

# SUPPLEMENTARY REGULATIONS

## *2009 HILL CLIMB SERIES*

### Round 1

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## **SUPPLEMENTARY REGULATIONS**

### **ROUND ONE of the 2009 HILL CLIMB SERIES**

#### **1. ORGANIZATION**

The Hill Climb Club of the Philippines is organizing the 2009 Hill Climb Series with five rounds to be conducted on March 29, April 26, May 16, May 17, and July 4. These Supplementary Regulations have been approved by the Automobile Association of the Philippines.

Organizing Committee, Secretariat

The chairman of the Organizing Committee is:  
EDGEN DY-LIACCO with contact numbers  
+ 63 2 840 2334; + 63 917 893 9955

The Secretariat of the Event may be contacted at:  
 5<sup>TH</sup> Flr, V. Madrigal Building,  
 6793 Ayala Avenue, Makati City 1226  
 Tel: + 63 2 891 5909; Fax: + 63 2 840 2335

#### Officials

STEWARDS	TBA
CLERK OF THE COURSE	Blue Reyna
SECRETARY OF THE EVENT	Edgen Dy-Liacco
SCRUTINEER	Pam Tolentino
SAFETY OFFICER	Ernie Garcia
COMPETITOR RELATIONS OFFICER	Popong Andolong
CHIEF MARSHAL	Charlie Cruz

#### Official Notice Boards

All communications and decisions, as well as the results, shall be posted on the official notice board located at:

Scrutineering	27 March	Baguio Convention Center, Baguio City
Race Control	29 March	San Fernando, La Union

## 2. GENERAL CONDITIONS

- 2.1 The 2009 Hill Climb Series is organized and promoted by the Hill Climb Club of the Philippines. The event, a national competition, will be conducted in compliance with the FIA International Sporting Code (ISC), the List of Requirements of the Hillclimbs Commission (Asia), the National Sporting Regulations of the Automobile Association of the Philippines (AAP), the 2009 General and Sporting Regulations of the Hill Climb Club of the Philippines and these Supplementary Regulations.
- 2.2 By entering the competition, the participants agree to abide by the above provisions and abandon all recourse to arbitrators or courts not provided for in the ISC.
- 2.3 Any person or association organizing or taking part in an event and failing to comply with these provisions shall have their license withdrawn.
- 2.4 This round of the series counts towards the Philippine Hill Climb Championship. It also counts towards the 1<sup>ST</sup> North Luzon Hillclimb Series with a 1.5 coefficient.
- This round will be run on a course with the following characteristics:

Length	2.10 kilometers
Surface	concrete
Average gradient	7 degrees
Start altitude	96 meters
Finish altitude	201 meters

## 3. PROGRAMME

- 3.1 Round One of the 2009 Hill Climb Series will take place on March 29, 2009 in San Fernando, La Union.

3.2 Should the event be postponed due to force majeure, it will be rescheduled for a date not more than thirty (30) days after the original date. Any other adjustments in schedule shall be decided by the organizers and appropriately conveyed to registered entrants.

3.3	OPENING DATE FOR ENTRIES	March 16, 2009	1000 hrs
	CLOSING DATE FOR ENTRIES	March 24, 2009	1200 hrs
	PRE-SCRUTINEERING DATE	March 24, 2009	1600 hrs
	SCRUTINEERING DATE	March 27, 2009	1500 hrs
	PRE-EVENT BRIEFING	March 27, 2009	1700 hrs
	DRIVERS BRIEFING	March 29, 2009	0730 hrs
	OFFICIAL COURSE SURVEY	March 29, 2009	0800 hrs
	LATE ENTRIES CLOSING DATE	March 29, 2009	0700 hrs
	LATE SCRUTINEERING DATE	March 29, 2009	0700 hrs

3.5 The officials will be available to conduct pre-scrutineering checks on competing vehicles. Said activity has been scheduled to allow sufficient guidance on vehicle preparation, particularly on the safety aspects, to which the competitors have until regular scrutineering to conform.

3.6 Scrutineering of competing vehicles will be conducted at the Baguio Convention Center Parking Lot, Baguio City on FRIDAY, 27 MARCH 2009 on a first-come-first-served basis from 1500 HRS to 1700 HRS.

#### 4. ELIGIBLE VEHICLES

Eligibility will be confined to a land vehicle propelled by its own means, running on four wheels not in line, which must be normally in contact with the ground and of which the two forward wheels must affect the steering.

