



GT CUP SPORTING REGULATIONS

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SPORTING REGULATIONS

Article 1. ORGANIZER

The GT CUP (“Competition”) is organized and sanctioned by the Automobile General Association Macao - China (AAMC). The aim of the Competition is to promote, develop the karting sport in Macao and to serve as training session to the 70th Macau Grand Prix Race Officials.

Article 2. REGULATIONS

The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation.

Article 3. GENERAL UNDERTAKINGS

All Drivers and Officials participating in the Competition undertake, on behalf of themselves, their employees and agents, to observe all the provisions of these Sporting Regulations and specifically of the requirements in CODE OF DRIVING CONDUCT ON CIRCUITS, stated in CHAPTER IV of Appendix L of the International Sporting Code (“Code”).

Article 4. COMPETITION

- 4.1** The Competition is a RESTRICTED Competition, and the participation is by INVITATION ONLY.
- 4.2** The Competition will take place in Macao Kartdrome, Coloane (Estrada Seac Pai Van Kartodromo de Coloane).
- Circuit Length: 1,203 m
 - Direction of the track: clockwise
 - Side of the pole position: left
- 4.3** The Competition date is on:
- 15th October, 2023
- 4.4** The provisional program of the Competition will be published on the Competition Day.
- 4.5** The Competition comprises of one free practice session (5 minutes), one qualifying practice session (10 minutes) and two races (8 laps or 15 minutes each).
- 4.6** The AAMC reserves the right to postpone, abandon or cancel the Competition or part thereof. In the Competition of abandonment, cancellation or of postponement, the Driver will have no right of claim against the AAMC in respect of any loss of expenses that he may have

incurred or may incur as a result.

Article 5. ELIGIBLE DRIVERS

- 5.1** An invitation to compete in the Competition will be sent by the AAMC before the Competition, Drivers must sign receipt to the AAMC. Only the Driver who signs acceptance will compete in the Competition.
- 5.2** All Drivers must be at least 15 years old (the date of the birthday being binding), hold current and valid national C or above kart driver's licence, issued by AAMC, or national driver's license, or FIA International License of Grade "ITE" or above.
- 5.3** Drivers who are under 18 years of age are required to have the agreement and authorization of their parents or guardian for their entry and participation.
- 5.4** All Drivers undertake to apply and to observe any rules published by the AAMC.

Article-6. ELIGIBLE KARTS AND EQUIPMENT

- 6.1** Only karts provided by the AAMC are eligible in the Competition.
Class: Go KART
Engine: HONDA GX270
- 6.2** All equipment and service for the Competition are provided by the AAMC. No change of equipment will be allowed after it has been assigned.
- 6.3** The Driver undertakes to pay for any maintenance cost may arise due to the crash or any incident during the Competition.

Article-7. RACING NUMBER

- 7.1** The AAMC will organise ONE kart draw on the Competition Day.
- 7.2** In the morning, all drivers must draw the racing number of his kart for this competition, when sign in.

Article 8. INSURANCE

The AAMC must procure before the Competition that all Drivers, their personnel, and officials are covered by adequate third-party insurance, details of the risks covered by the insurance which must comply with the national laws in force.

Article 9. OFFICIALS

The Officials will be appointed by AAMC, which list will be published on the Competition Day.

Article 10. SPORTING CHECKS AND SCRUTINEERING

10.1 During the initial Scrutineering and Sporting Checks, which will take place at the parc ferme, at the time according to the provisional program, each Driver must present his national Driver's licence for participation in the Competition.

10.2 Unless a waiver is granted by the Stewards in particular circumstances, Driver who do not keep to the time limits imposed will not be allowed to take part in the Competition.

10.3 The Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during a Competition.

10.4 No kart may participate in a Competition unless it has been checked by the Scrutineers.

10.5 At any time during a Competition, the Scrutineers may check the eligibility of the kart or of the Driver's equipment.

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

10.7 Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the Servicing Parks and/or the Parc Fermé, and who alone are authorized to give instructions to the Drivers.

10.8 A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.

Article-11. FUEL

Only fuel provided by the AAMC (Ron 98 unleaded) may be used throughout the Competition.

Article-12. TYRE DURING THE COMPETITION

Only the tyre provided by AAMC may be used throughout the Competition.

