help from a third party.
- These repairs must be completed before the starting time. Otherwise a penalty is imposed corresponding to a “CH-P” control.
- 26.4.** If a vehicle is unable to move by its own means, at the entrance or at the exit of a “*parc fermé*” (especially inside of a control area), the penalty applied is 30 seconds. In this case it may be requested the help from third parties to push the car out of the control area, but the penalty of 30 seconds is applied any way. The report of the post marshal is proof enough to apply the penalty.
- 26.5.** As soon as they have parked their car in the “*parc fermé*” at the end of the event, the competitors shall leave the “*parc fermé*” and no member of the crew or its service is allowed to re-enter it. When the time for lodging protests has elapsed, the crews can move their vehicles, except those protested, the six first places of each category and those cars selected by the Steward of the Meeting or the Clerk of the course. The protested vehicles, the six first places of each category and those selected, must remain at the “*parc fermé*” and the competitors and their service can only enter when the Steward of the Meeting request them to do so and to make the interventions indicated by him. These vehicles will be subjected to the final control, in accordance with the Article 29 of this Rule Book.
- 26.6.** Any infringement to the “*parc fermé*” rules, result in the disqualification from the stage in which the infringement has done and the disqualification from the event if the infringement is made in the “*parc fermé*” at the end of the event.

## **X.- SCRUTINEERING**

### **Article 27: Requirements**

The data on the entry form and the technical and safety form must coincide with the actual technical specifications of the competing car and must be truthful.

To start the scrutineering, the competitors must be holders of their regular driver and sport valid licenses of their country of origin and the one issued by 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 competitors helmets will carry an approval sticker, which must remain attached during the entire event. The cars or competitors not approved cannot take the start of the event and will be considered as disqualified.

### **Article 28: Before the start and during the event**

**28.1.** Except for the crew, only one additional person per car may be present at the scrutineering area. To attend scrutineering, the registration card must be handed with the approval seals from:

- Administrative checks.
- Federación Mexicana de Automovilismo Deportivo, A.C. (FEMADAC), to show that they are holders of the valid license issued by FEMADAC.



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- c) Medical check up (see item 4 of the “VERY IMPORTANT NOTES RELATED WITH THE PROGRAMME” in the chapter III Programme).  
These requirements must be fulfilled before scrutineering, no to have the above mentioned seals when arriving to scrutineering, the technical and safety inspection will not be done and a penalty of one minute will be applied to the crew.  
After scrutineering, if a vehicle is found not to comply with the Rules, the Steward of the Meeting may set a deadline before which the vehicle must be made to comply.  
If, finally the competing car does not comply, the start is not allowed and the car is definitively excluded from the event.
- 28.2.** The scrutineering carried out before the start of the event is of a completely general nature.
- a) The chassis and cylinder block are marked and seals are allocated where the scrutineers consider convenient for future possible revisions during the competition.
- b) Regardless of the above, if the Clerk of the Course consider it necessary or the Steward of the Meeting demands so, the competing car may be revised in detail, even measuring the cylinder capacity, among other things.
- c) If the car requires dead weight, this must be welded or permanent fixed and is marked for future possible revisions.
- d) Administrative checks are for the complete crew (driver, codriver and spare driver/codriver), as follows:
- d.1) Show valid regular driving licenses of their country of origin.
- d.2) Show sport licenses valid, both the license of country of origin and the FMADAC.
- d.3) Deliver a copy of the liability insurance and third party damages insurance for the service vehicle, valid for the entire event and for all Mexican territory.
- e) The scrutineering for competitors and competing cars will be held on the dates and places indicated in Chapter III of this Rule Book (Programme).  
Once the scrutineering is approved, the authorisation stickers will be given and must be affixed on the car and on the helmet of each competitor during the entire event.  
These stickers will be given where the administrative checks (Station 1 of the Registration Park) showing the registration card filled out and sealed by each area.  
The cars and competitors not approved cannot take part in the event and have not the right to start and will be considered as disqualified.
- 28.3. Safety equipment of the competitors and the competing car**  
All competitors and their competing cars must comply with the safety points established in Chapter VIII of this Rule Book. Non complaint with these requirements will cause the exclusion from the event.
- 28.4.** Additional checking may be carried out at any time and place during the event of the crew members as well as of the competing car. The competitor is solely responsible to ensure administrative and technical conformity with the Rule Book of himself and of his competing car throughout the entire duration of the event. To refuse to present the requested competing car or competitor will cause the disqualification from the leg or the exclusion from the event, subject to the Steward of the Meeting judgment.
- 28.5.** It is responsibility of the crew alone that the **marks and seals** placed or affixed in the competing car during scrutineering before the start are protected and remain intact until the end of the event. Should the marks or seals are missing at any time; the car is immediately excluded from the event.



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- 28.6.** Any fraud discovered, and in particular the fact of presenting as intact the marks which have been retouched or seals removed and reallocated, result in immediate exclusion of the crew from the event as well as that of any entrant, service or crew who has helped or been involved in the carrying out of the fraud.

### **Article 29: Final control**

- 29.1.** As soon as the crew arrives to the end of the event, they shall drive its car to the “parc fermé” where a brief check is carried out there to verify:
- That the car corresponds and conforms with the car submitted at the scrutineering before the start specified under Article 28.
  - If there is cause to impose the penalties in accordance with this Rule Book.
- 29.2.** The absence of one of the identification marks or seals allocated during the scrutineering before the start, as per Article 28.2, will result in exclusion from the event.
- 29.3.** The competing car of the first six places in the general classification and /or each Category or any other car may be selected for detailed inspection and even dismantling may be carried out, at the absolute discretion of the Steward of the Meeting or if a protest is received or by decision of the Clerk of the Course.
- 29.4.** Should the above mentioned dismantling be the result of a protest, in addition to the cost of the protest, a deposit of the expenses involved, to be paid in advance and covering all costs incurred by the operation plus the expenses demanded by the protested and authorised by the Steward of the Meeting, are to 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 the expenses of the dismantling are charged to the defaulting competitor (see Article 31.2).
- 29.5.** In the case of inspection or dismantling at the end of the event, it is responsibility of the competitor to have a person to remove one of the cylinder heads of the engine to verify the displacement or any other operation required to the competing car. It is required (mandatory) that the participants have available an extra cylinder head gasket for this purpose.  
In the case of protests, these must be specific and only one related to one concept per protest presented and they must comply with the indicated in Article 31.1 item 3 of this Rule Book.

## **XI.- PENALTIES AND REPRIMANDS**

### **Article 30: Summary of penalties and reprimands**

In this chapter it is offered a summary of the penalties and reprimands indicated in the body of this Rule Book. If such arise a difference between this summary and the text, the text is binding. Likewise, if in the body of the Rule Book there is a penalty that is not in this summary, the penalty is 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 reprimands.

#### **30.1. Penalties**

- Attend to scrutineering without complying with the requirements of compulsory advertising or it is not affixed in the competing car: exclusion from the event and without the right to start (Item 3 in the “VERY IMPORTANT NOTES RELATED WITH THE PROGRAMME” in Chapter III Programme and Article 14.2). Any absence or not visible or bad fixed of the compulsory advertising: 30 seconds per stage (Article 14.3). If the fault persists, the sanction may be heavier subject to the judgment of the Clerk of the course.



