



49th MACAU MOTORCYCLE GRAND PRIX - 2015

SPORTING REGULATIONS

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49th MACAU MOTORCYCLE GRAND PRIX

SPORTING REGULATIONS

1. **DATE:** Saturday, November, 21, 2015.
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 IMN 191/01, 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 comprises the following:
 - (1) A Road Show of the competing motorcycles, in November 14 and 15;
 - (2) All practices and race, from November 19 to 21.
 - 2) For the Road Show all MGP all motorcycles are compulsory to be fully assembled for public display in a public location in Macau and
 - (1) Motorcycles and mechanics must be in Macau in November 12,
 - (2) Customs clearance and assembling vehicles for Road Show in November 13,
 - (3) Riders will have a photo opportunity during the public display.
5. **DESCRIPTION OF COMPETITIONS:**
 - 1) 49th Motorcycle Grand Prix – 12 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 17 and close on September 11 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) The maximum number of riders permitted to take part in the event is 32.
- 9) Each rider is only permitted to enter in one race in Macau Grand Prix.

9. CONDITIONS FOR ENTRY:

1) The rider shall declare that he has read these Sporting 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 pay the Government of Macau, the Automobile General Association Macao-China, the Macau Grand Prix and Race Committee, 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 team members 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 Race Direction 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 September.

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) Selection of riders is based on a criteria set by the Organizer considering their experience in races regarded as being of similar status and challenge as the Macau Motorcycle Grand Prix in the previous 2 years, 2014 and 2013, mainly the North West 200 (NW200), the Isle of Man Tourism Trophy (IOM TT) and the Ulster Grand Prix (UGP).

2) Riders must maintain racing activity in a similar capacity class – Superbike (SBK) or Superstock (SST1000) – during the previous two years.

3) All riders must hold a F.I.M. approved License, appropriate to the race being entered.

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

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

6) At the date of the event, all riders must be at least 18 years old and the maximum age is 50 years old.



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 and / or warm up session at least equal to 110% of the fastest rider in the same session.

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 Deputy 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. GRID:

1) The grid will be in group start in a "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 no later than 30 minutes after the finish of the competition.
- 6) Protest related to results must be submitted no 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.
- 9) 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 shall be announced promptly to the concerned rider / team followed by written.
- 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 concerned vehicle shall be warned by flags - black flag or the black flag with an orange disk - and boards - race number - shown at the finish Line and at the Melco Hairpin.
- 5) The rider's team members are also expected to show the rider their own "stop" signal from the Pit wall.
- 6) The concerned rider should stop or go to the pits at the end of the current lap.
- 7) In case the rider doesn't stop in the pits to fix the technical problem, rider will be excluded.

20. FUEL:

- 1) Unleaded gasoline will be supplied by the Organizer.
- 2) All engines must function on normal unleaded fuel with a maximum lead content of 0,005 g/l and a maximum MON of 90.
- 3) Additives are not permitted. 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 and rider's equipment and protective clothing must be presented at the appointed time and place for examination by official scrutineers, for compliance with the regulations.
- 2) 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.
- 3) A competing vehicle may be subject to scrutineering or dismantling after practice or races to ensure conformity with the regulations.



4) Riders must be present at the documentation and protective equipment checks.

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 a central position.
- (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 AND NOISE CONTROL:

- 1) Motorcycles eligible for the 48th Motorcycle Grand Prix:
 - F.I.M. Road Racing World Championship Grand Prix 2014;
 - Motorcycle of unlimited capacity – F.I.M. or A.M.A. Regulations 2014;
 - 4-stroke prototype motorcycles.
- 2) Noise level measured at the exit of the exhaust system of the motorcycle must not exceed 110 dB/A and this is the maximum noise level during all sessions of the event.

25. SPARE MOTORCYCLES AND ENGINES:

No spare motorcycles are allowed for the event.
Selected riders must have a spare engine 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 (valid until 31.12.2015) JIS valid from 1.1.2013

- 5) If a helmet does not meet the technical requirements and is found to be defective, the Chief Scrutineer will retain the helmet until the end of the event. The rider must submit another helmet for approval by the Chief Scrutineer.
- 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 first free practice starts, failure to pay will result in exclusion.