Any vehicle, the components or construction of which is deemed by the scrutineers to be dangerous, may be excluded by the Stewards of the Event.

##### Classes

Except for Historic Cars, vehicles shall be classified according to their engine model and horsepower rating as published in the Automobile Guidebook.

GROUP 1	below 105 HP
GROUP 2	105 HP to 154 HP
GROUP 3	155 HP to 204 HP
GROUP 4	205 HP and above
Historic Car	Vehicles manufactured in 1976 or earlier

For vehicles with add-on forced induction such as turbo chargers and super chargers, a 1.5 factor will be applied to its published HP then rated accordingly as per adjusted HP output.

Ex: 120 HP (with add-on turbocharger) X 1.5 = 180 HP  
Therefore, the vehicle will fall under Group 3.

As determined by the Chief Scrutineer, any vehicle that is perceived to have undue advantage within its Group or HP bracket due to lightening shall be moved up to the next Group.

##### 4.4 Tires

Slick tires are permitted provided that:

There are at least four (4) grooves along the circumference of the tire. The total width of the grooves should be at least 17% of the total surface area of the tire.

Circumference X Tire Width = Surface Area

thus, Circumference X Tire Width X 0.17 = Total Max. Width of Grooves

The depth of the groove shall be at least 3mm. at the time of scrutineering.

Slick tires will be marked and will be rechecked prior to the first official run on the day of the event.

Any form of pre-heating of the tires before the start is prohibited and may result in sanctions that may go as far as exclusion.

#### 4.5 Fuel

The use of any fuel is allowed.

Refueling is ONLY permitted in the designated refueling area and must be conducted with the required safety equipment and procedures.

The driver may remain in the car during refueling but the engine must be shut off.

## 5. DRIVERS' SAFETY EQUIPMENT

5.1 Drivers taking part in official timed runs must always wear a helmet that complies with current FIA standards.

5.2 All vehicles must be fitted with a fire extinguisher:

Handheld: Minimum 5 kg.

Plumbed-in: Minimum 7.5 kg

The use of a safety harness is a mandatory. The minimum requirement is a 3-point harness except for those competing for the National Title for which a 4-point safety harness compliant with current FIA standards is required.

A first aid kit is required on board the competing vehicle.

The cars of drivers vying for the National Title are required to have installed a 4-point roll protection of current FIA standards as a minimum. The installation of roll protection in cars of drivers not vying for the National Title is strongly recommended.

It is strongly recommended that drivers wear a racing suit, driving gloves and driving shoes.

Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.

## 6. ELIGIBLE COMPETITORS

A driver must be a current member in good standing, of the Hill Climb Club of the Philippines.

A driver must be a holder of a current civil driver's license issued by the Land Transportation Office.

Drivers vying for the National Title must possess a current National Competition License for Hill Climb

issued by the Automobile Association of the Philippines.

Licenses must be presented to the secretariat before the start of the event.

## 7. ENTRIES

7.1 Registration opens on March 16, 2009. Anyone wishing to take part in the 2009 Hill Climb Series must submit an entry form duly completed and with the corresponding membership / entry fees to the Event Secretariat before the close of entries at 1200 HRS of 24 MARCH 2009 in office of the HCCP Secretariat in Makati City. Entries made by fax must be confirmed in writing before the closing of entries, providing information requested on the entry form.

After having received the entry form, the organizers will issue the applicant an acknowledgment receipt. However, this does not imply that the entry has been accepted.

7.2 The maximum number of participants will be sixty (60) and thus registration cuts off with the 60<sup>TH</sup> entrant. There may be a change of vehicle after the closing of regular entries and up to the completion of the checks on the competitor concerned, provided that the new vehicle belongs to the same cylinder capacity class (Article 4.3) as the vehicle being replaced.

No change of competitor may take place after the closing of regular entries. Changes of driver are authorized in accordance with Article 121 of the ISC. The replacement driver, who must hold a valid license from his ASN, must be named before the administrative checks are carried out for the vehicle concerned.

Double starts (1 vehicle for up to 2 drivers) will be allowed. However, the organizer does not guarantee the run of driver after the first driver considering the need for the car to return to the start line on time for the run of the next driver.

This year's club annual membership fee of P2,500.00 shall already include the entry fee for this first round of the 2009 Hill Climb Series if paid within the REGULAR REGISTRATION period (up to 1200 HRS of 24 MARCH 2009).

