



**Honoring the past.
Forging the future.**

2024 General Rules

Version 4.1

PURPOSE

NORRA's purpose is to promote Cross Country Rally events in North America for both classic/vintage off-road racing vehicles and enthusiasts as well as state-of-the-art race vehicles and serious racers. NORRA's purpose is to provide a venue to both honor the past by encouraging the revival, promotion, historical preservation and use of vintage off-road racing vehicles and rally cars and to promote competitive Cross Country Rally races for state of the art off-road race vehicles and professional level racers and teams.

NORRA promotes two (2) distinct car groups and two (2) distinct moto groups for racers – the Pro Group and the Classic Group for cars, and the Roadbook Group and GPS Group for motos.

The Classic Group encourages racing limited category and vintage off-road race cars that have historic significance on rally tracks designed to recognize their evolutionary limitations yet challenging enough to entice the amateur racers where the pleasures of “taking part” exceeds the desire to “win at all cost”. When practical, the Pro Group may race on a track, separate from the Classic Group track that is designed to challenge professional level drivers, teams and their machines.

The Roadbook Group is for moto riders looking for a true cross county rally experience using only roadbook navigation. The top roadbook categories are Ironman only. There is no GPS file created for the roadbook only route. Additionally, NORRA supports Sportsman riders looking for a less serious experience using GPS navigation on a separate course from the Roadbook Group. This Sportsman Group is restricted to vintage motos or 60+ riders on newer motos.

NORRA supports a Safari group which is a non-competitive group of highway legal vehicles who wish to explore the remote areas and points of interest in Baja and participate in the nightly social gatherings. It is lead by an experienced Baja guide and followed by professional sweep crews. The Safari experience is ideal for Overlanders, and general off-road enthusiasts who are not looking for a competitive racing experience but still wish to experience the magic of Baja NORRA style.

NORRA recognizes that the off-road industry services patrons that include not only off-road racers and enthusiasts but more importantly their demographic extends to the general automotive industry, the burgeoning global All-terrain vehicle and Utility Terrain Vehicle market and Overlanding markets. NORRA is committed to providing a marketing platform to promote its partners' products and services through its events, marketing and social media reach.

1. Event Overview

- 1.1. NORRA events loosely follow the FIA definition of a Cross Country Rally. Special stages throughout the day timed individually and linked together by liaisons or transit stages. For cars, the Pro and Classic Groups will start and finish at the same locations each day, however, each may run on separate courses (in whole or in part) simultaneously, designed to accommodate and challenge their respective and unique capabilities and goals. For Motos, the Roadbook Groups will have unique courses (in whole or in part) from the GPS moto groups. A GPS course will not be created for the roadbook route to insure roadbook groups navigate only via roadbook.
- 1.2. A NORRA Rally will typically consist of several Special Stages run over several days. For example, the 2021 NORRA Mexican 1000 Rally had 5 days of Special Stages for both Cars and Bikes:

Cars (steering wheel categories)	Bikes (handlebar categories)
---	-------------------------------------

Day 1 had 3 Special Stages.	Day 1 had 3 Special Stages.
Day 2 had 2 Special Stages.	Day 2 had 3 Special Stages.
Day 3 had 2 Special Stages.	Day 3 had 1 Special Stage.
Day 4 had 2 Special Stages.	Day 4 had 2 Special Stages.
Day 5 had 2 Special Stages.	Day 5 had 2 Special Stages.

- 1.3. Each Special Stage will be scored individually. Liaisons (transits) will not be scored for speed but have target times and maximum allowable time windows to complete. Ample time is allowed to complete each liaison section, speed limits will be set for the transits, the speed of each race vehicle will be electronically monitored in real time and significant time penalties will be assessed for any violations of the speed limits. Disqualification penalties for excessive speeding may also be imposed.
- 1.4. Vehicles are expected to complete the transits under their own power, not being towed nor trailered.
 - 1.4.1. Motos may have sections of pavement where they may be trailered to avoid destruction/wear of tires at the discretion of the Moto Rally Director. Allowed trailering sections will be communicated at the Moto riders meeting.
 - 1.4.2. Vehicles in the EV (full electric vehicles) category are allowed to trailer or tow during transits for the purpose of recharging batteries.
- 1.5. If a vehicle is broken such that it cannot complete the transit under its own power, then it may be trailered or towed to the final destination of the day where repairs can take place in order to start the next day. However once trailered or towed, the vehicle cannot take part in any further special stages for that day.

2. Disclaimer

- 2.1. Off-road racing is a hazardous sport and as such, no entrant, pit crew member or vehicle sponsor shall have any claim for damages, expenses, lawsuits or otherwise against promoter, track operator, NORRA, its officers, agents, directors, or entrants arising from damage to any vehicle, personal injury or death, or monetary loss of any kind whatsoever. Entrants, pit crew members or vehicle sponsors who voluntarily participate in any racing activities conducted under these rules, waive any claim they may have against promoter, track operator, NORRA, its officers, agents or directors.
- 2.2. NORRA shall not be responsible to entrants or participants for non-performance, cancellation or delay in performance of the event due to circumstances beyond its control, including, without limitation, acts of God, acts of Government, wars, riots, strikes, government regulations, disaster, civil disorder, terrorism, epidemics, inclement weather, other emergencies or other causes beyond the control of NORRA making it illegal or impossible to move forward with the event. In the event of force majeure, neither party shall be liable for any damage or loss suffered by the other party as a result of the non-performance or delay of performance of this contract, nor shall it be deemed to be a breach of this contract.
- 2.3. Typically, NORRA does not impound vehicles (such as to prevent teams from working on them) as is common in some other Rally events. However, in the event NORRA does elect to impound, NORRA does not assume responsibility for the impounded vehicles. In the event of an impound, NORRA will make reasonable efforts to ensure the vehicles' security.