Article 13. BRIEFING

- 13.1** A briefing chaired by the Clerk of the Course will take place at the time and location indicated.
- 13.2** The presence of all participating Drivers is mandatory throughout the briefing under pain of a sanction or even a possible exclusion from the Competition.
- 13.3** Attendance Sheets shall be signed by Drivers.
- 13.4** No questions other than those relating to the actual conduct of the races will be addressed in the briefing.
- 13.5** Any absence and not signing the attendance sheet at the meeting will be brought before the Stewards for their consideration and subject to penalty of MOP500.00 cash payable before practice starts. Failure to pay will result in exclusion.

Article 14. INSTRUCTIONS AND COMMUNICATIONS

- 14.1** All classifications and results of Free Practice, Qualifying Practice and the Races, as well as any decisions of the Officials of the Competition will be posted on the official posting board.
- 14.2** Official instructions and communications to competitors may also be given via a dedicated electronic communication (e.g. notification through apps).
- 14.3** Any decision or communication concerning a particular driver should be communicated to him forthwith in writing within 30 minutes of such decision and receipt must be acknowledged, subject to be imposed the penalty of Disqualification should it be refused.

Article 15. GENERAL SAFETY

- 15.1** It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race unless this is extremely necessary to remove the kart from a dangerous situation.
- 15.2** During Free Practice, Qualifying Practice, and the Races, Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.
- 15.3** During Qualifying Practices and the Race, Drivers may use the track only and must at all

times observe the dispositions of the Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track. Failure to comply with this requirement is subject to disqualification from the classification of the Qualifying Practice or the Race in which the kart having left the track.

- 15.4** During Qualifying Practices and the Race, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him; however, if the kart restarts as a result of such help, it will be disqualified from the classification of the Qualifying Practice or the Race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of Qualifying Practice or the Race.
- 15.5** No Driver may leave the "Repair Area" without having been invited to do so by Marshals.
- 15.6** If a Driver is faced with mechanical problems during Qualifying Practice and the Race, he must evacuate the track as soon as possible for safety reasons. Failure to leave the abandoned kart in a safe place or in a location indicated by the track marshals will be subject to disqualification.
- 15.7** If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement. Breach of this requirement may inflict on the Driver a penalty.
- 15.8** Official instructions will be transmitted to the Drivers by means of the flag, board or light signals. Competitors who do not respect the flag signals during Qualifying Practice will be subject to disqualification from the classification of the session and be imposed a time penalty during the Race. In a severe case, disqualification will be imposed.
- 15.9** When a Driver arrives at any place on the track where a yellow flag is shown, he must reduce his speed and hold position. **OVERTAKING IS STRICTLY FORBIDDEN** until the incident is passed and the track is visibly clear to the next designated flag point. A waved yellow flag means **EXTREME CAUTION**. It is the Stewards prerogative to impose any punitive measure on any Driver that violates this provision.
- 15.10** When they participate in Qualifying Practice or in the Race, Drivers must at all times wear the equipment homologated by FIA. Disqualification from the Competition will be imposed

on any infringement.

- 15.11** Illegitimately prevented a legitimate overtaking manoeuvre by a driver or illegitimately impeded another driver during overtaking, will be subject to a time penalty of 10 seconds or, in a severe case, sanction by the Stewards.

Article 16. PIT LANE

- 16.1** A speed limit of 10 kph is imposed in the pit lane. Any Driver breaking this speed limit will be imposed a penalty.

In accordance with Articles 4 and 6 of Chapter IV - CODE OF DRIVING CONDUCT ON CIRCUITS of Appendix L to the ISC, drivers must follow the procedures at pit entry and pit exit.

Any driver crossing the line at the pit exit during practice sessions may be impose cancelation of the best lap and ten seconds penalty during the race.

- 16.2** The Pitlane will be divided into two lanes, the lane closest to the pit wall (Right hand side) will be designated the “fast lane” and the lane closest to the garages (LEFT hand side) will be designated the “inner lane”.

- 16.3** The inner lane is the only “REPAIR AREA” where any work can be carried out on a kart. However, no work may be carried out in the fast lane if it is likely to hinder other karts attempting to leave the pit lane.

