

2017 MACAO RACING FESTIVAL



2017 MACAO TOURING CAR SERIES (MTCS)

AAMC Challenge 1600cc Turbo and AAMC Challenge 1950cc or Over

SUPPLEMENTARY REGULATIONS

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The Automobile General Association Macao – China (AAMC) will sanction the “2017 MACAO RACING FESTIVAL” which is the property of AAMC and comprise various races for different categories.



The AAMC will organize the 2017 MACAO TOURING CAR SERIES (MTCS) and the Series comprises two races. It consists of the” AAMC Challenge 1600cc Turbo “and “AAMC Challenge 1950cc or Over“ and comprises two titles of the Winner, one for drivers and one for teams.

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.

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.
- 1.2** The race is held under these Supplementary Regulations, the FIA International Sporting Code including Appendices and under the National Competition Rules of the Federation of Automobile and Motorcycle Sports of People’s Republic of China (CAMF).
- 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 changed 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 INTERNATIONAL LICENSES **minimum requirement a grade “D” FIA International Driver’s License** (*one time International Competition License is not acceptable*) and 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 INTERNATIONAL Event.

5.2 The Event shall include all practices and race.

5.3 There will be run over 12 laps of each round.
Each lap is 4.3kms and is run in a clockwise direction.

5.4 The Event will take place in Zhuhai International Circuit with the following dates:

Events	Dates	Circuit	Rounds
Event 1	26 th -27 th -28 th May	Zhuhai International Circuit	1 & 2
Event 2	23 rd - 24 th -25 th June	Zhuhai International Circuit	3 & 4

5.5 The Automobile General Association Macao – China (AAMC) 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 Organizer, Automobile General Association Macao – China and the Zhuhai International Circuit 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 List of Officials, the Scrutineering Schedule, Equipment / document Checks / Drivers Meeting / Practice / Qualifying sessions and the Race Start Time are specified at the appropriated Appendix.

7) OFFICIALS

7.1 The officials will be nominated by the (AAMC):

- Race Director
- Stewards of the meeting;
- The clerk of the course.

8) ENTRIES

8.1 All entries must submit an Official Entry Form, from 3rd to 21st April 2017.

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 reject any entry and is not required to provide the reason for such rejection.

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



8.3. The entry fee is 6.000 Renminbi to be deposited:

Bank Name: Tai Fung Bank
Account Name: **Automobile General Association Macao-China**
Account Number: 701-7-12461-8

Entry fee is not refundable except as qualify in Article 5.6

8.4 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 2017 Macao Touring Car Series.
All multiple entries of vehicles in more than one race are prohibited.

Each entry is only entitled to one vehicle for each round.

Any vehicles and engines which have been passed the scrutineering check, it could not transfer to other entry/driver, when the 2017 MACAO TOURING CAR SERIES had been started.

9) **PASSES – TEAM IDENTIFICATION**

Identification passes will be provide for each competing vehicle in due time by AAMC.

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

10) **PROTESTS AND APPEALS**

Protests and Appeals shall be made in accordance with the Code and accompanied by a deposit in cash of the amount established in General Regulations of the Federation of Automobile and Motorcycle Sports of People's Republic of China (CAMF).

11) **SANCTIONS**

The Stewards may inflict the penalties specifically set out in the General Regulations of the Federation of Automobile and Motorcycle Sports of People's Republic of China (CAMF), these Supplementary Regulations and the Specific Technical Regulations in addition to or instead of any other penalties available to them under the Code.

12) **RACE NUMBERS AND DRIVER'S NAME**

12.1 Each car must carry the race number provided by the Organizer for its driver. All numbers must be in position before scrutineering.

The placing of the numbers are indicated in the appropriate Appendix.

12.2 Every competitor must display the name of the driver and his national flag as indicated in the appropriated Appendix.

13) **PROMOTION**

13.1 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.

13.2 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.

13.3 Use of the Organizer logo by the competitors, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from the Organizer.



14) NUMBERS OF CARS PARTICIPATING

The maximum number of cars allowed to take part in practice and to start the race is as stated on each Race Circuit License.

15) CARS SAFETY REQUIREMENT

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

16) SPORTING CHECKS and SCRUTINEERING SCHEDULE

16.1 Unless a waiver is granted by the stewards, competitors who do not keep to time limits will be reported to Stewards for their consideration and subject to penalty.