3. Registration

- 3.1. NORRA reserves the right to refuse and/or deny any entry application or person.

- 3.2. Any entrant who fails to fully fill out and sign required entry forms and releases shall be disqualified and shall forfeit any prize money, points and contingencies won in that particular event. Entry forms and releases must be signed in person in front of NORRA entry personnel or provide notarized signatures on these documents.
- 3.3. Any entry application containing a falsified signature will cause entrant to be disqualified and shall forfeit all prize money, points and contingencies won in that event.
- 3.4. No person shall sign the release or entry forms for anyone other than himself or herself. Proper identification may be required (i.e., picture ID).
- 3.5. Entrants must make all reasonable effort to arrive at the registration and pre-event technical inspection during the hours listed on event information sheets. Failure to do so may result in penalties being placed on entrant at the discretion of NORRA.
- 3.6. The entry applications of persons under the age of 18 must satisfy all NORRA Minor's Policies before being allowed to participate.

4. Technical Inspection

- 4.1. Each vehicle must pass NORRA's mandated safety inspection before it will be permitted to participate in any NORRA event. A designated identification marker may be placed on the vehicle after successfully passing the safety inspection. The identification marker must remain on the vehicle until after the finish of the event. A NORRA decal must be placed on each side of the vehicle in a prominent location.
- 4.2. Even if no identification marker is used to indicate moto/vehicle has passed tech, the competitor is required to use the same moto/vehicle throughout the event. It is not allowed to change motos/vehicles during the event. The assigned vehicle number must remain with the moto/vehicle it was assigned to. Teams may not swap numbers on motos/vehicles nor substitute in a different moto/vehicle. Penalty for violation of this is disqualification.
- 4.3. Categories may be combined or split into multiple categories at the discretion of NORRA.
- 4.4. All personal protective gear will be checked at pre-event tech. This includes but is not limited to fire suits and helmets. First-aid kits, fire extinguishers, seat belts, and nets will also be checked.
- 4.5. NORRA reserves the right to subject any vehicle to a mechanical inspection at the discretion of the Technical Director and/or Chief Scrutineer. In the event of a mechanical inspection, the driver of record will be responsible for removing or preparing the requested items to be inspected as directed. Failure to comply will result in disqualification of entrant and vehicle.
- 4.6. Post-event impound of all finishing vehicles is at the discretion of NORRA.
- 4.7. NORRA reserves the right to seal or impound any and all event vehicles.

5. Behavior

- 5.1. Contact between vehicles including nerfing, bumping and pushing, intentional or accidental, is strictly prohibited in NORRA. Blocking or failure to pull over when caught is also strictly prohibited in NORRA. It is each competitor's responsibility to watch their mirrors and listen for horns and to pull over when caught to facilitate a clean pass. If you are caught, the competitor behind you is faster, they have just come through your dust and you are required to pull over. If you catch another competitor you are required to be patient, provide ample warning and make a clean no-contact pass.
 - 5.1.1. Protests for contact incidents are subject to review by the Rally Director who will typically forward the matter to a Competition Review Board (CRB) to review the evidence including review

of Stella data, on-board camera video and interviews with the parties involved who may be required to testify before the CRB.

5.1.2. The CRB will determine responsibility for the protested conduct and assign penalties (if applicable) as follows: 1) nerfing/contact up to 4 hours or disqualification from the event; 2) intentional blocking to gain any advantage up to 4 hours or disqualification from the event; 3) failure to reasonably yield position or pull over will be 10 minutes for the first instance, 20 minutes for the second instance and 30 minutes for the third and all successive instances in the event. If the CRB determines upon review of the evidence that the penalties for failure to yield are inequitable (unreasonable failure to yield for extended periods) they may adjust the penalty to reasonably address the situation, including, but not limited to awarding the blocked racer a time credit as they deem appropriate.

5.2. The use of illegal drugs, alcohol, or narcotics (amphetamines, barbiturates or other depressants) is forbidden.

5.2.1. Drivers must be sober at all times when driving. This means the driver must have a BAC of no more than 0.08%.

5.2.2. If so requested by the Race Director, drivers must immediately submit to a breathalyzer test.

5.2.3. The consumption of alcohol at any time on a racing day prior to the completion of the final stage or liaison of the day is strictly prohibited. Participants must exit the vehicle at the end of the day prior to consumption of alcohol.

5.2.4. Race vehicles are not allowed to carry alcohol including beer in the car during the event.

5.2.5. Competitors in violation of any of the rules under section 5.2 will be disqualified.

6. Course

6.1. NORRA courses are not physically marked. The official course (route) for both Classic and Pro car groups are defined by both the roadbook and a GPS file that is provided by NORRA. The official course (route) for roadbook groups of bikes is defined by the roadbook only. The official route for Sportsman motos is defined by GPS files and competitors in this group must use a Garmin Montana. At NORRA's discretion it may elect to define any section of the car course exclusively by the roadbook.