30. COURSE RULES:

- 1) Should a vehicle stop on any part of the circuit due to an engine problem it may only be restarted by push starting by the rider unaided.
- 2) Push starting must be carried out only in the forward direction of the race or practice.
- 3) 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.
- 4) A speed limit of 60Km/h will be enforced in the pit lane during warm-up, practices and race. Riders must respect the speed limit from where the sign 60 km/h is placed until where the crossed out sign is placed:
 - 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 or information. 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 are not allowed to transport another person on their machines or to be transported by another rider on his machine, except 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 / winner's area.

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) Practice starts are permitted, during the practice sessions and warm ups:

- when it is safe to do so, at the pit lane exit before joining the track, and
- after passing the chequered flag, 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 Deputy.

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

3) 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.

4) The Clerk of the Course (CoC) or the Chief 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.

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

6) A rider who falls during any practice sessions or warm up and refuses a medical examination shall be added to the list of unfit riders and therefore not allowed to start the next session or race until he is declared fit to race.

33. PADDOCK AND PIT WALL:

1) Pit wall may be used by each team members 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(s).

- Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments.

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

- The sighting lap is not compulsory.

- 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.

- Riders who do not take part in the sighting lap may start the warm up lap from the pit lane under the instructions of a marshal positioned at the pit lane exit.

- 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 on the grid may, at this stage, make adjustments to the machine. Tyre warmers and starter devices may be used on the grid but no generators, batteries or other electrical supplies are permitted on the grid.

- 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, 5 minutes, 3 minutes, 1 minute and 30 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. Board ("3 minute") on the grid

- 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. Board (“1 minute”) on the grid
 - Engines will be started.
 - At this point all persons except 2 mechanic per rider will leave the grid.
 - The mechanics 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. Board (“30 second”) on the grid
 - 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 or green flag waved.
 - 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) Anticipation of the start is defined by the motorcycle moving forward when the red lights are still on. Anticipating the start shall be penalised by adding 30 seconds to the rider's racing time..

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 reduced speed for one more lap and return to the pit lane or as directed by the marshals to the Winners Enclosure without stopping.

7) Any classified vehicle that cannot return to the pits under its own power will be placed under the 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 Deputy 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. WINNER AREA / “PARC FERMÉ”:

1) At the end of the race, or the final part of a race that has been interrupted, the first three motorcycles classified must proceed to the Winners Area in the pit lane where each bike / rider may be assisted by 2 accredited team members and race officials.

2) After the podium ceremonies have been completed and 30 minutes after the end of the race the motorcycles may be released from the enclosure.

41. FLAGS / LIGHTS SIGNALS:

Marshals and other officials will display flags and/or boards to provide information and/or convey instruction to the riders, together with the lights located around the circuit. Infringement to this rule will be penalised according to Article 42.

1) Flags and lights used to provide information:

(1) Green flag or light:

The track is clear of hazards.

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

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

The green light must be switched on at the pit lane exit to signal the start of every practice session and of the warm up, the start of the sighting lap and the start of the warm up lap.

(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:

Indicates to a rider that he is about to be overtaken.

Shown **waved** at the flag marshal post.

During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.

During the race, the rider concerned must allow the rider who are lapping him to do so at the earliest opportunity.

(4) Chequered black and white flag:

Shown **waved** indicates the finish of race or practice session.

The chequered black and white flag will be waved together with the blue flag at the finish line on track level when a rider precedes closely the leader during the final lap before the finish line.

2) Flags and lights which convey information and instructions:

(1) Yellow flag(s) or Flashing Yellow lights:

A **single** yellow flag **waved** at the flag marshal post, this flag indicates that there is a danger ahead beside the track.

Two yellow flags waved together at the flag marshal post indicate that there is a hazard wholly or partly blocking 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** indicates that the rider will encounter intervention vehicle(s) 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:

Shown **waved** in each marshal post and at the Finish line and indicates that the race or practice is being interrupted. Riders must return slowly to the pits.

It is also shown **motionless** on the starting grid at the end of the warm-up lap.

When the pit lane exit is closed, the red lights will be switched on and riders are not allowed to exit the pit lane.

(4) Black Flag:

It conveys instructions to one rider only and is shown **motionless** at the Finish line and at MELCO HAIRPIN marshal posts and is displayed together with the rider's number.

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

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

It conveys instructions to one rider only and is shown **motionless** at the Finish line and at MELCO HAIRPIN marshal posts and is displayed 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 mechanical problem.

(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) When the Safety Car (SC) is ordered into the circuit 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.