16.2 The organizer 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.

17) TYRE LIMITATION DURING THE EVENT

17.1 The make of tyre is free. The use of tyre warmers is permitted.

17.2 Dry and Wet weather tyres:

a) Slick / Dry Tyres must have no tread grooves, moulded or hand-cut, other than a reasonable number of tread depth marker holes moulded or hand-cut by the manufacturer of the tyre at the source of manufacture. These are the only slick / dry tyres that may be used for Free Practice, Official Qualifying or Racing at that Meeting. Any modification or treatment including cutting, grooving, applying of water solvents or softeners are prohibited.

b) A wet-weather tyre is a grooved tyre that is designed for use on a wet track. Any modification or treatment including cutting, grooving, applying of water solvents or softeners are prohibited.

17.3 Wet-weather tyres may be used only after the track has been declared wet by the Race Director or the Clerk of the Course for the session (Free Practice, Qualifying) and the races.

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

18) SPARE CARS

Spare cars are not permitted.

19) GENERAL SAFETY

19.1 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.

19.2 A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

19.3 Drivers taking part in practice sessions and the races must always wear the clothes and helmet specified in the Code.

19.4 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 penalized according to the General Regulations of the Federation of Automobile and Motorcycle Sports of People's Republic of China (CAMF). During the race, the stewards may impose penalties on any driver who exceeds the limit.

- 19.5 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.



20) THE GRID

- 20.1 At the end of the qualifying practice, the fastest time achieved by each driver will be officially published.
- 20.2 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 starting grid will be published no less than two hours before the start of the formation lap. Competitors whose cars are unable to start for any reason whatsoever (or who has good reason to believe that their cars 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 starting grid will be closed up accordingly and the final starting grid confirmed one hour before the start of the formation lap.

- 20.3 The fastest driver will start the race from the position on the grid which has been designated as such by the Circuit License.
- 20.4 Any driver whose best qualifying lap exceeds **130%** 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. **Application should be made no later than ONE hour after the “Qualifying- Provisional Classification” published.** Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied. 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.
- 20.5 The grid will be in 2 x 2 formation and the rows on the grid will be separated by 9 metres.

21) MEETINGS

- 21.1 A Drivers' meeting will take place on the venue and time that will be notified by AAMC in due time, 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 according to the General Regulations of the Federation of Automobile and Motorcycle Sports of People's Republic of China (CAMF).

22) STARTING PROCEDURE / ROLLING START WILL BE USED

- 22.1 15 minutes before the time for the start of the formation lap, the cars will leave the paddock exit to cover one or more reconnaissance laps. 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 observing the lane speed limit 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 22.2.

- 22.2 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.

- 22.3** The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and finally 30 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.

- 22.4** 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 pit during a race Suspension. Tyre-warmers may be used until the three minutes.

- 22.5** When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 30 second signal is given, taking all equipment with them. If any team personnel or team equipment remain on the grid after the 30 second signal has been shown, the driver of the car concerned must start the race from the pit lane as specified in Article 22.2. If any driver needs assistance after the 30 second signal he must indicate this to the marshals, 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.

- 22.6** When the green lights are illuminated, the cars will begin the formation lap with the organiser's official leading car leading, maintaining their starting order. 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.

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

Drivers should maintain Grid Position - line up directly behind the other driver ahead. Distance between cars side by side must be at least 1 Car Width apart and distance between cars front to back must be least 1 Car Length, not exceeding 3 Cars Length.

- 22.8** Overtaking during the formation lap is permitted only 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 22.2.

- 22.9** The speed of the Organizer's Official Leading Car (as which a Safety Car might be used) must be around 80kph during the formation lap. The Official Leading Car will pull off at the end of the formation lap. The cars will continue on their own with the pole position leading at a constant speed between 70kph and a maximum of 90kph. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90kph) before the start is given will result in a drive through penalty.



During the formation lap the red light will be on. No car may overtake another one before the starting signal is given.

The starting signal will be given by extinguishing all red lights.

However, the race shall not be considered to have started until the cars pass the Finish LINE and timing shall commence when the leading car passes that Finish LINE (as described in the Code)

Overtaking is allowed only and exclusively after the cars have crossed the Finish Line, until this time, all cars must hold their positions.