6.2. It is the sole responsibility of the entry to comply with the official route and stay on the allowable course. Both published and hidden Virtual Check Points (VCP) may be used. Published VCP locations will be identified in the roadbook and (for cars only) by a waypoint on the GPS map. Hidden VCPs are not published but will be on the course.

6.3. The Special Stages will be listed in the roadbook and on the GPS file. Note motos will navigate with roadbook only, no GPS files will be generated for the moto route.

EXAMPLE:

Day #1 Special Stage #1 Start: GPS waypoint (D1 SS1 Start)

Day #1 Special Stage #1 Finish: GPS waypoint (D1 SS1 Finish)

Liaison (transit)

Day #2 Special Stage #1 Start: GPS waypoint (D2 SS1 Start)

Day# 2 Special Stage #1 Finish: GPS waypoint (D2 SS1 Finish)

Liaison (transit)

7. Timing

- 7.1. Excluding racing stages, there is an assigned time to travel between each official time control. The amount of time supplied is designed to allow the racer time to safely make it from one checkpoint to another while remaining under the speed limit of the road. There is a window of time in which to check in without penalty. Checking in before or after your window results in a timing penalty.
- 7.2. Daily staging for the start of each day (regardless if Liaison or Special Stage): competitors must arrive at the staging area 30 minutes prior to their scheduled start. There will be a check-in at staging. Failure to check-in 30 minutes prior to the competitor's scheduled start will result in a 30-minute penalty. NORRA will continue to make its best effort to start competitors on time even if they arrive at staging late, however this will not negate the 30-minute penalty for arriving at staging late.
- 7.3. Check in 1st Special Stage of Day 1: For the arrival at the first special stage of day 1: no earlier than 59 seconds prior to the competitors earliest scheduled start. Arrival prior to this shall be penalized 30 minutes per minute early. Check in after the allowed arrival window (typically 30 minutes) shall be penalized 1 minute per minute late.
- 7.4. Check in for the 1st Special Stage of days 2 and beyond: For the arrival at the first special stage of days 2 and beyond: no earlier than 59 seconds prior to the competitors earliest scheduled start. Arrival prior to this shall be penalized 10 minutes per minute early. Check in after the allowed arrival window (typically 30 minutes) shall be penalized 1 minute per minute late.
- 7.5. Competitors are not allowed to block other entries from presenting themselves to the time control. Such actions shall be penalized by 30 minutes. Competitors who are blocked from the time control are requested to file an incident report so the Rally Director can investigate.
- 7.6. Examples:

At the very beginning of the rally, you have an assigned time, published beforehand, to leave the ceremonial start on a transit (liaison) at 7:15:00. You must therefore be at staging by 6:45:00 so staging personnel can place you into the correct position in the start queue. You need to present yourself at the start between 7:14:01 and 7:15:00 to have your time recorded on your timecard and begin your transit at 7:15:00.

After the ceremonial start, you have a 60-minute transit to the beginning of the first stage. Your start time, 7:15:00, plus 60 minutes is 8:15:00. You need to present yourself at the line between 8:14:01 and 8:15:00 to be ready to start at 8:15:00, but no later than 8:45:00 since you have a 30-minute window to complete your transit and stage for the Special.

You finish racing Stage 1 at 9:30:24. There is a 60-minute transit time allowed to the start of Stage 2. Take the time you finished (ignoring the seconds) and add the transit time: 9:30:00 + 60 minutes is 10:30:00. This is the earliest you can check in. You have a 30-minute window. The earliest time, 10:30:00, plus 30 minutes, is 11:00:00. So, checking in any time between 10:30:00 and 11:00:00 will result in receiving no timing penalties. The timecard will generally list the shortest and longest transit times available (in this example, both the minimum 60 and the maximum 90).

Racers are free to ask the Timing Marshals what time their official clocks have before they check in.

- 7.7. All liaison transit times will be provided on the timecard.
- 7.8. The finish time for your special stage, minus the seconds, is the start or out time for the next liaison.

