



7th. EDITION
14 & 15 OCTOBER 2024

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SAN PEDRO MÁRTIR, BAJA CALIFORNIA, MÉXICO
ROAD CLOSURE OPERATIVE DIRECTED BY THE GUARDIA NACIONAL
Temporary Track Astronomical Observatory Road from KM 50 to KM 80

1. ANNOUNCEMENT

On 14 and 15 October 2024, Pedro Vargas Valdez / Baja Tarmac Racing Promotions, and a team of volunteers, will hold a restricted competition for various race vehicle classes, held under its own sanction, together with any final instructions subsequently issued or Official Announcements made on its Facebook Group page.

Please note meeting limited in entries, first come, first served.

2. OFFICIALS:

Event Lead:	Pedro A. Vargas Valdez
Race Director:	Mr. J. Nelson
Workers Chief:	Edgar Perez.
Technical Director:	Kurt Kimball
Medical Safety Officer	T.R.E.M. Benjamin Gilbert
Timekeeper:	Edgar Perez

3. ELIGIBILITY

Invitational to all Driver / Rider Valid License Holders 18 minimum years of age on the day of the event. All riders and drivers must have a seniority holding such license of at least 2 years.

4. REGISTRATION

An official entry form, liability release for event promoter and crew and proof of payment in cash, via wire transfer or PayPal must be completed by every competitor, banking information is on entry form.

Isabel Monserrath
Cibrian Moreno E
mail
rhtranspen@gmail.com

- Pre-Registration is \$300.00 U.S.D. starting January 8th 2024 and will be credited towards entry fee to be completed no later than September 6th. 2024.
- Late Fee is \$75.00 U.S.D. will apply from September 7th to October 4th. 2024.
- Entry Fee is \$600.00 U.S.D. for Motorcycles, \$750.00 for Cars.
- Base Camp is Rancho Meling Hotel and camping grounds, use of showers, restrooms and pool are included with camping fee of \$20.00 USD. per night, per person, payable directly at the ranch upon arrival
- Rancho Meling has a limited number of rooms and three houses available. If camping is not for you, book a room or house directly with www.ranchomeling.com we do not handle rooming accommodations.
- These race registration fees include premiums for third party insurance.
- The Promoter undertakes to insure each driver and passenger, indemnifying him against any third party claims made arising out of the races or official practice, excluding claims by other drivers or passengers, entrant, sponsor or mechanic.

- Only one machine per class can be registered per driver / rider, two or more drivers/riders are not allowed to share one same machine.
- For one driver / rider to enter 2 separate classes, one full payment and 50% for the second class entry is required, and, must comply with the “Practice and Timed runs” rule.

4.1 RETURN FEE POLICY

Entry fees will only be returned as ***credit for the following year’s event*** even if the meeting is cancelled. The Promoter reserves the right to refuse entry, cancel or postpone the meeting and alter the program of events and awards.

4.2 CHANGE OF MACHINE/DRIVER AND/OR PASSENGER

The secretary of the meeting must be informed **IN WRITING** of any changes of rider / driver / machine before the start of qualifying or race runs. Machine changes will be allowed to run in a higher class designation, but not the opposite. i.e. a 250 cc moto may run in lightweight, but a 400 cc moto may not run in ultralight.

4.3 AWARDS

1st Place Car, Trophy and 25% payment of regular entry fee for next year’s hill climb.

2nd Place Car, Trophy and 50% payment of regular entry fee discount for next year’s hill climb.

3rd Place Car, Trophy and 75% payment of regular entry fee for next year’s hill climb.

1st Motorcycle each class and side car, Trophy and 25% payment of regular entry fee for Next year’s hill climb.

2nd Place Motorcycle each class and side car, Trophy and 50% payment of regular entry fee for next year’s hill climb.

3rd Place Motorcycle each class and side car, Trophy and 75% payment of regular entry fee for next year’s hill climb.

