

59th MACAU GRAND PRIX

15th – 18th NOVEMBER 2012

MAC / HKG INTERPORT RACE

SPORTING AND SPECIFIC TECHNICAL REGULATIONS

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The Associação Geral de Automóvel de Macau - China will sanction the **59th** Macau Grand Prix which is the property of the “Comissão do Grande Prémio de Macau” (Macau Grand Prix Committee) and comprises (approximately) six races for different categories.

All the participating parties (ASN, Organisers, Competitors and Circuit) undertake to apply as well as observe the rules, governing the event.

Should any dispute arise, the panel of the Stewards of the meeting will be the only authority to make a decision (**ISC-Art.141**).

1) REGULATIONS

- 1.1** The final text of these Sporting and Specific Technical Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting and Specific Technical Regulations.
- 1.2** The **MAC / HKG INTERPORT RACE** is governed by the FIA International Sporting Code and its Appendixes (including Appendix J), the circuit General Prescriptions, and these Sporting Regulations specific for this Race and their relevant Appendixes / Bulletins.
- 1.3** Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the FIA ‘General Prescriptions’ and Specific Regulations, Sporting Code and Technical Regulations shall be decided by the Stewards of the meeting.

2) GENERAL UNDERTAKING

All drivers, competitors and officials participating in the Event undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the International Sporting Code (the Code), the Technical Regulations, FIA Official Bulletins and the present Sporting Regulations.

3) GENERAL CONDITIONS

- 3.1** It is the competitor’s responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations. If an entrant is unable to be present in person at the Event he must nominate his representative in writing. The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- 3.2** Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice sessions and the race.
- 3.3** The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
 - a) All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass at all times.
 - b) The entrant shall declare that to the best of his belief his driver(s) possess(es) the standard of competence necessary for an event of the type to which the entry relates, that should his driver(s) at the time for the event be suffering from any disability whatsoever he shall declare the disability to the Stewards prior to the driver(s) driving 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, his driver(s) and team members enter upon and use the track and its facilities entirely at his or their own risk.

4) **ELIGIBLE DRIVERS AND COMPETITORS**

All drivers and competitors must hold current and valid FIA **NATIONAL COMPETITION LICENSES**, authorizations issued by their ASN(s). A driver must also be in possession of a current medical certificate of aptitude, either included on the competition license or on an attached document.

All documents must be presented at the event at the times stated in the appropriate Appendix.

5) **EVENT**

5.1 The Event will have the status of a **RESTRICTED NATIONAL Event**.

5.2 The Event is restricted to National Competition Licence holder of Macau and Hong Kong. The drivers shall be appointed by AAMC and HKAA, respectively.

5.3 The Event shall include all practices and race.

5.4 There will be a race run over 10 laps. Each lap is 6.2kms and is run in a clockwise direction or 35 minutes (*)

(*) Race Time

If the leading driver has not achieved the defined race distance after the schedule time elapsed, the leader will be shown the chequered flag the next time he/she passes the Finish Line. In this case, notification of the last lap will be advised to competitors by the showing of a board on the Start / Finish Line

5.5 The Event will take place in Macau **from 15th – 18th November 2012**.

5.6 The Macau Grand Prix Committee reserves the right to postpone, abandon or cancel the Event or part thereof. In the event of abandonment, cancellation or of postponement for more than 48 hours, the Entrant/Competitor will have no right of claim against the Promoters or Macau Grand Prix Committee in respect of any prize moneys or loss of expenses that he may have incurred or may incur as a result.

6) **SCHEDULE AND OFFICIALS**

The Provisional list of officials is noted in the appropriate Appendix.

The Provisional Schedule for practice / qualifying sessions is noted in the appropriate Appendix.

The Race start time is noted in the appropriate Appendix.

7) **INSURANCE**

7.1 The promoter of the Event must procure 90 days before the event that all competitors, their personnel, sponsors, agents and drivers are covered by adequate third party insurance.

7.2 The promoter must send before the Event the FIA details of the risks covered by the insurance policy which must comply with the national laws in force.

7.3 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. Drivers taking part in the Event are not third parties with respect to one another.

7.4 Sight of the policy must be available to the competitors on demand.

8) **OFFICIALS**

8.1 The following officials will be nominated by the ASN :

- three Stewards of the meeting one of which must be a national steward .

- the Clerk of the Course.

8.2 The Clerk of the Course, the Stewards must be present at the Event from 10:00 on the date of initial scrutineering.

8.3 The Clerk of the Course must be in radio contact with the chairman of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be in race control and in radio contact with all marshals' posts during these times.

8.4 The Clerk of the Course shall have authority in the following matters:

- a) the control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations ;
- b) the stopping of any car in accordance with the Code or Sporting Regulations ;
- c) the stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out ;
- d) the starting procedure ;
- e) the use of the safety car.

9) ENTRIES

9.1 All entries must submit an Official Entry Form, from 13th August to 14th September 2012. Entries for the MAC/HKG Interport Race can be submitted by drivers as entrants, Commercial Entrants will also be accepted.

All entries to be sent to Automobile General Association Macao – China, at Avenida da Amizade, Edificio do Grande Prémio de Macau

Telephone: (853) 28726578

Fax: (853) 28726579

The Organiser has the right to refuse any entry should it be deemed by them to be against the best interest of the Event.

Once the entry is accepted by the organiser, the applicant shall be notified to settle the payment of the entry fee of \$ 4.000,00, from 17th September to 24th September 2012.

Entry fee can be in Patacas or Hong Kong Dollars

Entry fee is not refundable except as qualify in **Article 5.6**

9.2 Entries will be closed on either:

Receipt of the maximum number permitted to start in any practice session or on 14th of September 2011.

A minimum of 15 entries must be received for the race to be run

Each driver is only permitted to enter in one race in Macau Grand Prix.

All multiple entries of vehicles in more than one race are prohibited.

