

46th MACAU MOTORCYCLE GRAND PRIX - 2012

SPORTING REGULATIONS

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46th MACAU MOTORCYCLE GRAND PRIX

SPORTING REGULATIONS

1. **DATE:** Saturday, November, 17, 2012.
2. **PLACE:** Guia Circuit, Macau (1 Lap – 6,118 km or 3.8 miles).
3. **PROMOTER:** The Macau Grand Prix Committee.
4. **TYPE OF MEETING:**
 - 1) The Motorcycle Grand Prix (MGP) is an International Meeting approved by F.I.M., inscription in F.I.M. calendar N.º 191 / 068, under F.I.M. Sporting Code together with these regulations, any bulletins/or final instructions issued by the Committee and/or the Race Direction and Stewards of the meeting, and comprise the following:
 - (1) A Road Show of the competing motorcycles, on November 10 and 11;
 - (2) All practices and race, from November 15 to 17.
 - 2) For the Road Show all MGP motorcycles are compulsory to be fully assembled for public display in a public secured location in Macau and
 - (1) Motorcycles and mechanics must be in Macau on November 8,
 - (2) Customs clearance plus assembling on November 9,
 - (3) Riders will have a photo opportunity during the public display on Saturday, November 10 in the afternoon.
5. **DESCRIPTION OF COMPETITIONS:**
 - 1) 46th Motorcycle Grand Prix – 15 laps.
 - 2) All races will be mass started from a standing grid.
 - 3) All races will be run in a clockwise direction.
 - 4) All races are invitational races.
6. **INSURANCE:**
 - 1) The promoter of the Event must provide 90 days before the event that all competitors, their personnel, sponsors, agents and riders are covered by adequate third party insurance.
 - 2) Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event.
 - 3) Sight of the policy must be available to the competitors on demand.
 - 4) Riders taking part in the Event are not third parties with respect to one another.
7. **RIDER INSURANCE:**
 - 1) F.I.M. Riders license holders require Insurance as per F.I.M. Regulation.
 - 2) The possession of the said Insurance must be mentioned either in the rider license or in the rider release from his FMN.
8. **ENTRIES:**

Entries must be submitted on the official entry form, and accompanied by:

 - 1) Rider's name, photo and F.I.M. License number.
 - 2) Name and photos of team members, with ID or passport number.
 - 3) All entries to be sent to Automobile General Association Macao-China (AAMC), Avenida da Amizade, Edifício do Grande Prémio Tel: (853)2872 6578 Fax: (853)2872 6579.
 - 4) Hong Kong entries to be delivered in person to HKAA G/F, 391, Nathan Rd., Yau Ma Tei, KLN, HK. Tel: (852) 23322610 Fax: (852) 27820555.

- 5) Entries will open on August 13 and close on September 14 or, when the maximum number of motorcycles permitted in the practice session is reached.
- 6) Entries received after the closing date will be subject to approval by the organizer.
- 7) A minimum of 22 entries must be received for a race to be run.
- 8) For the MCGP, the maximum number of riders permitted to take part in the practice session is 45.
- 9) Each rider is only permitted to enter in one race in Macau Grand Prix.

9. CONDITIONS FOR ENTRY:

1) The rider, on his own behalf and on behalf of all members of his team, shall declare that he has read these Regulations and bulletins if any, and agrees to be bound by them, and the provisions of the F.I.M. International Sporting Code.

2) The rider on his own behalf and on behalf of his team members shall agree to save harmless and keep indemnified the Government of Macau, the Automobile General Association Macao-China, the Macau Grand Prix and Race Committees, their respective officials, servants, representatives and agents including any civil authority or personnel, or any firm or individual connected with the administration, organization or sponsorship of the race meeting from and against all actions, claims, cost, expenses and demands in respect of death, injury, loss, damage or delay to his person and property and of his mechanic(s) or team members (as the case may be) howsoever caused, arising out of or in connection with participation in the race meeting or transportation to or from race meeting, notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents.

3) The rider shall declare that he and all other persons in any way connected with his entry recognize and accept that the sole jurisdiction in all matters arising out of this race meeting is vested in the Macau Grand Prix Committee and that none of them will contest before the Judicial, Civil or Commercial Powers.

4) The rider shall declare that he possesses the standard of competence necessary for an event of the type to which the entry relates, that should he, at the time for the event, be suffering from any disability whatsoever, he shall declare the disability to the Stewards prior to riding on the track, that the vehicle entered is suitable and roadworthy for the event having regard to the track and the speed that will be reached and that he, and his team members enter upon and use the track and its facilities entirely at his or their own risk.

10. ACCEPTANCE AND REFUSAL OF ENTRIES:

1) The AAMC and the Organizer, having regard to the suitability of the vehicle and the rider, will consider all entries received.

2) The AAMC and the Organizer may refuse to accept an entry of vehicle or rider and their decision will be final. The reason(s) for such a refusal will be notified to the rider.

3) Where an entry is not accepted, the rider will be advised by the Secretary of the Meeting on or before the 31st of October.

11. POSTPONEMENT, ABANDONMENT OR CANCELLATION:

1) The Organizer reserves the right to postpone, abandon or cancel the Meeting or part thereof.

2) In the event of abandonment, cancellation or of postponement for more than 48 hours, entry fees will be refunded in full, but the rider will have no right of claim against the Promoters or Organizer in respect of any prize money or loss of expenses that he may have incurred or may incur as a result.

12. ELIGIBLE RIDERS:

1) All riders must hold a F.I.M. approved License, appropriate to the race being entered or, where applicable, a national License.

2) All riders must be in possession of a starting permission from his FMN (Rider release).

3) The name of the rider shall be stated on the official entry form when the entry is submitted.

4) Riders must be at least 18 years old at the date of the event.

13. **QUALIFIED STARTERS:**

1) All riders, in order to qualify as starters in the race, must have practiced during at least one official practice period and have completed one timed lap.

2) To qualify for the race, a rider must achieve a time at least equal to **110%** of the time recorded by the fastest rider in the qualifying practice unless dispensation is granted by the race Direction.

