

Classic Hill Climb

SEPTEMBER 16TH & 17TH 2016
INGLIS FALLS, GEORGIAN BLUFFS
(OWEN SOUND)

In the style of the
Goodwood Festival of Speed



OFFICIAL RULE BOOK

BURLWOOD

**Motorsport
Group**

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For last minute updates please monitor our website
<http://www.mowoguniversity.com/brack-classic-hillclimb.html>

NOTES:

BRACK CLASSIC HILLCLIMB - EVENT REGULATIONS (2016)

INTRODUCTION

These Rules and Regulations are designed to provide for the orderly conduct of The Brack Classic Hillclimb.

The Rules and Regulations of Sections 1 and 2 shall govern the conduct of the event. By registering for this event, all participants shall be deemed to have understood and contracted to abide by these Rules and Regulations. They are intended as a guide for the conduct of this sporting event and are in

no way a guarantee against injury or death or property damage to participants, spectators, or others.

Competitors are reminded that participation in any form of motor sport involves a certain level of risk. This level of risk is accepted by the competitor at the time of entering the event.

Although the safety standards are adequate for this type of sport, it is ultimately the competitor's responsibility to ensure their own safety and the safety of those around them. Modification allowances are subject to approval and may require installation/fabrication by qualified individuals.

BURLWOOD Motorsport Group assumes no responsibility or liability for any results attained by consulting this rulebook. Due to the passage of time, these Rules and Regulations will be subject to change. Requests for clarification will be handled in a timely manner.

These regulations are intended to assist in the conduct of Competitions and to further general safety. They are a guide and in no way guarantee against injury or death to participants, spectators or others. No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication or compliance with these regulations. By participation in these competitions all participants are deemed to have agreed to comply with these regulations.

ORDER OF PRECEDENCE

The precedence of Regulations shall be as follows:

1. Regulations set out in this document.
2. Event Supplementary Regulations
3. Instructions from Officials

Event Supplementary Regulations shall not contradict these Regulations.

DEFINITIONS

Brack Classic Hillclimb: One-car-at-a—time speed event, held under these Regulations, where speeds reach those of racing. Competitor and spectator safety is of highest concern.

CAR CLASSIFICATION PRINCIPLES

Fundamental Assumptions

1) Vehicle performance potential can be predicted based on three factors: weight, horsepower and handling index. For the sake of consistency, "curb weigh " is the measure of weight used for production vehicles. For the sake of consistency "rated power" is the measure of power for production vehicles. Handling index is an arbitrary factor, related primarily to the chassis refinement, that is used to adjust the classification of stock vehicles to be reflective of their performance potential in stock trim.

2) Performance potential means the best possible time that can be expected from a car that has been optimally prepared within the rules, driven by an excellent driver under favourable weather and other conditions.

3) The car and motorcycle classification system used is as determined by the organizers, subject to the variety of vehicles entered.

Guiding Principles

The Brack Classic Hillclimb is a “grass-roots” form of motoring competition, intended primarily for stock and moderately modified street-legal vehicles. Accordingly the classification rules shall concentrate on this vehicle demographic. Although other

vehicles are permitted to compete, including those which have been prepared for wheel-to-wheel racing series, purpose built cars and highly modified cars challenge the basic assumptions of the classification system and may be punitively classified.

Modifications that significantly affect the performance parameters (weight, power, and chassis refinement) shall taken into consideration for the purposes of classification. In all cases when assessing the performance potential of a modification it shall be assumed that the optimum implementation of a modification has been accomplished.

The classification system strives to be fair and consistent with respect to power and suspension changes to reflect as closely as possible the actual benefit in performance potential for such modifications.

Further, it is assumed that all frilly developed race suspensions converge toward a common performance potential, regardless of the basic design.

Modifications that result in small performance potential gains (e. g., intakes), or are primarily intended to improve safety (e. g., brakes), or are logistically convenient may be overlooked.

The classification system expects safety and will not reward unsafe practices. This said, safety is its own reward Examples of how safety is encouraged are:

- a) All braking improvement modifications will not result in classification changes
- b) Rollover protection will not result in classification changes

The vehicle classification system is intended to provide a level playing field for all optimally prepared vehicles in the target demo graphic; however, it recognizes that not all vehicles can be competitive at all levels of preparation.