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2. Not to have medical authorisation: exclusion from the event without the right to start (Item 4 in the “VERY IMPORTANT NOTES RELATED WITH THE PROGRAMME” in Chapter III Programme and Article 28.1).
3. Not to attend to the codrivers (navigators) meeting in Veracruz: 30 seconds (Item 5 in the “VERY IMPORTANT NOTES RELATED WITH THE PROGRAMME” in Chapter III Programme).
4. Not to attend the instructions for drivers meeting in Veracruz: 30 seconds (Item 6 in the “VERY IMPORTANT NOTES RELATED WITH THE PROGRAMME” in Chapter III Programme).
5. For the ceremonial start all competing cars admitted to *La Carrera Panamericana 2012* must take part y they must be drive by, at least, one of the registered crew members for each competing car. Not to attend the competing car and at least ine of the crew members will be penalised with 30 seconds (Item 10 in the “VERY IMPORTANT NOTES RELATED WITH THE PROGRAMME” in Chapter III Programme).
6. Not to attend to the service meeting will be penalised with 60 seconds to the competing cars they serve, starting the event with this penalty (Item 9 in the “VERY IMPORTANT NOTES RELATED WITH THE PROGRAMME” in Chapter III Programme).
7. Not to attend the drivers meeting (drivers and codrivers) in Veracruz: 30 seconds (Item 7 in the “VERY IMPORTANT NOTES RELATED WITH THE PROGRAMME” in Chapter III Programme and Article 33.5).
8. Not to attend to the daily drivers meetings and the trophy awards for trophies presentation of each stage (at least one member of the crew): lose their right to receive the correspondent trophy and 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 a 30 seconds penalty will be applied (Item 13 in the “VERY IMPORTANT NOTES RELATED WITH THE PROGRAMME” in Chapter III Programme and Article 33.5).
9. Not to attend to the final award ceremony to publishing the final results and trophies presentation in Zacatecas City (at least one member of the crew), lose their right to receive the correspondent trophy and lose their right to protest and appeal (Item 14 in the “VERY IMPORTANT NOTES RELATED WITH THE PROGRAMME” in Chapter III Programme and Article 33.1).
10. Not to obtain the **OK** sticker allowing taking part in the event: exclusion from the event without the right to start (Item 8.5 of the PROGRAMME AND ACTIVITIES in Chapter III).
11. Not to comply with the requirements of compulsory safety or eligibility of the competing cars or eligibility of the competitors or not to have the licenses and insurance required: exclusion from the event, without the right to start (Articles 4, 5, 8, 15, 16, 18 and 20).
12. Any improper, fraudulent or unsporting action made by a competitor or a participant, is judged by the Steward of the Meeting who may impose reprimands or penalties that may go as far as disqualification of the event (Article 7.5).
13. Bad use of the logo, graphics and mark “*La Carrera Panamericana*” is subject to sanctions (penalty) to be defined by the Clerk of the course and may go as far as a legal sanction (Article 7.7).



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14. Any competitor, less than 18 years old, was driving: exclusion from the event (Article 8.2).
15. Missing of the required licenses: exclusion from the event, without the right to start and without the right to any refund (Article 8.3).
16. Only one competitor or more than two persons on board: exclusion from the event (Article 8.5).
17. To substitute a crew member without notification to the Clerk of the course and the Steward of the Meeting or to substitute a crew member by other not registered: disqualification of the stage (Article 8.6).
18. Missing the "identity card" or non correspondence with the crew: disqualification of the stage (Article 8.7).
19. Missing one side competing number: 30 seconds in each stage (Article 10.5).
20. Missing of the rear competing number: 10 seconds in each stage (Article 10.5).
21. Missing both doors competing numbers simultaneously: disqualification from the stage (Article 10.5).
22. Missing a label of a crew member in the competing car, for a second time: one minute in the stage the fault is detected and one minute each time the fault is repeated (Article 10.7).
23. Attend to scrutineering without the crew members' label: exclusion from the event (Article 10.7).
24. Infringement of traffic laws: (Article 11.1) Minimum: 30 seconds. Maximum: disqualification of the event subject to the judgment of the Steward of the Meeting.
25. Repairs in a place not permitted: 120 seconds (Article 12.1).
26. To tow, push or transport the competing car in another vehicle or receive help from third party (Article 12.2):
  - a) Minimum: disqualification of the section (maximum time assigned to the speed section plus 60 seconds in the time controls at the starting and finish of the section).
  - b) Maximum: disqualification of the stage or from the event if the fault is repeated or the Steward of the Meeting decides so.
27. To block the pass of other competitors, or not to allow being overtake during a speed section; or behave in an unsporting manner at any time during the entire event: exclusion from the event (Article 12.3).
28. Not register and identify the service or support vehicle: 60 seconds. If the fault is repeated: 3 minutes in each stage that the service or support vehicle is not registered and identified (Article 13.1.a).
29. Not to have a liability insurance (to cover at least third parties) for the service vehicle valid for the entire event: exclusion from the event, without right to start (Article 13.1.b).
30. Service or support vehicle circulating between the pace cars and the sweeper car and /or overtake the latter without authorisation of the official driving the sweeper car: disqualification of the stage (Article 13.2).
31. Service vehicle circulating or improperly parked on a special stage while is competing: exclusion from the event (Article 13.3).



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32. Not fulfilling with the technical characteristics established in Article 16 and/or make modifications to the competing cars not accepted in Article 18 of this Rule Book: disqualification of the *La Carrera Panamericana 2012*.
33. To use tires not complying with the indicated in this Rule Book: disqualification of the stage where there is not complying with the authorised characteristics (Chapter VII Articles 16 and 18).
34. Attend to scrutineering and have not installed the MSD ignition module or the RPM limiter from Mallory: exclusion from the event without right to start (Articles 16.1, 16.2, 16.4 and 16.8).
35. To use aviation gas: disqualification from the event (Article 17).
36. To refuel out of the gasoline stations or service areas or transport fuel in the competing car or service vehicle during the competition: disqualification of the stage where the fault is detected (Article 17).
37. The use of windshield of different material than safety shatterproof glass, at any time during the event: exclusion from the event (Article 18.3).
38. Not complying with the specified weight for the competing car: disqualification of the stage where the fault is detected (Articles 16 and 18).
39. Competing cars which after scrutineering not comply with this Rule Book: exclusion from the event or may be transferred to the Exhibition Category, if the Clerk of the course, the Steward of the Meeting and the entrant agreed so previously (Articles 19.1 and 19.2).
40. Use of safety seat belts with more than 5 years of manufacturing or not approved by the Director of Scrutineering: exclusion from the event without the right to start or to continue in the event, after an accident (Article 20.5).
41. To fix the seats in a way not approved: exclusion from the event without the right to start (Article 20.6).
42. Use of helmets with specification older than Snell Foundation 2000-SA or its equivalent authorised by the Director of Scrutineering or to attend to scrutineering with motorcycle helmets or without the name, blood type, RH factor, etc. on the helmet: exclusion from the event and start is not allowed (Article 20.9), until the competitor use the appropriate helmet. This applies at any moment during the competition.
43. Attend to scrutineering without a device to protect head and neck: exclusion from the event without the right to start (Article 20.9.h).
44. To use clothing not authorised by the Director of Scrutineering, at any moment during the competition: disqualification of the event (Article 20.10).
45. Not comply with all mandatory safety requirements and equipment: disqualification of the event without right to start (Articles 20.11 and 28.3).
46. Late arrival at the formation area or to cross late the starting arch not being blocked: (Article 22.b):
  - a) One second for each minute late, up to 15 minutes.
  - b) If lateness is more than 15 minutes: two minutes.