3) In the case where all qualifying practices have been cancelled, the grid position will be based on the fastest time recorded by the rider in all free practice sessions.

4) The maximum number of riders permitted to start a race is 45 riders.

14. **RACE DIRECTION:**

The Race Direction is responsible for the smooth and efficient running of the event, interpretation of regulations and the imposition of any sanctions or penalties.

The Race Direction will comprise:

The Clerk of the Course (who will chair the meetings);

The Assistant Clerk of the Course;

A representative of the AAMC;

A representative of the Macau Grand Prix Committee.

A quorum for a meeting of the Race Direction is three persons.

Each member has one vote. In the case of a tie the Chairman will have a casting vote.

The Race Direction will meet at any time required during the event.

The duties of the Race Direction are:

- 1) To impose penalties for infringement of the regulations;
- 2) To adjudicate on any protest relating to infringement of the regulations;
- 3) To decide any modifications to the regulations and/or the time schedule of the event which are expedient for the efficient and safe running of the event.

Communications from the Race Direction will be given verbally as soon as possible to all affected parties and confirmed in writing as soon as practically possible.

15. **STEWARDS:**

There will be a panel of three stewards, appointed by the AAMC, supervised by the Chief Steward.

The quorum for a meeting of the Stewards is two people. Each member has one vote. In the case of a tie the Chief Steward or, in the case of his incapacity, the second Steward will have a casting vote.

The Stewards have no executive role in the running of the event.

The Stewards will meet at any time required during the event.

The Stewards are responsible for:

- 1) Ensuring that the event is conducted according to the Regulations and reporting any infringements to the Race Direction.
- 2) Adjudicating on any appeal against a decision of the race Direction.

All decisions of the Stewards must be communicated in writing to the Race Direction and all affected parties.

16. **GRIDS:**

1) The grid will be in "Group Start", 3-3-3-3 configuration.

2) Grids shall be determined on times achieved in the qualifying practice, the fastest rider taking pole position.

3) In the event of a tie, rider's second and subsequent best times will be taken into account.

17. PROTESTS:

1) Protests as to the validity of any entry or qualification of a rider shall be lodged at the latest by the end of the respective scrutineering.

2) Protests over mechanical details must be precise.

3) Cost of dismantling consequent upon a protest of this nature shall be paid by the rider making the protest, if his protest is not upheld, the fee or fees will be forfeit.

4) A protest as to the make up of the grid shall be lodged within 30 minutes after the publishing of the official qualifying results.

5) A protest against any mistake or irregularity occurring while a competition is taking place shall be lodged within half an hour after the finish of the competition or within such further time as the Race Direction may think justifiable in order to make the lodging of the protest physically possible.

6) Protest related to results will not be entertained later than 30 minutes after posting of provisional results on the official notice board.

7) Protests must be made in writing, and refer to a single subject, by the rider and delivered to the Secretary of the Meeting within the time prescribed above.

8) A protest fee of US\$1000 (or equivalent) cash must accompany the protest and in the event of a technical protest a bond of US\$1000 (or equivalent) cash for specific parts of the vehicle must also accompany the protest.

No protest may be lodged against a decision of statement of fact of the race Direction to inflict or not 1) a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc, 2) a fine for speeding in the pit lane.

18. APPEALS:

An appeal to the Stewards against a decision of the Race Direction must be made in writing by the rider and delivered to the Secretary of the Meeting within one hour of the publication of the decision.

The decision of the Stewards on an appeal is final.

19. INTERPRETATION AND PENALTIES:

1) The interpretation of the Regulations, including any Bulletins and Final Instructions and the choice of sanctions where the present Regulations have not automatically stipulated these, falls to the Race Direction.

2) The decision of the Race Direction shall be final, except for the right of appeal to the Stewards.

3) All decisions concerning a time penalty or exclusion of riders or vehicles from races taken by the Race Direction shall be announced promptly to Pit Marshals and in writing to the rider/team members who must acknowledge receipt.

4) Should the Race Direction decide to exclude a vehicle from a race or to bring a vehicle to the pits during a race, the rider of the incriminated vehicle shall be warned by signals. For this purpose, race officials at the finish Line and at the Melco Hairpin shall show the black flag or the black flag with an orange disk, together with the race number of the rider.

5) The rider's team members are also expected to show the rider their own "stop" signal from the Pit wall. The rider should stop or go to the pits at the end of the current lap, and in case the rider doesn't stop in the pits to fix the technical problem he will be excluded.

6) The fact that certain sanctions are mentioned in these regulations does not prevent sanctions or additional sanctions being applied by the Race Direction if this is considered necessary.

20. FUEL:

1) Unleaded gasoline will be supplied by the Organizer.

2) The unleaded gasoline, available to the public in Macau (local petrol stations) may be used.

3) Additives are not permitted except in the case of two stroke engines when oil may be added to the gasoline on condition that it does not increase the fuel octane number. Fuel sampling/test may be administered at any time and place during the course of the event.

4) Any infringement to the fuel specification will result in the disqualification of the rider from the entire meeting.

21. SCRUTINEERING AND DOCUMENTATION/EQUIPMENT CHECK:

1) All competing vehicles must be presented at the appointed time and place for examination by official scrutineers, who may, at their absolute discretion, require any rider to comply with their request. Any rider who refuses to comply will be excluded from the race.

2) The scrutineers will check vehicles for compliance with the regulations-

3) Any competing vehicle which is modified after official scrutineering or which is involved in an accident must be presented to the official scrutineers, whose approval must be obtained before the vehicle is driven on the officially closed course.

4) A competing vehicle may be subject to scrutineering or dismantling after practice or races to ensure conformity with the regulations.

5) Riders must be present at the documentation and safety equipment check.

22. COMPETITION NUMBERS:

1) All numbers must be in position before scrutineering.

2) The numbers shall be durable and must be shown during practice and racing.

3) The Chief Scrutineer may reject any vehicle whose numbers do not meet the specifications.

