

SUPPLEMENTARY REGULATIONS

2010 HILL CLIMB SERIES

Rounds 4 and 5

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SUPPLEMENTARY REGULATIONS

ROUNDS FOUR & FIVE of the 2010 HILL CLIMB SERIES

1. ORGANIZATION

The Hill Climb Club of the Philippines is organizing the 2010 Hill Climb Series with six rounds to be conducted on March 14, May 30, June 20, October 17 (2 legs), and November 14. 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 number
+ 63 2 211 6100

The Secretariat of the Event may be contacted at:

+ 63 917 893 9955

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 OFFICERS	Dennis Teano
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:

Final Scrutineering & Race Control 17 October Tarlac

2. GENERAL CONDITIONS

- 2.1 The 2010 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 2010 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association organizing or taking part in an event and failing to comply with these provisions shall have their license withdrawn.

These rounds of the series count toward the Philippine Hill Climb Championship. They also count toward the 1ST Central Luzon Hillclimb Series with 1.5 and 1.0 coefficients, respectively.

These rounds will be run on three (3) stages, which have the following characteristics:

Stage One

Length	1.50 kilometers
Surface	concrete
Average gradient	12 degrees
Start altitude	162 meters
Finish altitude	222 meters

Stage Two

Length	3.00 kilometers
Surface	concrete
Average gradient	9 degrees
Start altitude	147 meters
Finish altitude	211 meters

Stage Three

Length	4.50 kilometers
Surface	concrete and asphalt
Average gradient	11 degrees
Start altitude	115 meters
Finish altitude	307 meters

3. PROGRAMME

- 3.1 Rounds Four and Five of the 2010 Hill Climb Series will take place on October 17, 2010 in Tarlac.
- 3.2 Should any 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 | October 04, 2010 | 1000 hrs |
| CLOSING DATE FOR ENTRIES | October 13, 2010 | 1200 hrs |
| PRE-SCRUTINEERING DATES | October 11, 2010 | 1400 hrs Metro Manila |
| | October 12, 2010 | 1400 hrs Baguio |
| | October 14, 2010 | 1400 hrs Cabanatuan & Tarlac |
| SCRUTINEERING DATES | October 13, 2010 | 1400 hrs Metro Manila |
| | October 15, 2010 | 1400 hrs Baguio |
| | October 16, 2010 | 1400 hrs Cabanatuan & Tarlac |
| PRE-EVENT BRIEFING | October 13, 2010 | 1900 hrs Metro Manila |
| | October 14, 2010 | 1700 hrs Cabanatuan & Tarlac |
| | October 15, 2010 | 1800 hrs Baguio |

DRIVERS BRIEFING	October 17, 2010	0730 hrs
OFFICIAL COURSE SURVEY	October 17, 2010	0800 hrs
LATE ENTRIES CLOSING DATE	October 17, 2010	0630 hrs
LATE SCRUTINEERING DATE	October 17, 2010	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 competition cars shall be conducted per schedule in Article 3.3 and in three key cities for the convenience of competitors; Pasig City for entries based in Metro Manila and nearby areas, Baguio City for Benguet and La Union entries, and Cabanatuan City for those from Central Luzon.

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	115 HP and below
GROUP 2	116 HP to 145 HP
GROUP 3	146 HP to 185 HP
GROUP 4	186 HP to 220 HP
GROUP 5	221 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 appropriate Group.

4.4 Tires

4.4.1 Only “non-sticky” STREET TIRES are allowed for Group 1 and Group 2 cars.

a) There are some street tires that perform like Intermediates Tires.

Example: Yokohama NEOVA

These, and similar “sticky” tires, will NOT be allowed in Groups 1 and 2.

b) A Group 1 or Group 2 car fitted with Intermediate or “sticky” Tires will automatically

be entered in Group 3.

4.4.2 Intermediate Tires are permitted in Group 3, Group 4 and Group 5.

4.4.3 Only cars in Group 5 may use slick tires 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 = Min. Total Width of Grooves.

b) 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.

4.4.4 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.

4.6 Restrictions

GROUP 1

Swapping or exchange of engine components from a different engine make or model is NOT allowed.

Only the original engine control unit (ECU) or computer box specific to the engine is allowed.

Tampering of the ECU is NOT allowed.

The original (intake) airbox must be used. RAM AIR is NOT allowed.

The original exhaust manifold must be used.

Body lightening is NOT allowed. However, the removal of passenger seats and carpet is permitted.

BODY LIGHTENING (Groups 2, 3, 4 and 5)

REMOVABLE body panels such as, but not limited to, fenders, hood and trunk/tail gate may be replaced with composite material.