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47. Late arrival, more than 15 minutes, to the formation area or to cross the starting arch of a stage: two minutes (Article 22.c). In addition it is possible that the crew cannot collect their time card, reset their chip and know the bulletins of the day, but this will not justify the non compliance with such bulletins.
48. To block the pass of other competitor at the formation area at the beginning of a stage: 1 minute (Article 22.f).
49. To pass through the starting arch out of their starting order or their targeted time: 2 minutes (Article 22.g).
50. To arrive directly to the first "CH" control of the day, without attended the starting arch and /or without their time card: in addition of the two minutes of the number 49 above, the crew start at the end of all competitors that comply with their obligation to cross the starting arch and keeping this starting order for all the stage. No more penalties will be applied due to not attending the starting arch (Article 22.i).
51. Not to respect the starting order: 30 seconds and the additional penalties accumulated by this or other actions (Article 22.2.b).
52. Not to report to a time control ("CH-P" or "CH" controls) or arrive late more than 15 accumulated minutes: 30 seconds at that control and at all following time controls, until the end of the stage. In addition the crew is assigned with the maximum time in all speed sections of the penalised sections (Articles 22.2.c and 24.3).
53. Not to comply with the route specified in the Route Book: one minute in the first time control not passed and at all following time controls, until the end of the stage. In addition the crew is assigned with the maximum time in all speed sections after the first control not passed (Article 22.4).
54. To enter a control area in a different direction of the event, or re-cross a control post, or re-enter a control area or make reverse in a control area: 2 minutes and if repeated, disqualification from the section or even from the stage if the fault is repeated for a third time (Article 23.5).
55. Corrections or amendments in the time card: 10 seconds (Article 23.6.3).
56. Calculations mistake in the time card: 30 seconds per each mistake. To hand the time card at the finish arch without the addition of the speed sections: 1 minute (Article 23.6.d).
57. Absence of a time in a time control or passage control in the time card; not to hand the time card on time at a post control due to crew fault; or not to hand the time card at the finish arch even when the car do not pass through the arch on time or to lose the time card: 60 seconds (Articles 23.6.d and 25.8).
58. Not to obey the instructions of a post marshal: two minutes as minimum (Article 23.8). The penalty may be heavier.
59. To cross the arch at the end of a stage more than 15 minutes early or more than 15 minutes late or not to report to the arch: 2 minutes (Article 24.1.c).
60. Time controls ("CH-P" and "CH"): (Articles 24.2.g, 24.2.i and 24.3):
  - a) Early arrival less than 5 minutes: 15 seconds per each minute early
  - b) Early arrival more than 5 minutes: 5 minutes
  - c) Late arrival more than 1 minute and less than 15 accumulated minutes: 5 seconds per each minute late



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- d) Late arrival more than 15 accumulated minutes: see item 52 above.
61. To enter a control area more than one minute early: 30 seconds (Article 24.2). The penalty may be heavier.
  62. To arrive late to a time control with more than 15 accumulated minutes in a stage or not to pass through: 30 seconds in that control plus the penalties indicated in Article 22 (Articles 24.3.a and 24.3.b).
  63. After an accident, not to have the authorisation of the Director of Scrutineering and the Chief Medical Officer, to allow the competing car or both members of the crew to continue in the event: exclusion from the event of the competing car or the injured crew member (Article 24.3.f.4 and 32.5).
  64. Not to finish a stage and not to inform the Clerk of the Course that day, the intention of continue in the competition: No right to have time and starting order of the next stage, meaning that the competitor is disqualified from the following stage and the time card will not be delivered (Article 24.3.g). If the competitor arrives to control "CH" and there the marshal allows him to start (because the marshal does not know the circumstances): the competitor is excluded from the event (Article 24.3.h).
  65. If the Clerk of the Course is notified the same day by written, but out of time, the competitor may start the next day, only with the authorization of the Steward of the Meeting and the Director of the race and after all competitors who have their starting time. In this case the time card must be signed by the Clerk of the Course (Article 24.3.g).
  66. Speed section not started or not finished: the lower time of the category plus 2 minutes. If no crew of the category finish the speed section: the higher time of the immediate higher category plus one minute. This time is known as the maximum time assigned to a speed section (Article 24.3.j).
  67. To start a speed section where a competitor is not using crash helmets or not wearing protection for head and neck or not wearing fire-resistant clothing or the seat belts are not fastened: exclusion from the event (Articles 25.2 and 25.4).
  68. If a competitor starts a speed section without crash helmets or protector for head and neck or fire-resistant clothing or fastened seat belts and he stops at the exit of the control area and visible to the marshal corrects the mistake: five minutes (Article 25.4).
  69. To circulate in the opposite direction of the event in a special stage: exclusion from the event (Article 25.3).
  70. To push a car inside of a control area (with or without the help from a third party): 30 seconds (Articles 25.4 and 26.4).
  71. Jump or early start of a speed section: five seconds per second in advance (Article 25.6). The penalty may be heavier if the fault is repeated.
  72. To stop in the control area between control posts "B" and "C": one minute (Article 25.7).
  73. Missing the time in the time card at the start or finish of a special stage: one minute (Article 25.8).
  74. To circulate in reverse in a control "C", inside the control area: disqualification of the stage (Article 25.8).



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75. To cover less than the required distance on the racetrack: maximum time assigned to that speed section plus 1 minute (Article 25.8).
76. To make more distance on the racetrack: total recorded time, including the additional laps (Article 25.8).
77. To interrupt a speed section: maximum time assigned to that speed section (Article 25.12).
78. To refuse to start a special stage: 2 minutes (Article 25.13).
79. To make any repair or refueling or any other intervention to the competing car inside a "parc fermé" during the event: disqualification of the stage (Articles 26.2 and 26.6).
80. Not to obey an official requesting a repair to the competing car: two minutes (Article 26.2).
81. To exceed the time to repair in a starting area at the starting of the stage: See point 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" (especially inside a control area): 30 seconds (Article 26.4).
83. To violate the rules of "parc fermé" at the end of the event: disqualification from the event (Article 26.6).
84. Not to approve the scrutineering (the competing car or a competitor): exclusion from the event and start is not allowed (Article 27).
85. To report to scrutineering with more persons than allowed and/or without the technical and safety form filled out for the car and/or without fulfilled the administrative checks or medical examination: one minute (Article 28.1).
86. If scrutineering has finished and the time fixed by the Steward of the Meeting has elapsed and the competing car does not comply with the rules: exclusion from the event and start is not allowed (Article 28.1).
87. Not to approve scrutineering the competitor or the competing car: exclusion from the event and start is not allowed (Article 28.2).
88. To refuse at scrutineering any time or any place during the event, to the competing car or to the competitor: disqualification from the stage or the event subject to the Steward of the Meeting judgment (Article 28.4).
89. Absence of marks or seals allocated during scrutineering: exclusion from the event (Articles 28.5 and 29.2).
90. To discover a fraud related with marks or seals allocated during scrutineering: exclusion from the event (Article 28.6).
91. To cooperate participate in the fraud of the item above: exclusion from the event (Article 28.6).

### **30.2. Reprimands**

1. The reprimands may be verbal or written and do not necessarily implies a penalty. However, at the alone discretion of the Steward of the Meeting, the reprimands may be converted into penalties and even the disqualification of a stage or the exclusion from the event may be pronounced, if the offence in judgment is serious enough.



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2. The reprimands may be due to incorrect or fraudulent actions or attitudes (Article 7.5) and may be accompanied by penalties.
3. Missing a label of a crew member in the competing car, for first time: the crew receives a verbal or written reprimand.

### **XII.- PROTESTS AND APPEALS**

#### **Article 31: Protests and appeals**

**31.1.** The right to protest is a privilege only for the competitors. Nevertheless, the Steward of the Meeting or the Clerk of the Course jointly or separately may, even in the absence of such a protest, take the official actions as that they consider necessary for each case.

The following type of protests may be lodged:

- a) Against a competitor or his vehicle, before the start of the event, to avoid its participation in the event. In this case the protest must be lodged, the latest at 14:00 hours of October 18<sup>th</sup> in Veracruz and due to the following:
  - a.1) The competing car definitively does not comply with the Rules and the exclusion is requested. The claimant must indicate exactly the mechanical piece or specific point wishing to protest. If the protest implies several mechanical pieces or several specific points, the claimant must present one independent protest per each case.
  - a.2) The competing car does not correspond with the Category which has been authorised to participate and the change of Category is requested (the protest must be specific, as indicated in the above paragraph), or
  - a.3) The competitor does not comply the administrative requirements and his exclusion is requested (the protest shall indicate the requirements not satisfied).