4) The timekeepers may decline to record the performance of any vehicle whose competition number is not readily apparent to the lap recorders.

5) Numbers and Backgrounds:

(1) Racing numbers must be affixed to the front of the motorcycle fairing in the centre or slightly off to one side,

(2) Rear and side numbers are optional,

(3) Numbers must be a minimum height of 140 mm,

(4) Numbers must be easily legible in a clear simple font and contrast strongly with the background color,

(5) In case of a dispute concerning the legibility of number, the decision of the Motorcycle Technical Delegate will be final.

23. PASSES:

1) A team shall consist of the rider and members of the Mechanical and Timing Teams.

2) Passes for MCGP race will be issued on the following basis:

Rider	1
Mechanics / Team members	5
Total of passes	6

Passes for mechanics and team members will also be valid for the pit wall signalling area but only for the practice or race in which the team are participating.

3) Passes will not be issued unless names and identity card or passport numbers are produced.

4) Passes will be issued at the track office to the rider, or his representative authorized in writing.

5) Passes must be properly worn.

6) Abuse of the privileges, will result in the passes being withdrawn.

24. ELIGIBLE MOTORCYCLES:

46th Motorcycle Grand Prix - Classes:

Machines eligible for:

- F.I.M. Road Racing World Championship Grand Prix 2012;

- Motorcycle of unlimited capacity – F.I.M. or A.M.A. Regulations 2012;

- 4-stroke prototype motorcycles.

25. SPARE MACHINES:

No spare machines are allowed for the event.

26. EQUIPMENT AND PROTECTIVE CLOTHING:

- 1) All protective clothing must be presented at the equipment check.
- 2) Riders and passengers must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc.
- 3) Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.

- 4) Riders must also wear leather gloves and boots, which with the suit provide complete coverage from the neck down.
- 5) Use of a back protector is highly recommended.

27. HELMETS:

- 1) All protective helmets must be presented at the equipment check.
- 2) It is compulsory for all participants taking part in practice and races to wear a protective helmet.
- 3) The helmet must be properly fastened, be of good fit, and be in good condition.
- 4) The helmet must have a chinstrap type "retention system".
 - EUROPE - ECE 22-05 'P'
 - USA - SNELL M 2010
 - JAPAN - JIS T 8133: 2007
- 5) If a helmet does not meet the technical requirements and is found to be defective, the Technical Steward will retain the helmet until the end of the event. The rider must submit another helmet for approval by the Technical Steward.
- 6) All helmets must be intact and no alteration must have been made to their construction.

28. EYE PROTECTION:

- 1) The use of glasses, protective goggles as well as helmet visors and "tear off" is permitted.
- 2) The material used for eye protectors and glasses must be made of shatterproof material.
- 3) Helmet visors must not be an integral part of the helmet.
- 4) Eye protectors that cause visual disturbance (scratched, etc.) must not be used.

29. BRIEFING:

- 1) At a time and place to be announced, the Clerk of the Course or his representative will conduct a briefing for riders and team managers only.
- 2) No questions other than those relating to the actual conduct of the races will be entertained.
- 3) Any rider who fails to attend or sign the attendance sheet will be subject to fine of US\$500 cash payable before practice starts, failure to pay will result in exclusion.

30. COURSE RULES:

- 1) It is deemed that riders and team members are fully conversant with the provisions laid down in the F.I.M. Sporting Code.
- 2) All course rules for this event strictly adhere to the Sporting Code.
- 3) Should the motorcycle engine stop on any part of the circuit it may only be restarted by push starting by the rider unaided.
- 4) Push starting must be carried out only in the forward direction of the race or practice.
- 5) Riders obliged to push start during the course of the race or practice must ensure that the operation is carried out in a safe manner and will not cause danger to or hinder other competitors.
- 6) A speed limit of 60Km/h will be enforced in the pit lane during warm-up, practices and race.
 - Offenders during practice will be subject to a fine of US\$100.

- Offenders during the race: will have 30 (thirty) seconds added to their race time.

31. BEHAVIOUR OF RIDERS:

1) Riders must obey the flag signals, the light signals and the boards that convey instructions. Any infringement to this rule will be penalised according to provisions of article 42 of these regulations.

2) Riders must ride in a responsible manner that does not cause danger to other competitors or participants, either on the track or in the pit lane.

3) Riders must not ride or push their machines in the opposite direction of the circuit, either on the track or in the pit lane.

4) If the rider encounters a problem with his machine that will result in his retirement from the practice or the race, then he should not attempt to ride at reduced speed to the pits, but he should pull off the track and park his machine in a safe place as indicated by the marshals.

5) Stopping on the track during practice or race is forbidden.

6) Riders must not transport another person on their machines other than a fellow rider after the display of the chequered flag or the red flag.

7) After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.

8) In the interest of safety, a rider may not stop his vehicle on the racing line during the slow down lap, when returning to the pits after the chequered flag.

9) The penalty for infringement of above paragraphs 2) to 8) is as follows:

- Practice: offenders will be subject to a fine of US\$100;
- Race: offenders will have 20 (twenty) seconds added to their racing time.

10) During the practice sessions and warm ups, practice starts are permitted, when it is safe to do so, at the pit lane exit before joining the track and after the chequered flag is shown, at the end of practice sessions and warm-ups when it is safe to do so, off the racing line.

32. RACE CONTROL:

1) Race Control is under the sole jurisdiction of the Clerk of the Course or his Assistant.

1) No persons other than the Race Direction or persons expressly asked by the Race Direction to perform some essential duty therein are permitted to enter Race Control.

2) A Secretariat of the Meeting office is provided for the convenience of the competitors.

4) Any decision from the Race Direction / Stewards concerning a team or rider will be communicated in writing to the rider/team members who must acknowledge receipt.

5) The Clerk of the Course (CoC) or the Chief National Medical Officer (CMO) can require a rider to have a medical examination at any time during the Event, this medical examination may include an anti-doping test.

6) The CMO shall ascertain whether riders fallen during practice are fit, at his discretion.