10) PASSES – TEAM IDENTIFICATION

Identification passes will be issued for each competing vehicle on the following basis:

Entrant	1 (*)
Driver	1

(*) If applied by the Commercial Entrant.

Identification will not be issued unless names and identity cards or passports numbers are provided.

Identification passes will be issued at the track office to the entrant, or his representative authorized in writing.

Identification must be properly worn. Abuse of the privileges will result in these privileges being withdrawn completely.

11) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 11.1** The Stewards or Clerk of the Course may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.
- 11.2** All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.
- 11.3** Any decision or communication concerning a particular competitor should be communicated to him forthwith in writing within 25 minutes of such decision and receipt must be acknowledged.

12) INCIDENTS

- 12.1** Incident means any occurrence or series of occurrences involving one or more drivers or any action by any driver, which is reported to the Stewards by the Clerk of the Course (or noted by the Stewards and subsequently investigated) which :
- necessitated the suspension of a race under **Article 37** ;
 - constituted a breach of these Sporting Regulations or the Code ;
 - caused a false start by one or more cars ;
 - caused an avoidable collision ;
 - forced a driver off the track ;
 - illegitimately prevented a legitimate overtaking manoeuvre by a driver ;
 - illegitimately impeded another driver during overtaking ;
 - unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the race.
- 12.2** a) It shall be at the discretion of the Stewards to decide upon a report or a request by the Clerk of the Course, if a driver or drivers involved in an incident shall be penalised.
- b) If a driver is involved in a collision or Incident (see **Article 12.1**), and his team have been informed of this by the Stewards no later than five minutes after the race has finished, he must not leave the circuit without their consent.
- 12.3** The Stewards may impose a 60 seconds time penalty on any driver involved in an Incident.
- 12.4** Any determination made or any penalty imposed pursuant to **Article 12** shall be without prejudice to the operation of Article 160 and 161 of the Code.

13) PROTESTS AND APPEALS

- 13.1** Protests shall be made in accordance with the Code and accompanied by a fee in cash of US\$1000 (one thousand US dollars) or its equivalent in local currency.

- 13.2** In case of a team to team technical protest an additional bond of US\$1000 (one thousand US dollars) or its equivalent in local currency will be lodge with the organizer and returned to the protester if the protest is upheld or paid to the protested team in the case of an invalid protest.
- 13.3** Appeals must be made in accordance with the International Sporting Code. Appeal fee will be in cash of US\$6000 (six thousand US Dollars) or its equivalent in local currency.
- 13.4** Appeals may not be made against decisions concerning the following:
- a) Penalties imposed under Article 12.3;
 - b) Any decision taken by the Stewards in relation to Article 32.4;
 - c) Any penalty imposed under Article 34.4 or Article 38.3.

14) SANCTIONS

The Stewards may inflict the penalties specifically set out in these Sporting and Specific Technical Regulations in addition to or instead of any other penalties available to them under the Code.

15) DRIVING

- 15.1** The driver must drive the car alone and unaided.
- 15.2** The driver is not permitted to participate in any additional practice, qualifying or race within the Event.
- 15.3** **A driver may not deliberately leave the track without justifiable reason.**
- 15.4** **More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.**
- 15.5** Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.
- 15.6** Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.
- A driver will be judged to have left the track if no part of the car remains in contact with the track.
- Should a car leave the track for any reason the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.
- 15.7** As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake.

Any driver who is deemed to be ignoring the waved blue flags will be reported to the Stewards of the meeting.

16) RACE NUMBERS AND DRIVER'S NAME

- 16.1** Each car must carry the race number selected by the Organiser for its driver. All numbers must be in position before scrutineering. The number must be placed on the bonnet / nose of the car and on each side of the car and the Scrutineer may reject any vehicle whose numbers do not meet the specifications below.

The size of number should be 28 cm high with a stroke of 5 cm and shall be in black on a white background with at least 5 cm border to the number. In the case of a white vehicle, the background must be delineated by a continuous black line 5 cm wide.

- 16.2** Every competitor must display the name of the driver and his national flag on the bodywork or on the outside of the cockpit. These must be clearly legible.
- 16.3** The position above the start numbers must be left free for possible use by the Organiser for their sponsor's identification to a height of 12 cm. and equal in width to the number background.
- 16.4** Additional requirements relating to the start numbers may be noted in the relevant Appendix, specific Sporting Regulations or subsequently issued notices.

17) PROMOTION

- 17.1** Drivers must take part in any promotional activity requested by the organizers such as autograph sessions, prize giving, press conferences, pit road walkabouts and pre-race parades. This is in addition to **Article 31**.
- 17.2** The drivers, competitors and manufacturers give the right to the Organiser to use their name for any promotional, advertising, publicity and public relations purpose, for the promotion of the Event.
- 17.3** Use of the Organiser logo by the competitors, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from the Organiser.

18) NUMBERS OF CARS PARTICIPATING

The number of cars allowed to start each race and practice is limited to 36.

19) ELIGIBLE CARS

All vehicles must comply with the requirements noted in the Specific Technical Regulations Appendix and FIA Technical Regulations relevant to the appropriate category.

20) FUEL

- 20.1** It must be possible to take 3 litres of fuel at any time during the Event.
- 20.2** The control fuel that will be made available by the organizer can be provided through specific order submitted with the entry form.
- 20.3** As an alternative, unleaded fuel complying with FIA International Sporting Code Appendix J Article 252, 9.1 may be used through out the event.

21) PIT ENTRY, PIT LANE AND PIT EXIT

- 21.1** The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".
- 21.2** The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit".
- 21.3** The pit lane will be divided into two lanes, the lane closest to the pit wall will be designated the "fast lane" and the lane closest to the garages will be designated the "inner lane".

Other than when cars are at the end of the pit lane under **Article 34.2** the inner lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.

- 21.4** Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the teams designated garage area to the end of the pit lane.

