



La Carrera Panamericana 2006

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VI.- General Obligations

Article 8: Crews

8.1 Definition

Only the crews made up of two persons duly registered are admitted to the start of each leg.

The two members of the crew are nominated as first driver and codriver.

All members of the crew may drive during the event, except when they are less than 18 years old.

8.2 Minors

- Competitors below 18 years old must have their parents written consent for competing.
- They must comply with all competitor requirements, including sport license issued by FMADAC.
- The authorised competitors below 18 years old, can only compete as co-drivers and if they drive the competing car in any type of section, the crew will be **disqualified** immediately from the event.

8.3 Licenses

- It is mandatory for all drivers and co-drivers, including the spare driver/co-driver, to be holders of the sport license issued by FMAD (Federación Mexicana de Automovilismo Deportivo), valid for the event. The Organising Committee can help to obtain this license (see Article 9.4 of this Rule Book), but it is recommended to obtain the license in Oaxaca. A representative of FMAD will be there.
- It is mandatory that all competitors present their regular driving license of their country of origin, valid during the entire event. Besides they must present their sport license valid for 2006, issued by a sporting authority of their country of origin.
- The competitor cannot increase the coverage on the FMAD license insurance amount

8.4 FMAD license grant:

- An accident (medical expenses) insurance of Mex. \$90,000.00 (ninty thousand Mexican pesos) and an accidental death insurance of Mex. \$120,000.00 (one hundred and twenty thousand Mexican pesos).
- The insurance is valid for the seven days of the event, only during the competition in the transit and special stage with transit sections that are part of the rally. **VERY IMPORTANT!** Before pass the starting arch of each leg and after pass the finish arch of each leg, the insurance is not valid. Therefore in the cities where the leg finish or cities for service, the insurance is not valid and each competitor is responsible to fulfill with the traffic laws, respect the traffic lights and stop signals, even when the police is helping the competitors. The organizer of La Carrera Panamericana, is not responsible for accidents in the cities where the event spend the nights or where the event passes for services.



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- In case of an accident, all expenses related with the accident will be paid by the competitor. The deductible fee will be \$300.00 Mexican pesos per person and per event will not be recovered by the competitor. In order to recover the rest of the expenses related with the accident, it is necessary that all the invoices are addressed to the injured competitor and if there is a third party, addressed to the driver. Besides, all documents (invoices, recibables, etc.) must have brakedown the V.A.T. for fiscal deduction purpouses. If the documents do not comply with these requirements, the expenses will not be refunded.
- Specialized medical assistance during the event.
- Official (federal or municipal) assistance during the event.

8.5 During the event

The full crew must be on board the 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 Driver changes

Any changes of driver/co-driver must be given in writing to the Director of the race and to the Steward of the Meeting before the substitution take place, as it is indicated in Article 10.6 of this Rule Book.

8.7 Identity card

A specific "Identity card" (delivered by the organiser) bearing recent identity photos of the crew members must be kept on board the car throughout the entire duration of the event. This "Identity card" must be presented upon official request. Missing the "Identity card" or non correspondence between this card and the crew members, will result in disqualification from the leg.

8.8 Public relations and media

The 3 leading crews in the overall classification of the Panamerican cars Group and the 3 leading crews in the overall classification of the Historic cars Group, are obliged to be at the Organiser disposal for public relations and media purposes, during the hour following the finish of each leg. To comply with this requirement, when arriving to the arch the crews must report to the Director of Public Relations and Media of the Organiser Committee. Failure in complying with this requirement, will result in a fine of \$100.00 dollars of the United States to the crew.