7) The riders who fall during the practice sessions and warm up and refuse a medical examination shall be added to the list of unfit riders.

33. PADDOCK AND GARAGES:

1) Pit wall may be used by each team member wearing the appropriate passes solely for the control of and signalling to their rider(s).

2) Information to competing riders may only be given from the pit wall via signals.

3) Signals displayed from the pit wall shall be of such a size or description as not to obstruct the signals of others.

4) The form and colors of signals used at the pit wall must not resemble the international track warning flags.

5) Signals to competing riders by radio communication are prohibited.

6) The presence or use of any equipment capable of receiving and/or transmitting messages to and from the pit areas, shall be considered as a breach of this rule and shall result in a fine of US\$500 and disqualification of the event.

7) Competing vehicles may not slow down, alter course or stop at the pit wall during official practice or racing. Penalty for breach is exclusion.

34. **MECHANICAL PITS:**

1) During practice and racing, only the mechanical pits can be used for the servicing and maintenance of competing vehicles.

2) Refuelling is strictly prohibited, unless a race is stopped and re-started.

3) Riders are entitled to carry out servicing or mechanical repairs on their own vehicle on the track, without receiving outside assistance.

4) During a pit stop, 4 appointed persons are permitted to work on a machine.

5) If the rider takes part in the intervention, he will be included in the 4 persons.

6) No other team personnel are allowed in the pit lane.

7) Except during pit stops, all pit equipment including tools and spares must be kept properly at the designated area. The pit frontage must be cleared of all equipment immediately following a pit stop.

8) Pit personnel must remain at the designated pit area and may not set foot upon the pit access road during official practice or race unless attending vehicles during pit stops, in which case they must return to the pit designated area immediately their vehicle(s) restarts.

9) Every precaution must be taken by pit personnel and riders to avoid petrol or oil spillage. If spillage occurs, the Pit Marshals will supervise the adequate disposal of the spillage by the pit personnel concerned.

10) If there is a leakage or spillage of petrol in the pit area, the vehicle must be pushed clear of the danger area under the control of the Pit Marshals before engines may be restarted.

11) Motorcycles may not be ridden, with engine running in the reverse direction in the pit area. The motorcycle must be wheeled back by hand by the rider or assisted by no more than two mechanics.

12) Riders of vehicles intending to enter the pits must switch on headlights if any, and/or extend the left arm in sufficient time to warn other vehicles, pit personnel and Pit Marshals of their intention to enter.

13) Entry to the pits must be by way of the designated pit entrance. Failure to comply will result in exclusion.

14) Riders must not rejoin the race from the pit exit during practice and racing without receiving a GREEN signal or light from the Pit Exit Marshal, under penalty of exclusion.

15) Smoking is strictly forbidden in the mechanical pits, pit areas and in the paddock.

16) The penalty for breach of rules 2) and 4) above will be 30 (thirty) seconds for each offence added to the race time of the vehicle being serviced.

17) Any vehicle that enters the paddock or a pit box during race is officially retired.

18) Work in the pit boxes is permitted during the intervals only if races are interrupted.

35. **PRACTICE:**

1) Practice periods will be as laid down in Regulation or as may be announced.

2) All qualifying practice will be timed.

3) The end of a practice sessions will be indicated by the waving of a chequered flag at which time the pit exit will close.

4) A rider's time will continue to be recorded until the allotted time has elapsed.

5) After the chequered flag riders must continue for one more lap and then enter the pit through the pit entrance, or proceed to the "parc fermé" as directed by the marshals.

36. **START PROCEDURE:**

1) **15 minutes** before the start of the race, pit lane exit will open for the sighting lap.

2) **10 minutes** before the start of the race, paddock and pit lane exit will close.

- The sighting lap is not compulsory.

- Riders who do not take part in the sighting lap may, under the supervision of an official, push their machine on to the grid up until, at the latest, 5 minutes before the start of the warm up lap.

- Riders who do not go on to the grid may start the warm up lap from the pit exit under the instructions of the marshal positioned at the pit lane exit.

- Riders must have tyre warmers removed and may not change wheels after the display of the 3 minutes board.
- When the riders reach the grid after the sighting lap they must take up their positions and may be attended by up to five persons, one of whom may hold an umbrella.
- Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.
- Riders who encounter a technical problem on the sighting lap may return to the pit lane to make adjustments, in such a case the rider must start the warm up lap from the pit lane.
- Riders on the grid may, at this stage, make adjustments to the machine. Tyre warmers may be used on the grid but no generators, batteries or other electrical supplies are permitted on the grid exception for the 4-stroke motorcycles, with the help of a starting device.

- All adjustments must be completed by the display of the “3 minute” board. After this board has been displayed, riders who still wish to make adjustments must push their vehicle to the pit lane, from where they will start the warm-up lap.
- Refuelling on the grid after the start of the sighting lap is forbidden.
- The approach of the warm-up lap will be announced by light signals shown, five minutes, three minutes, one minute and thirty seconds before the start, accompanied by the display of signal boards and by an audible warning.

3) **5 minutes** signal before the start of the warm-up lap: Board (“5 minute”) on the grid.

4) **3 minutes** signal before the start of the warm-up lap.

- Removal of tyre warmers from machines on the grid and at the pit lane exit.
- Any motorcycle arriving at the grid after 3 minutes signal will start from the back of the grid.
- At this point all persons other than 1 mechanic (2 for 4-stroke motorcycles) per rider and the person holding the umbrella for the rider must leave the grid with all the equipment.

5) **1 minute** signal before the start of the warm-up lap.

- Engines will be started.
- At this point all persons except 1 mechanic (2 for 4-stroke motorcycles) per rider will leave

the grid.

- The mechanic will, as quickly as possible, assist the rider to push start the machine and will then vacate the grid.
- All riders must be in position on the grid with engines running.
- No further assistance from mechanics is permitted.

6) **30 seconds** signal before the start of the warm-up lap.

- Any rider who is unable to start his machine must remove it to the pit lane.
- They may start warm-up lap from the pit lane.