No monetary compensation will be given if winner decides to forfeit participation on next year’s event.

5. PROGRAM OF EVENTS

13 October 2024 / 18:00 hrs. / Driver's and Rider's Meeting / Rancho Meling / Play Room.

Turn in self-inspection tech check list of your machine and personal protective gear, registration form, and liability release form. You may download from the Baja Tarmac Racing Group on Facebook, or request by Email at rhtranspen@gmail.com

Attendance is mandatory by registered driver / rider, one guest allowed as companion.

13 October 2024 / 19:00 hrs. / Staff Meeting / Play Room / Rancho Meling.

14 October / 7:30 hrs. / On Grid to Start / Practice 1

14 October / 9:30 hrs. / On Grid to Start / Practice 2

14 October / 12:30 hrs. / On Grid to Start / Qualification 1

14 October / 14:00 hrs. / On Grid to Start / Qualification 2

15 October / 7:30 hrs. / On Grid to Start / Race Run 1

15 October / 9:30 hrs. / On Grid to Start / Race Run 2

6. COURSE

The course is Exactly 30 KM (18.64 MI) long, starting at 500 meters above sea level with bends and straights, 150 turns and rising to 2500 meters above sea level at finish. The road is 100% two lane tarmac with various degrees of roughness, elevation changes and varying conditions of adherence. It will be closed to the general civilian transit, secured by the Guardia Nacional aided by Race Marshals at ALL intersections, ranch access roads, and gates.

7. TECHNICAL CONTROL

Competitors **MUST** self tech their machines and competition clothing and turn in paper work to Technical Control at pilot's meeting on the night prior to the practice day. Valid driver's / Rider's licenses will be inspected, a photo copy must be presented with original, copy stays with tech inspector.

8. DISPUTES

Protests and appeals must be made in writing, prior to 17:30 hrs. on race day and by posting a \$100.00 USD cash refundable deposit.

If the protest is deemed valid, the case is presented to chief steward for ruling.

If protest is found valid money will be refunded.

If protest is without merit, the deposit will be awarded race staff to be used at Meling's Ranch Bar as a round of beer and shots at awards presentation.

9. **PRACTICE and TIMED RUNS**

The purpose of practice/qualify runs is twofold.

ONE. it provides you an opportunity to see the course and learn it.

TWO. if you have a mechanical issue, later at least you have a time to get into the race. Now, with that said, carefully read the rules below as this has been an issue in past years with at least one competitor having mechanical issues immediately.

To qualify to race you MUST...

-START at least one of two scheduled practice/qualifier.

-COMPLETE 100% of course on minimum one practice/qualifier.

Any competitor failing to the above requirements of practice runs WILL NOT BE ALLOWED TO RACE FOR THEIR OWN SAFETY, AND WILL LOSE ENTRY FEE.

Competitors must review course book provided by Promoter prior to practice, this course is a public road temporarily closed for competition, as such, it presents changes in elevation, surface texture and materials, intersections and may have livestock on tarmac surface, organizer does the best effort to keep road "clear" of said elements via race marshals and safety vehicles "00" & "0". ALWAYS BE ALERT OF REAL ROAD RACING CONDITIONS!

Competitor must use discretion and pay attention to course notes provided on course book. It is highly recommended to arrive a day in advance to familiarize with the course running it at allowed and posted legal speeds.

Any competitor or team member caught speeding or performing reckless driving while the road is open to the public, will be disqualified and not permitted to participate in any way, shape or form in the event and will lose entry fees no exceptions!

The roads are public property and as such, must be used with respect.

10. START

Competitors commence runs from a standing clutch start.

All runs are timed with both wrist watches and chronometers synchronized, a departure and arrival times will be recorded by a race official.

11. FINISH

The finish line will be clearly marked and a race Marshal will waive the checkered flag to finishers. A 1000-meter braking area will be provided, and appropriate usage observed.