LATE REGISTRATION (up to 0700 HRS of 29 March 2009) will incur a surcharge of P500.00 over the P2,500.00 membership/entry fee.

7.7 Without optional advertising, a surcharge of P1,500.00 shall apply, in addition to the fees due as stipulated in Article 7.5 and 7.6.

By the very fact of signing the entry form the competitor, as well as all his support crew, submit themselves to the sporting jurisdiction specified in the General and Sporting Regulations of the event.

The organizers reserve the right to refuse the entry of a competitor or a driver without having to give reason for the refusal.

The organizers reserve the right to suspend temporarily or permanently the registration of any competitor for unprofessional conduct either on or off the track, as deemed by the Stewards.

The entry application will only be accepted if accompanied by the total membership/entry fees.

A ten percent (10%) rebate shall be given to entries of 6 or more that belong to the same car club. Documented proof of drivers' current club membership and club registration must be provided before the start of the prize-giving ceremony. Failure to comply shall mean forfeiture of rebate.

There will be no refund of membership/entry fees to competitors who are unable to participate in whole or in part in the event for any reason whatsoever outside the normal responsibility of the organizer.

## **8. LIABILITY and INSURANCE**

### 8.1 Responsibility and liability renunciation of organizers and participants.

Participants (entrants, competitors, drivers, proprietors, support crews and owners of vehicles) take part in the event at their own risks. They carry sole civil and criminal responsibility for any damage or injury caused by them or the vehicles they use.

The competitor must be the owner of the vehicle to be used in the event, otherwise the competitor must provide a written waiver by the owner of the vehicle up to the moment of scrutineering.

With the submission of the entry, each participant agrees to save harmless and to keep indemnified the following:

- The Hill Climb Club of the Philippines
- The Automobile Association of the Philippines
- The Local Governments and agencies of the event venue
- The Official Sponsors of the Event
- The Landowners through whose property/ies the event will run
- Their respective officials, representatives, servants and agents,

from and against all losses, actions, claims, expenses and demands in respect of death, injury, loss or damage to the person or property of each participant, driver, passenger, mechanic, support crew or of any other person or party whatsoever, howsoever caused, arising out of or in connection with the entry of each participant taking part in the event, notwithstanding that such death, injury, loss or damage may have been contributed to or caused by the negligence of the Club or the Association or the Government or the Official Sponsors or the landowners or of any of their respective officials, servants, representatives or agents or by any other person or organization involved in the event.

The organizers, promoters and sponsors decline liability in any accident caused by or to competitors, drivers, crew and the competing vehicles and support units during the whole of the event. Competitors shall be held responsible for any accident or breach of the laws on which they may be involved and shall declare to the organizers the particulars of any incident from which liability may arise and shall have no claim against the organizers, sponsors and promoters arising out of any action of the organizers, promoters, sponsors, their servants, officials or agents, during the course of the event.

The liability insurance taken out by the Organizer shall apply for the duration of the event.

## **9. RESERVATIONS, AMENDMENTS and BULLETINS,**

The organizer reserves the right to add to these Supplementary Regulations or to issue additional conditions or instructions, which will form an integral part of them.

Participants shall be informed of any amendments or additional conditions as soon as possible via dated

and numbered information bulletins, which shall be posted on the official notice board (Article 1.3).

The Clerk of the Course is charged with the application of the present regulations and their provisions during the running of the event. Nevertheless, he must inform the Stewards of the Event of any important decision he has had to take in application of the said regulations.

Any protests against said decisions will be sent to the Stewards of the Event for deliberation.

Similarly, any case not provided for in the aforementioned regulations will be studied by the Stewards of the Event, who alone have the power to decide.

## **10. GENERAL OBLIGATIONS**

### **10.1 Drivers, Competitors and Crew**

10.1.1 Only one registered driver per vehicle will be admitted to the start each time.

10.1.2 It is forbidden to participate in the event under the influence of alcohol or drugs. The drivers are obliged to submit themselves to any possible tests to determine this. Infringement of this rule will result in a penalty of exclusion.

10.1.3 The driver named in the entry form will be held solely responsible for all the liabilities and obligations of his crew. The consumption of alcohol is prohibited during the event. The use of prohibited drugs is not permitted at any time. Violation of this guideline will result in a penalty of exclusion for the driver concerned.

Showing off or improper conduct by drivers and/or crew during the event shall be dealt with by the Stewards of the Event, with a penalty that may go as far as exclusion from the event.