7) **Start of warm-up lap.**

- Green lights are lit.
- The riders will make one lap, at unrestricted speed, followed by a Medical Car.
- As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up lap.
- Thirty seconds later, the light will turn red and a marshal will display a red flag closing the pit

exit.

- On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between sidelines defining the grid position and keep their engines running. An official will stand at the front of the grid holding a red flag.
- Any rider who arrives back at the grid after the arrival of the safety car will be directed into the pits and may start the race from there or he must stop beside the Medic Car and start the race from there, as directed by a flag marshal with a red flag.
- Any rider who encounters a problem with his machine on the warm up lap may return to the pit lane and make repairs.

- Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to deliberately delay the start by any other means.
- As each row of the grid is completed the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties.
- When all panels have been lowered, an official at the rear of the grid will wave a green flag.
- The starter will then instruct the official at the front of the grid displaying the red flag to walk to the side of the track.
- A red light signal will be displayed for, between 2 to 5 seconds. The red light will go out to START the RACE.

37. START OF THE RACE:

- 1) A Medical Car will follow behind the motorcycles for the whole of the first lap.
- 2) After the riders have passed the pit exit the official at this exit will display a green light to start any riders still in the pit lane.
- 3) Should there be a problem on the grid that might prejudice the safety of the start then the Chief Starter will display all five red lights on and the board "Start Delayed".
- 4) In this instance riders must stop their engines and one (2 for 4-stroke) mechanic(s) per rider will be permitted to enter the grid to assist the riders.
- 5) The start procedure will recommence at the ONE MINUTE stage, the riders will complete an additional warm up lap and the race distance will be reduced by one lap.
- 6) If, after the red light go off, a rider stalls his machine, then the start line marshals may assist the rider by pushing the motorcycle along the track until the engine starts.
- 7) If a motorcycle fails to start before reaching a line at the extremity of the pit exit, its rider must push it into the pits.
- 8) Entry to the pits via the pit lane exit is permitted within this time limit only and not at any other time during racing.
- 9) After being started in the pits, the motorcycle may proceed to the pit lane exit but must not rejoin the race circuit without receiving a GREEN signal from the Pit Exit Marshal, under penalty of disqualification.
- 10) Any vehicle that stops on the circuit during the sighting or warm up lap will automatically be excluded from the race and may not be moved other than to the nearest point of safety. Any such vehicle that has mechanical trouble and has not stopped may enter the pits and start from the pit lane only after the race has started.
- 11) Anticipating the start shall be penalised by adding 30 seconds to the rider's racing time. Anticipation of the start is defined by the motorcycle moving forward when the red lights are still on.

38. FINISH:

- 1) When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level.
- 2) When the chequered flag is shown to the leading rider, no rider will exit from the pit lane to reach the track; the red light will be switched on at the exit of the pit lane and a marshal with a red flag will stand at the exit of the pit lane.
- 3) The remaining finishing positions will be determined by the number of laps that each rider has completed when the race ends, but to be counted as a finisher in the race and be included in the results a rider must have:
 - Completed 75% of the race distance covered by the winner.
 - Crossed the finish line within five minutes of the race winner.
- 4) The chequered flag will then be shown stationary to competitors when they cross the finish line, signifying the end of the race.

5) On receiving the chequered flag each rider must continue round the circuit at greatly reduced speed for one more lap and return to the paddock, or as directed by the marshals to the “parc fermé”, without stopping, without receiving any object whatsoever and without any assistance (except that of the Marshals, if necessary).

6) Any bike abandoned by its rider, no matter what the reason, or how short the period, shall be considered withdrawn from the race.

7) Any classified machine, which cannot reach the “parc fermé” under its own power, will be placed under the exclusive control of the marshals, who will take the machine to the “parc fermé”.

39. INTERRUPTION AND RESTARTING OF A RACE:

1) The decision to stop the race can only be taken by the Clerk of the Course, or in his unavoidable absence, by the Assistant Clerk of the Course.

2) If the Clerk of the Course decides to interrupt a race due to climatic conditions or some other reason, then RED FLAGS will be displayed at the finish line and at all flag marshal’s posts and he will switch on the RED LIGHTS around the circuit.

3) Riders must immediately slow down and return to the pit lane.

4) The results will be calculated based on the following principles:

(1) If the results calculated show that less than three (3) laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled.

(2) If three (3) laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started. If it is found impossible to re-start the race, then the results will count.

(3) If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all the others riders on the same lap as the leader, then the race will be deemed to have been completed.

5) Conditions for the re-started race will be as follows:

- Race to re-start no later than 20 minutes after the initial display of the RED FLAG.
- In the case of situation described in paragraph 4, number (1):
 - All riders may re-start.
 - Motorcycles may be repaired.
 - Refuelling is permitted.
 - The laps will be the same as the original race distance.
 - The grid positions will be as for the original race.
- In the case of situation described in paragraph 4, number (2):
 - Only riders who are classified as finishers in the first race may re-start.
 - Motorcycle may be repaired.
 - Refuelling is permitted.
 - The number of laps of the second race will be the number of laps required to complete the original race distance.
 - The grid position will be based on the finishing order of the first race.
 - The final result of the race will be based on the results of each rider in the second race.

40. “PARC FERMÉ” (Closed park area):

1) At the end of each qualifying practice session and at the end of the race or the final part of a race that has been interrupted, the first three motorcycles plus any other motorcycles specified by the Chief Scrutineer, must proceed to the “parc fermé” pending inspection by the Technical Scrutineers or potential protests.

2) Machines will normally be released from the check area 30minutes after the finish of the practice or race.

41. FLAG / LIGHT SIGNALS:

Marshals and other officials will display flags or lights to provide information and/or convey instruction to the riders. Infringement to this rule will be penalised according to Article 42.

1) Flags and lights used to provide information:

(1) Green flag or light:

Course is clear of hazards.

This flag will be shown motionless on the first lap of each practice session and of the warm up, for the sighting lap and on the warm up lap.