Article 9: Entries and requirements

9.1 Entries

Entries will be closed on august 15 and a down payment of 25 % will be accepted. Balance must be paid by sept. 25

The entry fee includes the following:

- Mexican general liability insurance (damage to third parties) valid for the seven days of the event and only during the competition. A copy will be available for all



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entrants. **VERY IMPORTANT!** Before pass the starting arch of each leg and after pass the finish arch of each leg, the insurance is not valid. Therefore in the cities where the leg finish or cities for service, the insurance is not valid and each competitor is responsible to fulfill with the traffic laws, respect the traffic lights and stop signals, even when the police is helping the competitors. The organizer of La Carrera Panamericana, is not responsible for accidents in the cities where the event spend the nights or where the event passes for services.

- One double room from Noviembre 9th to 16th, 2006 (8 nights). The hotels will be assigned based on entry payment date and the organiser's criteria.
- Official numbers for the competing cars and official identification of its service vehicle.
- Route book and service book.
- All compulsory advertising that the competitors must affix to their competing vehicles.

9.2 Requirements

The entry application forms are already available at the Permanent Secretariat, at the Lindavista Automóvil Club and in the official web site www.lacarrerapanamericana.com.mx. To be accepted it is required to comply with the following:

- Complete entry fee payment.
- Two pictures of the competing car, two of the driver and two of the co-driver, before July 31st, 2006.
- The technical and safety identity form of the competing car, completely filled out before July 31st, 2006.
- Organisers reserve the right to accept or refuse any requested entry.
- Any entries refused will have entry fees returned in full after July 31st, 2006, if they were payed before that day.
- Cancellations can be accepted before July 31st, 2006 with entry fee and other payments returned in full. If cancellation is after this date there will be no refund or in last case, the amount to be returned or to be applied for the following year will be on the solely judgement of the organiser and depending on the date when the payment was made.
- No cancellations, fee transfers or future applications for other years will be accepted, after July 31st, 2006 (any refund will be subject to the solely judgement of the organizer as it is established in the above paragraph).
- There will only be 30 applications given to Mexico, 40 to the United States and Canada and 40 to Europe and the rest of the world.
- The service vehicle must have, at least, a liability (and third party) insurance valid during the entire event and also must be valid for all Mexican territory and must be acquired by the owner of the service vehicle and the crew must show this insurance during the administrative check, in order to register properly the service vehicle.



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9.3 Entry Information

For entry information, please refer to the offices of the Permanent Secretariat or the offices of the Lindavista Automóvil Club. The addresses are indicated in the Programme (see Chapter III). The official web site of ***La Carrera Panamericana*** has the necessary information: www.lacarrerapanamericana.com.mx or contact the organisers by e-mail to info@lacarrerapanamericana.com.mx

9.4 Competitors registered outside México

The competitors registered outside México must send a copy of the entry form with the actual information and duly signed, copy of the entry fee payment and copy of the technical and safety form of the competing car to the Permanent Secretariat of ***La Carrera Panamericana 2006***, which address is indicated in the Programme of this Rule Book (Chapter III). If they wish the organiser to obtain their FMAD license, they must send a copy of the license fee payment, copy of the form filled out and signed and two pictures of the competitor who is requesting the license. The cost of the license for the whole year 2006 is \$2,400.00 Mexican pesos (equivalent to 240 USA Dollars). It is recommended to the competitors to obtain their licenses in Oaxaca, before they pass to the administrative check. However, to import the car it is necessary the help from the FMAD and at least they need the license form filled out, to issue the correspondent letter for the importation. Then the competitors must send the license form and the temporary import form to the FMAD directly or the the Permanent Secretariat of the event, even when they will pay the license in Oaxaca. The FMAD forms for the license and for the temporary import of the car that must be sent as soon as possible, are available in the official web site of the event: www.lacarrerapanamericana.com.mx

Article 10: Starting order – competing numbers

10.1 Groups and categories

The competing cars are classified in 5 Groups and 10 Categories, as follows (the Exhibition Category is added but it is not punctuable. It is out of the classification):

A) Panamerican cars Group

1. Turismo de Producción
2. Turismo Mayor
3. Sport Menor
4. Sport Mayor

B) Historic cars Group

5. Histórica "A"
6. Histórica "B"
7. Histórica "C"



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C) Original Panamerican cars Group

8. Original Panam

D) **Exhibition** (Category not classified, for cars not eligible in any of the competing categories)

E) **Unlimited Class** (Promoted & Organized by Kevin Ward and Bret Haller).