For the exact interpretation of this text the following definitions apply:

- a) “competitor”, for either physical or legal entities
- b) “crew”, support personnel of the driver / entrant
- “driver”, the individual operating the vehicle

The driver assumes the competitor’s responsibility when the latter is not on board the vehicle.

Any incorrect, fraudulent or unsporting action carried out by the competitor, crew or driver will be judged by the Stewards of the Event who will impose penalties which may go as far as suspension or exclusion from the event.

Drivers are obliged to follow the instructions of marshals and/or officials in charge of any area. Failure to observe this may lead to exclusion at the discretion of the Stewards of the Event.

### **10.2 Number Plates**

10.2.1 The organizer WILL NOT supply number plates.

10.2.2 The competitor shall be responsible for providing his/her number plate or its equivalent, with the following specifications.

- a) Measuring 40 cm width X 30 centimeter height;
- b) White or solid-color background;
- c) Digit(s) clearly legible in a color different from the background; and,
- d) Positioned as described in 10.2.2 with 15 cm X 40 cm blank spaces above and below, reserved for the HCCP and event stickers to be provided by the organizer.

10.2.2 The event number plates must appear on both doors of the vehicle or on the equivalent side panels during the entire event. They shall be clearly displayed on both sides of the vehicle and throughout the duration of the event. Should any event number plate be ascertained to be missing during the event, a fine of One Thousand Pesos (PHP 1,000.00) will be

imposed.

10.2.3 The competitor shall only use the number assigned by the organizer.

### 10.3 Briefings, Survey, Practice

10.3.1 A drivers briefing for Round One of the 2009 Hill Climb Series shall be conducted at 0730hrs on Sunday, 29 March 2009 at Race Control in the race venue. At said briefing the event and the present regulations will be discussed. Attendance is compulsory with a fine of Two Thousand Pesos (PHP 2,000.00) for failure to attend.

10.3.2 An organized survey of the stage will be conducted at 0800hrs on the day of the event, Sunday, 29 March 2009.

10.3.3 No practice runs will be allowed. Practicing on the stage is forbidden under pain of a fine of Five Thousand Pesos (PHP 5,000.00) or a penalty which may go as far as exclusion, as determined by the Stewards of the Event.

### 10.4 Signs and Flag Signals, Repairs, Behavior

The following signs will be displayed on the course

<b>Checkered Flag with YELLOW background</b>	75m-100m to finish line
<b>Checkered Flag with RED background</b>	Finish line
<b>STOP with RED background</b>	Stop Control point

The following flag signals may be used in the heats, and must be strictly observed.

<b>Red Flag</b>	Stop immediately and definitively
<b>Yellow Flag</b>	Danger, proceed with caution
<b>Yellow Flag waved</b>	Danger, be prepared to stop
<b>B/W Checkered Flag</b>	End of heat (finish line)

10.4.3 Repairs and refueling are freely permitted during the event in the Service area. A fine of One Thousand Pesos (PHP 1,000.00) will be imposed on competitors conducting repairs / refueling outside of this sector.

10.4.4 Outside assistance for vehicles on the course is not allowed, under pain of a fine of One Thousand Pesos (PHP 1,000.00) or a penalty which may go as far as exclusion.

10.4.5 If a driver is obliged to stop his heat owing to mechanical failure or other problems, he must immediately park his vehicle away from the course.

It is strictly prohibited to drive a vehicle across, or in the direction opposite to, the direction of the race, unless instructed to do so by the marshal or official. Any breach of this regulation shall result in exclusion from the event.

Similarly, drivers are forbidden under pain of penalty of exclusion to deliberately block the course, or to behave in an unsporting manner.

### 10.5 Advertising

10.5.1 Competitors may affix any kind of advertising to their vehicles, provided that:  
 it is allowed by national laws, and Association and Club rules  
 it is not likely to give offense  
 it does not encroach upon spaces reserved for the event number plates  
 it does not interfere with the driver's vision through the windshield

10.5.2 The advertising spaces situated immediately above and below the event number plates, and the front visor space or its equivalent are all reserved for the organizer's advertising (see Appendix A)

a) Event number plates, 2 per vehicle      40 cm (w) x 30 cm (h)



toward classification.

12.1.2 Final classification will be determined by the competitor's best time of the two timed runs. Re-runs will only be permitted for reasons of blockage of the course or interruption of the run, as determined by the Clerk of the Course and upon decision by the Stewards. If a driver in a heat deliberately causes a stoppage by blockage or obstruction, the driver concerned may be excluded, at the discretion of the Stewards.