- 22.10**
- a) During the start of a race, the pit wall must be kept free of all people, with the exception of properly authorized officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.
 - b) If a problem arises when the cars reach the Finish Line at the end of the formation lap, the red light will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap that will follow the same rules as above, as the Official leading car will no longer be on track, the driver in pole will be responsible for the speed, which must comply with the regulations governing speeds in the presence of the Official leading car.
 - c) If additional formation laps are necessary, the start of the race will be considered to have been given at the end of the first formation lap. The Race Starter will be the Judge of fact.

All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed. Cars starting from the pit lane will have completed their first lap as soon as they cross the Finish Line for the first time.

22.11 Only in the following cases will any variation in the starting procedure is allowed:

- a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the Race Director or 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.
- b) If the start of the race is imminent and, in the opinion of the Race Director or 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 sign will be shown on the Line. Once the start time is known at least ten minutes warning will be given.

22.12 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.

23) SAFETY CAR

23.1 The ASN approved safety car will be driven by an experienced circuit driver. It will carry an ASN approved observer capable of recognising all the competing cars, who is in permanent radio contact with race control.

23.2 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 Article 23.15 below) it will cover a whole lap of the circuit and take up position.

23.3 The safety car may be brought into operation to neutralize a race upon the order of the Race Director or 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.



- 23.4** 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.
- 23.5** 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.
- 23.6** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 23.7** All competing cars must then reduce speed and form up in line behind the safety car no more than five car lengths apart.
- 23.8** 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 23.14 will apply.

The exceptions are:

- a) if a driver is signalled to do so from the safety car;
 - b) under Article 23.15 below;
 - c) when 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 23.11 below) may be overtaken;
 - h) if any car slows with an obvious problem.
- 23.9** When ordered to do so by the Race Director or 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.
- 23.10** 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 five car lengths of it (except under Article 23.12 below) and all remaining cars must keep the formation as tight as possible.
- 23.11** Under certain circumstances the Race Director or 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.
- 23.12** When the Race Director or 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 five 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.



- 23.13** Each lap completed while the safety car is deployed will be counted as a race lap.
- 23.14** 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.
- 23.15** Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 25.5. 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 five 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 the General Regulations of the Federation of Automobile and Motorcycle Sports of People's Republic of China (CAMF) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap. Fails to enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

24) SUSPENDING A RACE

- 24.1** 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 Race Director or 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.
- 24.2** When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly into the pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit staying in the fast lane. All the cars should form up in a line behind the first car.
- 24.3** Any cars unable to return to the pit lane 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 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 line of cars in the fast lane.



24.4 Whilst the race is suspended:

- neither the race nor the timekeeping system will stop;
- cars may be worked on once they have stopped in the fast lane but any such work must not impede the resumption of the race;
- refuelling is forbidden;
- only team members and officials will be permitted in the pit lane.

24.5 Unless asked to do so by the officials, cars may not be moved from the fast lane whilst the race is suspended. A penalty under the General Regulations of the Federation of Automobile and Motorcycle Sports of People's Republic of China (CAMF) will be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane. 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 24.2) 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.

25) RESUMING A RACE

25.1 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.

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

25.3 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 if the car has been moved out of the fast lane or during a further race suspension. Tyre-warmers may be used until the three minutes.

The penalty under the General Regulations of the Federation of Automobile and Motorcycle Sports of People's Republic of China (CAMF) will be imposed on any driver whose car did not have all its wheels fully fitted at the five minute signal or has any of its wheels changed before it leaves the pit lane after the race has been resumed.

When indicated to do so by the Race Director, 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 allowed to leave the pit lane and complete a further lap, without overtaking and join the line of cars behind the safety car which left the pit lane when the race was resumed.

25.4 When the one minute signal is shown, engines should be started and all team personnel must leave the fast lane by the time the 30 second signal is given taking all equipment with them. If any driver needs assistance after the 30 second signal he must signal to the marshals and when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car into the slow lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

25.5 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 Race Director or the Clerk of the Course deems more than one lap necessary, in which case see Article 23.15;
- b) all cars are not yet in a line behind the safety car;
- c) a further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the pit and all drivers must follow no more than five car lengths apart.