- 21.5** Any car(s) driven to the end of the pit lane prior to the start or re-start of a practice session, or any car(s) required to stop at the pit exit during a safety car period, must form up in a line in the fast lane and leave in the order they got there unless another car is unduly delayed.
- 21.6** Any driver that is required to start the race from the pit lane may not drive his car from his teams designated garage area until the 10 minute signal has been given and must stop in a line in the fast lane. Under these circumstances working in the fast lane will be permitted, but any such work is restricted to :
- starting the engine and any directly related preparation
 - changing of wheels when a climatic change has been confirmed
 - When cars are permitted to leave the pit lane they must do so in the order they arrived at the end of the pit lane unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.
- 21.7** Other than drying, sweeping of any tyre rubber left when cars leave their pit stop position, competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the Chief Scrutineer.
- 21.8** Competitors must not paint lines on any part of the pit lane.
- 21.9** Other than in **Article 21.6** above no equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position even when the car is being pushed.
- 21.10** Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as possible.
- 21.11** It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so.
- 21.12** Starting an engine with an external device will be considered working on the car, consequently this will not be permitted in the fast lane of the pits.
- 21.13** Cars may not enter the fast lane of the pits until the pit exit is opened at the start or re-start of each practice or qualifying session. Furthermore, no car may be moved to a position in the slow lane which is closer to the pit exit than the garage which has been assigned to the relevant Team.
- 21.14** Under exceptional circumstances the Clerk of the Course may ask for the pit entry to be closed during the race for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.
- 21.15** Cars must be angle-parked in formation at all free practice sessions and qualifying sessions (rear of the car into the pit entry at an angle of approximately 45 degrees facing towards the pit lane exit), even in the case of a change of one or more wheels. Only in this position can cars be worked on when stopped in the pit lane working area.
During the course of an official qualifying session, all competing cars must remain in the pit lane whilst not on the track. At no time will competing cars be allowed in their garage or the paddock areas until such time as the official qualifying session has ended and the car has been cleared from any post-qualifying scrutineering checks and released from the Parc Fermé, except with the express permission of the Chief Scrutineer.

22) SPORTING CHECKS

- 22.1** During initial scrutineering, and at any time during the event, each competitor must have available all documents required by **Article 4** above in addition to the car's technical passport.
- 22.2** Unless a waiver is granted by the Stewards, competitors who do not keep to time limits will not be allowed to take part in the Event.

22.3 The Organiser may require entrants to fit an Electronic Self Identification Module for the purpose of accurate timing, the exact position of which will be advised prior to the race. These modules will have to be in place and switched on for all practice sessions and the race.

23) SCRUTINEERING

23.1 Initial scrutineering of the car will take place at the times indicated in the appropriate Appendix.

23.2 Race numbers and any official advertising must be on the car for inspection during scrutineering.

23.3 No car may take part in the Event until it has been passed by the scrutineers.

23.4 The scrutineers may :

- a) check the eligibility of a car or of a competitor at any time during the Event ;
- b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied ;
- c) require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail ;
- d) require a competitor to supply them with such parts or samples as they may deem necessary.

23.5 Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

23.6 The Clerk of the Course may require that any car involved in an accident be stopped and checked.

23.7 After each race and all qualifying practice sessions at least five classified cars will be selected and must undergo scrutineering. All other cars stay under Parc Fermé conditions in the teams' designated garage area until further notice.

23.8 Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.

23.9 The Stewards will publish the findings of the scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

23.10 All competitors must declare the use of radios and their frequencies to the organizers and seek the necessary permissions and permits prior to their use. Any infringements may result in the confiscation of such equipment for the duration of the Event.

24) TYRE LIMITATION DURING THE EVENT

24.1 All tyres must be used as noted in the Specific Regulations or Sporting Regulations (as appropriate). Any modification or treatment including cutting, grooving, the application of water, solvents or softeners, the use of heat retaining (and/or cooling) devices or pre-heating/cooling is prohibited. This applies to both wet-weather and dry-weather tyres.

24.2 Wet-weather tyres may only be used if the circuit has been declared wet by the Clerk of the Course.

24.3 Dry-weather tyres and Wet-weather tyres may not be mixed on a race car.

24.4 With the exception of the races, wet-weather tyres may only be used after the track has been declared wet by the race director, following which wet or dry weather tyres may be used for the remainder of the relevant session.

25) WEIGHING

25.1 a) During each qualifying practice session and race cars will be weighed as follows :

If a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.

- b) After the race each car crossing the Line may be weighed. If a driver wishes to leave his car before it is weighed he must ask the Chief Scrutineer to weigh him in order that this weight may be added to that of the car.
- c) The relevant car may be excluded should its weight be less than that specified in the Technical Regulations when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.
- d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the post race scrutineering or during the weighing procedure. (Except by a scrutineer when acting in his official capacity).
- e) Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.

25.2 In the event of any breach of these provisions for the weighing of cars the Stewards may drop the driver such number of grid positions as they consider appropriate or exclude him from the race.

25.3 Should a competitor damage the weighing scales through negligence sufficiently to render them unusable for the remainder of the practice session, then their practice times from that session will be disallowed and the competitor will be liable to the cost of any necessary repairs.

26) GENERAL CAR REQUIREMENTS

No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for lap timing purposes, legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by radio.

27) SPARE CARS

Spare cars are not permitted.

28) GENERAL SAFETY

28.1 Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.

28.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

28.3 Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.

- 28.4**
- a) During practice, qualifying and the race, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
 - b) Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.

28.5 a) If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If any mechanical assistance results in the car rejoining the Stewards may drop the driver such

number of grid positions as they consider appropriate if the incident occurs during a practice session or qualifying or exclude him from the race (other than under **Article 28.13d**).