8. Time Controls

- 8.1. A time control is any location where the racer has a time recorded.
- 8.2. For the first Special (or Super Special) of the day, every vehicle must leave the start line at its designated start time. A vehicle that misses its assigned start time will be penalized and inserted into the starting lineup under direction from a NORRA official.
- 8.3. A vehicle that fails to start or finish a Special (or Super Special) stage shall be assigned a maximum time for the stage. The maximum time is determined by NORRA for each stage. An entry may miss or fail to complete one or more specials and remain in the event as long as the competitor has started from the first time control of the day under their own power.
- 8.4. If an entry is unable to start the first time control of the day, they shall be scored as a DNF (Did Not Finish) for the event, however they are welcome to continue running on successive days, without timing, with a start position to be determined by the Rally Director.
- 8.5. Regardless of other rules, a competitor is required to start the first time control of the first day under their own power in order to be considered an official starter. Failure to do so will result in a DNS (Did Not Start) and disqualification from the rally including all subsequent stages and days. An exception to this will be made if the first time control of the event is a Prologue. A competitor who misses a Prologue will be assigned a maximum Prologue time and placed into the starting order at a position to be determined by the Rally Director.
- 8.6. Other than the first day, an entry is allowed a 1 time only "pass" to push the vehicle over the starting line. This action will be recorded by the officials to insure it is not done more than once. Failing to start the first special of the day under a vehicles own power more than once will result in a DNF and removal from the timing and scoring.
- 8.7. A competitor is not allowed to start the 2nd (or greater) special stage within a day unless all previous special stages and transits that day have been completed (except as noted for a Prologue in section 8.5). If a competitor fails to finish a special stage, then that competitor is done for the day and will receive the maximum time for all remaining specials that day. The competitor is welcome to start the next day. A competitor may not skip a special or dnf a special then jump into the next special. This rule is to prevent slow vehicles from jumping in front of faster vehicles and is a safety rule. An exception to this may be made on the final day of the event by requesting in writing that an entry be allowed to skip the first special on the last day but compete in the second or subsequent specials so as to finish the rally should the vehicle be able to be repaired but not in time to start the first special.
- 8.8. All entries must turn in the timecard upon completion of the days stages. If an entry fails to complete the days stages but wishes to continue in the rally, then they must turn in the timecard no later than 30 minutes before the start of the next day's first time control. Failure to turn in the timecard on time (upon completion of the days stages for finishers or the next morning for non-finishers) will result in max stage times for all stages being assigned for the day on which the timecard was not turned in. If this happens, the time penalty cannot be reversed (the time penalties are final).
- 8.9. Regardless of other rules, a competitor is required to complete (start, run the route, and finish) the last stage and cross the final time control of the last day under their own power in order to be considered an official finisher. Failure to do so will result in a DNF (Did Not Finish) and the entry will be ineligible for trophies.
- 8.10. All vehicles must enter each stop checkpoint at a safe speed. Unsafe racing into and/or through any stop checkpoint is prohibited and subject to penalty up to and including disqualification. Safe speed is defined as a speed at which a vehicle may make a controlled, non-skidding stop without endangering anyone within the immediate vicinity of the checkpoint, paved road crossing or pit areas.

- 8.11. Starting procedures will be announced at the drivers/riders meeting prior to each event.
- 8.12. At all controls, only the Timing Marshal is allowed to write the time on the timecard, vehicle time sheet, and control log.
- 8.13. Start Time Control
 - 8.13.1. No vehicle may start a Special (or Super Special) stage prior to being instructed to do so by a NORRA official. Unauthorized early starts will be penalized up to and including disqualification.
 - 8.13.2. Stop signs will be on both sides of the vehicle lane at the start.
 - 8.13.3. If a vehicle has an issue within the control zone the team needs to notify the Timing Marshal immediately that the appointed start time will be missed. This vehicle must clear the cone corridor and not delay any vehicles ready to take the start.
 - 8.13.4. If a vehicle has a problem with the start; he or she needs to be moved immediately from the start to make space for the next vehicle to begin. If a team is not ready to go on course after the Timing Marshal has issued a start time, then a penalty will be assessed against that team. Note: the wise move here is to not approach the time control zone until you are completely ready to start.
 - 8.13.5. Upon arrival at a Special Stage Start, vehicles will check in with the Timing Marshal when ready to start. Racers should remember that their time of arrival, as far as calculating timing penalties is concerned is when the drive up to the control, not when they start the stage. In this way the racer is not penalized if the Timing Marshal holds the start for safety or technical reasons.
 - 8.13.6. A Timing Marshal is the person responsible for issuing and recording vehicle start and finish times at the beginning and end of each Special stage.
 - 8.13.7. The Timing Marshal will ask the team "Are you ready to start?" If the team responds "Yes" then the Timing Marshal will assign that teams start/departure time.
 - 8.13.8. If Driver answers "YES" the Timing Marshal will assign the start time and then instruct the team to move to the start.
 - 8.13.9. Starting Line is designated by a corridor of cones and (2) NORRA Icon signs on each side of the vehicle lane.
 - 8.13.10. Driver will get a 30 second countdown before they receive the signal to start.
 - 8.13.11. The starter will count down from 30-15-10-5,4,3,2,1 GO!
- 8.14. Finish Time Control
 - 8.14.1. There are two locations to be aware of at a Finish Time Control. The Stop location and the Flying Finish location.
 - 8.14.2. The Flying Finish location is where the official time for finishing the stage will be measured and it will be indicated by red checkered flags. Racers will continue at race speed until they have passed the red checkered flags, at which time they will immediately reduce their speed. The Flying Finish will be 300-600 feet before the Stop location.
 - 8.14.3. The Stop location is after the Flying Finish and will be indicated by red stop signs. All racers will stop at the Stop location to have their timecards filled out. All racers must use caution and courtesy to safely approach the Stop location.
 - 8.14.4. When a vehicle is approaching a Flying Finish there will be a corridor of markers set off by 2 yellow flags 100 meters (300ft) out to warn the team that the finish is approaching.

- 8.14.5. Teams need to slow their rate and be ready to make a full stop at the Stop signs signifying the Time Control.
- 8.14.6. The Timing Marshal will then write the finish time on the vehicle time slip, the master time control log, and the Driver/Rider Time Sheet.
- 8.14.7. Once the Timing Marshal records the finish time, the team will be released for the following liaison/transit.
- 8.15. Control Zone
 - 8.15.1. Start Controls define their control zone as 100 feet before and 100 feet after.
 - 8.15.2. Finish Controls define their control zone as 300 feet before and 100 feet after.
 - 8.15.3. Within a Control Zone, no working on the vehicle is allowed excluding minor operations such as cleaning a windshield or applying a zip tie.