In the case that the non conformance with the Rules of a vehicle is noted at first sight, the protest against that vehicle must be presented before the start of the event, the latest at 14:00 hours of October 18<sup>th</sup> in Veracruz.

The protests against vehicles with non conformance at first sight, once the event has started, are considered as not founded and are immediately rejected; therefore, these protests must be lodged within the next hour after finishing the drivers meeting or in the formation area before the start of the stage of the day. If this last is the case, the protested vehicle will be advised that it start under protest and the reason of the protest, to allow the correction of the problem before the start, or decide not to start or start protested.

If a competing car has started in accordance with this Rule Book and has passed scrutineering satisfactory, but in some subsequent stage modifies its condition and at first sight the vehicle does not comply with this Rule Book, but is pretending to start that new stage, the protest against that vehicle must be done before the start of that stage, at the starting arch and deliver the protest in writing to the official at the arch and as soon as possible, the Steward of the Meeting or the Clerk of the Course or the Director of Scrutineering must be informed.

At the end of the stage, the protest must be delivered to the Steward of the Meeting for revision and in the case, to apply the correspondent penalty for disqualification of the stage or exclusion from the event. In this case the protested competitor is advised that there exists a protest against him, to allow him to choice an option as it is indicated in the above item of this article.



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- b) Against the result of scrutineering of the vehicle and/or the administrative check of a competitor. In this case the protest must be lodged, the latest, 15 minutes after finishing the scrutineering of that vehicle. The protest is against the scrutineer and it is requested:
    - b.1) That the competing car or the driver or the codriver be accepted to start the event, considering that complies with the rules; or
    - b.2) That the competing car be included in a particular Category.
  - c) Against other competitor at the end of the event, to be excluded. In this case the protest must be lodged, the latest, 30 minutes after the last crew entered the “parc fermé” and due to:
    - c.1) The vehicle do not comply with the Rule Book in some of its non visible parts (the protest must be specific and only one concept per protest is accepted). See Article 29.5.
    - c.2) The competitor or the crew must be penalised due to an offence indicated in this Rule Book (the protest must be presented at the end of the leg where the offence was made, as indicated in item d) below, having informed to an officer at the moment when the offence was occurred).
    - c.3) The competitor on board is not registered.
  - d) In the cases of item c) above, the protests may be lodged at the end of any leg, within the 30 minutes following the arrival of the last crew to the finish arch. If the protest is against the driver or the codriver or the crew, the protest shall be verbal at the very moment of the fact and before the first official who can take note of that fact and the formal protest must be lodged at the end of the leg, offering as witness the notified official.
  - e) Against the final results of the event. In this case the protest must be lodged, the latest, one hour after the publication of the provisional results on the official notice board. The procedure is as follows:

Once the provisional results are posted, the competitor may request for a clarification to these results (see Article 31.7).

That request must be immediately analysed by the Clerk of the Course and to offer a clarification or to modify the provisional results, posting the changes resulted of the clarification as soon as possible.

After the correspondent modifications have been made, the affected competitors must be notified, to ensure that all understand the changes and agree with them. If one of the competitors is not in agreement with the final result, he may proceed with a formal protest in accordance with Article 31.2 of this Rule Book.
- 31.2.** Every protest shall be in writing, addressed to the Steward of the Meeting or the Clerk of the course and accompanied by the sum of \$10,000.00 Mexican pesos fee which is not returned if the protest is judged unfounded and the fee is delivered to the Clerk of the course. If the protest were deemed to be well founded, the 90% of the fee is returned to the claimant and the 10% is delivered to the Clerk of the course.
- If the protest requires the dismantling and re-assembly of the engine or different parts of the competing car, the claimant must pay an additional deposit or guarantee which is determined by the Steward of the Meeting and must be enough to cover all possible expenses for the required operation (see Article 29.4).
- If a protest is judged to be unfounded, not the correspondent fee, nor the additional deposit and neither a part of the entry fee is returned.
- 31.3.** The expenses incurred by the work and the transport of the car are paid by the claimant with the additional deposit if the protest is unfounded. Conversely, if the claim is judged founded based on the Rule Book the protested competitor pays all the expenses.



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- 31.4.** If the protest is unfounded and if the expenses incurred by the protest (scrutineering, transportation, work, materials, etc.) are higher than the deposit amount, the difference must be paid by the claimant. Conversely, if the expenses are less, the difference is returned to him/her.
- 31.5.** Inadmissible protests are considered those against the decisions of the officials, who in the exercise of their duties and functions are judges of facts (for example: the control marshals).
- 31.6.** The hearing of the claimant and of all parties concerned in the protest shall take place as soon as possible after the formal protest has been lodged. The concerned parties shall be summoned to appear at the hearing and may be accompanied by witnesses. The Steward of the Meeting must ensure that the summons has been personally received by all persons concerned.  
In the absence of any concerned party or his witnesses, the judgment may be go by default.  
If judgment cannot be given immediately after the hearing of the parties, they must be informed of the place and time at which the decision will be given.
- 31.7.** Every competitor has the right to request a clarification to the provisional results posted at the end of each leg, within the following hour of its publication. All clarifications requested must be analysed.  
The requests out of time are immediately rejected.  
All clarification requests must be in writing and addressed to the Clerk of the Course, who are responsible to analyse them jointly with the post marshals and scoring officials. The Steward of the Meeting, who already has signed the provisional results, must be informed of all requests for clarification and the decisions taken in each case.  
The Organiser Committee and the Steward of the Meeting have 24 hours to decide about the clarification requests and post the official results of the leg of the day before, together with the provisional results of the stage of the day.  
Any request for clarification to the results is not considered as a formal protest; therefore, there is not needed a fee for this purpose, but it must comply with the requirements: to be in writing, opportunely and addressed to the proper person to be taken in account. Any other method to request a clarification of the results is rejected and considered as inappropriate.  
If a competitor is not in agreement with the decision of his clarification request, he may lodge a protest following the procedure indicated in Article 31.1.e.  
In this case the protest is not against the final results, but against the official results of the stage of the day before and must comply with all the requirements of a formal protest.
- 31.8.** Competitors can lodge an appeal against the decision pronounced on him by the Steward of the Meeting. The appeal must be in writing before the Comisión Nacional de Rallies México (CNRM) within the next two days after the decision on the protest has been notified; provided that within the hour following the notification, the Steward of the Meeting has received in writing the intention of the competitor to make an appeal against that decision. If this notification to the Steward of the Meeting is not delivered opportunely, the competitor forfeits his right to appeal.  
The appeal must be accompanied with the sum of \$25,000.00 Mexican pesos. The decision of the CNRM is considered as final and cannot be appealed. The CNRM must give its decision within a maximum of 10 days after the reception of the appeal.



