

La Carrera Panamericana

The Modern Mexican Road Race, 2015

What? Open-road racing on major paved highways across Mexico

When? October 16-22, 2015.

Where? Tuxtla Gutierrez (down south) to Durango, Mexico (up north)

Why? Where else can you race at top speed for seven days on public highway and stop for the night in beautiful Mexican colonial cities?

Cost? One fee for driver and co-driver, includes hotels, insurance & racing jackets

Organizer: Eduardo “Lalo” Leon

North American Coordinator: Gerie Bledsoe (USA). gbledso@aol.com

Sponsors: Mexican Tourism Agency, Mexican Highway Patrol

Eligible Cars: Cars manufactured from 1940-1972, other cars eligible for Exhibition.

Classes: 1940-1954: one original class & four highly modified sedans and sports cars
1955-1968: mostly stock cars, sedans and sports cars in three sub-classes
1966-1972: four-cylinder cars
Exhibition

Car Crews: A driver and co-driver/navigator are required in all cars, in all classes, and there can be no more than two people in any car during competition. Drivers should have at least a vintage racing license, or sufficient training or racing/rally experience.

Prizes: Daily medals by class for driver and co-driver and trophies at the final awards ceremony, plus overall trophies. There are no cash prizes, just bragging rights.

Event Schedule:

October 13-15--Registration and technical inspection in Tuxtla

October 16-22--Race

Format: In a “stage rally” like the Pan-Am, the competitors follow detailed directions in a route book. At appointed times, they will line up eight or more times a day to drive speed stages. The cars are started in 30 second intervals over highways in the hills and mountains closed to traffic by the Mexican Highway Patrol. The fastest cars go first and passing is allowed. The length of the closed road or speed stage will normally be five to fifteen miles. Electronic timing is used. Road surfaces are generally good. Most of racing is on mountain roads.

After each speed stage, the competitors will drive a “transit section” to the next speed stage. The cars must check in at the next speed stage within 59 seconds of their assigned time, based on a calculation made by the navigator. If they are more than 59 seconds late, they accrue a minor time penalty. If they are early – a more serious penalty.

The cars with the lowest total elapsed time (E.T.) for the speed stages, plus any time penalties for being early or late, will be declared the winner by class and overall each day and for the entire event. Trophies for the driver and co-driver are awarded.

Rules: The rule book or “Regla” can be found on the official web site, www.lacarrerapanamericana.com.mx.

Rationale: The Pan-Am is a modern version of and a tribute to the original La Carrera Panamericana, 1950-1954.

Support: Most entrants have a service truck and trailer, or will arrange service from a shop in Mexico or the U.S. Some of these shops have race cars for rent with full service.

Tourist Vehicle Permits: Mexican tourist permit for tow trucks-trailers and race cars cost around \$49 at the border, plus a refundable deposit. Permits may be purchased at some Mexican consulates and via the Internet at <http://www.banjercito.com.mx/>. Competitors also need a tourist visa (FMM), which is obtained only at the border or airport. Credit cards may be used to purchase the permits and make the deposit, which is refunded when you leave the country and cancel the vehicles’ permits.

Police Services: Officers of the Mexican Highway Patrol accompany the event and work with over 600 local police on clearing the roads and providing security. Rescue and medical crews, along with the timing and scoring staff, travel with the race.

Auspices: The Federation of Mexican Auto Sports (FMAD or FEMADAC), an affiliate of FIA, sanctions this event. All individuals (driver and navigator) riding in a race car must hold a FMAD racing license. The license provides personal medical, death, and dismemberment insurance. The event organizer provides general liability, racing insurance coverage. Expect to pay around \$300 USD for the license.

Auto Insurance: All cars and trucks operated on public roads in Mexico, including the racecars for this event, must be covered by auto liability insurance issued in Mexico. U.S. auto insurance policies do not cover you south of the border. You may purchase Mexican insurance by the day or week at <http://www.bajabound.com/?r=panamrace> . This insurance covers a racecar only when it is not in competition.

Entries: Are made by filling out an application on the official web site noted above. Potential entries should check first with the North American Coordinator.

Gerie Bledsoe

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Warning: Auto racing in any form is dangerous and may lead to property damage, serious injury, and death. Competitors assume all risk to their safety and property, and hold the Organizers and their agents harmless.