9. Start Order Determination

- 9.1. The Rally Director has the final say on any start order. All start orders, for maximum safety and minimum dust and passing, will attempt to have the faster vehicles leaving first and the slower vehicles leaving last.
- 9.2. Qualifying
 - 9.2.1. At the discretion of the Race Director (and with input from the racers), some categories, or combinations of categories (called a combo category) may have a qualifying event prior to the official start of the rally.
 - 9.2.2. The results of the qualifying only determine the starting order within that category or combo category.
 - 9.2.3. For participants who are in a category that is qualifying but do not wish to qualify, they shall be started at the end of the category or combo category after the qualifiers based on registration date/time. This also includes entrants who miss qualifying for whatever reason, they shall start behind the entrants that do qualify.
 - 9.2.4. The timing result from qualifying is only used to determine start order within the category or combo category, it does not factor into the overall timing for the full rally.
- 9.3. Day 1 Starting Order
 - 9.3.1. Regardless of qualifying result, the first starter for the beginning of the rally on Day 1 is reserved for the overall winner of the event from the prior year (if they are entered).
 - 9.3.2. In the event that Day 1 will have separate routes for Pro Group and Classic Group, the categories within the Pro Group shall typically start ahead of the categories within the Classic Group. But this does depend upon the specifics of the two different routes.
 - 9.3.3. Within the Groups (Pro and Classic, if applicable) the start order will be by category or combo category. The Rally Director will use historical race data on the category and entrants to determine the category or combo category start order.

9.3.4. Within the category or combo category, the initial starting order shall be based on the qualifying result (if applicable) otherwise shall be based upon date/time of registration within that category.

9.4. Day 2 (and subsequent days) Starting Order

9.4.1. In the event that the day will have separate routes for Pro Group and Classic Group, the categories within the Pro Group shall typically start ahead of the categories within the Classic Group. But this does depend upon the specifics of the two different routes.

9.4.2. Other than the possible Pro/Classic group separation for differing routes, the starting order shall be based on overall time, less penalties, from the prior day (only) without regard to category or combo category. If the Pro/Classic routes are the same that day, then the starting order is based only on overall time, less penalties, from the prior day.

9.4.3. A competitor may request a bump up in starting order on the grounds of safety to the Rally Director. Any such request and justification must be made no less than 30 minutes prior to the start of the first competitor of the day.

9.5. Starting Order notes for all days

9.5.1. The starting order for the first Special Stage of the day will be published at least 3 hours prior to start.

9.5.2. All vehicles must be lined up in the order published that morning and ready to go 30 minutes before the starter calls for their start. Refer to Timing rule 7.2.

9.5.3. A vehicle that misses its assigned start time will be inserted into the starting lineup under direction from a NORRA official.

9.5.4. Vehicle start intervals will be announced at the drivers meeting.

10. Pit Safety

10.1. Pitting during Special Stages

10.1.1. Access to pits at certain events may be restricted. At these events, no person or vehicle will be permitted to enter the pit or race area without first signing a NORRA waiver form and being issued a wristband and/or an event specific vehicle windshield sticker.

10.1.2. Entrant assumes all responsibility for the actions of all team and persons associated with their entry.

10.1.3. Any pit vehicle running on or near the racecourse that is endangering the entrants, race officials, or spectators, can be grounds for the disqualification of the race team for which they are servicing or pitting. No pit vehicle may follow or lead a race vehicle on the racecourse.

10.1.4. Vehicles in the pits or racing area shall not be used as spectator vantage points when to do so might impair the line of vision of others. Race officials in the area are empowered to enforce this regulation.

10.1.5. Any entrant, crew member or other credential pass holder who takes part in any demonstration in the pits, on the course, or surrounding area before, during or after an event shall be subject to expulsion from the premises.

- 10.1.6. Maximum speed by race vehicles in the pit areas will be established in the Racer Brief and/or Penalty Bulletin published for each specific race. The maximum speed in the pit areas by support vehicles is 25 MPH unless otherwise indicated.
 - 10.1.7. No pitting is permitted within 300' (100m) before and 100' (30m) after a RACE SECTION. These distances are a minimum and may change from event to event at the discretion of the Race Director and/or Check Point Captain.
 - 10.1.8. All pits must be at least 50 feet (15m) off the edge of the racecourse and no more than 60 feet (18m) from center of course. No pit may be in the first 50 feet (15m) leading into and the first 100 feet (30m) leading out of any turn. No pitting on any portion of the paved highway surface. At Baja Mexico races, the paved highway is considered a restricted area because use of the highway is subject to permission by the Mexican Federal Highway Police. As a result, transitional race travel on the highway section must be done in a safe and prudent manner. No pit may be in the first one 100 feet (30m) leading into and the first 100 feet (30m) leading out of any paved highway entrance or exit.
 - 10.1.9. Placement of pits is allowed on RIGHT SIDE of paved highways ONLY. No pits are to be located in any location that requires crossing oncoming traffic to enter or exit pit at any time. Infractions will be subject to penalties.
 - 10.1.10. All pit services must be done while race vehicle is at a complete stop. Vehicle may not be serviced while in motion, either under its own power, while being towed, and/or being transported in or on a trailer. Pit services are to include fueling, tire changes, and/or any other services performed on the race vehicle. No pit services may be performed on the highway. A one (1) hour penalty will be assessed for violations.
 - 10.1.11. Seat belts and window nets must remain completely fastened any time vehicle is in motion. This includes entering and leaving all pit areas. Observed infractions will be subject to protests and penalties.
 - 10.1.12. Failure to comply with any of the above stated pit rules is grounds for a time penalty, disqualification, and/or suspension subject at the discretion of NORRA.
 - 10.1.13. Fueling Safety - Protective clothing must be worn by all personnel designated as "Fueling Personnel".
- 10.2. Pitting during Liaisons
- 10.2.1. Liaisons are non-racing sections off the race clock. During liaisons, competitors must follow all laws including speed, passing, and safe driving. It is common for competitors to pit at commercial fuel stations during liaisons. Competitors are advised that these locations as well as the highways are open to the public and extra care must be taken whenever the vehicle is stopped as persons and children are often drawn to the race vehicles for a closer look. Please go extra slow entering and exiting gas stations, or parking areas especially if people are present.
 - 10.2.2. Competitors are reminded that speeding during the liaison is forbidden by Mexican law and Mexican law enforcement can and will pull over violators. Depending upon the severity of the infraction the result can lead to arrest and vehicle impoundment. In addition to the legal enforcement of speed by Mexican law enforcement, NORRA shall impose additional penalties as monitored by the Stella system, of 30 min penalty for each occurrence of speed greater than 80mph and full disqualification from the event for any speed over 100mph. Follow the local laws, drive safely and insure the future of the sport. Reckless driving during a liaison will not be tolerated by NORRA.