Brack Classic Hillclimb accepts no responsibility as to the safety of any competing vehicle, nor as to the safety of any modifications made to any competing vehicle. All competitors must submit a safety check list before the event which indicates the competitor's certification that his/her vehicle is safe for competition use.

SECTION 1: SAFETY AND COMPETITION

1.0 HELMETS and HEAD / NECK RESTRAINTS

1.0.1. Drivers and passengers must wear helmets during all competition sessions. Helmets may be either open faced or closed face.

1.0.2. Acceptable helmets:

° FIA 8860-2004 (or newer)

- Snell 2005 SA, or 2005 M (expiry 2018-12-31)

- Snell 2010 SA, 2010 SAH, or 2010 M or newer

° SFI Foundation 31.1/2005 (expiry 31.12.2018)

° SFI Foundation 31.1A or 31.2A (expiry 31.12, 2015)

- SFI Foundation 31.1/2010 (or newer)

- Motorcycle Helmets

1.0.3. Helmets must be in good condition both inside and outside.

1.0.4. It is strongly recommended that helmets be discarded due to deterioration, after a serious accident or an impact to the helmet.

1.0.5. No helmet may be modified from its specification as manufactured, except in compliance with instructions approved by the manufacturer. Hardware may be mounted on a helmet for FIA/SFI approved HANS.FHR devices, provided the hardware is installed in accordance with recommendations provided by the manufacturer of the helmet and/or the devices.

1.0.6. Paint can react with helmet shell material and affect its protective capacity, therefore, Where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed.

1.1.0 RESTRAINT SYSTEMS / SEAT BELTS AND SEATS

1.1.1. All safety equipment, including seat belts/ harness must be in good working condition. Examples given, but not limited to, no impacts to helmets, no strain marks or tears in belt webbing, seats must be free of structural cracks, etc.

1.1.2. All safety equipment must be installed per the safety equipment

manufacturer's recommendations and must be approved for the vehicle in which it is being installed. See Appendix A for non-OE safety equipment installation requirements.

1.1.3. Vehicles required by law in the year of production to have seat belts or three-point harness must be so equipped as a minimum. Upgraded belt systems are encouraged and accepted.

1.2.0 TIRES

1.2.1. Any vehicle equipped with non-DOT tires including racing tires, shall meet all safety regulations requirements for MOD1.

1.3.0 FIRE SAFETY

1.3.1 While operating their vehicle on the track, all competitors (and passengers when permitted), shall wear long sleeved shirts, long pants, fully-enclosed shoes and socks (no sandals, crocs, etc.). It is recommended that these be made from natural fabrics (ie. wool, linen, silk and cotton) that are more resistant to flame than a blend or synthetic.

All competitors driving non-licensed street vehicles are encouraged to wear single layer Nomex (or better) gloves and driving suit in good condition.

It is recommended that all competitors and volunteers while marshaling wear long sleeved shirts, long pants, fully-enclosed shoes and socks (no sandals), all made from natural or fire retardant materials.

Fire suppression or personal use extinguishers may be mounted in vehicles, securely fastened so as to prevent the extinguisher from becoming a projectile in the event of a crash. On-board fire suppression is recommended for cars with roll cages.

1.4.0 ROLL OVER PROTECTION — ROLL BARS AND CAGES

1.4.1 Roll over protection is not required for stock saloons or pre-war vehicles. Roll over protection is highly recommended for use in all open cars.

1.4.2 The basic purpose of the roll bar is to protect the driver if the vehicle rolls over.

1.4.3 Specific roll bar installations are subject to the approval of the Chief Scrutineer. The Chief Scrutineer may approve roll bar installations that meet other recognized standards.

1.4.4 For Saloon cars, the windows of the driver and passenger door shall be completely up or completely down. If down, the use of a driver-protecting window net is recommended.

1.4.5 Sunroofs, moonroofs and t-tops shall be in the closed and locked position. Vehicles with fold down or completely removable tops (e. g., convertibles) shall have those tops in the up and locked position.

1.5.0 VEHICLE REQUIREMENTS

1.5.1 All vehicles and equipment shall be acceptable to Scrutineering at all times.

1.5.2 The Organiser may refuse a vehicle if the opinion of the Organiser that the vehicle is unsafe. The Organiser may exclude any vehicle based on technical inspection or Scrutineering.