- 16.4** Karts must be angle-parked in formation at all practice sessions, (front of the kart toward the Pit Exit at an angle of approximately 45° degrees). Only in this position can karts be worked on when stopped in the pit inner lane “REPAIR AREA”

Article 17. RUNNING OF THE COMPETITION

- 17.1** The discipline applied in the Pitlane and on the track as well as the safety measures will be the same for all practice and qualifying sessions and the races.

- 17.2** Only the Drivers who have passed the Sporting Checks and Scrutineering, as well as have attended the briefing session will be in the final entry list.

- 17.3** The drivers are required to join all practice sessions to be qualified to enter to race. No Driver may join the Qualifying Practice session without having participated in the Free Practice session.



- 17.4** All laps covered during qualifying practice will be timed. With the exception of a lap in which a red flag is shown, each time a kart crosses the Line it will be deemed to have completed one lap.
- 17.5** The Clerk of the Course may interrupt practice sessions as often and for as long as he deems it necessary for the clearance of the track or the removal of a kart. In the case of Free Practice only, the Clerk of the Course, with the Stewards' agreement, may decide not to resume the Free Practice session after such an interruption.
- 17.6** Any driver whose best qualifying lap exceeds 115% of the pole position time will not be allowed to take part in the races. Under exceptional circumstances, the stewards may permit the kart to start the race. For such, application by the competitor should be made no later than ten minutes after the "Qualifying - Provisional Classification" has been published.
- 17.7** Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied.
- 17.8** Should there be more than one driver accepted in this manner, their order will be determined by the Stewards. In either case, no appeal against the Stewards' decision will be permitted.
- 17.9** Any Driver failing to complete a lap or not classified in the Qualifying Practice will be arranged at the back of the grid of Race 1, provided that a written request is sent to Stewards and granted approval. If two or more Drivers are concerned, their order will be determined by the Stewards.

Article-18. STARTING GRID

- 18.1** The grid shall be made up of two lines of karts.
- 18.2** The grid for the Race 1 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 classification of the Race 1 will determine the grid positions for the Race 2. Any karts failing to complete a lap or not classified in Race 1 will be arranged at the back of the grid in the Race 2 grid order.
- 18.3** No Driver may take the start of a Race without having participated in Practice sessions.

- 18.4** Any Driver whose kart(s) is(are) unable to take the start for any reason whatsoever or who has good reasons to believe that his kart(s) will not be ready to take the start must inform the Official in charge of the Paddock, who will advise the Clerk of the Course as soon as he has the opportunity.

Article-19. STARTING PROCEDURES

- 19.1** The starting procedure is Rolling start.
- 19.2** Twelve minutes before the start of the formation lap, the safety kart will take up position at the front of the grid and remain there until the five-minute signal is given. At this point it will cover a whole lap of the circuit and take up position.
- 19.3** The approach of the start will be announced by board showing ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.
- 19.4** Ten minutes before the starting time for the Formation Lap, the Pitlane is opened. Karts will leave the pitlane to the grid. They will stop on the grid in starting order with their engines stopped. Any kart which has not taken up its position on the grid by the time the three-minute signal is shown will not be permitted to do so and must start from the pit lane.
- 19.5** Five minutes before the start of the formation lap, the pit exit will be closed, and a warning signal will be given.
Any kart which is still in the pit lane can start from the pit lane, provided it reached the end of the pit lane exit under its own power. If more than one kart is affected, they must line up in the order in which they reached the end of the pit lane exit.
All such karts may then join the race once the whole field has passed the end of the pit lane for the first time after the start.
- 19.6** At the three-minute signal, the karts must be on the grid, ready for formation lap.
- 19.7** When the green lights are illuminated/green flag is shown, all cars will begin the formation lap with the Organizer's official "Leading Kart" leading, maintaining their starting order.
- 19.8** During the formation lap, practice starts are forbidden and the formation must be kept as tight as possible.
Overtaking during the formation lap is permitted only if a kart is delayed and karts 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 red line, must enter the pit lane and start from the end of the pit lane.

A drive-through penalty will be imposed on any driver who fails to enter the pit lane, if he has not re-established the original starting order before he reaches the red line.

