



62nd MACAU GRAND PRIX

19th – 22nd NOVEMBER 2015

SUPPLEMENTARY REGULATIONS FOR CHINESE RACING CUP

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The Associação Geral de Automóvel de Macau - China will sanction the 62nd Macau Grand Prix which is the property of the “Comissão do Grande Prémio de Macau” (Macau Grand Prix Committee) and comprises 8 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.11.9).

1) REGULATIONS

- 1.1** The final text of these Supplementary 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 Supplementary Regulations.
- 1.2** The race is governed by the FIA International Sporting Code and its Appendices, the FIA General Prescription on Circuit, these Supplementary Regulations and their relevant Appendices / Bulletins for this race.
- 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 Supplementary 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 races.
- 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 Licenses and where applicable, 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 ZONE Event

5.2 The Event will be restricted by invitation.
(Drivers of the ASN's of Mainland China, Chinese Taipei, Hong Kong and Macau).

o Macau drivers will be selected under the following conditions:

1. Having participated Chinese Racing Cup in 2015 and having being classified.

2. Having participated in one of the following races and having being classified:

o 2015 Porsche Carrera Cup Asia;

o 2015 GT Asia Series;

o 2015 Audi R8 LMS Cup;

o 2015 Lamborghini Blancpain Super Trofeo Asia;

o 2015 Ferrari Challenge Trofeo Pirelli Asia Pacific;

o 2015 China Touring Car Championship

3. Macau Drivers having participated MTCS in 2015.

o Priority will be given to the top ranked classified drivers and so on of the AAMC Challenge and AAMC Road Sport Challenge races.

5.3 The Event shall include all practices and race.

5.4 There will be a race run over 8 laps. Each lap is 6.2 Kms 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 showing of a board on the Start/Finish Line.

5.5 The Event will take place in Macau at Guia Circuit from 19th – 22nd November 2015.

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 appropriate Appendix.

The Provisional Schedule for Scrutineering / Equipment / Document Checks / Practice / Qualifying sessions is noted in appropriate Appendix.

The Race start time is noted in 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 (AAMC):

a) three stewards of the meeting one of which must be a national steward;

b) the race director;

c) the clerk of the course.

8.2 The Race Director, the Clerk of the Course and their Deputies, the Technical Delegate and the Stewards, must be present at the Event from 10:00 on the date of initial scrutineering.

8.3 The Race Director must be in radio contact with the Clerk of the Course and 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 17th August to 11th September 2015.
Entries for the Chinese Racing Cup can be submitted by Drivers or Promoter, both are accepted.
All entries to be sent to Automobile General Association Macao – China, at Avenida da Amizade, Edifício 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.

- 9.2 After acceptance of the entry, each change of driver must apply in writing to the Organiser for approval.

- 9.3 A change of driver after Start of the Event (commencement of Scrutineering) will require consent of the Stewards.

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:

Driver	1
Mechanics	4

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 race director 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 30 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 referred to the clerk of the course for investigation) which:

a) necessitated the suspension of a race under Article 38;



- b) constituted a breach of these Sporting Regulations or the Code;
 - c) caused a false start by one or more cars;
 - d) caused an avoidable collision;
 - e) forced a driver off the track;
 - f) illegitimately prevented a legitimate overtaking manoeuvre by a driver;
 - g) illegitimately impeded another driver during overtaking;
 - h) 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 Race Director or 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 any one of the penalties below on any driver involved in an incident:
- a) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.
However, should the penalty under a) above be imposed and notified during the last three laps, or after the end of the race, the Article 12.3 a) will not apply and a time penalty of 30 seconds will be added to the elapsed race time of the car concerned.
 - b) A time penalty.
 - c) A reprimand.
 - d) Exclusion from the results.
- 12.4** Should the Stewards decide to impose the penalty under Article 12.3 a), the following procedure shall apply:
- a) From the time the Stewards' decision is notified on the timing monitors and / or on the LINE, the relevant driver and his car may cross the LINE on the track no more than once before entering the pit lane.
 - b) Any breach of failure to comply with Article 12.4.a) may result in the car being excluded.
- 12.5** Any determination made or any penalty imposed pursuant to **Article** 12 shall be without prejudice to the operation of Article 12.11 and 12.12 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) The penalties imposed under **Article 12.3 a), b), c)** including those imposed during the last three laps or after the end of the race.
 - b) Any penalty imposed under **Article 29.5**.
 - c) Any decision taken by the Stewards in relation to **Article 32.4**.
 - d) Any penalty imposed under **Article 34.4 or Article 38.3**.