1.5.3 Hubcaps, centre caps, wheel disks and trim rings, not bolted to the wheels, must be removed.

1.5.4 Passes all safety inspections.

1.5.5 To maintain a professional appearance, licence plates shall be either completely removed or completely visible during competition. Ad hoc covering with masking tape or equivalent is not permitted.

1.5.6 Be equipped with at least one functional rearview mirror.

1.5.7 All headlamps and tail lamps shall be taped to prevent spread of glass in the case of a crash.

1.6.0 COMPETITOR ELIGIBILITY

1.6.1 To be eligible to compete in a BURLWOOD Motorsport event, a competitor

shall be a full member of the BURLWOOD MOTORSPORT CLUB (included in entry fee).

1.6.2 A competitor must be legally licenced to drive a motor vehicle in the province or state where the event is held

1.6.3 All competitors, officials, workers, volunteers and passengers shall read and sign the insurance waiver before being allowed into a restricted area (e. g., timing vehicle, marshal post or other non-public area) or to compete in the event.

1.6.4 A competitor may only register for an event once. However, any single vehicle may be entered by a maximum of two drivers.

1.6.5 Each entrant/driver shall be responsible for the conduct of their crew.

1.6.6 Competitor help is essential for the success of events. The Organizer may require competitors to marshal and may exclude one or more results or deny runs of those who do not fulfill requested duties.

1.6.7 Consumption of alcoholic beverages or any other controlled substance at an event by any driver, entrant, crew member or official before the absolute and total end of all the day's on-track activities is expressly forbidden.

1.6.8 All competitors must attend the driver's meeting, unless prior arrangement has been made with the Organizer, to be allowed to compete. This requirement is for the safety of the competitor, other entrants, marshals and safety crews and all other persons.

1.7.0 PASSENGERS

1.7.1 Passengers may be carried in the front passenger seat only during the demonstration runs, provided they have read & signed the appropriate waivers. No passengers will be allowed during competition runs.

1.7.2 Minors (those under the age of majority for the province where the event takes place) can ride as a passenger provided they have the consent of the organizer and they and their Parents/Guardians have signed the Underage Waiver. Minors are subject to the following requirements :

1.7.3 May not ride in competition, only in demonstration or fun runs; May ride with Parent or Guardian only; Shall be at least 14 years old.

1.7.4 Passengers shall wear safety equipment as required for the driver and shall keep their hands and arms inside the vehicle at all times. Passengers shall not carry items such as food or drink, etc.

1.8.0 DRIVING AND SCORING

1.8.1 The method of scoring will be covered by the Supplemental Regulations.

1.8.2 A competitor's score for each run shall be recorded in seconds and fractions of seconds.

1.8.3 Elapsed times and penalties for each run by each competitor shall be posted continually throughout the event.

1.8.4 A DNS (Did Not Start) is given if the competitor fails to leave the start position when directed to do so by the Clerk of the Course.

1.8.5 An OFF COURSE Penalty is given for two or more full wheels simultaneously leaving the track surface during a run, including warm-up and cool-down laps.

1.8.6 A 200 second penalty shall be applied in such instances. The driver must also report to the Clerk of the Course and may be expelled from the event. The track surface includes the curbing.

1.8.7 A DNF (Did Not Finish) is given if, during a competitor's run, the vehicle leaves the course through the official exit

1.8.8 Should a vehicle break during a run, no rerun shall be allowed. However, the driver may complete his/her remaining run(s) in another vehicle, but will not be classified.

1.8.9 A two (2) driver, single vehicle entry shall be grouped in order to accommodate both drivers.

1.8.10 The class of a vehicle may not be changed after the start of the competition.

However, the vehicle may be assigned to a different “Run Group” according to its performance and the elapsed times produced.

1.8.11 If there are additional runs to be added to the original published program, it shall be announced before any competitor starts their originally scheduled final run.

1.9 RERUNS

1.9.1 A rerun is only granted when authorized by the Clerk of the Course.

1.9.2 When a rerun is granted, it shall be taken a minimum of five (5) cars after the competitor’s original run, or after the equivalent amount of time has been allowed to pass.