Doors and tailgates, when replaced with composite material, must still have working mechanisms and original glass windows.

Bumpers must REMAIN as supplied by manufacturer or may be replaced with a comparable replacement as long as it is of the same material.

The removal of passenger seats and carpeting is allowed.

Entries that remove or replace glass windows, windshields or screens with a different material other than that supplied by the manufacturer will be upgraded to the next higher group.

Cars will be upgraded to the next higher group if any of the following, but not limited to, the air conditioning, heater, ventilation systems, bitumen vibration dampener, or dashboard is removed.

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. (or two units 2.5 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.

All vehicles must have distinctly marked front and rear tow points. A tow rope is required.

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 October 4, 2010. Anyone wishing to take part in the 2010 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 13 OCTOBER 2010** in the office of the HCCP Secretariat. 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 60TH 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 (sharing of 1 vehicle by 2 drivers) will NOT be allowed.

The entry fee for EACH of these rounds (Round 4 and Round 5) of the 2010 Hill Climb Series if paid within the REGULAR REGISTRATION period (up to 1200 HRS of 13 October 2010) is One Thousand Five Hundred Pesos (P1,500.00). A driver intending to participate in both rounds must pay the total entry fees of Three Thousand Pesos (P3,000.00) upon registration.

LATE REGISTRATION (up to 0630 HRS of 17 October 2010) will incur a surcharge of P500.00 over the P1,500.00 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 of entry fees 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.

10.2.4 Any other number plates on the competing vehicle bearing a number other than the assigned competition number must be removed, covered or struck out. It is the responsibility of the competitor, whose run it is, to ensure that only his number is displayed on the car. Failure to comply shall warrant a fine of Five Hundred Pesos (PHP500.00) for each number plate displayed, other than that assigned.

10.3 Briefings, Survey, Practice

10.3.1 A drivers briefing for Rounds Four & Five of the 2010 Hill Climb Series shall be conducted at 0730hrs on Sunday, 17 October 2010 in Tarlac. 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 stages will be conducted at 0800hrs on the day of the event,

Sunday, 17 October 2010.

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

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

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

Red Flag	Stop immediately and definitively
Yellow Flag	Danger, proceed with caution
Yellow Flag waved	Danger, be prepared to stop
B/W Checkered Flag	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.

Drivers who do not decelerate immediately after the Flying Finish marker will be penalized ten (10) seconds, to be added to their running time. Likewise, failure to bring the car to a standstill at the STOP Control shall warrant a penalty of five (5) seconds, to be added to the driver's run time. These penalties shall be imposed in addition to the monetary penalty prescribed in Art.12.4.4.

Drivers whose support, service or personal vehicles park on the roadside section on which the pre-start queue is formed, shall be fined Five Thousand Pesos (P5,000) or a penalty which may go as far as exclusion.

Drivers whose support, service, personal or competition vehicle park within eighty (80m) meters of the STOP Control, shall be fined Five Thousand Pesos (P5,000) or a penalty which may go as far as exclusion.

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) |
| b) Left and right front bumper corners | 10 cm x 30 cm |

10.5.3 It is the responsibility of the competitor alone to see that the organizer's advertising remain affixed and protected until the end of the event. Should they be missing, the competitor may be dealt a penalty going as far as exclusion.

11. ADMINISTRATIVE CHECKS, SCRUTINEERING and PENALTIES

11.1 Scrutineering and administrative checks for Rounds Four & Five of the 2010 Hill Climb Series shall be:

11.1.1 **For entries from Metro Manila and nearby areas**, at the One For The Road Caltex Station at #99 Shaw Blvd corner Hillcrest Drive, Oranbo, Pasig City on Wednesday, 13 October 2010 from 1400 hrs to 1900 hrs.

11.1.2 **For entries from North Luzon**, at Prince Plaza Hotel parking area in Baguio City on Friday, 15 October 2010 from 1400 hrs to 1800 hrs.

11.1.3 **For Central Luzon entries**, at Toolbox in Cabanatuan City on Saturday, 16 October 2010 from 1400hrs to 1700hrs.

In addition to the checks on the vehicle safety configuration, their competition numbers, advertising, drivers' safety helmets and documents shall likewise be inspected.

11.2 Drivers taking part in the event must arrive at scrutineering with competing vehicle within said times in Article 11.1 and will be entertained on a first-come-first-served basis.. The driver must report in person for the checks and present his civil driver's license and a photocopy of vehicle registration.

11.3 Any vehicle reporting to the scrutineering area outside the time limits prescribed in the said schedule shall not be entertained, except in cases of force majeure duly recognized by the Stewards of the Event. However, upon payment of a late scrutineering fee of Two Thousand Pesos (PHP 2,000.00), they may report for late scrutineering at 0700hrs at Race Control in Tarlac on Sunday, 17 October 2010.