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## XIII.- CLASSIFICATION AND TROPHIES

### **Article 32: Classification**

- 32.1.** The penalties are expressed in hours, minutes and seconds. The final results are determined by adding the times obtained in the speed sections and the penalties incurred during the transit sections and any other penalties incurred. The first five overall places of the event, must correspond to the Panamerican Cars Group. The best classified crew of the Historic Cars Group will be from sixth place.  
The crew of the Panamerican Cars Group with the lowest total time is proclaimed the overall winner of *La Carrera Panamericana 2012*. The crew with next lowest total points is the second place and so on. The results for each Category are determined on the same basis.
- 32.2.** In case of ex-aequo, the crew which accomplished the best time for the first speed section of the event is proclaimed winner. If this is not sufficient to be able to decide between the ex-aequo, the times of the second, third, fourth, etc. speed sections are taken into consideration until the winner is defined. This rule is applied at any time during the event, especially to determine the starting order for each stage, but considering the first speed section of the day in which the ex-aequo is presented.
- 32.3.** The results are posted in accordance with the Programme (see Chapter III of this Rule Book).
- 32.4.** The classification is official and final at the end of the event, when one hour after the posting of provisional results has elapsed and no protests are lodged or them has been decided.
- 32.5.** At the end of each stage, the Organisers publish a provisional classification for the determination of the starting order of the following stage. The starting order of the following stage does not include the competitors that did not finished the last stage, unless they fulfilled in advise the Clerk of the Course that they want to rejoin the event and the Director of Scrutineering approves the re-start of the competing car and the medic authorised the crew, if an accident has occurred.  
The elements which are used in drawing up these classifications become final one hour after posting the results on the official notice board at the end of each stage and at the end of the event, unless clarifications are requested o the results are protested.
- 32.6.** If there are lodged protests or clarification requests, the results are considered as final and official until such clarifications requests and protests has been resolved and there is not notification of the intention to appeal.  
If a protested competitor has right to trophies, these are retained until the protest and/or appeal is resolved.  
Moreover, if the protest may amend the list of trophies, the list must be published as provisional and all trophies must be retained, until the definitive list may be published, once the protests and appeals are resolved or when the time to respond is expired. However, if the protest or appeal only affects part of the list of trophies, those not affected may be delivered.

### **Article 33: Trophy presentation and award dinners (drivers meetings)**

#### **33.1. Trophies presentation**

The trophy presentation for *La Carrera Panamericana 2012* is on October 25<sup>th</sup>, 2012 at Zacatecas City from 21:30 hours in a finish party. Trophies are delivered to the winners of the event.

All classified competitors must attend the ceremony.



## *La Carrera Panamericana 2012*

If the competitor has right to a trophy and does not attend the ceremony, he loses his right to the trophy and also loses the right to present a protest or appeal.

### **33.2. Overall trophies**

Double trophies will be awarded to the 1st, 2nd and 3rd. places of the overall final classification in Zacatecas. These trophies are reserved for the Panamerican Cars Group.

### **33.3. Category trophies**

Double trophies will be awarded to the 1st, 2<sup>nd</sup> and 3<sup>rd</sup> places of the final classification of each Category in Zacatecas.

### **33.4. Awards per stage**

Medals of appreciation for each driver and codriver will be awarded at the finish arch of each stage, to offer certainty that the crew has participated in that entire stage. In addition there will be delivered double trophies for the first 3 places of each category for each stage in the daily drivers meetings and award daily dinners.

### **33.5. Award dinners and drivers meetings**

The results of each stage and the starting order for the following one are informed in each city at the end of each stage, in a drivers meeting and award dinner from 20:30 hours.

At least one competitor representing each classified crew and with the intention to start the following leg, must attend to these dinners. Not doing so results in a penalty of 30 seconds and loses the right to appeal and protest the results of the stage of the day and to request revision to such results and also loses the right to receive trophies.

The competitors that had had an accident and that wish to start again, must be present to request their re-admission to the Clerk of the Course, the Director of Scrutineering and Chief Medical Officer, because otherwise they will not have starting order and will not have times card, for the following day.

The presence of the complete crew to the drivers meeting in Veracruz is mandatory and not to do so is penalised with 30 seconds.



# *La Carrera Panamericana 2012*

## APPENDIX 1

### Terminology

#### **“Registration Park”**

Area where the competing cars are attending to scrutineering before the event; and repairs and interventions to the cars are allowed. It is forbidden to refuel in this park. The entrance and exit of the cars to this park is free. In this registration park besides the scrutineering, will take place the administrative checks, medical exam, distribution of the FEMADAC license, distribution of official stickers and registration and authorisation to compete in *La Carrera Panamericana*.

#### **“Parc fermé”**

Area where repairs, interventions or refueling to the competing car are forbidden, except for the cases specifically indicated in this Rule Book.

#### **“Stage”**

Each one of the daily parts of the event.

*La Carrera Panamericana 2012* has 7 stages, as indicated in Chapter I of this Rule Book. Each stage is divided in sections.

#### **Type of sections**

Transit  
Service  
Speed with transit

#### **Transit section**

Is the section between:

- a) Two time controls “CH-P”
- b) One “CH-P” control and one “CH” control

The times to cover these sections are indicated in the Route Book and in the time cards of the competitors. The time given to the competitors to cover the transit sections is large enough, to allow them to respect the law, traffic signals and legal speed limits.

#### **Service section**

These sections always start and finish with a “CH-P” control.

Generally both posts are in the same place or very close from each other; and considering that the service area is defined or closed, the distance to cover is zero. The time indicated in the Route Book for these sections is calculated considering that there are no delays in the running of the event.



# *La Carrera Panamericana 2012*

## **Speed with transit section**

These sections always start in a “A” control and finish in a “CH” or “CH-P” control.

The time for these sections is indicated in the Route Book and in the time cards of the competitors.

These sections start always with a speed section at “A” control; the speed section finish in a “B” control and the passage time for this last control, is written in the time card of the competitor at “C” control; where the transit start until the “CH” or “CH-P” control to finish the section.

## **Bulletins**

Official bulletins that form integral part of the Rule Book of the event and which are made to modify, clarify or complement the Rule Book. The bulletins must be dated, numbered and duly authorised. Participants are obliged to verify the publishing of these bulletins on the official boards.

The bulletins are issued:

By the Clerk of the course until the scrutineering date. Are published as soon as possible in the Permanent Secretariat, on the official boards and in the official web site of *La Carrera Panamericana* ([www.lacarrerapanamericana.com.mx](http://www.lacarrerapanamericana.com.mx))

## **Time cards**

It is the card made to register the different times of the time control passage, established in the Route Book for the speed sections.

Each crew receive a time card for each stage, indicating their starting time that must be respected.

## **Disqualification of a section**

Total penalty of one section, including 30 seconds in each time control at the start and finish of the section, plus the maximum time assigned to the speed section.

## **Disqualification of a stage**

Total penalty of a stage, including 30 seconds in each time and passage control, plus the maximum time assigned to each speed section of the stage

## **Exclusion or disqualification from the event**

The crew is excluded from the event, they are not classified and they have not the right to start any additional section, from the moment of the notification of the sanction.