- b) A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 28.6** Repairs to a car may be carried out only in the paddock, pits and on the grid.
- 28.7** The Organiser must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.
- 28.8** Refuelling is not permitted during Practice and qualifying sessions or the race.
- 28.9** The replenishment of any liquids is forbidden following the start of the race until after post race scrutineering. All orifices for oil filling must be designed in such a way that the scrutineers can seal them.
- 28.10** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.
- 28.11** At no time may a car be reversed in the pit lane under its own power.
- 28.12** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 28.13** During the periods commencing five minutes prior to and ending five minutes after every practice session and the periods between the commencement of the formation lap which immediately precedes each race and the time when the last car enters the Parc Fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of :
- a) marshals or other authorised personnel in the execution of their duty ;
 - b) drivers when driving or on foot, having first received permission to do so from a marshal ;
 - c) team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap ;
 - d) team personnel when assisting marshals to remove a car from the grid after the start of the race.
- 28.14** During a race, the engine may only be started with the starter except:
- a) in the pit lane or the teams designated garage area where the use of an external starting device is allowed, or ;
 - b) under **Article 34.12(b)**.
- 28.15** Drivers taking part in practice sessions and the races must always wear the clothes and helmet specified in the Code.
- 28.16** A speed limit of 60km/h will be enforced in the pit lane. Except in the race, any driver who exceeds the limit will be fined US\$50 (fifty US Dollars) for each km/h above the limit. During the race, the Stewards or Clerk of the Course may impose either of the penalties under **Article 12.3** on any driver who exceeds the limit.
- 28.17** If a driver has serious mechanical difficulties during a practice session or the race he must leave the track as soon as it is safe to do so.
- 28.18** Only two team members per participating car (all of whom shall have been issued with and wearing special identification) are allowed in the signalling area during practice and the race.
- People under 16 years of age are not allowed in the pits, pit lane, on the pit wall and on the starting grid.

- 28.19** Animals, except those which may have been expressly authorised by the Organiser for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 28.20** The Clerk of the Course or the Medical Delegate can require a driver to have a medical examination at any time during an Event, this medical examination may include an anti-doping test. (ISC – Appendix L, Chapter II, Art. 4)
- 28.21** From the Sunday before the Race, all drivers and all team members which are reported for speeding on the streets used for the racing circuit, when these streets are open to normal traffic, will be brought before the Stewards for their consideration.
- 28.22** 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.

29) PRACTICE SESSIONS

- 29.1** Save when these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.
- 29.2** No driver may start in the race without taking part in a qualifying practice session unless the Stewards agree to take free practice times into consideration.
- 29.3** During all practice sessions there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag or a flashing blue light will be shown at the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.
- 29.4** If a car stops during a practice session it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.
- 29.5** In the event of a driving infringement during any practice session, the Stewards may drop the driver such number of grid positions as they consider appropriate. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session, any penalty imposed shall not be subject to appeal. Where appropriate, regard will also be given to the provisions of **Article 14**.
- 29.6** The Clerk of the Course may interrupt a practice session as often and for as long as he thinks necessary to clear the track or to allow the removal of a car. Whenever possible, the time lost by the suspension of a practice and qualifying session shall be recovered so that the minimum scheduled period for the session may be accomplished. However, it is not compulsory to resume the session or re-run the session to achieve the time criteria. The decision of the Stewards in this matter shall be final. No protest will be accepted as to the possible effects of the interruption / shortened session on the qualification of any Driver. Any driver taking part in any practice session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 29.5.
- 29.7** Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.
- 29.8** All laps covered during qualifying practice will be timed to determine the driver's position at the start in accordance with **Article 32**.

30) STOPPING THE PRACTICE

Should it become necessary to stop a practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a red flag and the abort lights to be shown at the Line. Simultaneously, red flags will be shown at all marshal posts. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits, and all cars

abandoned on the track will be removed to a safe place. At the end of each practice session no driver may cross the Line more than once.

31) PRESS CONFERENCES

Drivers must make themselves available to attend Press Conferences as directed. After each final qualifying session all the drivers are required to make themselves available to attend a press conference in the media centre. This will normally take place 15 minutes after the end of the qualifying practice session.

32) THE GRID

32.1 At the end of the last qualifying practice, the fastest time achieved by each driver will be officially published.

32.2 The grid for the race will be drawn up in the order of the fastest qualifying time achieved by each driver. Should two or more drivers have identical times, priority will be given to the one who set it first. The grid will be published four hours before the start of the formation lap. Any competitor who is unable to start for any reason whatsoever must inform the Stewards at the earliest opportunity and in any case, no later than one hour and fifteen minutes before the start of the formation lap.

If one or more cars are withdrawn, the starting grid will be closed up accordingly and the final starting grid confirmed one hour before the start of the formation lap. Should two or more drivers have identical times, priority will be given to the one who set it first.

32.3 The fastest driver will start the race from the position on the grid which was the pole position in the previous year.

32.4 Any driver whose best qualifying lap exceeds **110%** of the pole position time will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, the Stewards may permit the car to start the race.

Should there be more than one driver accepted in this manner, their order will be determined by the Stewards. In either case, a team will not be able to appeal against the Stewards' decision.

32.5 The starting grid will be published one hour after the final qualifying. Any competitor whose car is unable to start for any reason whatsoever (or who has good reason to believe that their car will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity and, in any case, no later than one hour and fifteen minutes before the start of the formation lap.

If one or more cars are withdrawn the grid will be closed up accordingly. The final starting grid will be confirmed one hour before the start of the formation lap.

32.6 The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 7.2 metres.

32.7 Any car which has not taken up its position on the grid by the time the five minutes signal is shown will not be permitted to do so and must start from the pits in accordance with **Article 34.2**.

33) MEETINGS

33.1 A Drivers' meeting will take place on the last day of scrutineering, all drivers entered for the Event and their team managers must be present. Any driver or team not attending and signing the attendance sheet at the meeting will be brought before the Stewards for their consideration **and subject to penalty of US\$500**.

33.2 A further meeting, if deemed necessary by the Clerk of the Course may take place and at a time to be notified to the competitors.

34) STARTING PROCEDURE

34.1 20 minutes before the time for the start of the formation lap, the cars will leave the paddock exit to cover one or more reconnaissance lap. After the completion of the reconnaissance laps they will stop on the grid in starting order with their engines stopped.

Should they wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane at greatly reduced speed between each of the laps.