25.6 Overtaking behind the safety car is only permitted in the following cases:

- a) Any driver who is delayed leaving his position in the fast lane overtake to re-establish his the original starting position provided he does so before he crosses the first safety car line. Should he fail to do so he must re-enter the pit lane and may only rejoin the race once the whole field has passed pit exit.

A penalty under the General Regulations of the Federation of Automobile and Motorcycle Sports of People's Republic of China (CAMF) will be imposed on any driver who fails to re-enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

- b) Driver may leave the fast lane in order to overtake any car delayed when leaving its position in the fast lane.

Any driver whose car has been pushed from the fast lane, in accordance with Article 25.4 above, may not overtake in order to re-establish the order before the race was suspended.

25.7 The penalties under the General Regulations of the Federation of Automobile and Motorcycle Sports of People's Republic of China (CAMF) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap. During this lap Articles 23.10, 23.11, 23.12 and 23.15 will apply.

25.8 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.

26) CLASSIFICATION

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

26.2 Cars having covered less than 75% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.

26.3 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 the General Regulations of the Federation of Automobile and Motorcycle Sports of People's Republic of China (CAMF).

27) PODIUM CEREMONY

The drivers finishing the race in 1st, 2nd or 3rd positions of each race must attend the prize-giving ceremony on the podium, with full overalls, failing to do so, they will be prevented from attending the ceremony and reported to the Stewards.





28) AWARDS AND SERIES POINTS

a) Awards

AAMC Challenge 1600 cc Turbo

1st – Trophy
2nd – Trophy
3rd – Trophy
One Team Trophy

AAMC Challenge 1950 cc or Over

1st - Trophy
2nd - Trophy
3rd – Trophy
One Team Trophy

b) Series Points

Series points will be awarded to all the classified drivers according to the following group-point system as listed.

<u>Race Classification</u>	<u>Group-Point</u>
1st	A20
2nd	A15
3rd	A12
4th	A10
5th	A8
6th	A6
7th	A4
8th	A3
9th	A2
10th	A1
11th	B20
12th	B15
13th	B12
14th	B10
15th	B8
16th	B6
17th	B4
18th	B3
19th	B2
20th	B1
21st	C20
22nd	C15
23rd	C12
24th	C10
25th	C8
26th	C6
27th	C4
28th	C3
29th	C2
30th	C1
31st	D20
32nd	D15
33rd	D12
34th	D10
35th	D8
36th	D6
37th	D4



38th	D3
39th	D2
40th	D1

Drivers may score different groups of group-point in respect to their race classifications during the series. After each round of the event, the group-point(s) as earned by the driver will be added numerically with the same group of group-point accumulated earlier. The overall winner of the series is the one who accumulates the highest group-point both alphabetically and numerically.

In case of a tie in the first highest group of group-point, the next group in alphabetical order of group-point will determine the order. The same principle will be applied should another tie in next group of group-point occur until the winner as well as the final driver classification of the series emerges. If in any case, this procedure fails to produce a result, the Stewards of the Meeting will decide the final result according to such criteria as they think fit.

Each Team needs to have at least two drivers in order to compete the Team Trophy (if the team has more than 2 drivers, then it needs to separate them into different groups), both drivers of each group have to complete the race. During the event, either change of driver or add team are not allowed. (Points will be accumulated with 2 drivers' points).



2017 MACAO TOURING CAR SERIES (MTCS)

AAMC Challenge 1600 cc Turbo and AAMC Challenge 1950 cc or Over

SPECIFIC TECHNICAL REGULATIONS

ARTICLE 1 : ELIGIBLE VEHICLES

Large-scale series production cars.

At least 2500 fully identical units must have been produced in 12 consecutive months and the permitted cars must be mass-produced, series production cars having at least 4 seats.

Only the vehicles manufactured from year 2005 up to present date, are acceptable.

The engine used must be derived from the manufacture model and identifiable from the manufacturers published data.

For AAMC Challenge 1600cc Turbo class:

The cylinder capacity must not exceed 1600 cm³.

Additional Cars Accepted:

The cylinder capacity of 1950 cm³ or Over.