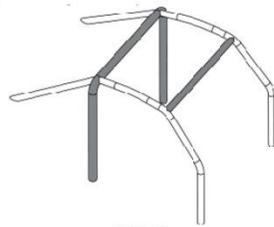


# La Carrera Panamericana 2012

## APPENDIX 2

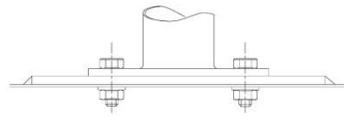
### Safety

#### 1. Roll-cage\*:



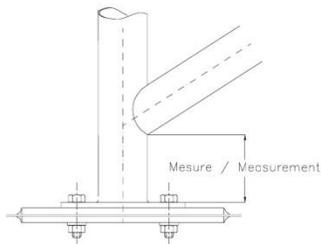
253-3

Drawing of the basic roll-cage



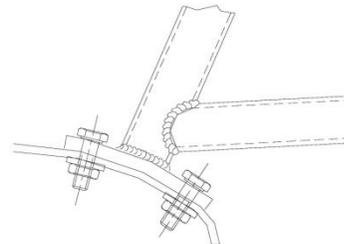
253-51

Drawing showing how to screw the fixing plate



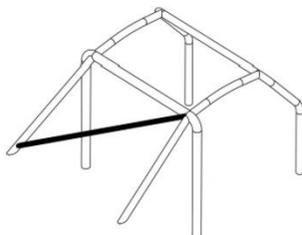
253-52

Drawing showing how to screw the fixing plate



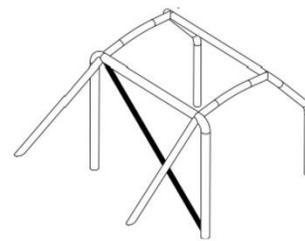
253-57

Drawing showing how to screw the fixing plate



253-4

Drawing of the diagonal member

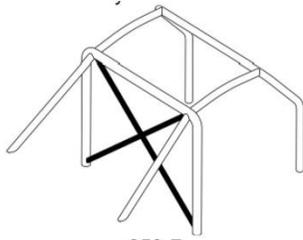


253-5

Drawing of the diagonal member

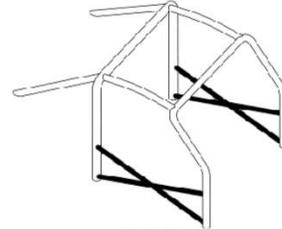


# La Carrera Panamericana 2012



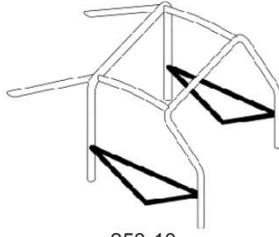
253-7

Drawing of the diagonal member



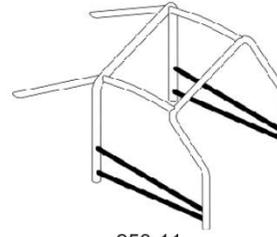
253-9

Drawing of the doors reinforcement



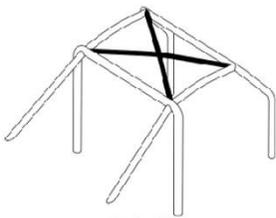
253-10

Drawing of the doors reinforcement



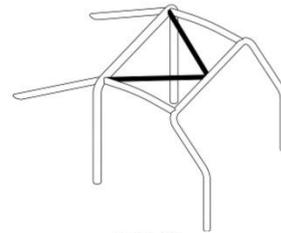
253-11

Dibujo del tirante de puertas



253-12

Drawing of the roof reinforcement

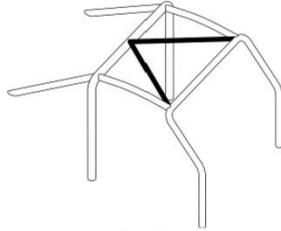


253-13

Drawing of the roof reinforcement

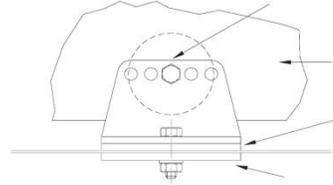


# La Carrera Panamericana 2012



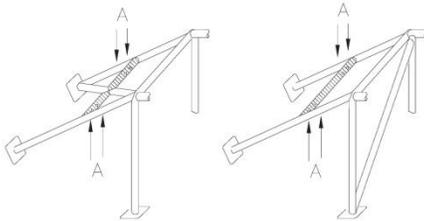
253-14

Drawing of the roof reinforcement



253-65

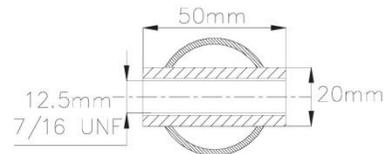
Drawing of the anchorage of the seats



253-66

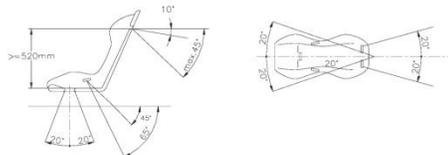
Drawing of the additional back member

Also may serve to fix the shoulder straps, the member must be drilled in the places indicated with "A"



253-67

Drawing of the anchorage of the straps when screws are used in the back member



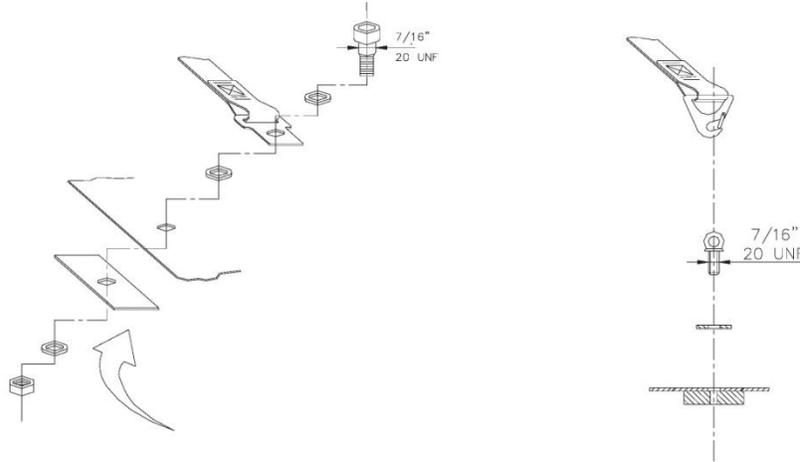
253-61

Drawing of the angles to install the belts



# La Carrera Panamericana 2012

In the next drawing is shown how to anchorage 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 anchorage of the safety belts

\* The drawings of the roll-cage, have been extracted from Article 253, of the Appendix "J" of the International Sporting Code of the FIA, for a better reference

## 2. Cutter:

Picture of the cutters that must be used in accordance with item 20.8.b)

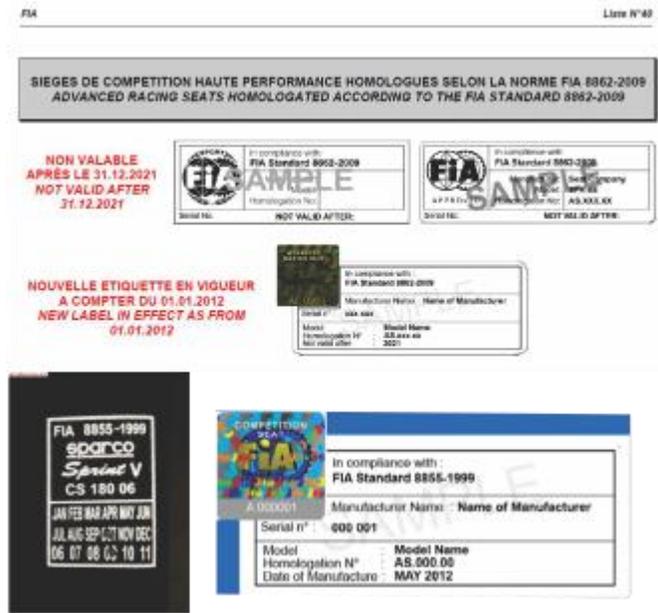




# La Carrera Panamericana 2012

## 3. Seats:

Following are the labels of the seats that are valid for *La Carrera Panamericana 2012*:



## 4. Belts:

Following are the labels of the belts that are valid for *La Carrera Panamericana 2012*:



example of a FIA homologation label



# La Carrera Panamericana 2012

## 5. Overall:

Following are the labels of the overalls that are valid for *La Carrera Panamericana 2012*:



## 6. Shoes:

Following are the labels of the shoes that are valid for *La Carrera Panamericana 2012*:



## 7. Head and neck support device:

Following are the labels of the head and neck support device that are valid for *La Carrera Panamericana 2012*:





# La Carrera Panamericana 2012

## 8. Helmets\*:

Following are shown the labels of the helmets that are valid for *La Carrera Panamericana 2012*:

- **FIA 8860-2004**
- **FIA 8860-2010**  
Fédération International de l'Automobile  
8, Place de la Concorde  
75008 Paris  
France  
[www.fia.com](http://www.fia.com)



- **Snell SAH 2010**
- **Snell SA 2010**
- **Snell SA 2005**  
Snell Memorial Foundation  
3628 Madison Avenue, Suite 11  
North Highlands, CA 95660  
USA  
[www.smf.org](http://www.smf.org)



- **SFI 31.1**
- **SFI 31.1A**
- **SFI 32.2A**  
SFI Foundation Inc  
15708 Pomerado Road, Suite N208  
Poway, CA 92064  
USA  
[www.sfi-foundation.com](http://www.sfi-foundation.com)
- **BS6658-85 type A/FR**  
British Standards Institution  
389 Chiswick High Road  
London W4 4AL  
UK  
[www.bsi-global.com](http://www.bsi-global.com)



\* The images of the labels of the helmets, have been extracted from Article 253, of the Appendix "J" of the International Sporting Code of the FIA, for a better reference.