11. Penalties

- 11.1. NORRA shall have the authority to penalize any entrant 20 minutes up to and including disqualification and/or suspension found to have committed violations of general rules.
- 11.2. NORRA shall have the authority to penalize, disqualify and/or suspend any entrant for violations of vehicle technical rules.
- 11.3. Any entrant disqualified from the event for any reason whatsoever forfeits any and all rights to “race for cash” monies as well as trophies and prizes. Entrant will not be entitled to a refund of all or any portion of his/her entry fee.
- 11.4. The following list of penalties is a guideline used by NORRA. Depending upon circumstances of the infraction, the actual penalty may be modified from these guidelines.
- 11.5. Timing
 - 11.5.1. Starting out of sequence on a Liaison/Transit with a published start order by not following the direction given by the staging personnel, if EARLY, 30 minutes for each minute early. If LATE the assigned time will be recorded on the Timecard and a minute for each minute late penalty will be applied, if the start time compared to the assigned time is shorter than 10 minutes late, a 10-minute minimum penalty will be applied.
 - 11.5.2. Starting outside the start window on the first Special Stage of the event (excluding the Prologue); if EARLY, 30 minutes for each minute early. If LATE the assigned time will be recorded on the Timecard and a minute for each minute late penalty will be applied, if the start time compared to the assigned time is shorter than 10 minutes late, a 10-minute minimum penalty will be applied.
 - 11.5.3. Starting outside the start window on any Special Stage other than the first Special Stage of the event, if EARLY, 10 minutes for each minute early. If LATE the assigned time will be recorded on the Timecard and a minute for each minute late penalty will be applied, if the start time compared to the assigned time is shorter than 10 minutes late, a 10-minute minimum penalty will be applied.
 - 11.5.4. Arriving at the finish of the day without the officially issued timecard: one hour.
- 11.6. Checkpoints
 - 11.6.1. Speeding through and/or unsafe racing up to or through a stop checkpoint: Disqualification.
 - 11.6.2. Rolling through a stop checkpoint (i.e. failure to come to a complete stop): 15 minutes.
 - 11.6.3. Missing a Virtual Checkpoint: 10 minutes.
- 11.7. Location
 - 11.7.1. Entrant vehicle traveling on the course in the reverse direction of the event, before the official closing of the Special stage: Disqualification.
 - 11.7.2. Pit support vehicles traveling on the course before the official closing of Special stage (unless permission has been granted by a NORRA official): Disqualification.
 - 11.7.3. Stationary pits or chase crews or traveling in restricted areas: Disqualification.
- 11.8. Conduct:
 - 11.8.1. Unsportsmanlike conduct or conduct that belies NORRA's tradition of fun, safety, and comradery in the desert: from 30 minutes up to disqualification, at the Rally Director's discretion.

- 11.8.2. NERFING or contact with another vehicle: As a result of a filed protest the Rally Director will investigate and forward the matter to a Competition Review Board (CRB) who will determine the penalty. The penalty for Nerfing/Contact can be up to a 4-hour penalty to a maximum of Disqualification of the vehicle which hit the other vehicle.
- 11.8.3. BLOCKING or FAILURE to PULL OVER: As a result of a filed protest the Rally Director will investigate and forward the matter to a Competition Review Board (CRB) who will determine the penalty. The penalty for failure to pull over will be 10 minutes for the first instance, 20 minutes for the second instance and 30 minutes for the third and all successive instances in the event. If the RF Signal System looks to have been manipulated by competitor a 1-hour penalty and the cost for a new antenna or repairs will be applied to the driver of record.
- 11.8.4. Abusive conduct toward a NORRA official: Disqualification.
- 11.8.5. Reckless driving in pit areas or any access roads by entrant vehicle or support vehicles: Disqualification.
- 11.8.6. Failure to appear before the Rally Director when requested: 1 hour.
- 11.8.7. Unsafe racing across any paved road crossing is prohibited and subject to penalty up to and including disqualification.
- 11.9. Speeding in speed zones on special stages:
 - 11.9.1. For Short Distance Speed Zones (<1500ft, typically for a small village or ranch): Penalties will be from 5 to 30 minutes up to disqualification based on the severity of the infraction, speed limits on these sections have been enforced by local authorities for the safety of the residents and property owners and not complying to this will be considered as unsportsmanlike behavior.
 - 11.9.2. For Long Distance Speed Zones (>1500ft): Penalties will be applied based on the amount of impulses recorded above the speed limit, an impulse will be recorded by the tracker every 1 second and if your vehicle is above the limit the penalty will be 9 seconds per 1 MPH for each impulse above the Speed Limit, penalties will be added and recorded by speed zone to be able to identify where and what zone penalties are from.
 - 11.9.2.1. For example:
 - 10 mph over the limit for 1 second, then
 - 15 mph over for 1 second, then
 - 20 mph over for 1 second, then
 - 25 mph over for 3 seconds, then
 - 20 mph over for 2 seconds then
 - 10 mph over for 2 secondswould result in 27 minutes of penalties in that 10 second of speeding.
- 11.10. Speeding on transits:
 - 11.10.1. All competitors should obey local traffic laws at all times as enforced by multiple law enforcement agencies including federal highway patrol and local police.
 - 11.10.2. Additionally, NORRA will enforce a speeding penalty during all transits including start and end of day of 75 mph. Competitors who exceed 75 mph at any time during a transit will receive the same penalty as if it were a special stage speed zone. Be aware these penalties can quickly add up to massive time penalties easily removing a competitor from contention.