MITSUBISHI	-	Lancer EVO 7 – (CT9A)
NISSAN	-	Skyline GT-R – (R-34)
SUBARU	-	Impreza WRX STI – (GC8A-G)
LOTUS	-	Exige V6
LOTUS	-	3-11 V6

Remarks:

- **Cars homologated by FIA into the category of FIA GT3 are not acceptable.**
- **Porsche 911 models are not acceptable.**

ARTICLE 2: BODYWORK

2.1 Doors, Bonnet and Boot lids Operation

- a) **Doors - Must be possible to open all doors from outside (original handles) and the front doors from the inside. Controls for opening the rear door from inside may be removed.**
- b) **All doors, bonnet and boot lids must be possible to open from outside without use of tools.**
- c) **Original material doors must be retained.**



2.2 Interior door panels

Neither the front and rear door panels may be removed. These may be the original ones or be made from metal sheeting at least 0.5 mm thick or from another solid and non-combustible material at least 2 mm thick.

2.3 Windscreen and Windows

The Windscreen must be made of laminated glass.

It may be fitted with one or several transparent and colourless films (maximum total thickness of 400 microns) on its outer surface.

The driver and passenger side windows must remain as fitted to the original manufactured car and must be coated with clear safety film -maximum thickness 100 microns.

The remainder of the side windows and the rear window may be replaced with at minimum of 3.85mm thick polycarbonate.

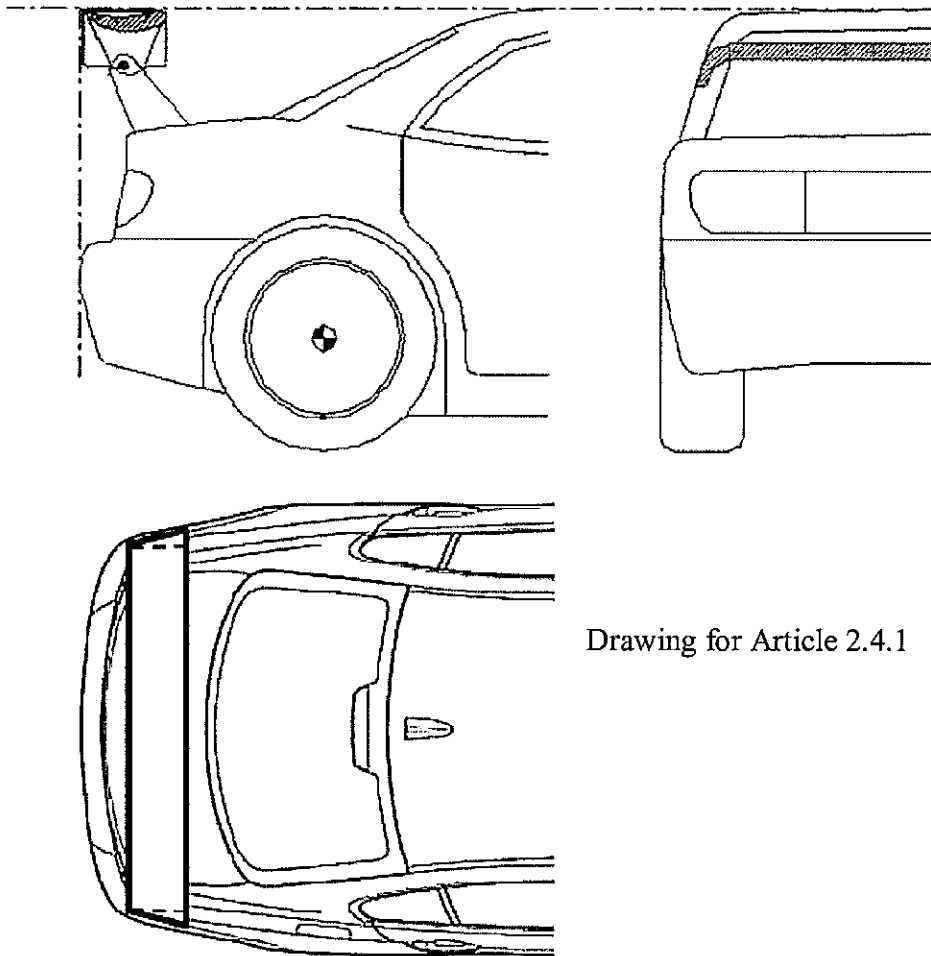
If originally the rear door windows have no frame, a frame may be added to the door in order to secure the polycarbonate window.