Any car which has not taken up its position on the grid by the time the five minutes signal is shown, will not be permitted to do so and must start from the pit lane in accordance with Article 34.2

34.2 12 minutes before the start of the formation lap, a warning signal announcing the closing of the paddock and pit exit in 2 minutes will be given.

10 minutes before the start of the formation lap, the paddock and pit exit will be closed and a second warning signal will be given.

Any car which is still in the pit lane or at the paddock exit can start from the pit lane or paddock exit, provided it reached the end of the pit lane or paddock exit under its own power. If more than one car is affected, they must line up in the order in which they reached the end of the pit lane or paddock exit.

All such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

34.3 The approach of the start will be announced by light signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the ten minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.

34.4 When the five minute signal is shown all cars must have their wheels fitted and the car must be resting on their wheels, after this signal wheels may only be removed in the pit lane, or on the grid during a race Suspension. A thirty seconds time penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the five minute signal.

34.5 When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given, taking all equipment with them. If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

34.6 When the green lights are illuminated, the cars will begin the formation lap with the pole position driver leading. When leaving the grid, all drivers must respect the pit lane speed limit until they pass pole position. Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after the cars able to do so have left the grid, the mechanics may then work on the car again. If successful the car may then start from the pit lane.

Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

34.7 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

34.8 Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver delayed in this way, and

who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and start from the end of the pit lane as specified in Article 34.2.

- 34.9** When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running.

There will be a standing start, the signal being given by means of lights activated by the starter appointed by the Clerk of the Course.

Once all the cars have come to a halt the five second light will appear followed by the four, three, two and one second lights. At any time after the one second light appears, the race will be started by extinguishing all red lights.

- 34.10** During the start of a race the pit wall must be kept free of all persons with the exception of two people from each team and properly authorised officials and fire marshals all of whom shall have been issued with and shall be wearing the appropriate pass.

- 34.11** Any car which is unable to maintain starting order during the entire formation lap or is moving when the one second light comes on must enter the pit lane and start from the pits as specified in **Article 34.2**.

This will not apply to any car which is temporarily delayed during the lap and which is able to regain its position, without endangering itself or any other car, before the leading car has taken up its position on the grid.

- 34.12** If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedures shall apply:

- a) If a car develops a problem that could endanger the start, the driver must immediately raise his hands above his head and the marshal responsible for that row must immediately wave a yellow flag.

If the Clerk of the Course decides the start should be delayed, the green lights will be illuminated two seconds after the abort lights are switched on, a board saying "EXTRA FORMATION LAP" will be displayed and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved into the pit lane.

When leaving the grid to complete the extra formation lap all drivers must respect the pit lane speed limit until they pass pole position.

The Team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved their starting order from the pit lane will be determined by the order in which they reached the end of the pit lane.

Every time this happens the race will be shortened by one lap.

- b) If any other type of problem arises and the Clerk of the Course decides the start should be delayed the following procedure shall apply:

- 1) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start five minutes later with the race distance reduced by one lap. The next signal will be the three minute signal. Every time this happens, the race will be shortened by one lap.

Tyre changing on the grid is not permitted during such a delay.

- 2) If the race has been started the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.
- 3) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. Any driver being pushed from the grid may not attempt to start the car.

- 4) Once the car is in the pit lane his mechanics may attempt to start it, if successful the driver may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such procedure.
- 34.13** Should **Article 34.12** apply, the race will nevertheless count towards the final result no matter how often the procedure is repeated, or how much the race is shortened as a result.
- 34.14** No refuelling will be allowed on the grid if more than one start procedure proves necessary under **Article 34.12**.
- 34.15** The penalties under **Article 12.3** will be imposed for a false start.
- 34.16** Only in the following cases will any variation in the start procedure be allowed:
- a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the Clerk of the Course teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten minute point. If necessary the procedure set out in **Article 34.12** will be followed.
 - b) If the start of the race is imminent and in the opinion of the Clerk of the Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known at least ten minutes warning will be given.
 - c) If the race is started behind the safety car, **Article 36.15** will apply.
- 34.17** The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure, may result in the exclusion of the car and driver concerned from the Event.

35) THE RACE

- 35.1** Team orders which interfere with a race result are prohibited.
- 35.2** During the race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A marshal with a blue flag, and/or a flashing blue light, will also warn the driver if cars are approaching on the track.

36) SAFETY CAR

- 36.1** The FIA approved safety car will be driven by an experienced circuit driver. It will carry an FIA approved observer capable of recognising all the competing cars, who is in permanent radio contact with race control.
- 36.2** 20 minutes before the start of the formation lap the safety car will take up position at the front of the grid and remain there until the five minute signal is given. At this point (except under **36.15** below) it will cover a whole lap of the circuit and take up position.
- 36.3** The safety car may be brought into operation to neutralize a race upon the order of the Clerk of the Course.
- It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.
- 36.4** When the order is given to deploy the safety car, all marshals' posts will display waved yellow flags and "SC" boards for the duration of the intervention.
- 36.5** No car may be driven unnecessarily slowly, erratically or in a manner which is deemed potentially dangerous to other drivers or any other person at any time whilst the safety car is

deployed. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

- 36.6** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 36.7** All competing cars must then reduce speed and form up in line behind the safety car no more than ten car lengths apart.
- 36.8** With the exceptions of the cases listed under a) to h) below, no driver may overtake another car on track, including the safety car, until he passes the Line for the first time when the safety car is returning to the pits. However, if the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, **Article 36.14** will apply.

The exceptions are:

- a) If a driver is signalled to do so from the safety car ;
 - b) **under 36.15** below ;
 - c) When entering the pits a driver may pass another car including the safety car remaining on the track after he has reached the first safety car line ;
 - d) When leaving the pits a driver including the safety car may overtake or be overtaken by another car on the track before he reaches the second safety car line ;
 - e) When the safety car is returning to the pits it may be overtaken by cars on the track once it has crossed the first safety car line ;
 - f) Whilst in the pit lane or pit exit a driver may overtake another car which is also in one of these three areas;
 - g) Any car stopping in its designated garage whilst the safety car is using the pit lane (see **36.11 below**) may be overtaken ;
 - h) if any car slows with an obvious problem.
- 36.9** When ordered to do so by the Clerk of the Course, the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.
- 36.10** The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him.