1.9.3 If a competitor is red-flagged or white-flagged while on their run, a rerun may be granted provided the competitor did not cause the flag.

1.9.4 VEHICLE NOISE The organizers of the event may establish a maximum vehicle noise level for all vehicles. Measurement can be at different locations around the facility being used. Competitors are warned that a noise limit may be imposed on the Organizer and if so, will be reflected in the Supplemental Regulations. It is the competitor’s responsibility to ensure their vehicle complies with the maximum vehicle noise level. There are no protests or appeals allowed on organizer decisions regarding maximum vehicle noise levels, measurement or action taken by the organizers.

SECTION 2: EVENT ORGANIZATION

2.0 COURSE SAFETY

2.0.1 The Clerk of the Course may, at his discretion, require that a competitor be shown a Black Flag where:

a) The driver’s vehicle goes 2W0

b) A driver dirties the track surface by cutting corners, knocks a pylon onto the track, or drags any other object onto the Hillclimb surface that may force other vehicles to slow or change their line in order to avoid it

c) A driver spins on-track, but holds up the event (i.e., forces a full course red flag to be thrown);

d) A driver ignores or misses flags.

e) A driver's on-track conduct concerns the Clerk of the Course, endangers the driver, other competitors, or slows the progress of the event in which case, the Organizer may choose to restrict the eligibility of a vehicle or competitor to continue participation in the event.

2.1.0 FLAGS

2.1.1 Starting Flag: Used to indicate the start of a run — waved or pointed green flag or a very clear hand signal motioning the Driver into action.

2.1.2 Black and White Checkered Flag: indicates the end of a competition session when waved at the finish line or other location specified in the Supplementary Regulations.

2.1.3 Red Flag: Waved at all marshal stations and by the Starter - only when instructed to do so by the Clerk of the Course - it informs all Drivers to safely come to a complete stop and then slowly proceed to the next Finish Line and Holding Area for further instruction. Drivers shall be prepared to stop at any time. A red flag is most commonly used in the Hillclimb if a vehicle has gone off-Course, or if course conditions are no longer safe.

2.1.4 Black Flag: Displayed at the finish line or any marshal station - only when instructed to do so by the Clerk of the Course — it informs the Driver to see the Clerk of the Course on his/her return to the paddock.

2.1.5 A black flag will only be used when a vehicle appears to have mechanical trouble such as leaking fluid, blowing excessive amounts of smoke, or loose parts or when the driver's actions are called into question.

2.1.6 Drivers are required to slow immediately, check all gauges and ensure that the vehicle can Continue slowly off-line to the finish and holding area. The Clerk will hold further cars from starting until the course is clear.

2.1.7 White Flag: Displayed at any Marshal station - only when instructed to do so

by the Clerk of the Course — it informs the Driver to slow down and make space from the vehicle ahead.

2.2.0 RUNS

2.2.1 A Run is a timed completion of the course as defined in a driver's meeting. The definition of a run may be modified during or after competition by event officials due to force majeure.

2.3.0 PASSING

2.3.1 Passing is prohibited under green conditions and may only be completed with extreme caution when under a Red Flag. Clarity will be provided at the Drivers Meeting.

2.3.2 Passing during competition runs shall only occur when the vehicle being passed is no longer on a competitive run and the driver is signaling a pass.

2.3.3 Non-competing vehicles are defined as vehicles that:

- i) have gone OFF COURSE (see 1.8.5)
- ii) have been black flagged for mechanical or driving issues (see 2.1.4)

2.4.0 IDENTIFICATION AND ADVERTISING

Vehicle numbers and class designation as assigned by the Organizer shall be supplied and the vehicle owner will display it prominently in a position set out in the Supplemental Regulations.

2.4.1 Only one entry number shall be displayed while on the course even if there are 2 drivers.

2.4.2 Placement of sponsor decals as supplied by the Organizer is mandatory and vehicles not prominently displaying the decals will not be allowed to compete. All decals shall be in place prior to event scrutineering. Certain exemptions and dispensations may be allowed at the discretion of the Organizer.