The internal face of side and rear glass windows as well as that of glass rear-view mirrors must be covered with a transparent and colourless plastic safety film with a maximum thickness of 100 microns in order to avoid the shattering and spraying of glass in event of an accident. It must be fitted in a manner that facilitates checking.

2.4 Aerodynamic Devices

2.4.1 Rear Wings: (As the Drawing below)

- a) The width of the rear wing must be within profile of car when viewed from above.
- b) Rear wing must not extend rearwards of the car with rear bumper fitted in its standard road car position.
- c) Rear wing must not be higher than the roof line.



Drawing for Article 2.4.1

ARTICLE 3) EXHAUST SYSTEM

The exhaust system is free, provided that the prescribed sound levels of 110 dB(A) at 4000 r.p.m. measured in conformity with the FIA noise-measuring method are not exceeded.

ARTICLE 4: FUEL CELL AND FUEL FEED SYSTEM

Either the original manufactured petrol tank or the FIA Approved Safety Fuel Tanks will be allowed.

The original manufactured petrol tank is acceptable and modification is not allowed.

Alternatively Safety Fuel Tanks and Fuel Feed System complying with the FIA Appendix J to the International Sporting Code Article 263-4 (FUEL CIRCUIT) is recommended.

ARTICLE 5: ELECTRICAL SYSTEM

5.1 Cables

The electric cable assembly of the engine is free.

5.2 Battery

In accordance with FIA International Sporting Code of Appendix J, Article 263-501 (BATTERY) applies in full.



5.3 Lighting

In accordance with FIA International Code of Appendix J, Article 263-503 (LIGHTING SYSTEM) applies in full.

ARTICLE 6: TRANSMISSION

6.1 Gearbox

The gearbox is FREE. The use of Sequentially Controlled gearbox is AUTHORISED. A reverse gear must always be present and selectable by the driver sitting in his seat with harness attached.

ARTICLE 7: SUSPENSION

The suspension is free provided that the suspension parts made partially or entirely from composite materials are prohibited.

ARTICLE 8: BRAKES

The brakes are free.
The brake discs must be made from ferrous metallic material.

ARTICLE 9: WHEELS AND TYRES

The upper part of the complete wheel (rim + tyre), located vertically over the wheel hub centre must be covered by the bodywork when measured vertically.
In all other respects the wheels are free provided that they are made of cast aluminium and in a single unit. The complete wheel definition does not permit the wheel to be wider than the tyre or protrude outside the tyre profile.
Rims and Tyres sizes are free.
Make of tyres are free.

ARTICLE 10: SAFETY REQUIREMENTS

10.1 The FIA International Sporting Code of Appendix J, Article 253 remains applicable, but the articles set out in present regulations have predominance.

10.2 Additional fasteners

In accordance with FIA Appendix J, Article 253-5 applies in full.
Two additional safety fasteners must be fitted for each of the bonnet and boot lids.
The original locking mechanisms must be rendered inoperative or removed.

10.3 Driver's seat

The original driver's seat must be replaced by a FIA-homologated competition bucket seat in accordance with Article 253 – 16 of Appendix J, is compulsory.

10.4 Safety harness

A safety harness equipped with a turn buckle release system and having a minimum of five (5) anchorage points, homologated by the FIA in accordance with Article 253-6 of Appendix J, is compulsory.



10.5 Safety cage

A safety cage complying with FIA Article 253-8 of Appendix J is compulsory. All safety cage tubes situated within a perimeter of 50 cm around the driver's head, this measurement being taken with the driver sitting in the driver's seat with his harness fastened, must be equipped with protective padding complying with FIA Article 253-8.3.5.

10.6) Extinguishers – extinguishing systems

Hand – operated Manual extinguishers homologated in accordance with article FIA 253-7.3 of Appendix J, of a minimum capacity of four (4) kgs are compulsory.

It is strongly recommended to use the System Mounted extinguishers, homologated in accordance with FIA Article 253-7.2 of Appendix J.

10.7) Protective nets

In accordance with FIA Appendix J, Article 263-1003 (PROTECTIVE NETS) applies in full.

10.8 Towing device

In accordance with FIA Appendix J, Article 263-1005 (TOWING DEVICE) applies in full.

10.9 Steering

The steering lock must be dismantled and the column adjusting system must be locked. The steering wheel must be fitted with a Quick Release mechanism.