12. GENERAL SAFETY

While on practice, qualifying or race, the following will be observed:

- No crew members of racers allowed beyond staging area, Time Control (CH) and Launching / Start line (A) should be clear of any other personnel than race officials properly tagged.
- Full race gear is required in staging lanes for drivers / riders.
- Three crew members maximum allowed per race vehicle on staging area.
- Media people should adhere to location guidelines in their particular regulations for event sans being evicted from event if compliance is not observed.
- No tire warmers, jacks, jack stands, compressors, etc. on staging or start areas.
- Proper attire is recommended for crew members while on staging area, absolutely no flip flops, sandals or open type shoes allowed in staging areas.
- No pets on staging areas will be allowed.

13. Return

Once at the top of the mountain all cars and bikes will be held and staged out of the shutdown area. A signal will be given; all competitors will be led down to lower staging area as a group via the Hill Climb Course only.

- All laws apply on the return, as the road is then open to the public.
- Follow the leader down.
- Stay in your lane
- No overtaking allowed on return.
- Keep up with pace car, it will be a brisk return.
- Do not drive beyond your limits. (ever)
- If you are having a mechanical issue. Get it off the road and out of the race line.
- If at top and mechanically broke, you trying to make it back down puts the race at risk if you get stranded on the road way. Plan a way to not interfere with the event.
- This is a tight two lanes and there are few places to turn around.
- Keep your competitors in mind when you are having issues.
- Help your competitors as they are your brothers and sisters!!!
- All laws apply on the return, as the road is open to the public.

The road is public property and as such, must be used with respect.

14. ALCOHOLIC BEVERAGES.

The excessive consumption of alcohol for competitors and crew members is strictly forbidden during the event, if you appear to be intoxicated or hung over at staging or at the start line, you will be pulled to

the side and a paramedic will perform a sobriety test. If you prove positive, you will not be allowed to run and may be disqualified.

Competitors failing to comply with this will be disqualified from the entire competition.

15. MARSHALS

- Marshals will be present for a prompt start and safe running of this meeting. If not in formation order given on bulletin after starting position raffle, at scheduled starting time, competitor will be disqualified if the run is timed, and will not be permitted to compete if missed run is practice.
- There will be 8 visual checkpoints between the starting line and the finish line with the racer's running order in hand, all with direct radio communication with race operations for the purpose of keeping count of all vehicles that took the start. In the event the count is altered, an immediate report to race operations is voiced to start protocol for search, locate and rescue if needed.
- We use yellow flags for caution, red flags for race stop, black flags to pull aside dangerous vehicles with conditions like oil spills, loose body or chassis parts deemed dangerous on track, and a green flag for starting racers at start line, and a checkered flag for end of race course.

16. PIT LANE

- A 30-foot-long on lane, right side in the race direction, will be allowed for each team to set up a work space for pit chores between runs.
- A tent may be erected on said space, two 10 lb ABC type fire extinguishers must be on site with easy access.
- All fuel containers must be as far as possible from welders, grinders or any source of spark and flame.
- Your liability coverage does not include negligence in the operation of your pit space.
- BE MINDFUL AND RESPONSIBLE.
- Left Lane must be fully cleared and free of unnecessary traffic for your own safety.
- ABSOLUTELY NO SPEEDING ON PIT LANE 15 KMH / 10 MPH LIMIT.
- Pit bikes or scooters, etc. must adhere to speed limit stated above.

17. DIRECTIONS

Observatory Road Turn off is located at KM 144 of the Mexico 1 Highway, (***TOP OFF WITH FUEL HERE, THERE ARE NO ADDITIONAL FUEL STATIONS***) between the towns of Colonet and Camalú, approximately 160 miles from the US-Mexico Port of entry at Tijuana, Baja California, get on the "Parque Nacional San Pedro Mártir" road, travel for 31 miles / 49 KM to Meling Ranch Turn off, located at KM 49+900 of the Astronomical Observatory Road.