Unlimited class will start in their qualifying order the first day – thereafter in the order of their position within the class, but will not be mixed in with the overall group.

NOTE: In the legs and final classification the cars of the Exhibition category are indicated, but without time. Their starting order is subject to the criteria of the Clerk of the Course.

10.2 Preclassification

The day before of the starting of the event, there will be a preclassification stage that is not punctual for the event. This stage will only determine the starting order for the first competing day. This stage is subject to the same rules as all other speed stages of the event, except that the time to arrive to the Control “Z” is optional within the hours indicated in the programme. The competing car and the crew must have all the safety elements (roll cage, helmets, etc. in accordance with Chapter VIII of this Rule Book). This stage is optional for the competitors, but if they do not participate on it, the cars will be classified per categories, behind the last qualified car of each category and in order of the number of the car, beginning with the lower one. Subject to the criteria of the Steward of the Meeting and Director of the Race, it may result in changes to the starting order of the cars that do not wish or can not participate in the preclassification stage, because for safety reasons, the faster cars will start first. In any case, the first five cars to start will be from the Panamerican cars Group.

10.3 Starting order

The starting order for each of the days remain unchanged during the entire leg.

The starting order for all the following legs is determined according to the results of the speed stages of the previous leg, corresponding the first five positions to the five best classified of the Panamerican cars Group, without distinction of categories and the rest, according to their classification of speed stages of the previous leg without distinction of groups nor categories. Exhibition / Unlimited Class cars will start after a ten minute gap behind the last classified competition car.

An interval of 30 seconds has been established between each competing car’s start, respecting the gaps destined to medical intervention vehicles.

10.4 Competing numbers

The Organising Committee supply the competing numbers for the event for each crew. The competing numbers must be fixed on both sides of the competing car during the entire event.



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

- a) When the entry form and the technical and safety form of the competing car or the technical description with pictures of the competing car is received, in accordance with the Articles 4, 13, 15, 16 and 18 of this Rule Book, the Organising Committee verifies that the competing car corresponds to the Category where it is entered and also verifies if the requested number is available (has not been assigned to other crew).
- b) The Organising Committee confirms and initially accepts the entry (the scrutineering must be passed) or refuses it and also confirms the requested competing number by mail or e-mail or any other mean.
- c) If the car is not entered in the proper Category, the Organising Committee assign the new Category and an available competing number for the Category where the car is eligible.
- d) If the car is eligible for the Category indicated in the entry form and the requested number is already assigned, the Organising Committee assigns an available number for this Category.
- e) If during scrutineering the competing car do not match with the entry form or the technical and safety form or with the description of the vehicle, the competing car will be classified in the proper Category and the competing number will be assigned by the Director of Scrutineering. If the competing car does not comply in any competing Category, the start of the event will not be allowed. If the Director of the race and the Steward of the Meeting agreed to allow the start of a ineligible competing car, the car will be classified in the Exhibition Category which is not punctuable for the evenet and the entrant must agree with this decision.
- f) The competing numbers must correspond to the Category, as indicated in the following table:

Category	Competition Numbers
Turismo de producción	2 al 99
Turismo Mayor	100 al 149
Sport Menor	150 al 199
Sport Mayor	200 al 249
Históric "A"	250 al 299
Históric "B"	300 al 349
Históric "C"	350 al 399
Original Panam	400 al 450
Exhibition	451 al 499
Unlimited	500 al 549

10.5 Absence of competing numbers

If it is ascertained at any time during the event:

- a) Any competitor's number is missing, a **penalty of 15 seconds** is imposed.