This flag will be shown motionless at the flag marshal post immediately after the incident that needed the use of one or more yellow flags / lights.

(2) Yellow and red striped flag:

The adhesion on this section of the track could be affected by any reason other than rain.

Shown motionless at the flag marshal post.

(3) Blue flag:

One rider is about to be overtaken by a faster rider.

Shown waved - indicates that a faster rider is about to overtake.

(4) Chequered black and white flag:

Finish of race or practice session.

2) Flags and lights which convey information and instructions:

(1) Yellow flag or Flashing Yellow lights:

Shown waved - indicates that there is a danger on the track.

Riders must slow down and be prepared to stop.

Overtaking is forbidden up until the point that a green flag is shown.

(2) White Flag:

Shown waved, this flag indicates that the rider will encounter an intervention vehicle in the current section of the track.

It is forbidden for a rider to overtake another rider during the display of the white flag.

Overtaking the intervention vehicle is permitted.

As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be presented.

(3) Red Flag or Red Light:

Race or practice is being interrupted. Riders must return slowly to the pits.

It is also shown motionless at the pit lane exit when it is closed and on the starting grid at the end of the sighting lap and at the end of the warm-up lap.

(4) Black Flag:

This flag conveys instructions to one rider only and is displayed motionless together with the rider's number.

The rider must stop at the pits at the end of the current lap and cannot restart.

Shown at the Finishing line and at MELCO HAIRPIN Post.

(5) Black Flag with Orange disk (Ø 40 cm):

This flag conveys instructions to one rider only and is displayed motionless together with the rider's number.

The rider must stop at the pits at the end of the current lap and may rejoin the race after fixing the problem.

Shown at the Finishing line and at MELCO HAIRPIN Post.

(6) Flashing Blue lights:

Will be switched on at the pit lane exit at all time during practices and races.

42. SANCTIONS:

Any infringement by the riders to the instructions or information provided by the flags and lights will be sanctioned as follows:

	Practice and warm up sessions	Race
Yellow flag or Flashing Yellow lights	Cancellation of the time of the lap during which the infraction occurred	Fine of US\$100

If immediately after having overtaken, the rider realise that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken; in this case, no penalty will be imposed.

	Practice and warm up sessions	Race
Red Flag or Red Light	Fine of US\$100	Disqualification
Black Flag and Black Flag with Orange disk	Fine of US\$100	Disqualification

43. SAFETY CAR:

1) The car will be marked “Safety Car” (SC) on the rear and sides and have three revolving orange lights on the roof.

2) When the Clerk of the Course gives the order to deploy the safety car all observers’ posts including the start line will display waved yellow flags and a board SC that shall be maintained until the safety car’s intervention is over.

3) All the competing bikes will line up behind the safety car maintaining the same speed as it.

4) All overtaking is forbidden, unless a bike is signalled to do so from the safety car.

5) When ordered to do so by the Clerk of the Course, the observer in the safety car will switch on the green light and wave past any bikes between the safety car and the race leader. These bikes will continue at reduced speed without overtaking, until they reach the line of bikes behind the safety car.

6) Each time the safety car passes an observers post, the yellow flag will be waved continuously, while the safety car and the bikes following it, remain in the section between this post and the next post.

7) While the safety car is in operation, competing bikes may stop at their pit, but may not rejoin the track while the safety car and the line of bikes following it are passing the pit exit. A bike rejoining the track will proceed at reduced speed until it reaches the end of the line of bikes behind the safety car.

8) The safety car shall be used until all the bikes on the track are lined up behind it.

9) When the Clerk of the Course decides to call in the safety car, the safety car must effect a full lap of the circuit with the revolving lights extinguished which will be the signal for the withdrawal of the flags at the observers posts as soon as the last bike in the train of bikes behind the safety car has left the sector.

10) When the safety car pulls off the circuit, a green flag will be waved at the start-line and the green light shown.

11) All observers’ posts will then show a green flag. Overtaking remains strictly forbidden until the bike pass the green flag or light at the start-line. The green flags will be withdrawn after one (1) lap.

12) The switching on/and/off of these lights, as well as the removal of the signalling boards round the circuit, will be done on the orders of the Clerk of the Course. Each lap covered while the safety car is in service will be counted as a race lap.

13) If the race is stopped with more than two thirds of the original number of laps completed by the leader of the race and by all other riders on the same lap as the leader, and the Safety car is on the track, the safety car will take the chequered flag and all bikes able to do so, must follow it into the pit lane/paddock or parc

fermé and the race results will be counted as at the end of the lap prior to the lap in which the safety car was brought into operation.

44. CLIMATICAL CONDITIONS:

Competitors are advised that no practice or racing will take place in wet or damp conditions.

45. RESULTS:

Provisional results of practice sessions and races must be made available to the competitors in printed form as soon as possible after the practice session or race.

Official results, signed by the Clerk of the Course, must be published and made available to the competitors in printed form as soon as possible after the expiry of the protest period.

46. TROPHIES AND PRIZE MONEY:

1) Riders:

1 st	-	HK\$28,000.00	+	Trophy	9 th		HK\$5,000.00	+	Trophy
2 nd	-	HK\$22,000.00	+	Trophy	10 th	-	HK\$4,000.00	+	Trophy
3 rd	-	HK\$18,000.00	+	Trophy	11 th	-	HK\$3,500.00		--
4 th	-	HK\$14,000.00	+	Trophy	12 th	-	HK\$3,000.00		--
5 th	-	HK\$11,000.00	+	Trophy	13 th	-	HK\$2,500.00		--
6 th	-	HK\$10,000.00	+	Trophy	14 th	-	HK\$2,000.00		--
7 th	-	HK\$8,000.00	+	Trophy	15 th		HK\$1,500.00		--
8 th	-	HK\$6,000.00	+	Trophy					

Qualifying practice – Best lap (Pole position) – HK\$2,500.00

Race – Fastest lap – HK\$2,500.00

2) Teams:

The best Team at the end of the race will be awarded a HK\$20,000.00 prize money and a Trophy.