Any guest's dogs / pets must always be controlled during the meeting.

No loud music is allowed after 10 PM on hotel or camp grounds, please be respectful and considerate of others.

18. FOUR WHEEL CLASS RULES

a) **Eligible Vehicles.** All participating categories on the **San Pedro Mártir Hill Climb** are open.

All race vehicles to participate may be based on production models, with minimum production of 2500 units in one model year, of any national origin. Vehicles with limited production numbers or prototypes will compete in the *UNLIMITED CLASS*. General rules and fees apply to the Unlimited class.

- b) REQUIREMENTS.** To be allowed to participate, and during the registration process, along with the filled application (which can be downloaded at the event's Facebook page) you need to provide the following:

Photographs of the competition vehicle (1) right side, (1) left side (1) front (1) rear and (1) of manufacturers VIN and copies of documentation showing proof of ownership and registration from country of origin.

- c) FUEL.** Is open.

-If using *Alcohol or Methanol* the safety team needs to be made aware.

Additionally, both sides of the car should be visibly marked with a 6" (A) or (M) respectively.

- d) REFUELING.** A person will man a fire extinguisher during refueling is mandatory and need to be within 5 feet of nozzle.

Fuel transportation on race vehicles during a run is forbidden. Only in tank or fuel cell. Violation of this rule will result in disqualification.

- e) "A" Class.**

- Coupe, sedan or sports vehicles with 4 cylinder engines, up to 2500 c.c. normally aspirated, turbo or supercharged.
- Interior cooling system of engine is open.
- Engine placement can be front, rear or middle as long as it the vehicles original design, with a tolerance of 2".
- Original wheelbase will remain.
- Engine and transmission shall correspond to the chassis and body which was originally sold in that model year.
- For engines originally sold with a carbureted system, carburetor can be of any make, but it must have the same number of barrels as the original.
- No substitution of the original type induction system will be allowed.
- Body shape and material shall be the same as original to the vehicle with exception of the hood, which may be of any material as long as dimensions and shape are true to the production piece.
- Air ducts, flares, wings and spoilers are allowed, but must be properly secured by mechanical means.
- Race numbers for this category shall run from **100 to 199** and will be assigned by raffle system and will designate the initial event's starting order.
- four-wheel drive, front or rear wheel drive is allowed as long as it is the original system on the vehicle's production model, with original concept differential(s).
- Limited slip or locking differentials are permitted.

- f) "B" Class.**

- Coupe, sedan or sports vehicles with 6 cylinder engines, up to 4000 c.c. normally aspirated, turbo or supercharged.
- Interior cooling system of engine is open.
- Engine placement can be front, rear or middle as long as it the vehicles original design, with a tolerance of 2".
- Original wheelbase will remain.
- Engine and transmission shall correspond to the chassis and body which was originally sold in that model year.

- For engines originally sold with a carbureted system, carburetor can be of any make, but it must have the same number of barrels as the original.
- No substitution of the original type induction system will be allowed.
- Body shape and material shall be the same as original to the vehicle with exception of the hood, which may be of any material as long as dimensions and shape are true to the production piece.
- Air ducts, flares, wings and spoilers are allowed as long as they are properly attached by mechanical means. Race numbers for this category shall run from **200 to 299** and will be assigned by raffle system and will designate the initial event's starting order.
- Four-wheel drive, front or rear wheel drive is allowed as long as it is the original system on the vehicle's production model, with original concept differentials.
- Limited slip or locking differentials are permitted.

g) "C" Class.