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b) Both competitor's numbers are missing at the same time, **disqualification from the leg is pronounced.**

10.6 Identification of the crew

The names and blood type of the first driver, his co-driver and the spare driver/co-driver (if any) must be shown on both sides of the vehicle. 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 be presented before the Steward of the Meeting requesting for his admission in writing with all his documents (as required at the administrative checks) and the safety equipment required, to be admitted and his name and blood type must be shown in the competing vehicle. Any car failing this rule, for the first time, will receive a **penalty of one minute (60 points)**. For the second time, the car will be **disqualified from that leg (day)**.

Artículo 11: Time cards

11.1

At the start of the event, each crew is given one time card with the starting leg time in accordance with the starting order. This time is mandatory.

This time card must be handed in to the post officer at the finish arch or end of the leg of each day.

A new time card is given to competitors at the starting arch of each leg.

Each crew is solely responsible for its time cards.

11.2

The time card must be available for inspection on demand of an officer of the event, especially at the control posts, where it must be presented personally by a member of the crew to the official to stamp the time by the marshal. The competitor never should write the time by himself.

11.3

Any correction or amendment made by a competitor in the time card will result in a **penalty of 15 seconds (15 points)** to the crew, unless such a correction or amendment has been made by an authorised marshal. The competitor can make observations on the reverse of the time card. In no case, a competitor can make notes or amendments on the front of the time card.

The only exception to this is the competitor's obligation to write on the face of the card, in the space reserved for it, the five cars starting before and the five starting after their competing car to which the card corresponds.

11.4

Failure to write the five preceding cars numbers and the five that follow the competing car; the absence of the time stamped from any time or passage control in the time card; the failure to deliver the time card on time at each control, due to crew fault or; If the time card is not delivered to the official in the arch at the end of



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the leg, even if the car passes through the arch on time; or to lose the card time, will result in a penalty to the crew with 1 minute (60 points) the first time. If any of these faults is repeated, the **penalty to the crew is 5 minutes (300 points)**; and if it happens again for the third time, the crew is excluded from the event.

11.5

The special stages times are an integral part of the time cards and are subject to all the penalties laid out above.

11.6

The crew alone is responsible for submitting the time card at the different control posts and ensuring that the entries are stamped by the officials.

11.7

Therefore, it is the sole responsibility of the crew to submit its time card to the marshals at the correct time in order that the marshal register the time and to check that the time is correctly entered.

The post control marshal is the only person authorised to write or stamp the time in the time card.

If there is a difference between the time stamped by the marshal and the one recorded by the competitor, the latter can make an observation on the back of the time card and let the marshal know about this difference. Later, at the end of the leg, the crew should communicate the discrepancy to the Director of the race or the Clerk of the Course.

Article 12: Traffic laws - Repairs

12.1

Throughout the entire event, the crews and its service vehicles must strictly observe the traffic laws, especially in the cities and towns crossed by the event. Any crew or service vehicle that does not comply with these traffic laws is subject to **penalties** up to the sole judgement 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.

In the case of an infringement to the traffic laws committed by a crew or service participating in the event, the police, having noted the infringement, must inform the offender in the same way as of normal road, street or avenue users.

In this case, the police can even retain the documents of the offender or to arrest him and take him before the correspondent Authorities.

If an official of the event notes a crew or service in infringement the traffic laws, he must notify the Clerk of the Course or if the police decide not to stop the driver in the wrong, but they ask the Organiser to apply reprimands, the penalties laid out above are applied, subject to the following:

1. That the notification of the infringement is delivered to the Organising Committee through the official channels and in writing before the posting of the provisional results of the day.



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2. That the statements are sufficiently detailed for the identification of the offending driver and the facts are established beyond all doubts, as well as the place and time of the offence.
3. The report of the official of the event, is enough to apply the penalties.

12.2

Repairs are permitted only in the official service areas or at the end of each leg. 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 30 seconds**.