- 19.9** During the formation lap the red light will be on. No kart may overtake another one before the starting signal is given.
- 19.10** At the end of the Formation Lap, the “Leading kart” will enter into the Pitlane, the pole position leading kart should lead all karts to proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track.
- 19.11** Karts must not accelerate early or unevenly and must maintain its allocated grid position as it traverses the grid travelling within its lines or grid boxes until the Start signal is given. Failing to comply with these requirements will be considered a false start. A drive-through or 10-seconds penalty may be imposed for a false start if so, reported by start line judges, judges of fact, the Clerk of the Course or the Starter.
- 19.12** The starting signal will be given by extinguishing all red lights.
The Clerk of the Course will give the start as soon as he is satisfied with the formation. It is forbidden to overtake another Driver, under pain of “drive-through penalty “ or 10 seconds penalty to the driver’s time.
- 19.13** If a problem arises when the cars reach the Start/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 karts, with the pole position leading, will complete a new formation lap that will follow the same rules as above, as the Official leading kart will no longer be on track, the driver in pole will be responsible for the speed, which must comply with the speeds in the presence of the Official leading kart.
- 19.14** If additional formation laps are necessary, only the first formation lap will not count toward the total distance of the race. 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.
- 19.15** All karts starting from the pit lane must be stopped by the marshals at the pit lane exit. These karts are considered to have started as soon as released by the marshals.

19.16 The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the disqualification of the Driver concerned from the Competition.

Article 20. SUSPENDING A PRACTICE OR A RACE

20.1 Should it become necessary to suspend the Practice or Race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a red flag to be shown on the Line. Simultaneously, red flags will be shown at marshals' posts. The decision to suspend the race or practice may be taken only by the Clerk of the Course. If the signal to stop racing is given:

a) During Free Practice and Qualifying Practice Session:

All karts shall immediately reduce speed and go back slowly to the "Repair Area", must be angle-parked in formation at all practice sessions, (front of the kart toward the Pit Exit at an angle of approximately 45 degrees). Marshal can assist in angle-parked if necessary. Only in this position can kart be worked on when stopped in the "Repair Area".

All karts abandoned on the track shall be removed. Free Practice or Qualifying Practice Session will be resumed as soon as possible to meet the original Practice time.

b) During the Race:

The "Pit Lane" exit is closed, the "Safety kart" will stay at the "Pit Lane" exit waiting for the arrival of the first kart. All karts will immediately reduce their speed and proceed to the "Pit Fast Lane", forming up in a line behind the first kart.

The classification of the Race at the moment of the suspension will be the classification when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped.

Only karts in the "Repair Area" at the time when the Race was stopped by the Red flag, will be allowed to take the restart.

When indicated to do so by the Clerk of the Course, before the race resumption time, any karts between the "Safety kart" and the leader, in addition to any karts that had been lapped by the leader at the time the race was suspended will be allowed to leave the "Fast Lane" and complete a further lap, without overtaking and join the line of karts behind the "Safety kart".

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

Article 21. RESUMING A RACE

21.1 Restart procedure:

21.1.1 LESS THAN TWO LAPS

The original start will be deemed null and void and all competitors who are able to restart the race will do so in their original grid positions. The length of the new race will be the full original race distance.

The race will start in “Safety kart” procedure.

21.1.2 MORE THAN 2 LAPS BUT LESS THAN 75% OF THE RACE DISTANCE(Rounded up to the nearest higher whole number of laps).

If the Race can be resumed at the discretion of the Clerk of the Course. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered.

The single file grid will be determined by the finishing order when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stop and the karts in the “Repair Area” at the time when the Race was stopped by the Red flag, will be allowed to take the restart.

21.1.3 After a suspended situation, the delay will be kept as short as possible and as soon as a resuming time is known, Drivers will be informed. A 5 minutes’ warning will be given as signal of restart. Boards will be presented 5 minutes, 3 minutes, 1 minute and 15 seconds before the resumption. Each signal will be accompanied by an audible warning.

21.1.4 Karts formed up in single line will follow “Safety kart” (at a speed between 30 and 60 kph) for one lap. The Marshals’ Posts will display “SC” board with yellow flags.

21.1.5 At the end of this Lap, the Clerk of the Course will instruct the “Safety Kart” to enter the “Pit Lane” before the Line. The yellow flags and the “SC boards at the Marshal’s Posts will be withdrawn when the “Safety Kart” to enter the “Pit Lane”.

At that time, the pole position kart shall drive at the same speed and the other karts shall keep their positions until the start is given by the switching off of the red lights.