- Coupe, sedan or sports vehicles with 8 or more cylinder engines, above 4001 c.c. normally aspirated, turbo or supercharged.
- Interior cooling system of engine is open.
- Engine placement can be front, rear or middle as long as it the vehicles original design, with a tolerance of 2".
- Original wheelbase will remain.
- Engine and transmission shall correspond to the chassis and body which was originally sold in that model year.
- For engines originally sold with a carbureted system, carburetor can be of any make, but it must have the same number of barrels as the original.
- No substitution of the original type induction system will be allowed.
- Body shape and material shall be the same as original to the vehicle with exception of the hood, which may be of any material as long as dimensions and shape are true to the production piece.
- Air ducts, flares, wings and spoilers are allowed as long as they are of the correct period as the race vehicle.
- Race numbers for this category shall run from **300 to 399** and will be assigned by raffle system and will designate the initial event's starting order.
- Four wheel drive, front or rear wheel drive is allowed as long as it is the original system on the vehicle's production model, with original concept differential(s).
- Limited slip or locking differentials are permitted.

h) "UNLIMITED" Class, "Hill Climb specials" "Run what you brung"

- Coupe, sedan, sports, or tube frame vehicles with any engine normally aspirated, turbo or supercharged.
- Cooling system of engine is open.
- Engine placement is free
- Original wheelbase free.
- Body shape and material free.
- Air ducts, flares, wings and spoilers are allowed.
- Race numbers for this category shall run from **400 to 499** and will be assigned by raffle system and will designate the initial event's starting order.
- Four-wheel drive, front or rear wheel drive is allowed.

i) ROLL CAGES

- a) The use of a roll-cage is mandatory for all cars.

The recommended construction is in accordance with article 253 of the Appendix J of the International Sporting Code of the Fédération Internationale de l'Automobile (FIA).

Appendix 1 of this Rule Book shows the recommended drawings to build the roll-cage.

b) If the crew decides for a different construction it is permitted, if it is authorized by our Tech Director at scrutineering.

c) It is mandatory for all cars to use a 6-point roll-cage. The basic roll-cage design must have a main arch located just behind the front seats, two lateral half-roll bars, one transverse member joining the upper parts of the lateral half-roll bars and two backstays. This basic design is shown in **Appendix 1** of this Rule Book.

d) The roll-cage must be made out of steel or chromoly tube with 1½ or 2 inches of diameter and 0.089" to 0.095" (13 gauge) thickness minimum for the main components of the structure.

e) Any car that exceeds 3,100 lb. (1,361 kg.) must have a 2-inch diameter steel or chromoly roll-cage and be between 0.089" and 0.095" (13 gauges) in thickness as a minimum on the main components of the structure.

f) 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 cm² (4"x4"), and the thickness of the plate must not be smaller than 3 mm. (1/8") The placement of the plate can be seen in **Appendix 1**.

g) The main arch must be vertical; it must be one piece without any wrinkles on bends. The superior part of the arch must be at least 2" above the helmets of the competitors, and as close as possible to the bodywork.

h) An diagonal member must be placed to form an integral part of the main arch. **Appendix 1** shows diagonal members.

i) Two door bars must be added (one on each side of the car) as shown on **Appendix 1**.

j) In addition, roof reinforcement must be placed on the upper part of the cage, forming an "X" between the main arch and the front arch as shown on **Appendix 1**.

k) Lastly, an additional member must be placed between the backstays, which can also be used to affix the safety belts. See **Appendix 1**.

l) It is mandatory to drill a 1/8" hole in all main members of the roll-cage structure for inspection, these holes must be at least 10 cm. (4") away from any bends, welds or attachment bolts.

j) Fire Extinguishers. All cars must at a minimum have a 2.5 lb. fire extinguisher dry chemical attached by mechanical means and accessible to driver.

- a. ***It is recommended and is required for 2022*** that each car is equipped with a Suppression System. A securely mounted SFI- or FIA-certified onboard fire suppression system with agent-appropriate nozzles is mandatory. 4.5-Liter or 10-lb system covering the driver compartment, engine compartment, and fuel storage area. All fire-suppression systems and components must meet all manufacturer-recommended design, installation, inspection, certification, re-inspection, replacement, and recharging guidelines and schedules

k) Electrical cut off switch must be accessible from the outside of vehicle, switch will be tested at 3,000 rpm, before a tech sticker is issued.

l) IDENTITY ON HELMETS with name, blood type, allergies and date of birth must be worn.
APENDIX 1 / Typical Roll Cage Construction.