SECTION 3: VEHICLE GROUPS

3.0.0 VEHICLE GROUPS

3.0.1 Vehicles are divided into the following Main Groups for Cars and Motorcycles:

- a) Vintage — up to 1962
- b) Historic — 1963 to 1972
- c) Classic — 1973 to 1989
- d) Modern — 1990 to Present

These groupings reflect those used by leading racing bodies.

3.0.2 Non-production vehicles, which include: formula; sports racing; open-wheel; tube frame; non-production drive configuration; more than one engine, shall compete in 'Formula Libre' class.

3.0.3 The Organizer may integrate low horsepower non-production vehicles can into other Run Groups for the purpose of ensuring good scheduling.

3.1.0 TECHNICAL INSPECTION

3.1.1 The vehicle shall be made available to the technical inspector or Chief Scrutineer upon request. The vehicle shall pass all the mandatory inspections.

3.2.0 BURDEN OF PROOF

Competitors have the sole burden of proving that their vehicle conforms to all applicable Regulations. Each competitor shall be prepared to produce documentation as evidence of conformity and eligibility of their vehicle.

3.3.0. GENERAL PREPARATION

3.3.1 Spare tire(s), tools, jack, loose floor mats and clip-in rear storage security shelf/net/blind shall be removed.

3.3.2 Hubcaps, wheel discs and trim rings shall be removed if they are not frilly secured.

3.3.3 All loose articles in the cockpit shall be removed.

3.3.4 Catch tanks are highly recommended for engine fluids (oil and coolant) to prevent course spills and contamination.

SECTION 4: ORGANIZER'S GUIDELINES

4.0.0 COURSE SAFETY

4.0.1 It is important that the spectator viewing areas and the spectator parking areas be kept a safe distance from the course, especially the start/finish area. Course security is a priority. Spectators are to be expected, and adequate crowd control provisions should be in place. Unless protected by substantial barriers, spectator areas should be roped/taped off or clearly defined.

4.0.2 Full consideration should be given to safety in the pits, around the start/finish areas, and near the flag stations. Particular attention should be given to assuring that no-one including Timekeepers and Marshals are placed in hazardous locations.

4.0.3 There should be adequate course Marshals to oversee all competition runs and to ensure safety as well as equality to all competitors.

4.0.4 Where the course is not visible in its entirety from a central point where the Clerk of the Course is located, a reliable communication system linking the flagging stations with the Clerk of the Course is to be established.

4.0.5 The Organizer is to provide each marshal station and the start/finish area with red, yellow, green, white and black flags plus a 10BC or better fire extinguisher. The Marshals are to be instructed in their proper use.

4.0.6 The minimum number of 10BC or better fire extinguishers provided at each event is equivalent to the number of marshalling stations plus four (4) spares.

4.0.7 The Organizer is to have a prearranged plan to cope with major emergencies. This, as a minimum, means having quick access to an unlocked cellular phone with a list of local emergency phone numbers. Note: 911 dialing is not available in all areas. Organizers are responsible to post all area emergency numbers for quick access by organizing staff and safety officials.

4.0.8 The Organizer may choose to restrict the eligibility of a vehicle or competitor

to participate in an event.

4.0.9 The Clerk of the Course is responsible for monitoring the safety of the course when vehicles are on the track. Should the course become obstructed, the Clerk is to direct that a red flag be displayed at all marshalling stations (see 7.1.4 below). Once the obstruction has been sufficiently cleared the Clerk may re-start the competition.

4.1.0 EVENT FLYERS AND SUPPLEMENTARY REGULATIONS

4.1.1 The Supplementary Regulations and the Event Flyer may be combined in one document or issued in two parts.

4.1.2 An Event Flyer shall contain:

- a) The names of the event, series sponsors, event sponsors and organizing club;
- b) Date and location of the event;
- c) The entry fee schedule;
- d) The name, telephone number and email address of the Organizer or alternate club contact;

4.1.3 Event Supplementary Regulations shall contain:

- a) The names of the event and organizing club;
- b) The name, telephone number and email address of the Organizer or alternate club contact;
- c) The names and contact information for the Steward(s) of the meeting and the Clerk(s) of the course;
- d) Date and location of the event;
- e) The time of registration, scrutineering, drivers' meeting, first run and close of registration;
- f) The entry fee schedule;
- g) Any maximum vehicle noise level restrictions, if different from what is in these regulations;
- h) A detailed list of prizes and trophies to be awarded;
- i) Any Supplementary Regulations are to be posted at the event and competitors are to be made aware of them at the Drivers' Meeting.