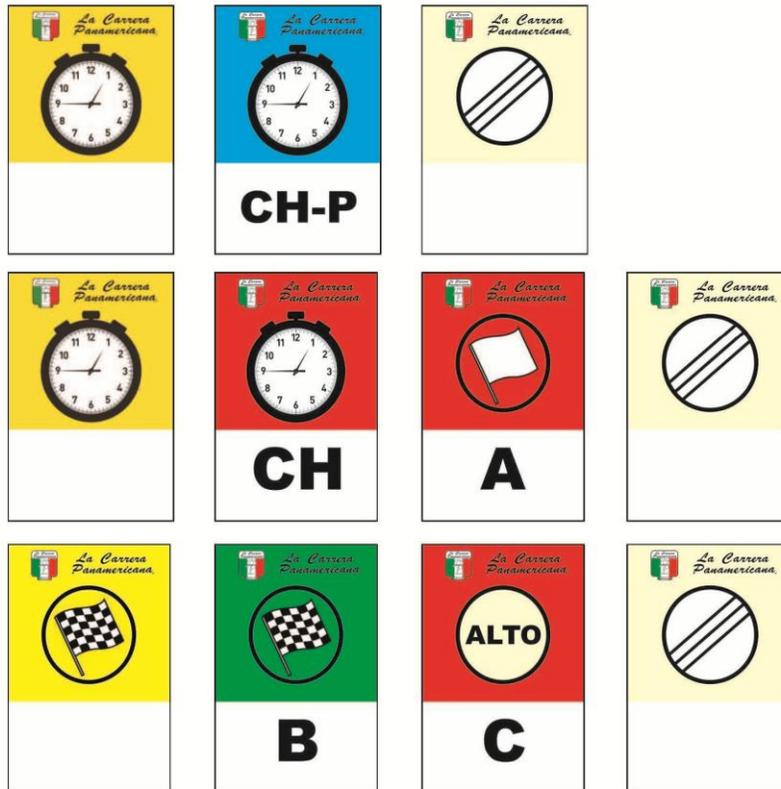


# La Carrera Panamericana 2012

## APPENDIX 3

### Sequence of the control signals

a) Control signals for the transit and speed sections:



Signals to link transit with service sections  
or transit with transit sections or service with  
transit sections

Signals to start a speed section

Signals to finish a speed section



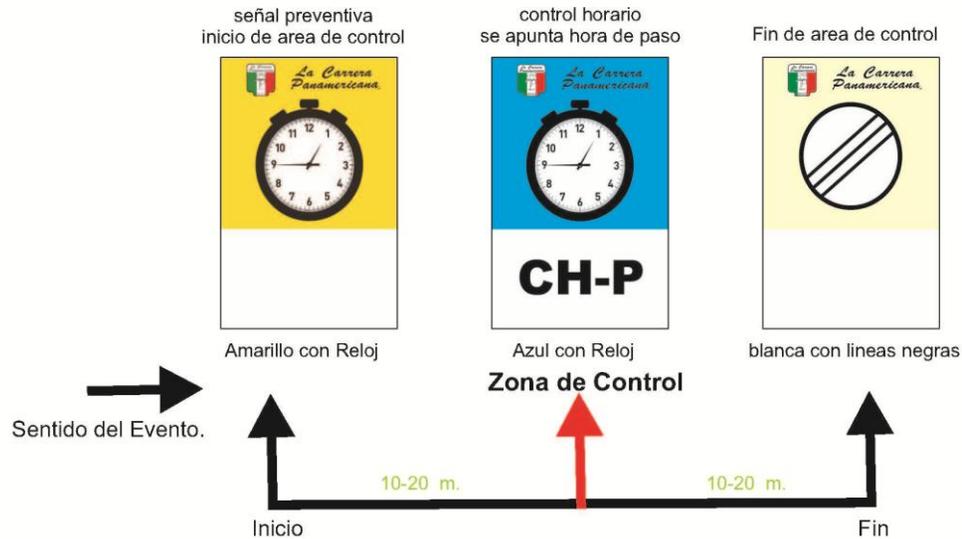
# La Carrera Panamericana 2012

- b) Sequence of the control signals for passage control “CH-P” and definition of the control area.  
These signals are used to link a transit with service sections or a transit with another transit sections or a service with transit sections.



## La Carrera Panamericana

### Secuencia de señales control CH-P (controles de tiempo)





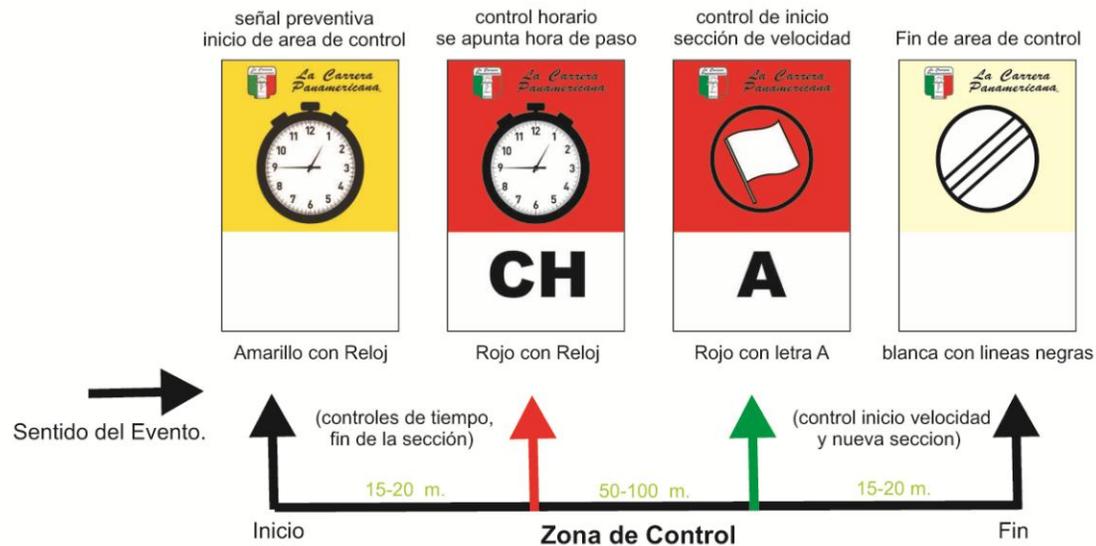
# La Carrera Panamericana 2012

- c) Sequence of the control signals of the “CH” time control and start of a speed section “A” and definition of the control area. These signals are used to link the finish of a transit section with the start of a speed section.