Once behind the safety car, the race leader must keep within ten car lengths of it (except under **36.12** below) and all remaining cars must keep the formation as tight as possible.

- 36.11** Under certain circumstances the Clerk of the Course may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

- 36.12** When the Clerk of the Course decides it is safe to call in the safety car, it must extinguish its orange lights, this will be the signal to the drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than ten car lengths behind it.

In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking or any other manoeuvre which is likely to endanger other drivers or impede the restart.

As the safety car is approaching the pit entry the yellow flags and SC boards will be withdrawn and, other than on the last lap of the race, replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the line.

- 36.13** Each lap completed while the safety car is deployed will be counted as a race lap.
- 36.14** If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pits at the end of the last lap and the cars will take the chequered flag as normal without overtaking.
- 36.15** Under certain circumstances the race may be started behind the safety car or resumed in accordance with **Article 38.5**. In either case, at the ten minute signal its orange lights will be illuminated, this being the signal to the drivers that the race will be started or resumed behind the safety car.

When the green lights are illuminated, the safety car will leave the grid and all drivers must follow in grid order, no more than ten car lengths apart, and must respect the pit lane speed limit until they pass pole position. During a race start there will be no formation lap and race will start when the green lights are illuminated.

Overtaking is only permitted if :

- a) A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
- b) There is more than one car starting from the pit lane and one of them is unduly delayed.

In either case drivers may only overtake to re-establish the original starting order or the order the cars at the pit exit were in when the race was started.

Any driver delayed in either way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and may only join (or rejoin) the race once the whole field has passed the end of the pit lane.

The penalties under **Article 12.3** will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.

37) SUSPENDING A RACE

37.1 Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

37.2 When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the starting grid. The first car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive.

If the race is suspended during a safety car intervention and the safety car is directed into the pit lane, cars should stop in a line behind the safety car in the fast lane of the pits.

37.3 Any cars unable to return to the grid as a result of the track being blocked they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be pushed onto the grid and arranged in the order they occupied before the race was suspended. If the race has been suspended in the pit lane (see Article 37.2) any such cars will again be arranged in the order they occupied before the race was suspended.

In all cases the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race.

The safety car will then be driven to the front of the grid.

- 37.4** Whilst the race is suspended :
- neither the race nor the timekeeping system will stop ;
 - cars may be worked on once they have stopped on the grid or entered the pits but any such work must not impede the resumption of the race ;
 - refuelling is forbidden ;
 - only team members and officials will be permitted on the grid.

37.5 Cars may not enter the pit lane when the race is suspended. A penalty (**see Article 12.3**) will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane at the time the race was suspended will not incur a penalty. However, if the race has been suspended in the pit lane (**see Articles 37.2**) a penalty will only be imposed on any driver whose car is moved from the fast lane to any other part of the pit lane.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed, and subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.

At all times drivers must follow the directions of the marshals.

38) RESUMING A RACE

38.1 The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors, in all cases at least ten minutes warning will be given.

38.2 Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.

38.3 When the five minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane, or on the grid during a further race suspension. If the race has been suspended in the pit lane (**see Article 37.2**) all cars in the fast lane must have their wheels fitted at the five minute signal.

A thirty seconds time penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the five minute signal.

Five minutes before the race resumption time, any cars between the safety car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended will be waved off to complete a further lap, without overtaking and join the line of cars behind the safety car.

38.4 When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

38.5 The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless:

- a) the race is being resumed in wet conditions and the Clerk of the Course deems more than one lap necessary, in which case see **Article 36.15** ;
- b) all cars are not yet in a line behind the safety car ;
- c) team personnel are still clearing the grid ;
- d) a further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the grid and all drivers must ~~cars~~ follow-no more than ten car lengths apart, and must respect the pit lane speed limit until they

pass pole position. Soon after the last car in line behind the safety car passes the end of the pit lane (including any cars which were waved off **under 38.3 above**) the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the safety car.

38.6 Overtaking is only permitted if :

- a) A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
- b) There is more than one car starting from the pit lane and one of them is duly delayed.

In either case, drivers may only overtake to re-establish the order before the race was suspended or the order the cars at pit exit were in when the race was resumed.

Any driver delayed in either way and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and may only rejoin the race once the whole field has passed the end of the pit lane.

38.7 The penalties under **Article 12.3** will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap. During this lap **Articles 36.10, 36.11, 36.12 and 36.15** will apply.

38.8 If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

39) FINISH

39.1 The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance in accordance with **Article 5.4**.

39.2 Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

39.3 After receiving the end-of-race signal all cars must proceed on the circuit directly to the Parc Fermé without any unnecessary delay without overtaking (unless clearly necessary) without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).

Any classified car which cannot reach the Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the Parc Fermé.

A Lap Counting Panel will be installed at the left side of the track near the Line for information purpose only and do not have any decisive action under the Code and these Regulations.

40) PARC FERMÉ

40.1 Only those officials charged with supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.

40.2 When the Parc Fermé is in use, Parc Fermé regulations will apply in the area between the Line and the Parc Fermé entrance.

40.3 The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it. Parc Fermé is situated behind garage 1.

41) CLASSIFICATION

41.1 The overall winner will be the car which completes the Race in the shortest time.

41.2 Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.

41.3 The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

42) PODIUM CEREMONY

The drivers finishing the race in 1st, 2nd or 3rd positions must attend the prize-giving ceremony on the podium and abide by the podium procedure as directed by the Organiser and immediately thereafter make themselves available for a period of 90 minutes for the purpose of television interviews and the press conference in the media centre situated on the first floor of the pit building.