Overtaking will remain prohibited until the kart have crossed the Line.

If the formation is satisfactory, the Clerk of the Course or the Starter will signal the resuming of the Race by means of a waved green flag at the Line. The Drivers may accelerate only after crossing the Line.

Waved green flags at the Marshal's Posts will be displayed for a maximum of one lap.

Article 22. SAFETY KART PROCEDURES

22.1 The "Safety kart" may be brought into operation to neutralize a race upon the order of the Clerk of the Course.

It will be used only if drivers or officials are in immediate physical danger, but the circumstances are not such as to necessitate suspending the race.

22.2 When the order is given to deploy the "Safety kart", all marshals' posts will display waved yellow flags and "SC" boards for the duration of the intervention.

22.3 No kart 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 kart" is deployed.

22.4 The "Safety kart" will join the track, all competing karts must then reduce speed and form up in line behind the "Safety kart". No driver may overtake another kart on track, including the "Safety kart".

22.5 When the Clerk of the Course decides it is safe to call in the "Safety Kart", "Safety Kart" will enter the "Pit Lane".

As the "Safety Kart" is approaching the "Pit Lane", the SC boards will be withdrawn. At that time, the first kart in line behind the "Safety Kart" may dictate the pace, driving at a constant speed pace and may only accelerate when the start is given by the waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line.

22.6 Each lap completed while the safety car is deployed will be counted as a race lap.

Article 23. FINISH AND PARC FERMÉ

23.1 The signal indicating the end of the race (chequered flag) shall be given on the Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the race.

- 23.2** Should, for any reason, the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given.
- 23.3** Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.
- 23.4** Should race time (15 minutes) elapse before the scheduled race distance is completed, the leader will be shown the end-of-race signal when he crosses the control line (the “Line”) at the end of the lap when 20 minutes period elapsed.
- 23.5** Should in the case of suspending a race when it reached 75% OR MORE OF THE DISTANCE TIME OF THE RACE (Rounded up to the nearest higher whole number of laps: $8 \text{ laps} \times 75\% = 6 \text{ laps}$). The race will be called complete – the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given.
- 23.6** After having received the signal indicating the end of the race, all karts shall go directly to the Parc Fermé, using the normal course of the track, without any unnecessary delay, without performing doughnuts, without stopping and without any help (except that of Marshals if necessary).
- 23.7** Karts having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps, which equal to $8 \text{ laps} \times 90\% = 7.2 \text{ laps} = 7 \text{ laps}$ in Race), will not be classified.
- 23.8** Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of Marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.
- 23.9** The Driver must have crossed the Finish Line seated at the wheel of his kart, to be considered finish the race.

- 23.10** Repassing the Line after chequered flag (practice session or races) has been shown will be imposed a penalty.
- 23.11** As soon as the chequered flag is displayed (Finish signal), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.
- 23.12** Only the Officials authorised may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorization of these Officials.

Article 24. INCIDENTS

24.1 An «Incident» means a fact or a series of facts involving one or several Drivers (or any Drivers's action reported to the Stewards by the Clerk of the Course or noted by the Stewards and reported to the Clerk of the Course for investigation), who:

- provoked the stopping of a Practice session or a suspension of Race in application of Article 12 of the Code;
- violated these Sporting Regulations or the Code.
- had jumped the start.
- have not respected flag signaling.
- have caused one or several karts to take a false start.
- have caused a collision.
- have forced another Drivers out of the track.
- have intentionally hit another kart rear.
- have illegally prevented a legitimate passing maneuver by a Drivers.
- have illegally impeded another Drivers during a passing maneuver.

24.2 It will be the responsibility of the Stewards to decide, further to a report or a request from the Clerk of the Course or the Race Director, if one or several Drivers(s) is/are involved in an Incident; he/they must not leave the circuit without the Stewards' agreement.

24.3 If a Drivers is involved in a collision or an Incident, and if he was informed of this by the Stewards within thirty minutes after the end of the Race, he must not leave the circuit without their agreement.

24.4 After reviewing it shall be at the discretion of the Stewards to decide whether or not to proceed with an investigation. The Stewards may also investigate any Incident by themselves. It shall be at the discretion of the Stewards to decide if any driver involved in an incident should be penalised.