12.3

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

If a competing car is towed, pushed or transported by other vehicle, it will be **penalised**, except in cases when it must be returned to the road or to clear the road in order to allow the circulation of other vehicles at special stages (see Article 25.10).

The minimum **penalty** to be applied is the maximum sanction for all the section involved (maximum time assigned to the speed stage, 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 leg or even from the event, depending on the nature of the fault.

12.4

Similarly, crews are forbidden, under pain of exclusion of the event:

- a) To deliberately block the passage of the competing vehicles or not allow them to overtake in a speed stage when a competing car is caught by another competing vehicle.
- b) To behave in an unsporting manner with other competitors or with officers at any time during the entire event.

Article 13: Service or support vehicles

13.1 Registration and insurance

For service, support or repairs purposes, the service vehicles must be registered (at no extra charge) and must reserve space in both of their front doors and in the rear to identify them officially. Only the service vehicles registered and identified have access to the official service areas. If a service vehicle is not registered and identified as “Servicio” and bearing the number of the car it is servicing, the correspondent crew is **penalised with 1 minute (60 points)**.

It is mandatory for the service 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 must be handed to the organizers, in order to register and identify the service vehicle during



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administrative checks. If the service vehicle do not have the valid insurance policy, the entrant have 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 vehicles must precede the pace cars or follow the sweeper car and all the tail contingent (official and late competing vehicles).

Any service vehicle, with or without official identification, circulating between the competitors while the rally is running, will cause the disqualification from the leg of the competing car(s) that they are assisting.

If the service vehicle overtakes the sweeper car without the authorisation of the driver of the sweeper car, will cause the disqualification from the leg.

13.3 During special stages

It is strictly forbidden for the support or service vehicles to circulate during the special stages (speed stages) meanwhile they are competing. Those support or service vehicles that could have entered a special stage 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 special stage the service or support vehicle is not to be moved until after the sweeper car and all the tail contingent have passed by. Contravention of this paragraph will cause the exclusion of the crew from the entire event.

13.4 Penalties

If the support or service vehicles do not comply with the above indicated rules, the correspondent crews which they are servicing are penalised to the sole judgement of the Steward of the Meeting, from a time penalisation to the exclusion from the event, depending on the nature of the fault. **The exclusion from the event is automatic** if the service or support vehicle is circulating in any special stage during competition, and if they overtake the sweeper car without authorisation of the driver of the sweeper car the crew will be **disqualified** from the leg (entire day).

Article 14: Advertising

14.1 Advertising and sponsors

The Organising Committee reserve the right to use the front doors and upper part of the windshield of the competing car for the official competing numbers and for the advertising from the sponsors of the event. Also the space on fenders are reserved and will be used for the same purpose.

Therefore, competitors must reserve the above mentioned spaces to affix the competing numbers and the advertising of the official sponsors of the event, which is provided by the organisers and is mandatory.

Considering above restriction, the competitors are allowed to affix their sponsors advertising to their cars, provided that it does not:

- Encroach on the spaces reserved for official stickers.



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Interfere with the vision of the crew.

- Conflict with the organizers sponsors. 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.

All the official sponsors of *La Carrera Panamericana* must be totally respected, without exception.

No conflicting sponsor advertising is allowed, except for the spaces with the size above indicated. Not complying with this rule, will cause exclusion from the event.

Official entities such as Tourism Secretariat, Federación Mexicana de Automovilismo Deportivo (FMAD) or Mexican Rally Commission (CNRM) or Lindavista Automovil Club (LAC), may at their discretion, provide stickers that must be affixed on competitors cars.

14.2 Exclusion

Any competitor not complying with the compulsory advertising requirements 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 whole event. Any absence or bad fixing of the compulsory advertising or not visible in the competing car is **penalised with 1 minute (60 points)**. If this fault persists, the penalties may be increased subject to the judgement of the Director of the race and even the disqualification of the event may be pronounced.