43) AWARDS

The awards for each race are noted in the appropriate Specific Regulations Appendix.

44) PRIZE GIVING

All drivers are requested to attend the Official Prize Giving on the 18th November 2012 at a location and time to be notified.

45) ADVERTISING AND RIGHTS

45.1 All advertising on/in cars, drivers and teams must comply with the local legal requirements and national restrictions required in order to permit the host broadcaster to transmit the event. If required by the Organiser, all cars must have the official sticker displayed in such a manner as to be visible to a forward facing camera.

The organizers reserve the right to place advertising strip across the top width of the front windshield. The decision for the positioning of this sticker rests solely with the Organiser. No other sticker will be allowed on the front windshield.

Any other in-car advertising, including on the driver's helmet and overalls, will only be allowed at the discretion of the Organiser. In the event of a dispute, the final decision rests with the Organiser.

All competitors give the right to the Organiser to fit an on-board camera to any car provided that this meets the requirements of the Chief Scrutineer. All cars must provide space for the Organiser stickers to be attached representing the tyre and fuel suppliers and Organizers sponsors.

45.2 All audio/visual rights in accordance with the FIA Regulations and trademarks and copyrights relating the Event are the property of the respective Event's Organiser.

45.3 All cars must have the starting numbers fitted as required by the Organiser and without modification unless agreed by the Organiser. No additional material or advertising may be added to the start number panels.

45.4 Any identification of a conflicting company to the appointed official company must be removed – both from the car and the drivers' overalls.

ELIGIBLE VEHICLES

MAC / HKG INTERPORT RACE

MAC / HKG INTERPORT RACE is for cars with current FIA Homologated for Group N2000, cars homologated by AAMC for Group N and those comply with FIA Appendix J to the International Sporting Code, Article 254, and Specific Regulations for Production Cars (Group N) with the following additional specifications:

Article 205 (FIA Group N homologation form)

Minimum height centre hub / wheel arch opening is no longer applicable.

All N2000 cars will only be measured their ground clearance.

No part of the car or its suspended parts must be less than 100 mm from the ground.

This check shall be carried out on one or several flat surfaces defined by the Chief Scrutineer, at any time during the event. If this check is carried out on a car taken from the parc fermé, the pressure of all four tyres must be set to 1.6 +/- 0.05 bar.” No system for changing ground clearance when the car is in motion is allowed.

	Flywheel	- Free
Article 6.1	Radiator	The material for radiator is free provided that the original capacity, mountings and installation location are retained.
Article 6.1	Exhaust	Modifications to the exhaust system starting from downstream of the exhaust manifold exit are allowed provided that it remains inside the car's perimeter, it must be mounted at the original position and end at the original rear end exit location. Noise is free.
Article 6.2.1	Clutch is free	
Article 6.4.3	Spare Wheel	Installation of spare wheel is prohibited.

APPENDIX ONE

- Article 6.5 Braking System
- Either the car manufacturer's original brake cooling piping or one circular flexible pipe without any air ram devices/accessories is permitted to bring the air to the brakes of each front wheel using a flexible pipe with a maximum diameter of 10cms. This pipe may vary in shape to clear suspension links etc. These air pipes must not go beyond the perimeter of the car, seen from above. Diameter refers to a circular pipe – this 10cm diameter flexible pipe when squashed may well exceed 10cm.
- The front brake is free provided that they are mounted on the fixation points of the original brakes and that they comply with the following prescriptions:
- The maximum number of pistons per front wheel is 4 (four).
- The maximum sizes calliper piston bore dia. is 40mm
- The maximum sizes of the brake disc are dia.320 x thickness 25mm
- Article 6.7.2.2 Dashboard
- The dashboard and the central console must remain original. The trimmings situated below the dashboard and which are not a part of it may be removed. It is permitted to remove the part of the center console which contains neither the heating nor the instruments.
- Article 6.7.2.6 Heating System
- The original heating and air conditioning equipment including the auxiliary ventilating fan, air duct(s) and grille(s) may be removed.
- Article 6.9 Fuel Circuit
- An auxiliary petrol tank of maximum capacity of one litre is authorized.
- An auxiliary petrol pump at the fuel line in between the auxiliary petrol tank and fuel injection system is permitted. It must be separated from the cockpit by a fireproof and liquid-proof protective device.
- Article 6.10 Jack
- Pneumatic jacks are permitted, but without the compressed air bottle on board.

APPENDIX ONE

- 1) The original standard manufactured complete engine (K20A) and its components can be used interchangeably, for the following vehicle:
Honda Motor Co. Ltd. Cars model Integra Type R (DC-5), CIVIC Type R (EP3 & FD2).
- 2) The maximum diameter for the throttle valve of DC5, EP3 & FD2 is 64mm +/- 0.25mm.
- 3) The size of the throttle valve of DC5 & EP3 can be modified from 62mm +/- 0.25mm to 64mm +/- 0.25 provided that the Throttle Valve Body must be original.

The below listed Cars homologated by AAMC are:

HONDA Motor Co. Ltd. Cars model:

Integra Type R	(DC-5)	Homologation No#	AAMC – 002
Civic Type R	(FD2)	Homologation No#	AAMC – 003

ENGINE CHANGE

Engine change is permitted subject to the presentation for re-scrutineering and approval of Chief Scrutineer who will proceed with the marking and identification of the replacement engine and submit a note on this subject to the Stewards.

However, should an engine change be carried out after the qualifying practice session, the concerned drivers will be required to start the race from the back of the starting grid. If more than one car is involved they will line up at the back of the grid in the qualifying order.

SCRUTINEERING

For the first four (4) classified cars, it will be compulsory the removal of the engine cylinder head or an engine strip down for inspection (team to provide two (2) mechanics for the task.)

SAFETY REQUIREMENTS

The provisions of article 253 of Appendix J of the FIA year book apply in full.