The starting order for the first heat shall be according to registration order of drivers within a category, or as determined by the Clerk of the Course. The start order for the second heat shall be based on the results of the first heat.

The Stewards of the Meeting and the Clerk of the Course are free to modify the starting order according to circumstances.

After being called to report to the PRE-START AREA, a competitor has up to five minutes after the announced report time to arrive without being penalized. Failure to do so will result in a refused start.

## 12.2 Start

The run of each vehicle in this event will involve starting a competitor individually and his time determined to the hundredth of a second at the finish line. Vehicles shall be released at two-minute intervals.

No vehicle may take the start outside its own category unless expressly authorized to do so by the Stewards of the Meeting.

12.2.3 After being directed to do so, a competitor has up to two minutes to report to the START LINE with the vehicle's engine running. Failure to do so shall mean a refused start.

The engine of the vehicle must be running while it is on the start line. Any driver not able to start his vehicle's engine within one minute will be excluded from the heat.

After its pre-start safety checks, the vehicle will form up for a standing start while a red flag is shown at the start line. The red flag will be removed from the start line at the 30-second mark and replaced with a raised green flag. The 10 second mark shall be conveyed to the driver by a hand signal and the last five seconds counted out aloud by the starter and indicated by hand signal, with a drop of the green flag signaling the start of the run.

An aborted start sequence or a delayed start will be conveyed by a return to the red flag and the 30-second sequence returned when appropriate.

A competitor refusing to start at the time and in the position allocated to it shall be given a penalty by the Stewards of at least 15 seconds, and which may go as far as exclusion if the Clerk of the Course so requests, whether or not the heat is run.

Any competitor that is unable to leave normally in the one minute following the start signal will be excluded from the heat and pushed in order to clear the start area.

A driver shall be penalized 15 seconds for a false start; This penalty is to be added to his running time for that particular heat. Said driver will not be granted a restart. This penalty does not exclude heavier penalties being inflicted by the Stewards of the Event, especially if the offense is repeated or intentional. The starter's opinion is final.

## 12.3 Interruption of a Run

12.3.1 When a run has to be definitely stopped for any reason whatsoever as decided by the Clerk of the Course, red flags will be displayed at all marshal signaling points in the course. This is a signal for a driver to cease running at racing speeds, pull to the side of the track and stop to await further instructions.

- 12.3.2 Should a re-run be directed, only vehicles that are able to return immediately to the pre-start area under their own power without outside assistance will be allowed to re-start.
- 12.3.3 No competitor that is totally or partially responsible for the blocking of the course or stopping of a heat may benefit from the incident. Said competitor may be excluded, at the discretion of the Stewards of the Event.
- 12.3.4 A vehicle that bogs down, stalls, or remains unable to resume the run on its own power within 30 seconds forfeits the run and will be immediately towed in order to clear the course.

#### 12.4 Finish Line

- 12.4.1 Approximately one hundred meters before the finish line, a sign with a checkered flag on a YELLOW background shall be displayed to alert the driver.
- 12.4.2 The flying finish line shall be indicated by a sign with a checkered flag on a RED background. Times will be recorded at this point. It is forbidden to stop at this point under penalty that may go as far as exclusion.
- 12.4.3 Time shall be determined to the hundredths of a second by manual timer with printout.
- 12.4.4 After passing the flying finish line, the driver must immediately slow down and come to a FULL STOP at the point marked by a STOP SIGN approximately 100 meters after the flying finish line. He must sign a log sheet and leave immediately. Failure to do so will warrant a penalty of One Thousand Pesos (PHP1,000.00) or exclusion.
- 12.4.5 Thereafter, the driver and vehicle must proceed directly to the paddocks.

### **13. PROTESTS and APPEALS**

- 13.1 All protests shall be lodged in accordance with the provisions of the ISC. The right to protest can only be exercised by a competitor who is duly entered in the event.
- 13.2 All protests must be lodged in writing and submitted to the Clerk of the Course, not later than thirty minutes after the posting of the Provisional Results, together with the protest fee in cash of Twenty Thousand Pesos (PHP 20,000.00), which will not be returned if the protest is judged unfounded.
- 13.3 If the claim is unfounded, and if the expenses incurred by the protest (scrutineering, transport, etc.) are higher than the deposit amount, the difference shall be borne by the claimant. Conversely, if the expenses are less, the difference shall be returned to them.
- 13.4 Competitors may appeal against decisions, in accordance with the stipulations of the ISC and accompanied by a fee in cash of Thirty thousand Pesos (PHP 30,000.00)
- 13.5 Protests regarding timekeeping or decisions taken by the judges of fact will not be entertained.