ARTICLE 11: ICE

Except for the sole purpose of cooling the driver, the transporting and/or use of natural or chemical ice, whether inside or outside the car, is prohibited throughout the entire duration of the meeting.

ARTICLE 12: Water Tanks

Water tanks, lines and hoses are not permitted in the cockpit.

ARTICLE 13: 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.

Engine change after the qualifying practice session, application must be submitted to the Stewards not later than ONE hour after the finish of the qualifying practice session, the concerned driver will be required to start the race from the back of the grid and the car must be presented to the Chief Scrutineer for re-scrutineering, marking and identification of the replacement engine, not later than ONE hour before its race starting time.

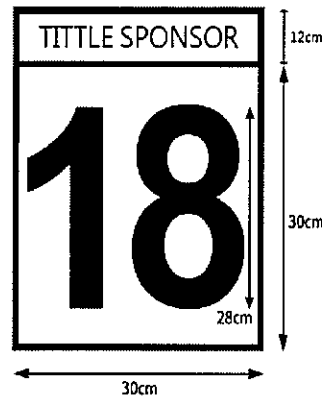


2017 MACAO TOURING CAR SERIES (MTCS)

AAMC Challenge 1600 cc Turbo and AAMC Challenge 1950 cc or

- 號碼貼紙 :
- Numbering Sticker:

車頂 1 張如圖示 :
One is on the top of the car.



- 車頭擋風玻璃貼紙 :
- Windshield sticker:

尺寸/Dimensions :
給體積大的車輛/ For big cars : 160cm x 20cm
給體積小的車輛/ For small cars : 120cm x 20cm

- 其他貼紙 :
- Other sticker :

前擋風玻璃及後擋風玻璃的號碼貼紙: 高22cm, 黃色

Number sticker of front windscreen and rear windscreen : Height: 22cm, colour: yellow

左及右後側玻璃號碼貼紙: 高14cm, 黃色

Number sticker of rear side windows and left/right door : Height: 14cm, colour: yellow