Conditions to qualify for best Team Trophy and prize money:

- mandatory to have two riders entered in the Team;
- riders will receive points according to their positions in the final results, as follows:

1st rider = 1 point; 2nd = 2 points; 3rd = 3 points; 4th = 4 points; etc. until the last position in the final results;

- best Team is the one which collects the less number of points after adding the points of both riders under same Team;

- in case of a tie, the result of the rider with the best final result will define the winning Team.

47. ADVERTISING AND RIGHTS:

1) All advertising on the machines, riders and teams must comply with the local legal requirements and national restrictions required in order to permit the host broadcaster to transmit the event.

2) If required by the Organizers, all machines must have the official sticker, displayed in such a manner that it is visible to a forward facing camera.

3) The decision for the positioning of this official sticker rests solely with the Organizers.

4) In the event of a dispute, the final decision rests with the Organizers.

5) Advertising on the machines and the rider equipment is permitted, provided that, in the opinion of the Chief Scrutineer, it does not impair the legibility of the competition numbers or the safety of the vehicle, and complies with local restrictions. The Chief Scrutineer may refuse to pass a vehicle until any offending advertisement is removed.

6) All advertisements must be in position before scrutineering.

7) All audio/visual rights, trademarks and copyrights relating to the event are the property of the event organiser.

8) No on-board cameras may be fitted on the machines without the permission of the Organizers.

48. PROMOTIONAL ACTIVITIES:

All teams, or individual riders, must release their vehicles and riders to participate in any promotional event, photo opportunities or road shows in the days prior to the meeting, as requested by the organizer, and mentioned in these regulations.

COMMITTEE MEMBERS

Secretary for Social Affairs and Culture - Cheong U - President
João Manuel Costa Antunes – Coordinator
Davina Chu -- Deputy Coordinator
Cheung So Mui Cecília,
Leong, Maria Madalena,
Maria Helena de Senna Fernandes,
Manuel Gonçalves Pires Júnior,
Licínio L.M. da Cunha,
Cecilia Tse Heng Sai -- Coordinator of Public Relations and Promotional Activities Subcommittee,
Alex Vong Iao Lek -- Coordinator of Local Drivers Sponsorship Subcommittee,
Mak Kim Meng,
Chao Vai Keong -- Coordinator of Security Subcommittee,
Chao Chak Sam -- Coordinator of Transport Subcommittee,
Ng Iok Tong,
Maria Natércia Augusta Gil -- Coordinator of Media Subcommittee,
Chan Wai Sin -- Coordinator of Medical Subcommittee,
Chiang Ngoc Vai,
Wong Kin,
Chong Coc Veng -- Coordinator of Sporting Subcommittee,
Doris Leong Mei Choi -- Technical Assistant,
Lo Keng Chio -- Coordinator of Marketing and Advertising Subcommittee,
Anthony Chum Pak Tak,
Wong, Jaije Koon Cheung,
Lam In Nie,
Luis Lui,
Mário Ferreira Sin.

RACE OFFICIALS

Race Direction

A representative of the Macau Grand Prix Committee
A representative of the AAMC
Clerk of the Course (who will chair the meetings)
Deputy Clerk of the Course

Chong Coc Veng
Herculano Ribeiro
Carlos Barreto
Paul Butler

Stewards of the Meeting

(AAMC – Chairman)
(AAMC)
(HKAA)

Jose Ferreira Sin
TBA
Aldo Yung Chi Keung

Clerk of the Course

Deputy Clerk of the Course
Deputy Clerk of the Course
Race Control Coordinator
Secretary of the Meeting
Chief Scrutineer
Marshals Coordinator
Marshal Assistant Coordinator
Marshal Assistant Coordinator
Track Office Coordinator
Starter
AAMC Technical Delegate
Chief Medical Officer
Deputy Chief Medical Officer
International Medical Delegate
International Medical Delegate
Public Security Officer
Fire-fighter Officer

Carlos Barreto
Paul Butler
Anabela Jorge
George Munro
Adriano das Neves
Daniel Tam
Armando De Jesus
Americo Martins De Jesus
Pang Ting Hung
Patrick Castro
Leong Kai Meng
TBA
Chan Wai Sin
Leong Fai
TBA
K. Kanagalingam
Chao Vai Keong
Wong Kin

SECRETARIAT

Secretariat of the Macau Grand Prix Committee

Competitor Relations (Macau)

Marketing and Advertising Subcommittee Coordinator

Public Relations and Promotional Activities Subcommittee Coordinator

Sporting Subcommittee Coordinator

Infrastructure Subcommittee Coordinator

Media Subcommittee Coordinator

Security Subcommittee Coordinator

Medical Subcommittee Coordinator

Transport Subcommittee Coordinator

Local Drivers Sponsorship Subcommittee Coordinator

Air tickets, Transfer and Accommodation Coordinator

Administration Support Coordinator

VIP Affairs Support Coordinator

Pass Access Support Coordinator

Sporting Logistic Support Coordinator

Secretary of the Meeting Coordinator

Adelaide Castilho

Evelina Fonseca

AAMC

Charles Lo Keng Chio

Cecília Tse Heng Sai

Chong Coc Veng

Diamantino Augusto Torrado

Maria Natércia Augusta Gil

Chao Vai Keong

Chan Wai Sin

Chao Chak Sam

Alex Vong Iao Lek

Doris Leong Mei Choi

Anita Kou Mei Fong

Julieta Ana Souza

Raymond Ho Hou Nang

Andrew Vong Ka Kun

Adriano das Neves

PROMOTER

COMISSÃO DO GRANDE PRÉMIO DE MACAU (Macau Grand Prix Committee)

Avenida da Amizade, N° 207, Edifício do Grande Prémio de Macau

Tel: (853) 7962268 Fax: (853) 28727309

E-mail: macaugp@cgpm.gov.mo

NATIONAL SPORTING AUTHORITY

THE FMN OF THE 46th MACAU MOTORCYCLE GRAND PRIX IS THE “AUTOMOBILE GENERAL ASSOCIATION MACAO-CHINA”

ORGANISER

THE ORGANISER OF THE 59th MACAU GRAND PRIX IS THE “COMISSÃO DO GRANDE PRÉMIO DE MACAU” (Macau Grand Prix Committee)

THE “AUTOMOBILE GENERAL ASSOCIATION MACAO-CHINA” PROVIDES ADMINISTRATION ASSISTANCE IN MACAU FOR NATIONAL AND INTERNATIONAL ENTRIES FOR THE MEETING.