AWARDS

MAC / HKG INERPORT RACE	1 st HKD\$10,000 plus Trophy
	2 nd HKD\$8,000 plus Trophy
	3 rd HKD\$6,000 plus Trophy

FLAG SIGNALS

Due to the Guia Circuit's configuration, the following flag signals will be used throughout the meeting at Melco hairpin and the Line.

Black (motionless) With number in white on blackboard.
Signal for the vehicle bearing that number to stop at the pits on the same lap.

Black & White divided diagonally (motionless) With number on blackboard.
Warning of unsportsmanlike behavior.

Black with Orange disc (motionless) With number on blackboard.
Warning that vehicle has mechanical problem likely to cause danger. Must stop at the pits on same lap.

59th MACAU GRAND PRIX**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,

Licénio 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,

Francisco José de Paiva Ribeiro -- 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

Stewards of the Meeting

Chairman of the PanelJeff Amin

International Steward (FASC)TBA

ASN Steward (AAMC)Wong, Jaije Koon Cheung

Race Director and Safety DelegateEduardo Freitas

AAMC Technical DelegatePeter Riches

AAMC Assistant Technical DelegateSamuel Edward Riches

Clerk of the CourseMario Ferreira Sin

Assistant Clerk of the CourseLai Chi Kit

Assistant Clerk of the CourseArmando Pinto

Assistant Clerk of the CourseGeorge Munro

Secretary of the MeetingAdriano das Neves

APPENDIX TWO

Chief National Scrutineer	Daniel Tam
Chief National Medical Officer	Chan Wai Sin
Assistant Chief National Medical Officer	Leong Fai
AAMC Medical Delegate	Jacques Tropenat
Public Security Officer	Francisco José de Paiva Ribeiro
Fire-fighter Officer	Wong Kin

SECRETARIAT

Secretariat of the Macau Grand Prix Committee.....	Adelaide Castilho Evelina Fonseca
Competitor Relations (Macau).....	AAMC
Marketing and Advertising Subcommittee Coordinator.....	Charles Lo Keng Chio
Public Relations and Promotional Activities Subcommittee Coordinator.....	Cecília Tse Heng Sai
Sporting Subcommittee Coordinator.....	Chong Coc Veng
Infrastructure Subcommittee Coordinator.....	Diamantino Augusto Torrado
Media Subcommittee Coordinator.....	Maria Natércia Augusta Gil
Security Subcommittee Coordinator.....	Francisco José de Paiva Ribeiro
Medical Subcommittee Coordinator.....	Chan Wai Sin
Transport Subcommittee Coordinator.....	Chao Chak Sam
Local Drivers Sponsorship Subcommittee Coordinator.....	Alex Vong Iao Lek
Air tickets, Transfer and Accommodation Coordinator.....	Doris Leong Mei Choi
Administration Support Coordinator.....	Anita Kou Mei Fong
VIP Affairs Support Coordinator.....	Julieta Ana Souza
Pass Access Support Coordinator.....	Raymond Ho Hou Nang
Sporting Logistic Support Coordinator.....	Andrew Vong Ka Kun
Secretary of the Meeting Coordinator.....	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) 8796 2268 Fax:(853) 2872 7309
E-mail: macaugp@cgpm.gov.mo

NATIONAL SPORTING AUTHORITY

THE ASN OF THE 59th MACAU 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) 2872 6578 Fax (853) 2872 6579

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
Tel: (853) 8397 1100 Fax: (853) 2837 2270

MEDIA LIAISON

Gabinete de Comunicação Social de Macau
Government Information Bureau of the MSAR
Address : Avenida da Praia Grande, nos. 762-804,
Edif. China Plaza, 15.º andar, Macau
Tel: (853) 2833 2886 Fax: (853) 2833 5426

INTERNATIONAL MEDIA LIAISON

PR Plus Ltd.
Suite 1904, 19/F
Chinachem Hollywood Centre
1-13 Hollywood Road
Central, Hong Kong
Telephone: (852) 2575 6995 Fax (852) 2838 1260
E-mail: nikki@prplus.com.hk

OFFICIAL APPOINTED COMPANIES

Official Television Company	Teledifusão de Macau, S.A. (TDM)
Official Timekeeper	TBA
Official Safety and Rescue Cars Supplier	V.W.M Motors Limited
Onboard Cameras	TBA
Sole Telecommunications Services Provider	Companhia de Telecomunicações de Macau (CTM)
Official Photocopier and Fax Machine Supplier	TBA

PROVISIONAL PROGRAMME FOR SCRUTINEERING AND DOCUMENTS CHECK

12th NOVEMBER (MONDAY)

09:00 – 17:00 Scrutineering / Equipment / Document Checks –

Macau GT Cup / CTM Macau Touring Car Cup / Suncity Group Macau Road Sport Challenge / Hotel Fortuna MAC/HKG Interport Race

13th NOVEMBER (TUESDAY)

09:00 – 17:00 Scrutineering / Equipment / Document Checks –

Macau GT Cup / CTM Macau Touring Car Cup / Suncity Group Macau Road Sport Challenge / Hotel Fortuna MAC/HKG Interport Race

14th NOVEMBER (WEDNESDAY)

09:00 – 12:00 Scrutineering / Equipment / Document Checks –
Formula 3 Macau Grand Prix

12:00 – 13:30 Drivers document checks and weighing at the Parc Fermé –
Formula 3 Macau Grand Prix

13:30 – 17:00 Re-Scrutineering

19:00 – 19:25 Drivers Meeting (compulsory attendance) –
Formula 3 Macau Grand Prix

Venue: **TBA**

19:30 – 19:55 Drivers Meeting (compulsory attendance) –
Macau GT Cup / CTM Macau Touring Car Cup / Suncity Group Macau Road Sport Challenge / Hotel Fortuna MAC/HKG Interport Race

Venue: **TBA**

(The Organizer reserves the right to re-schedule the drivers Meeting without prior notice.)

- The Scrutineering for Formula 3 will be at their own garages and for the others Races will be at the East End of the Paddock.
- Driver's equipment and documents check at the Parc Fermé.

APPENDIX THREE

THE 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
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.