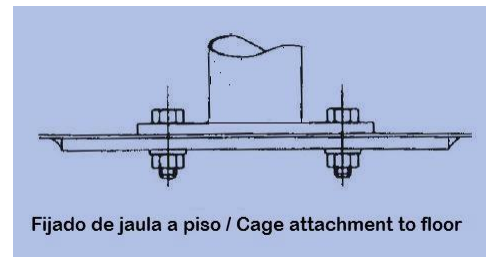
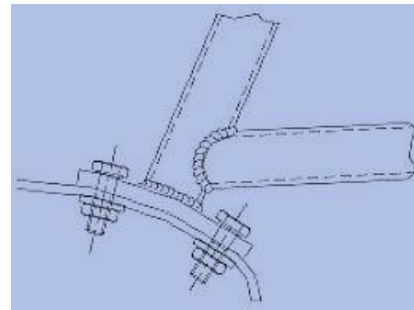
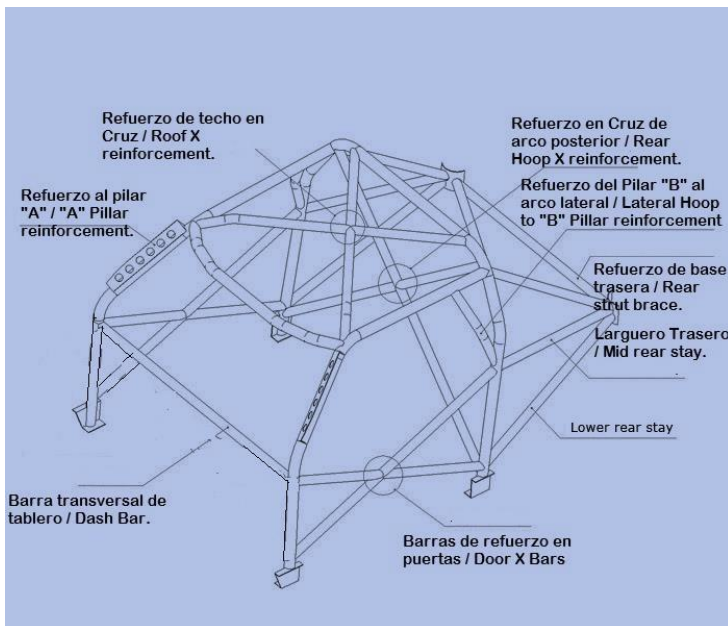


Figure 1. Suggested Roll Cage Design

APENDIX 2 / FIA approved Safety Items.



example of a FIA identification label

IMAGE 1 RACE SUIT LABEL



IMAGE 2. RACE HELMET LABEL



IMAGE 3. HANS DEVICE LABEL



IMAGE 4. RACE SEAT LABEL



IMAGE 5. FUELL CELL LABEL



IMAGE 6. RACE BOOT LABEL



IMAGE 7. RACE SUIT LABEL

19. MOTORCYCLE CLASSES.

The San Pedro Hill climb course presents a variety of both technical and fast sections, that can result in *very high speeds*.

--Please respect your skill set and the bike's abilities at all times--

We will not make a separate division for older or newer motorcycles; engine displacement and configuration will dictate the class on which a machine may compete.

19.1. ULTRALIGHTWEIGHT (ULW) Production based motorcycles, up to 350 c.c.'s

- Number of cylinders is open
- Mandatory DOT tires
- Two or four stroke engines.
- Black numbers over yellow background to identify class.