4.2.0 ORGANIZERS DOCUMENTATION

At the event, the Organizer shall display the following items at a central and easily accessible location, e. g., registration area or the same location where run groups, marshalling assignments, and lap times are posted:

- a) Permit;
- b) Insurance certificate;
- c) Copy of Supplementary Regulations;
- d) List of officials, this list shall also be read at a driver's meeting.

4.3.0 COURSE

4.3.1 Any changes made to the course/track configuration, made with the approval of the Steward(s), shall be brought to the attention of the competitors, at a driver's meeting.

4.3.2 The course, including the start and finish, shall be clearly defined. When course pylons are used, their location shall be clearly marked to assure accurate replacement after being displaced.

4.3.3 The course shall meet the approval of the Chief Steward prior to the start of the competition.

4.4.0 TIMING

4.4.1 Timing will be conducted using an electronic timer which is to be used as the primary timing system. It is operated under the direction of the Chief Timer throughout the event.

4.4.2 If, in the opinion of the Chief Timer, a failure has occurred with the timing system, a rerun may be given by the Clerk of the Course.

4.4.3 In the event of a total failure of the primary timing system, another timing device or system may be used. The device shall be capable of timing to a tenth of a second. A manual analogue or digital stopwatch may be used, provided that the Organizer, Steward(s) and the Chief Timer accept it.

4.5.0 PADDOCK

4.5.1 A paddock area is to be provided for the use of competing vehicles and their service vehicles and a speed limit of 15 km/h shall be enforced.

4.6.0 STEWARDS

4.6.1 Where no non-competing Steward is appointed, the Organizer shall appoint a committee of 3 competitors as acting Stewards who shall carry out the duty of Chief Steward. Stewards, if possible, should be experienced competitors, come from different classes. The names of the Steward(s) should be announced at the Drivers' Meeting and published in the Supplementary Regulations.

4.7.0 INSURANCE and WAIVERS

4.7.1 All competitors, officials, timers, workers, team personnel and all other persons who are permitted to enter areas normally closed to the general public are to read, understand & sign the supplied General Waiver before being allowed to go into the course area, timing vehicle/area, or to marshal, volunteer or participate in the event.

4.7.2 All supplied waivers should have clearly legible print.

4.7.3 All waivers are to be completed in full including the date(s) and name of the event at the top of the waiver.

4.7.4 In the registration process, individuals responsible for the waiver are to maintain the waiver under their control at all times and sign the witness section as each participant signs the waiver.

4.7.5 Property owners or sponsors who request they be added to the event insurance certificate as additional insureds can be accommodated by Organisers listing the additional insureds in the event insurance application.

4.8.0 INCIDENT REPORTS

4.8.1 All accidents, injuries, incidents and impacts or damages occurring during the event are to be reported by sending a completed Incident Report Form to the Insurers office within forty-eight hours of the conclusion of the Event. An Incident

Report is to be completed for each and every accident(s) whether or not a claim is anticipated.

4.8.2 The Incident Report should be completed in full following the instructions in the form, with as many details as possible, including names and addresses of any witnesses or injured parties as well as medical treatment provided, details of any video tapes and photographs that may have been taken, etc.

4.8.3 The original Report should be mailed to the Insurers Office after it has been faxed.

4.9.0 OFFICIAL RESULTS

4.9.1 Official results should include:

- a) Name and date of the event;
- b) Name of the Chief Organizer, Clerk of the Course, Chief Timer, and Steward(s);
- c) The words: "sanctioned by BURLWOOD Motorsport Group
- d) An acknowledgement of sponsors;
- e) Name of each competitor including first name, not initial;
- f) Club of each competitor;
- g) Vehicle sponsors if recorded on the entry form;
- h) Make and model of car driven by each competitor;
- i) Time for the best run/lap including penalties, for final position;
- j) Results published in classes, in the finishing order;
- k) A complete list of all trophy and prize-winners

4.9.2 The event results are provisional for 30 minutes after being posted, at which time, if there are no protests or appeals, they shall become Official.