

Medical Registration Form

SKP#: _____

Medical Form

Name: _____

Name of people traveling with you and relationship:

Type of vehicle – make and model: _____

License Plate - state & number: _____

Emergency contact person in U.S. and phone #: _____

Primary care physician name and phone #: _____

Medical evacuation insurance information:

Company: _____

Phone #: _____

Your policy #: _____

Your medical conditions:

Allergies:

SUMMARY OF RALLY ITINERARY

The 2012 rally will be required to have a minimum of 50 RV registered rigs to meet our Rally Fee breakeven budget.

The Pre-Rally will be located at Organ Pipe Cactus National Monument at Ajo, AZ .

The Pre-Rally at Organ Pipe Cactus National Monument will start on Feb 7, 2012 with registration starting at 12:00 and until 4:00 pm please arrive no later than 2 P.M on Feb 7, 2012 for Registration. We will depart on Feb 10, 2012 for Puerto Penasco MX.

Training and meetings for Rally leadership will occur on Feb 6. This day is specified for designated members of the Board , Charity, Group Leaders and Parking Crew. If you have not been notified to come on this day, your participation will not start until February 7 ,2012. If you would like to arrive early please let the Park Rangers know that you are with our group.

Preparation and meetings for Rally participants will occur from February 7, 8, 9, 2012.

The Main Rally will occur at Playa de Oro in Puerto Penasco , Mexico from February 10 thru Feb 20, 2012.

Maps, road logs, and final Pre-Rally and Rally agendas will be furnished at the Pre-Rally in Organ Pipe Cactus National Monument.

Sign up sheets for Rally activities will be available at the Pre-Rally in Organ Pipe Cactus and Mexico Rally in Puerto Penasco .

See sign up sheets with fees required for all activities

fishing trips
massage; Pedicure Manicure
Wash and/or wax rig
Boat tour of bird Island
el pinacate volcanic shield and giant craters
Sunset Cruise
Vehicle body work and painting

See sign up sheets for specialty sessions

Sessions may include geocache; geology

See sign up sheets for private caravanning into Mexico after Rally is over to be defined.

Any questions can be directed to: **Dannie Dolan** Dolanwagonmaster2012@yahoo.com
cell **303-903-9818**

GOING TO MEXICO

DOCUMENTATION FOR ENTERING MEXICO: These documents are required in order to comply with Mexican Immigration and Customs laws.

Mexican liability auto insurance. Your US or Canadian policy does not cover travel to the interior of Mexico. Make sure the effective dates of the insurance cover the dates you will be traveling within the borders of Mexico. Get the insurance BEFORE you arrive at the border.

You must have, as a minimum, vehicle liability insurance written on a valid Mexican Company. No U.S. or Canadian liability insurance is valid in Mexico. There is a good discussion about insurance on our website at mexicanconnection08.com. Call around for price quotes. Prices vary with individual companies, amount of coverage, and length of coverage. The company will set the start date to accommodate your schedule on entering Mexico. I use proalliance insurance (Rosie Glover). She is a local in Puerto Penasco and she personally comes if you have an accident or problems

Some companies that provide this insurance are:

www.proalliance.com.mx

Rosie Glover

602-773-1031

www.mexicoinsurance.com

ADA Visa Global Enterprises

www.mexican-insurance.com

Point South Insurance

1-800-421-1394

San Xavier Mexico Insurance

1-888-377-1570 SKP owned

McAfee & Edwards Insurance

1-800-334-7950

Sanborn's Mexico Auto Insurance

1-800-222-0158

Vagabondos Del Mar

1-800-474-2252

www.mexicaninsurance.com

Mexican Insurance Store

www.americanfamilyinsurance.com

American Family Insurance Company

520-834-5988

We will be making an early separate trip on Feb 8 or 9, to Mexico, during the Pre-Rally at Organ Pipe Cactus to acquire the required documents listed below. It can take a couple of hours to complete this documentation process. If possible please acquire these documents before arriving at the Pre-Rally. We will have members that have not been to Mexico before and will need the time to get their paperwork.

Tourist Visa

The Migración (Immigration) Office will issue you a Tarjeta de Turista (Tourist Card).

The Immigration Official will give you a form for each person to fill out and sign. You will present your passport and a copy along with the completed form. Ask for an issue period of 180 days (maximum allowed). The official will sign and record the form and give you two portions of it. You will then be required to submit the form to any bank, pay in pesos approximately \$22.00 per person, and receive the official stamp to validate your Tourist Card.

If you are traveling with children (not your own) or grandchildren, you must have a notarized letter of permission signed by the parents, or in case of only one parent traveling with them, by the other parent. You must also have the child's photo ID or passport.

Keep your Tourist Card on your person at all times while in Mexico.

It is important to retain the Tourist Card, as you must return this document to any Mexican Immigration Office before it expires. If you do not, you cannot return to Mexico without paying a substantial fine.

Vehicle Importation Certificate

You will need a Holograma (vehicle registration sticker) if you travel outside the Free Zone in Sonora. Map will be included in a later packet.