19.2. LIGHTWEIGHT (LW): Production based motorcycles, over 350 to 500 c.c.'s

- Number of cylinders is open.
- Mandatory DOT tires.
- Two or four stroke engines.
- White numbers over green background to identify class.

19.3. MIDDLEWEIGHT (MW): Production based motorcycles, over 500 to 850 c.c.'s

- Single, double or triple cylinder engines.
- Mandatory DOT tires.
- Two or four stroke engines.
- White numbers over blue background to identify class.

19.4. SUPERSPORT (SSPT): Production based motorcycles, up to 650 c.c.'s

- Four cylinder engines.
- Four stroke engines.
- Mandatory DOT tires.
- Black numbers over white background.

19.5. HEAVYWEIGHT (HW): Production based motorcycles over 850 c.c.'s.

- Number of cylinders is open.
- Mandatory DOT tires.
- Four stroke engines.
- White numbers over red background to identify class.

20. SAFETY FOR MOTORCYCLE CLASSES.

- Machine should be in perfect running condition, no fluid leaks, no loose parts, no excessive tire wear.
- Spark arrestors are mandatory on exhaust systems.
- Chains / drive shafts must be adjusted to safe standards and no missing gears or worn sprockets will be allowed.

21. RIDER SAFETY REQUIREMENTS.

Motorcycle riders must present valid riders license, with a seniority of at least two years on the day of the meet.

- Riders must be at least 18 years of age on the day of the meet.
- All rider's helmets must show blood type, allergies and D.O.B.
- All riders must wear full body covering riding suits synthetic or leathers in good condition, no torn or burnt garments will be allowed. One-piece suits are strongly recommended.
- Eye protection must be worn, riding gloves must also be worn, body armor is strongly recommended
- Helmets must have labels showing manufacturer and foundation certification, free of blows, cuts, scrapes, etc.
- Tires must not be showing excessive wear or cords; NO off-road knobby type tires will be allowed for motorcycles or sidecars.

22. NUMBER PLATES.

Numerals will be assigned on a first come first serve basis as stated on registration formats as submitted with entry fee fully paid, and can be their preferred or "Lucky" number.

No repeated numbers within a class. You will be informed if your number has already been claimed.

Include a second and third choice on your registration format.

23. TOWING / RETRIEVAL.

In the event of a mechanical failure or off-piste accident, each team will be responsible to retrieve race machine with team's own equipment once the runs are completed, or if the race is stopped because machine is on road.

Race operations will indicate to affected team when it is safe to access temporary course for retrieval of debris pick up and track sweep. Crash.

Each team is responsible of cleanup of oil/gas/coolant/debris from race machine in case of mechanical failure or crash.

24. MEDIA

Photographers, film makers and media people are welcome to shoot the event, registration and safe access times and locations will require to be followed. Please send Email for forms and particular to the trade regulations for our event. All material obtained at event may be used by us for promotional purposes only if we deem useful, not as merchandise from us. Media people are welcome to sell their material at the event or by other channels and the proceeds are theirs as well as the intellectual property, with proper credit to our event given and guidelines established in the regulations to the trade for our event fol

San Pedro Mártir

Hill Climb

CAMINO AL OBSERVATORIO BAJA, MÉXICO

COURSE STATISTICS

30 KM LENGTH

100% TARMAC

150 TURNS

6550 FT. ELEV. GAIN

ELEVATION AT START 1650 FT. ASL.

ELEVATION AT FINISH 8200 FT ASL

RACE

4 PRACTICE RUNS

2 RACE RUNS

BEST RACE RUN FOR PODIUM

MOTO & AUTO CLASSES

RECORD RUN 14' 58"

LOCATION

SIERRA DE SAN PEDRO MÁRTIR

BAJA CALIFORNIA, MÉXICO

150 MILES SOUTH OF THE US-MEX
BORDER.



SEST

SECTOR DE ECONOMÍA
SOSTENIBLE Y TURISMO