Avenida da Amizade, Edifício do Grande Prémio de Macau

Tel (853) 28726578 Fax (853) 28726579

PROMOTION

Direcção dos Serviços de Turismo da RAEM

Macau Government Tourist Office

Public Relations and Promotional Activities Subcommittee of the Macau Grand Prix Committee

Alameda Dr. Carlos d'Assumpção, no. 335-341

Edifício “Hot Line “, 13^o. andar, Macau

Tel: (853) 8397 1601 Fax: (853) 2851 0188

PUBLIC RELATIONS

Direcção dos Serviços de Turismo da RAEM

Macau Government Tourist Office

Public Relations Division

Alameda Dr. Carlos d'Assumpção, no. 335-341

Edifício “Hot Line “, 13.º andar, Macau
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MEDIA LIAISON

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INTERNATIONAL MEDIA LIAISON

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Central, Hong Kong
Telephone: (852) 2575 6995 Fax (852) 2838 1260
E-mail: nikki@prplus.com.hk

OFFICIAL APPOINTED COMPANIES

Official Television Company
Official Timing Service Provider
Official Safety and Rescue Cars Supplier
Onboard Cameras
Sole Telecommunications Services Provider
Official Photocopier and Fax Machine Supplier

Teledifusão de Macau, S.A. (TDM)
MST Systems Limited
V.W.M Motors Limited
GlobeCast Australia Pty.Ltd.
Companhia de Telecomunicações de Macau (CTM)
TBA

SCRUTINEERING

and

RIDER'S BRIEFING

1. PROVISIONAL PROGRAMME FOR SCRUTINEERING AND DOCUMENTS CHECK

12th NOVEMBER (MONDAY)

13:00 - 17:00 Scrutineering / Equipment / Document Checks - Motorcycle Grand Prix

13th NOVEMBER (TUESDAY)

09:00 - 17:00 Scrutineering/Equipment/Document Checks – Motorcycle Grand Prix

14th NOVEMBER (WEDNESDAY)

09:00 - 12:00 Re-Scrutineering

2. RIDERS'S BRIEFING (November 14, 2012)

20:00 – 20:25 Riders Meeting (compulsory attendance) – 46th Motorcycle Grand Prix
Venue: Macau Fisherman's Wharf, Multi Function Rooms – Room A+ Room B.

59th MACAU GRAND PRIX - 15th to 18th of NOVEMBER 2012

PROVISIONAL PROGRAMME

15th of November 2012 (Thursday)

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	08:30	Macau Motorcycle Grand Prix - 46 th Edition - Practice
08:55	09:35	Hotel Fortuna MAC / HKG Interport Race - Practice
09:55	10:35	Suncity Group Macau Road Sport Challenge - Practice
10:55	11:40	SJM Formula 3 Macau Grand Prix - Practice
12:00	12:30	Macau GT Cup - Practice
12:50	13:30	CTM Macau Touring Car Cup - Practice
13:50	14:20	FIA WTCC - Guia Race of Macau - Presented by SJM - Testing
14:40	15:10	SJM Formula 3 Macau Grand Prix - Qualifying
15:50	16:35	Macau Motorcycle Grand Prix - 46 th Edition - Qualifying
18:30	**	Circuit Opened

16th of November 2012 (Friday)

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	08:15	Macau Motorcycle Grand Prix - 46 th Edition - Qualifying
08:30	09:00	FIA WTCC - Guia Race of Macau - Presented by SJM - Practice
09:20	09:50	Hotel Fortuna MAC / HKG Interport Race - Qualifying
10:10	10:40	Suncity Group Macau Road Sport Challenge - Qualifying
11:00	11:45	SJM Formula 3 Macau Grand Prix - Practice
12:15	12:45	FIA WTCC - Guia Race of Macau - Presented by SJM - Practice
13:05	13:35	CTM Macau Touring Car Cup - Qualifying
13:55	14:15	Macau GT Cup - Qualifying
14:35	15:05	SJM Formula 3 Macau Grand Prix - Qualifying
15:25	16:15	FIA WTCC - Guia Race of Macau - Presented by SJM - Qualifying
18:30	**	Circuit Opened

17th of November 2012 (Saturday)

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	07:50	Macau Motorcycle Grand Prix - 46 th Edition - Warm Up
08:20	09:20	Hotel Fortuna MAC / HKG Interport Race - 10 laps
09:50	10:50	Suncity Group Macau Road Sport Challenge - 10 laps
11:20	12:20	CTM Macau Touring Car Cup - 12 laps
12:50	13:10	Macau GT Cup - Qualifying
14:00	14:50	SJM Formula 3 Macau Grand Prix - Qualification Race - 10 laps
15:30	16:30	Macau Motorcycle Grand Prix - 46 th Edition - 15 laps
18:30	**	Circuit Opened

18th of November 2012 (Sunday)

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	07:50	Macau GT Cup – Warm Up
08:15	08:30	FIA WTCC - Guia Race of Macau - Presented by SJM - Warm Up
09:00	10:00	Macau GT Cup - 12 laps
10:30	13:00	FIA WTCC - Guia Race of Macau - Presented by SJM - 2 Races of 9 laps each with 15 minutes break between Races
13:45	14:45	Special Event
15:00	15:15	Lion Dance
15:30	16:30	SJM Formula 3 Macau Grand Prix - 15 laps
18:30	**	Circuit Opened

* Organizer reserves the right to re-schedule the programme without prior notice.

** If the circuit opens before the programmed time, it will be announced.