The Banjercito will issue you an Importacion Temporal de Vehiculos (Temporary Vehicle Import Permit) for each of your vehicles. Most of the time, you must have the vehicle(s) for the official to inspect but we try to make arrangements to acquire the permits(s) without the vehicles since we have so many apply at the same time. It is a good idea to have a picture of the complete rig you are taking into Mexico to show the official so that there are no questions as to what you need certificates for.

You will present an original Vehicle Registration (or copy, if yours is financed and you don't have an original) for each vehicle plus a copy; your driver's license plus a copy; and your Tourist Card plus a copy (copies can be made at the border). If any of your vehicles have a lien, you need a letter from your financial institution stating that you have permission to take the vehicle into Mexico. If you have a LLC registering your rig or toad you need a letter of permission from the LLC to bring the vehicles into Mexico. You will be charged a fee in pesos the equivalent of \$50 US per RV and \$30 US per car and truck to be paid by credit card at the Banjercito. Paying the fee using cash is much more expensive. You will receive the Temporary Vehicle Import Permit with hologram sticker attached to be placed on your vehicle. Make sure the VIN on the form matches the VIN of the vehicle. All RV (motor home and trailer) permits are issued for a period of 10 years. Cars and trucks are issued permits for a period of six (6) months.

The rules are changing all the time and enforcement of the rules is capricious. Couples driving a motor home with a towed vehicle will be less likely to have a problem with customs agents if you have both names on the registration of the motor home and towed vehicle, and have two different major credit cards issued with two different names

It is important to retain the hologram sticker ON the vehicle and the Importacion Temporal de Vehiculos paper it came on as you must return the vehicle and this document to any Banjercito before it expires. If you do not, you cannot return the vehicle to Mexico without paying a substantial fine. A list of Banjercitos will be included in a later packet.

Valid driver's license for each driver: Make sure it won't expire before returning to the US.

It is a good idea to make copies of your credit cards and phone #'s, driver's license, evacuation medical insurance card, and first page of your passport and keep in a safe place.

ENTERING MEXICO: Prior to departing the US, obtain a US Customs handout which lists items that are restricted or prohibited for importation when returning to the US.

Stop at the Mexican Border Control Station. If you have the hologram sticker readily visible on the windshield, you will be waived through.

Other Documents or Items

Pets: If you are bringing pets (cats or dogs only – no other type of animal will be allowed back into the US) have a health certificate from your veterinarian. Make sure your rabies vaccines are current. On the health certificate form there is a place for the name of the place you will be traveling to.

Bring an adequate supply of their medication, food, kitty litter since you might not find their favorites locally. In some areas of Mexico dry food is scooped from large bags for sale so it is better to bring it with you. Veterinarians are difficult to find and may not be bilingual.

Credit Cards: Bring a major credit card that won't expire while your are traveling. To obtain a hologram for your vehicle the banjercito accepts Visa, MC and American Express. Make sure you advise your card holder that you will be traveling in Mexico so your card doesn't get declined in Mexico. You will be using it to make withdrawals from an ATM for pesos. Some **Pemex** gas stations DO NOT accept credit cards. Plan to have or acquire enough pesos to fuel up and pay tolls for your trip down and return to the U.S.

Medical Records / Medication: Make sure to bring the Medical Form with you to registration. Bring all your medications/prescriptions in their original containers. This is a US requirement. You can only bring a 90 day supply of your medication back to the US. Any prescriptions over the 90 day supply not in the original container may be confiscated by the US Customs Dept. If you have medical evacuation insurance make sure you have your card with the contact information.

Pesos: You will get pesos when making withdrawals from ATM's in Mexico. You need pesos at Pemex gas stations. You may need your passport when converting currency at casas de cambio (small banks). Mexico is primarily a cash economy. In many small towns you may find credit cards aren't accepted nor are ATM's available.

Phone calls: You can purchase international phone cards either in the US or in Mexico. There have been problems with ones in the US not having the number of minutes purchased and at times the 800# isn't accessible in Mexico. We would suggest you purchase one while in Mexico. Check with your cell phone carrier to see if you can arrange Mexico coverage before you leave the US and what type of plans they offer. You may need to sign up for a Mexico plan which would charge about \$ 15 to \$ 25.00 a month to use your cell phone in Mexico without additional charges. Ask for USA code # to be able to call the USA.

Bring the international, non 800#'s for any companies (including credit card ones) you anticipate needing.

Phone numbers: phone card
0 Local operator
020 Long distance operator
090 International English speaking operator
066 Emergency response number (like our 911

ROAD READY FOR MEXICO

Is YOUR rig ready for the roads and topees of Mexico? Is your maintenance schedule up to date? Do you have the spare parts packed that you may need down there, or were you going to take care of that next month? NOW is the time to go over your rig and towed vehicle.