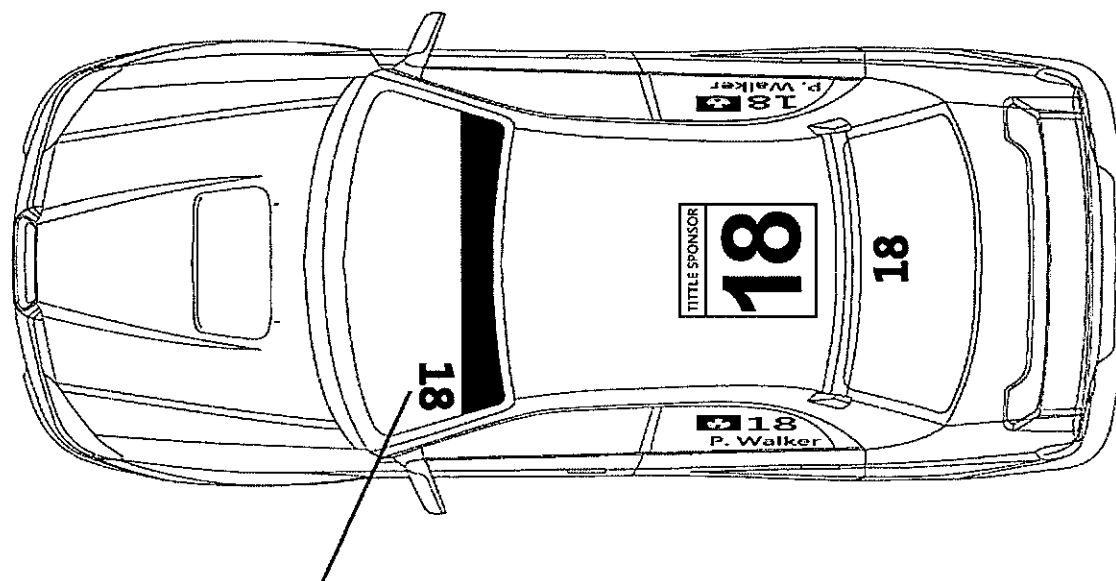
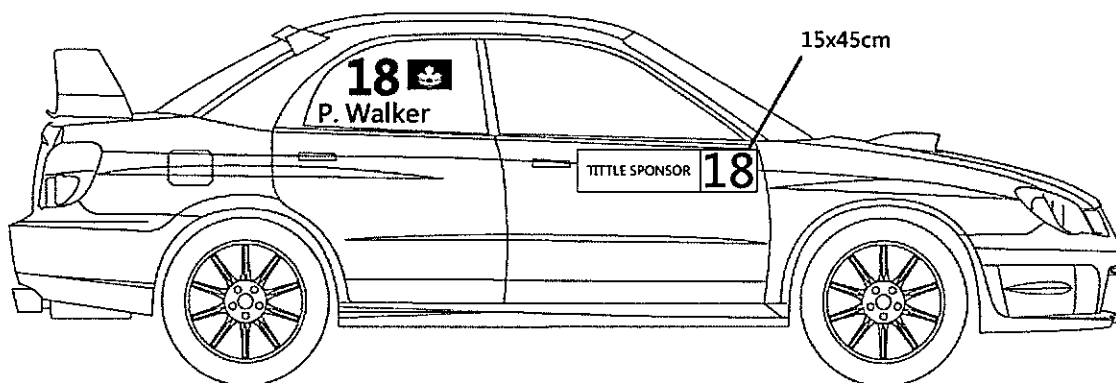
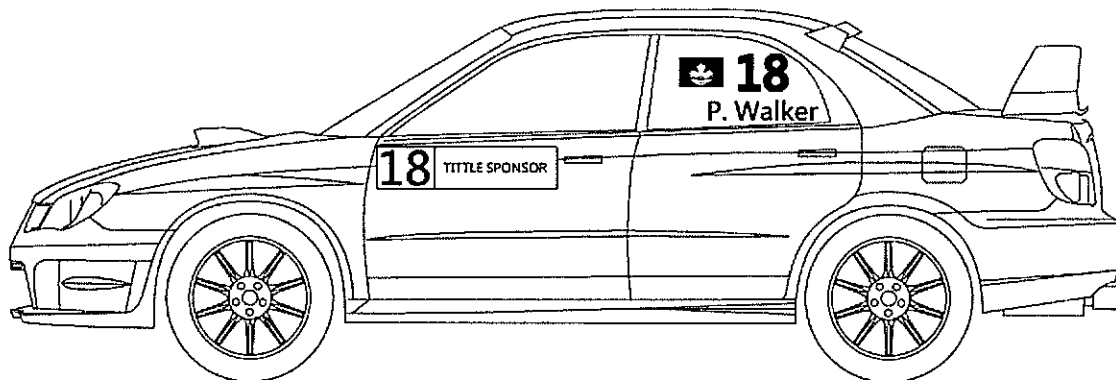
賽車手名字貼紙, 位於左及右後側玻璃的號碼貼紙下方: 高8cm, 白色

Sticker of driver name, position on each rear side window below the car number: Height 8cm, colour: White

國旗貼紙, 位於左及右後側玻璃: 12x8cm

National flag Sticker, position on each rear side window, dimensions: 12x8cm

上述房車賽號碼貼紙由大賽車委員會提供, 每一隊車隊或車手必須於驗車前把貼紙按照指示貼好於車身上。
The number stickers for racing cars mentioned above will be provided by Macau Grand Prix Committee, each team/driver must put them on to the car accordingly before scrutinning.



與駕駛者相反方向
Opposite the driver side



SCRUTINEERING, DOCUMENTS CHECK and DRIVERS MEETING

26th MAY (FRIDAY)

XX:XX – XX:XX Scrutineering / Equipment / Document Checks

XX:XX – XX:XX Re-Scrutineering

XX:XX – XX:XX Drivers Meeting (compulsory attendance)

Venue: TBA

23rd JUN (FRIDAY)

XX:XX – XX:XX Scrutineering / Equipment / Document Checks

XX:XX – XX:XX Re-Scrutineering

XX:XX – XX:XX Drivers Meeting (compulsory attendance)

Venue: TBA

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

PRACTICE / QUALIFYING SESSIONS AND THE RACES START TIMES

TBA

LIST OF OFFICIALS

- Stewards of the Meeting.

TBA

- Race Director

TBA

- Clerk of the Course.

TBA

- Secretary of the Meeting.

TBA

- Chief National Scrutineer.

TBA

- Chief National Medical Officer.

TBA