24.5 The Stewards may use any video or electronic system likely to help them to take a decision.

24.6 The Stewards may impose one or more of the penalties below on any competitor or driver involved in an incident:

- a) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping at his pit.

If this penalty is imposed during the last three laps, or after the end of a race, Article 24.7 below will not apply, and 10 seconds will be added to the elapsed race time of the driver concerned.

- b) A time penalty.
- c) A reprimand.
- d) A drop of a certain number of grid positions.
- e) Starting from the pit lane.

If any of the penalties referred to in a) b) c) d) or e) above are imposed, they shall not be subject to appeal.

- f) A fine.
- g) Deletion of a driver's lap time or times.
- h) Disqualification from the classification.

24.7 Should the Stewards decide to impose the drive-through penalty, the following procedure shall apply:

- a) The Stewards will give written notification of the penalty which has been imposed to the competitor concerned and will ensure that this information is showed on the Start/Finish Line.
- b) From the time the Stewards' decision is notified on the Start/Finish Line, the relevant driver and his kart may cross the Start/Finish Line on the track no more than once before entering the pit lane.
- c) For the avoidance of doubt, the display of the boards of penalties "Drive Through" will be shown at the Line and the MP7 at the same time.
- d) Any breach of failure to comply with these penalties may result in the kart being disqualified.

Article 25. PROTESTS AND APPEALS

25.1 Protests shall be made within 15 minutes of the Official publication of the Provisional Classification of Qualifying Practice sessions and Race 1, and within 15 minutes after the publication of the Provisional classification of the Race 2, and accompanied by a fee of cash MOP2,000.00. Each item under protest must be made separately.

- 25.2** Appeals must be referred in accordance with Art 15 of the FIA International Sporting Code and Article 9.1.1 of FIA Judicial and Disciplinary Rules, within the applicable time limits. Appeal fee will be in cash of MOP 6,000.00.

Article 26. AWARDS

- 26.1** Trophies will be awarded to the first three classified drivers in Races 1 and 2 of GT CUP.
- 26.2** All rewarded drivers are requested to attend the Official Prize Giving Ceremony on the podium, in full racing overall, and are abided by the podium procedures as directed by the Organizer.

Article 27 FLAGS

27.1 Flag signals:

(a) Red flag:

This flag must be waved at the start line and all the Marshal's posts when it has been decided to stop a practice session or the race. The red flag may also be used by the Clerk of the Course to close the circuit.

(b) Black and white chequered flag:

This flag must be waved. It signifies the end of a practice session or a race.

(c) Black flag:

This flag should be used to inform the Driver concerned that he must stop and go to the "Repair Area" next lap. If a Driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps. The decision to show this flag rests solely with the Stewards of the meeting. The Driver concerned will immediately be informed of the decision.

(d) Black flag with an orange disc (40 cm in diameter):

This flag should be used to inform the Driver concerned that his kart has mechanical problems likely to endanger himself or others and means that he must stop in the "Repair Area" on the next lap. When the mechanical problems have been rectified, the kart may rejoin the race.

(e) Black and white flag divided diagonally:

This flag should be shown only once and is a warning to the Driver concerned that he has been reported for unsportsmanlike behaviour. These last three flags (in c, d & e) should be shown motionless and accompanied by a black board with a white number which should be shown to the Driver of whose kart the number is displayed, at the start line and MP7.

Normally the decision to show the last two flags (in d & e) rests with the Clerk of

the Course; however, it may be taken on request of the Stewards of the meeting in order to impose a sporting sanction.

(f) Yellow flag:

This is a signal of danger and should be shown to Drivers in two ways with the following meanings:

- single waved: reduce your speed, do not overtake and be prepared to change direction. There is a hazard on the edge or on part of the track.
- double waved: reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track.

Yellow flags should normally be shown only at the marshals' post immediately preceding the hazard.

Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

(g) Yellow flag with red stripes:

This flag should be shown motionless to inform Drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag.

This flag should be displayed for at least 4 laps unless the surface returns to normal beforehand. However, it is not necessary for marshals in the sector beyond the place where this flag is being shown to show a green flag.

(h) Blue flag:

This flag should normally be waved, as an indication to a Driver that he is about to be overtaken.

(i) White flag:

This flag should be waved and is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.

(j) Green flag:

This flag should be used to indicate that the track is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags.

It may also be used, if deemed necessary by the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session.