11.10.3. The above speeding penalties may be superseded by info presented in advance of the event or at the drivers meeting.

12. Scoring

- 12.1. An entrant's official time shall be the sum total of the elapsed time of each Special stage plus the total elapsed time of each Super Special stage plus any time penalties, less any time bonuses.
- 12.2. The winner of each category shall be the entrant with the lowest official time provided that the entry finished the event under their own power as described in section 8.7.
- 12.3. No vehicle shall be towed, pushed, pulled or transported by any non-event-entered vehicle on the official course while an official event is still in progress. This includes the time controls.
- 12.4. The Driver or Rider of Record must drive/ride at least one Special (or Super Special) stage in the event. This Special (or Super Special) stage must either be the first stage of a day or the final stage of a day. The driver/rider of record is not required to drive each day.
- 12.5. No scores posted during the rally, either online or on-site, are final until they are marked final and signed.
- 12.6. Within a given category, no entry who has failed to complete every mile of the rally shall finish higher than an entry who completed every mile. The max stage times may not be sufficient to guarantee this and in this case, the event finishing order shall be adjusted such that the entries who complete every mile are scored as finishing ahead of entries who did not complete every mile.

13. Timing Inquiries

- 13.1. Each day the scores are posted in the evening. It is the entrant's responsibility to review their scores and penalties. If the racer believes that any scores are incorrect, they must file a Scoring Inquiry form by hand (not via email nor verbally), delivered to the Rally Director at the Start or Finish line to have times reviewed.
- 13.2. Any racer can file an inquiry asking a question about another racer's score.
- 13.3. On the final day, the official Provisional Scores will be posted. Once posted, a window remains in which to file Scoring Inquiries. This window will be published in the schedule of events. For any Scoring Inquiries, NORRA is under no obligation to change any scores, either the results posted on site or the results posted online, even if the scores as they stand are incorrect, wrong, inaccurate, or mistaken.
- 13.4. Once all Scoring Inquiries received within the window are processed, Revised Scores will be posted that will be the results used to give awards. NORRA reserves the right to correct scoring inaccuracies after this period, however, the Revised Scores are generally considered final.

14. Protests

- 14.1. The Rally Director, with or without protest, has the right to penalize, fine, disqualify, and/or suspend any vehicle or entrant for violation of any NORRA rules.
- 14.2. An entrant may protest another entrant within the same category for technical and category compliance. A five hundred-dollar (\$500) cash fee must accompany protests for each item protested. The protest must be in writing along with the fee and be delivered to the Rally Director within the time window published in the schedule of events. If the protest is proved valid the \$500 fee will be returned to the protestor. If the protest is proved invalid the \$500 goes to the person who was protested.

Protests considered by the Rally Director that shows a lack of sportsmanship may not be accepted. The Rally Director will direct the Technical Director to check the protested items. The decision of the Steward and Rally Director will be final. Interpretation of all rules along with violations and penalties thereof are at the discretion of NORRA. Penalties levied at the discretion of NORRA are final.

14.3. Any entrant who has an official protest lodged against his/her vehicle must submit to an inspection of the protested items. Failure to submit to inspection may result in automatic disqualification and/or suspension. Those attending the inspection(s) will be as follows:

- The protester or their designated representative.
- The protested competitor or their designated representative.
- The protested competitor's mechanic.
- NORRA officials.

14.4. An Incident Report or complaint filed for improper driving or conduct does not require a cash fee. The complaint must be filed in writing with the Rally Director the same day as the incident occurred. If the inquiry is about Timing and Scoring there will be an exception to this rule due to a possible delay in Penalty or Timing assessment because of lack of internet service in remote areas like Bahia de los Angeles, Incident reports filed beyond these deadlines will not be considered.

14.5. Incident reports requesting time credit for assisting others will only be considered in the event of a SOS declared medical emergency.