11.4 After scrutineering, if a vehicle is found not to comply, the Stewards of the Event may set a deadline before which the vehicle must be made to comply. When scrutineering is completed, the list of participants authorized to take part in the organized survey shall be published and posted by the organizer. A vehicle that is not approved at scrutineering will be refused the start.

11.5 The scrutineering carried out before the start will be of a general nature.
(Classification of vehicle to its entered category, make and model of vehicle, apparent safety, conformity of construction, essential safety equipment, advertising, event number plates, etc.)

11.6 Any vehicle that does not meet Safety Requirements (Article 5) will be refused the start.

11.7 Additional checking may be carried out at any time during the event, of the driver as well as the vehicle. Scrutineering does not constitute confirmation that the vehicle complies with the regulations in force. The competitor is responsible for the technical conformity of his vehicle throughout the duration of the event, under penalty of exclusion.

11.8 The summary of penalties is found in Appendix B of these rules.

12. RUNNING OF THE EVENT

12.1 Heats, Starting Order

12.1.1 Round 4 will be run in two stages with each stage having two (2) heats. The faster of the two timed runs in each stage will count toward classification. Final classification will be determined by the sum of the competitor's best time in Stage 1 and best time in Stage 2.

12.1.2 Round 5 will be a NIGHT CLIMB. It will be run in two (2) heats in only one stage, described as Stage Three in Art. 2.5 of these regulations. The faster of the two timed runs in this stage will count toward final classification.

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 may 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. The Stewards of the Meeting and the Clerk of the Course are free to reduce this to one-minute intervals, as deemed appropriate.

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 a 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. 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 Five Thousand Pesos (PHP 25,000.00), 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 each 3-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 6-events (Series 1 and series 2) will be awarded the National Title.

Point System

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

These Fourth and Fifth Rounds of the 2010 Hill Climb Series will have a 1.5 and 1.0 point coefficient, respectively. This means that points garnered in Round 4 will be multiplied by a factor of 1.5, while points obtained in Round 5 will be multiplied by a factor of 1.0 to obtain the competitor's points for the series.

Prize-giving ceremonies will be held at 0100 hrs at Race Control in Tarlac on Monday, October 18, 2010.

APPENDIX A - ADVERTISING DIAGRAM



Compulsory Advertising:

15 cm (H) x 40 cm (W) Event or sponsor's space above AND below number plates for left and right door panel

Event or sponsor's sticker space on left and right front bumper corner

APPENDIX B - SUMMARY OF PENALTIES

Article	Reason	Start Refused	Exclusion, Forfeiture or Disqualification	Time Penalty	Fine	Stewards' Discretion
7.11	Entry fee not paid	X				
10.1.1	Driver	X				
11.4 & 11.6	Scrutineering	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				

10.1.2 & 10.1.3	Alcohol / Drugs		XX			
10.1.4	Improper conduct		XX			
10.5.3	Identification marks or advertising		XX			
10.4.9	Vehicles in pre-start queue		XX			
10.4.10	Vehicles within 80m of STOP Control		XX			
11.7	Technical conformity during event		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			
12.4.4	Failure to stop; Delay in leaving finish area		XX			

10.4.8	Not decelerating after flying finish			10 secs		
10.4.8	Not stopping at STOP control			5 secs.		
12.2.7	Refusal to start			15 secs.		
12.2.7	False start			15 secs.		

10.2.2	For one missing event number plate				P1,000	
10.2.4	For each non-competing number plate displayed				P500	
10.3.3	Practice				P5,000	
10.4.3	Repairs and refueling				P1,000	
10.4.4	Unauthorized assistance				P1,000	
10.4.9	Support vehicles in pre-start queue area				P5,000	
10.4.10	Vehicles within 80m of STOP Control				P5,000	
12.4.4	Failure to stop ; Delay in leaving finish area				P1,000	

4.1 & 4.2	Ineligible vehicle / unsafe vehicle					XXX
6.2 & 6.3	Missing document/s					XXX
7.10 &	Incorrect, fraudulent or unsporting					XXX

10.1.7	action	
10.1.4	Improper conduct	XXX
10.1.8	Failure to follow official's or marshal's instructions	XXX
10.3.3	Practice	XXX
10.4.4	Unauthorized assistance	XXX
10.5.1	Improper advertising	XXX
11.3	Reporting late to scrutineering due to force majeure	XXX
12.1.2	Deliberate blocking or obstruction	XXX
12.2.7	Refusal to start	XXX
12.2.9	False start	XXX