## La Carrera Panamericana

### Secuencia de señales Inicio de sección de velocidad





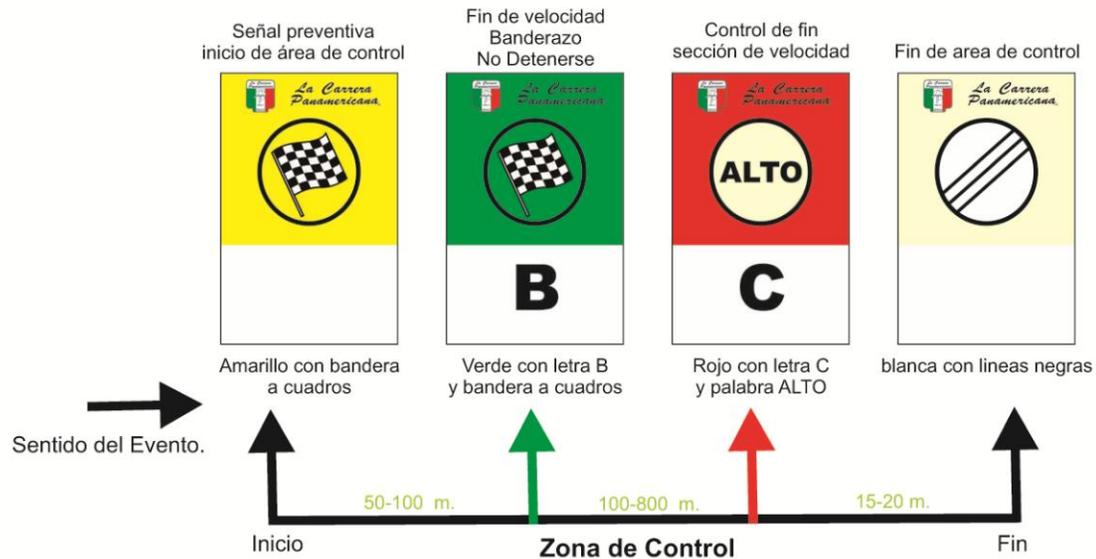
# La Carrera Panamericana 2012

- d) Sequence of the control signals of the finish of a speed section “B – C” and definition of the control area. These signals are used for the finish of a speed section.



## La Carrera Panamericana

### Secuencia de señales final de sección de velocidad





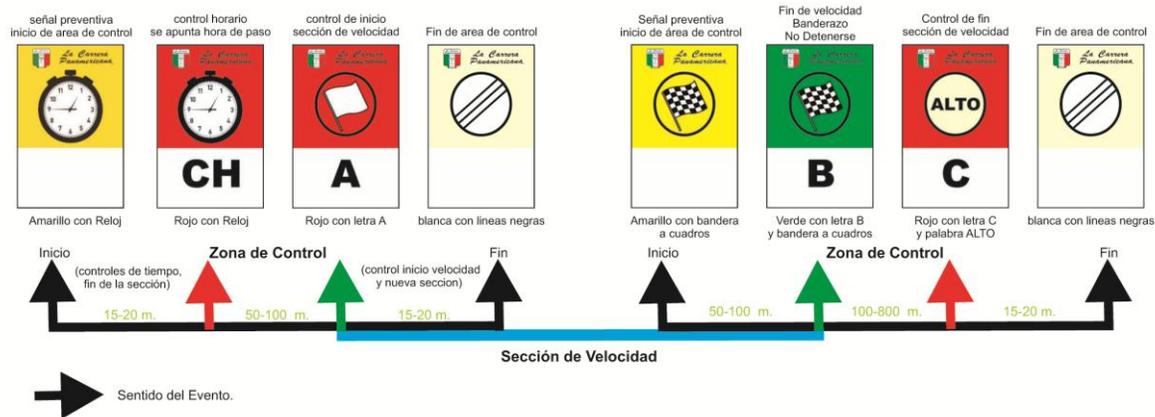
# La Carrera Panamericana 2012

- 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 time control "CH" of the finish of the transit of the previous section, passing at "A" control of the start of the speed section, until the finish of the speed section at "B" control and the ALTO signal ("C" control) where the transit of the section start.



# La Carrera Panamericana

## Secuencia de señales sección de velocidad





# La Carrera Panamericana 2012

## SIGNALS ON THE BOARD OF CONTROL "A"



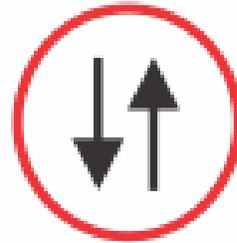
*La Carrera Panamericana*



SECCION CANCELADA  
CANCELLED SECTION



*La Carrera Panamericana*



TRAFICO ABIERTO  
OPEN ROAD



*La Carrera Panamericana*



*La Carrera Panamericana*



*La Carrera Panamericana*

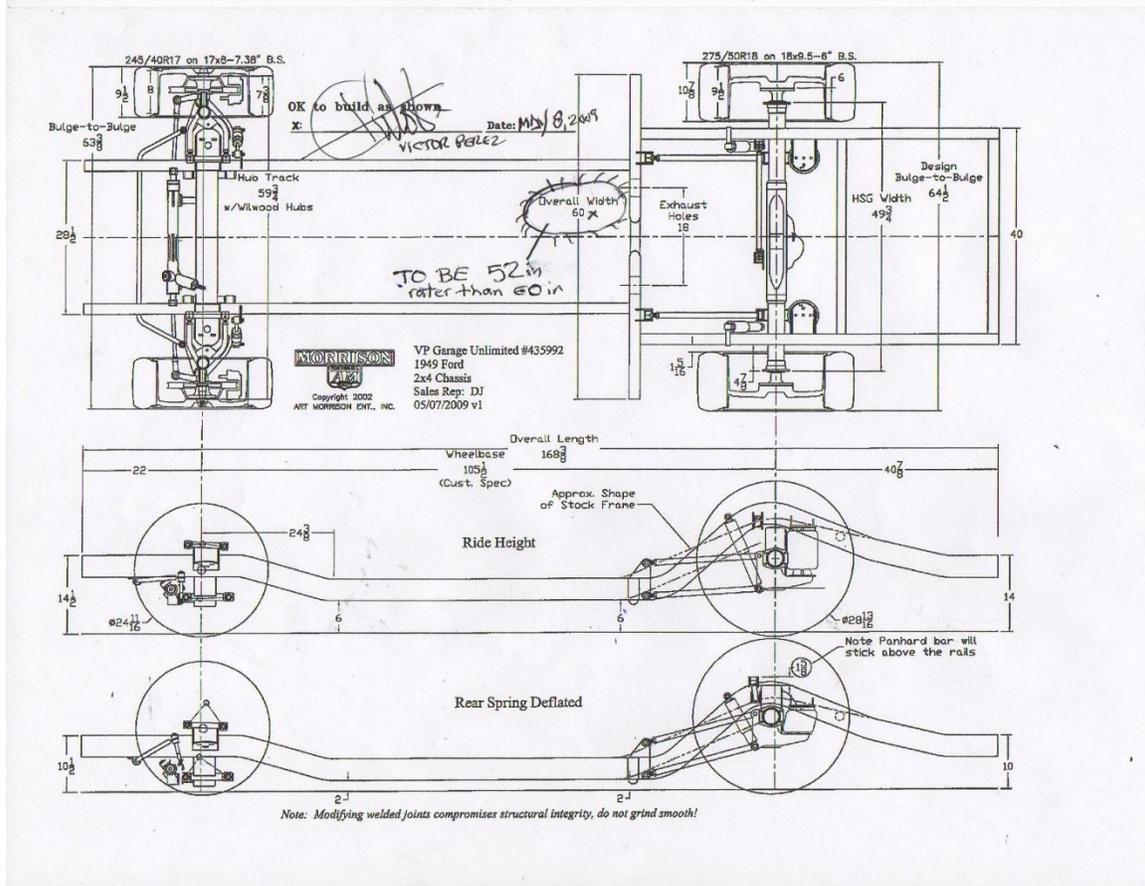




# La Carrera Panamericana 2012

## APPENDIX 4

Reference drawing to built a new chassis





# *La Carrera Panamericana 2012*

**Notes:**