Mexico roads have little to no shoulders, so finding a place to pull off and fix things can be a problem. You usually wind up doing the work ON the edge of the road and that puts everyone in danger. So, better to take care of ALL running gear problems BEFORE YOU CROSS THE BORDER! A couple of hours' work NOW, or a visit to whoever maintains your rig, can save you a couple of DAYS in Mexico. Chapter 8 never leaves anyone by themselves to work out a problem but wouldn't you rather be sightseeing, fishing or enjoying a cerveza than working on your rig? Take care of maintenance now and enjoy Mexico.

Here are some things to consider.

SPARE PARTS: It's much easier to buy what you will need at a parts counter in the USA where English is spoken and you can get part numbers that you understand than it is in Mexico in a language you don't speak with numbers you don't understand! So, a spare oil filter and fuel filter should be part of your kit. Also include belts and radiator hoses if they haven't been changed in the last 50K-75K miles. A Transmission filter, external spin-on or internal, is good to have if you run into transmission problems. Newer model transmission pan gaskets are reusable. If you have an older model a new pan gasket would be good to have. Air filters are easy to change and take up a lot of space. Do that just before you start the trip.

TRAILER SPRINGS, SHACKLES AND EQUALIZERS: Shackles, the metal plate between the spring eye and the frame, get the most wear and tear in the suspension system. They are attached with bolts that wear out because MOST have no means for lubrication. They make kits that have bushings in them that you can lube through the bolt. Most Camping World stores have them and can install the kit for less than \$100 and your shackle problems are over. If you like to change this stuff yourself on your back with two jacks under the trailer on the side of the road, then get some spare shackles made and NEW bolts. Topees put a lot of stress on the suspension system. Broken springs are NOT uncommon in Mexico. If you slow down for topees, it's less of a problem, but it's the one you DON'T see that does the damage.

BRAKES: The only thing worse than NOT having enough power/torque to get UP the hill is not having enough BRAKES to get DOWN the hill at a safe speed or stopped in an emergency! When was the last time your brake pads/shoes were checked or changed? Like tires, brake linings/pads are measured in depth or the % of wear remaining. Most disk pads have a small metal clip that rubs on the rotor to make a screeching sound to alert you that the pads need to be changed. That grinding sound you hear from the rear drum brakes is the rivets holding the lining material to the shoe, or the shoe if the lining is glued on, rubbing against the drum. Time for some new shoes! Disk pads are easy to check. Just remove the tire and look through the slot in the rear of the caliper. You can see or measure the amount of pad remaining on each side. They should be equal in thickness. If not, the caliper is hanging up, causing one pad to wear more than the other. Pads are easy to change. Calipers take a lot more skill and attention. I'd leave that to the professionals

TIRES: Do you have a spare for each size tire you are running? Some new RV's do not come with spare tires. If not, get one! Check it for pressure and condition. If the tires are over 5 years old, it's time for a NEW SET! Most RV tires don't wear out, they ROT out. Mexican heat, roads and topees will put maximum stress on your tires. Side wall cracks are NOT something you want to deal with in Mexico. Start with a good set. Tread depth is measured in 32's of an inch. Most new car tires and some smaller trailer tires have LESS than a half inch (16/32") when you buy them. Commercial tires, truck, RV, etc. can have up to 18-20 32's. How many miles does your rig get on a set of tires? If your tread depth is 4/32 (1/8") or less, it's time for NEW TIRES! Any tire place will check them for you OR with a penny, you can get a rough estimate by placing Mr. Lincoln upside down in the groove as close to the center of the tread as you can get. Look at how much of him is sticking up above the tread surface. If you can see the top of his head it's NEW tire time. The hair on his forehead is 5/32, eye 8/32 (1/4"), nose 10/32, chin 13/32 (New or almost new), and tie 16/32. Is the tread wear even or worn more on one side than the other? IF uneven, it's time for an alignment. If cupped or you can feel low spots in the tread, the tire is out of balance and will continue to wear like that unless it's put on a machine and CUT back to round! Same goes for TRAILER tires. How thin a tire are you willing to risk your rig and LIFE on?

Speaking of changing stuff on the side of the road, do you have everything you need to change a tire YOURSELF? Large tire lug nuts have VERY high torque values, 750 to 1,000 FOOT Lbs are not uncommon. That takes a lug wrench with at least a cheater bar or a 3/4 to one inch drive pneumatic wrench. That wrench requires something in excess of 150 PSI to break the nut loose! If it's a rear tire, an extension is required to reach inside about a foot to get to the lug nuts and if you have to use a bar on that, you lose a lot of torque at that 90-degree angle. This is not a job for old men, ladies, etc., PLUS your Emergency road service is NOT, repeat NOT, available in Mexico! The advertising may say "covers Mexico, Canada, and all of North America". As we discovered last year with a Motor home tire blow-out, that simply means they will reimburse some of your expenses when you submit receipts from Mexico. They do NOT dispatch service people as they do in the USA. Getting help in a rural area with no cell phone service in a language you don't speak can be an interesting challenge. Throw in a non-existent shoulder along-side the road and life gets downright complicated. Large tires with LARGE hubcaps have special attachment bolts to hold on the cap. Those usually take special wrenches to get them off so you can get to the lug nuts. Do you know where those wrenches are in YOUR rig?

Written by: Tom Korsmo