15. Rally Staff

- 15.1. Chairman (Robby Gordon) – This person creates the event, guides the concept of the event, and builds the team for the event. They liaise with sponsors, as well as city and government officials to organize promotion and procure permits. Due to the possibility of close ties with many teams, as well as financial connections to many of the people involved, the Chairman, to promote the NORRA values of fairness for all, abstains from making decisions related to the sporting aspects of the event.
- 15.2. Rally Director (Eliseo Garcia) – This person conducts the operations during the event, authorizes stages to start and stop, and contributes to sporting decisions such as penalties, inquiries, and protests.
- 15.3. Moto Rally Director (Jimmy Lewis) – This person reports to the Rally Director and is responsible for all of the Rally Director activities for Motos including course layout, roadbook generation, and operation of the Moto side of the operation including authorizing moto stages to start and stop, and contributing to sporting decisions such as penalties, inquiries, and protests for motos.
- 15.4. Steward (Chris Wilson) – This person is the impartial referee for any sporting issues. Under optimal conditions this person will have a long rally and desert racing history. To best achieve impartiality, the Steward does not participate in the operations of controls. The Steward contributes to sporting decisions and judgements as to the meaning / intent of the rule books.
- 15.5. Registrar (George Mouchet) – The person manages all aspects of racer registration and determines whether each entrant has satisfied their mandated waivers.
- 15.6. Chief Scrutineer (Greg Garber) – This person inspects the vehicles for safety compliance and reports which vehicles are cleared to race.

- 15.7. Technical Director (Chris Wilson) – This person develops the rules and classifications specifically the technical specifications for each category as well as the safety and sporting rules and is responsible for development and maintenance of both the sporting regulations (General Rule Book) and the technical regulations (Vehicle Rule Book).
- 15.8. Scoring Chief (George Morcotte) – This person manages the calculation of the times and penalties of racers. The Scoring Chief is empowered to fix timing related errors such as would be caused by illegible numbers and may contribute to sporting decisions. The Scoring Chief does not have the authority to solely rule on inquiries or protests.
- 15.9. Marshal – Any person stationed on the course.
- 15.10. Timing Marshal – A person involved in recording times at a time control.

16. Miscellaneous

- 16.1. All drivers and co-drivers of record as listed on the official NORRA entry form must attend all drivers/riders' meetings. Failure to do so may result in penalties of up to and including disqualification and/or fines. Wristband checks and written roll calls may be made at the meeting.
- 16.2. All entrants must report all accidents and/or breakdowns they may have witnessed. Entrant must inform a NORRA official at the next stop check point, paved road crossing, pit stop or by radio (if so equipped) of the location, vehicle number, and injuries, if any. An insurance form will be included in the roadbook and must be completed and turned in to the Rally Director for any matter requesting insurance claims.
- 16.3. All entrants may be checked for their wristband and all vehicles may be checked for the technical inspection sticker at any or all checkpoints or paved road crossings. Every entrant is responsible for his/her wristband and vehicle technical inspection sticker. Any entrant found not to have a wristband or vehicle without technical inspection sticker may cause that vehicle to be disqualified.
- 16.4. A GPS recorder may be supplied or mandated. On each vehicle this will also be recording the start and finish times and this data will be downloaded at the completion of each day.

17. Time Control Layouts

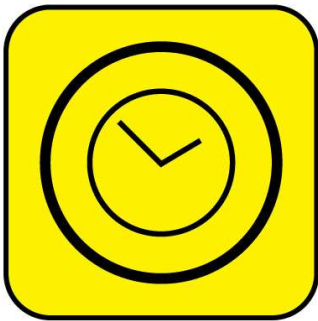
- 17.1. Start Control
TBA
- 17.2. Finish Control
TBA
- 17.3. Signs Reference

MEXICAN 1000 RALLY CONTROL SIGNS

NORRA ICON



TIME CONTROL



PRE SIGN (YELLOW)

TIME CONTROL



CONTROL SIGN (RED)

SPECIAL STAGE STOP CONTROL



STOP SIGN (RED)

17. Appendix A – Document Version

Version 2

December 23, 2012

Version 2.6

March 14, 2015

- This version is a revision to previous version “e”, no record of previous edits.

Version 3.0

September 12, 2017

- Numerous changes to reflect latest procedures.

Version 3.1

November 19, 2019

- Increased early staging penalty from 2 min/min to 10 min/min to further discourage racing to staging.
- Updated transit speed rules. 75 mph max enforced as a speed zone during all transits.

Version 3.2

March 11, 2020

- Revised various procedures and penalties to reflect current practices.

Version 3.3

July 14, 2020

- Updated section 2.2

Version 3.4

February 25, 2021

- Removed rule 10.11 relating to extra fuel in Stock UTV category. See Technical rule book Version 3.26 for latest rules on this subject.

Version 3.5

March 27, 2021

- Added rules 1.3.1 – 1.3.3 regarding trailering or towing race vehicles on transit stages.

Version 3.6

July 7, 2022

- Revised various procedures and penalties to reflect current practices.

Version 3.7

October 16, 2022

- Added 30 min penalty for late staging to first time control of each day.
- Redefined event starting order for first day, first time control.
-

Version 3.8

January 29, 2023

- Added section to address safety during racing pit stops and liaisons.

Version 4.0

July 5, 2023

- Clarified NORRA's position that drinking and diving is strictly prohibited.

Version 4.1

February 7, 2024

- Updated starting order Section 9 including qualifying.
- Rewrote introduction (Purpose) to mention Pro/Classic car groups and Rally/Sportsman moto groups.
- Further tightened the penalty for alcohol violations to a mandatory disqualification. Zero tolerance.
- Added Jimmy Lewis as Moto Rally Director