### **14 CLASSIFICATION, POINTS and PRIZES**

- 14.1 Times will be expressed in minutes, seconds and hundredths of a second. The final classification will be determined by the best time posted by each competitor, including any other time penalties resulting from infractions in said heat. The driver with the lowest time will be proclaimed the

winner, the next lowest second, and so on.

14.2 In the event of a dead heat, the competitor posting the greater number of better times than the other will be named the winner.

14.3 Classifications will be announced for each category. A minimum number of three (3) vehicles per category will be admitted. Should the number not be attained, competing vehicles of the category will be admitted to the next higher category. Should the minimum number of starting vehicles per category still not be attained by such admission, they will be further upgraded to the next higher category.

The top three drivers per class will be awarded trophies and/or prizes for the event. The top ten finishers in each class will be awarded points that will count towards the series championship award (per class). The driver with the most points at the end of the 5-event series will be awarded the class overall award.

For the National Title, the top ten (10) drivers of the day (regardless of class) will be awarded points. Only drivers with cars that meet the requirements for National Title will be eligible for said points. The competitor garnering the most points at the end of the 5-event series will be awarded the National Title.

#### Point System

1 <sup>st</sup>	20 points	6 <sup>th</sup>	6 points
2 <sup>nd</sup>	15 points	7 <sup>th</sup>	4 points
3 <sup>rd</sup>	12 points	8 <sup>th</sup>	3 points
4 <sup>th</sup>	10 points	9 <sup>th</sup>	2 points
5 <sup>th</sup>	8 points	10 <sup>th</sup>	1 point

This First Round of the 2009 Hill Climb Series will have a 1.5 point coefficient. This means that points garnered in this round will be multiplied by a factor of 1.5 to obtain the competitor's points for the series.

Prize-giving ceremonies will be held at 1700hrs in Race Control in San Fernando, La Union on March 29, 2009.

## **APPENDIX A - ADVERTISING DIAGRAM**



### **Compulsory Advertising:**

**Event number plates for left and right door panel**

**CASTROL sticker for left and right front bumper corner**

**Large CASTROL sticker for left and right mid-body panels**

## APPENDIX B - SUMMARY OF PENALTIES

Article	Reason	Start Refused	Exclusion, Forfeiture or Disqualification	Time Penalty	Fine	Stewards' Discretion
7.1 1	Entry fee not paid	X				
10. 1.1	Driver	X				
12. 1.5	More than 5 minutes late at pre-start	X				
12. 2.3	More than 2 minutes late at start	X				
12. 3.2	Unable to return to pre-start	X				
11. 4 & 6	Scrutineering	X				
10. 1.2 & 3	Alcohol / Drugs		XX			
10. 1.4	Improper conduct		XX			
10. 4.7 & 12. 3.3	Blocking of course, unsporting behavior		XX			

12. 2.4	Unable to start engine within one minute at start	XX
12. 2.8	Unable to leave start normally	XX
11. 7	Technical conformity during event	XX
10. 5.3	Identification marks or advertising	XX

12. 2.7	Refusal to start	15 sec s.
12. 2.9	False start	15 sec s.

10. 2.2	For one missing event number plate	<i>P1,</i> <i>000</i>
10. 3.3	Practice	<i>P5,</i> <i>000</i>
10. 4.3	Repairs and refueling	<i>P1,</i> <i>000</i>
10. 4.4	Unauthorized assistance	<i>P1,</i> <i>000</i>
12. 4.4	Delay in leaving finish area	<i>P1,</i> <i>000</i>

4.1 & 4.2	Ineligible vehicle / unsafe vehicle	XXX
6.2 & 6.3	Missing document/s	XXX
7.1 0 & 10. 1.7	Incorrect, fraudulent or unsporting action	XXX
10. 1.4	Improper conduct	XXX
10. 3.3	Practice	XXX
10. 4.4	Unauthorized assistance	XXX
10. 5.1	Improper advertising	XXX
12. 1.2	Deliberate blocking or obstruction	XXX
12. 2.7	Refusal to start	XXX
12. 2.9	False start	XXX
10. 1.8	Failure to follow official's or marshal's instructions	XXX
11. 3	Reporting late to scrutineering due to force majeure	XXX