14) SANCTIONS

The Stewards may inflict the penalties specifically set out in these Supplementary Regulations and the 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** Drivers are 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 with 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 judge 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 and the windscreen strip provided by the Organiser for its driver. All numbers and the windscreen strip must be in position before scrutineering. The placing of the numbers and the windscreen strip are indicated in the appropriate Appendix.
- 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.

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

19) CARS SAFETY REQUIREMENT

All vehicles must comply with the requirements of the Appendix J to the International Sporting Code Article 253 Safety Equipment.

The vehicles will run as per the Technical regulations of the Chinese Racing Cup race.

20) FUEL

- 20.1 It must be possible to take 3 litres of fuel at any time during the Event.
- 20.2 **The controlled fuel will be made available by Organiser, the fuel will be unleaded fuel of the commercial petrol which comes from a service station pump.**

The specification of the fuel will be notified to the competitors by Bulletin before the start of the Event.

Any alteration to the specification of the controlled fuel as supplied by Organiser will result in exclusion from 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 and Article 37.5 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**
- a) It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so.
 - b) If a car deemed to have been released in an unsafe condition during any practice session, the stewards may drop the driver such number of grid positions as they consider appropriate.
 - c) If a car is deemed to have been released in an unsafe condition during a race which they are able to resume the driver concerned will receive a penalty under Article 12.3.a).
 - d) An additional penalty will be imposed on any driver who, in the opinion of the stewards, continues to drive a car knowing it to have been released in an unsafe condition. In all of the above cases, a car will be deemed to have been released either it has been driven out of its designated garage area (when leaving from garage) or after it has completely cleared its pit stop position following a pit stop.
- 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 Race Director or Clerk of the Course may require that any car involved in an accident be stopped and checked.
- 23.7** After each race and or qualifying practice session the classified cars may be selected to undergo complete scrutineering if necessary.
- 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 organisers 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** Only Control Tyres supplies by the Chinese Racing Cup Promoter can be used. 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 only after the track has been declared wet by the Race Director or Clerk of the Course for the session (Free Practice, Qualifying) and the race.
- 24.3** Dry-weather tyres and Wet-weather tyres may not be mixed on a race car.

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 circuit's race direction 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 28.13 d).
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 a) **Repairs to a car may be carried out only in the paddock, pits and on the grid.**
b) **Competitors must ensure that cars, when not in use, remain in the garage or paddock space specifically allocated to their by the organiser for the particular car and that work or repairs carried out to the vehicle are also effected in the allocated garage or paddock space only. Breach of this requirement will be excluded for the race.**

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 at 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;
- 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 Race Director may impose the penalties under Article 12.3 a) 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** The car's white headlights, red rear lights and rear fog lights must be illuminated at all times when it is running on a track that has been declared a "wet track".
It shall be at the discretion of the Race Director to decide if a driver should be stopped because the lights are not working. Should a car be stopped in this way, it may re-join the Event when the fault has been remedied.
- 28.19** 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 18 years of age are not allowed in the pits, pit lane, on the pit wall and on the starting grid.
- 28.20** 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.

- 28.21 The Race Director, 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)

A Bulletin will be issued at the commencing of the scrutineering of the event, concerning the appropriate procedures of the anti-doping test.

- 28.22 From the Saturday 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.
- 28.23 Failure to comply with the general safety requirements of the Code, the Sporting Regulations or these Supplementary Regulations may result in the exclusion of the car and driver concerned from the Event.

29) PRACTICE SESSIONS

- 29.1 Save when these Supplementary 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.
If technical means are used by marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to rejoin the session.
- 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 Race Director or 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 schedule 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.