

# 2024 MACAO TOURING CAR SERIES (MTCS)

## MACAU ROADSPORT CHALLENGE SPORTING REGULATIONS

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## **FOREWORD**

The Automobile General Association Macao - China (the “ASN” - AAMC) will sanction the 2024 MACAO TOURING CAR SERIES (MTCS) which is the property of the AAMC, organised together with the Federation of Automobile and Motorcycle Sports of People’s Republic of China (CAMF) in Zhuzhou International Circuit.

All the participating parties (ASN, Promoter, Drivers and Circuit) undertake to apply as well as observe the National Competition Rules of the Federation of Automobile and Motorcycle Sports of People’s Republic of China (CAMF), and the Sporting and Technical Regulations governing the Competition, as well as the International Sporting Code and their relevant Appendices / Bulletins.

### **1) REGULATIONS**

- 1.1** The final text of the present Sporting 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 the present Sporting Regulations.
- 1.2** 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, and the National Competition Rules of the Federation of Automobile and Motorcycle Sports of People’s Republic of China (CAMF) shall be decided by the Panel of Stewards. 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).
- 1.3** Changes to the present Sporting Regulations could be made at least 7 days before the start of the Competition.
- 1.4** These Sporting Regulations come into force from the moment of their publication on the AAMC website (<http://www.aamcauto.org.mo/>) and replace all previous Sporting Regulations.
- 1.5** For the sake of brevity, the masculine pronoun is used to represent a person of either gender.

### **2) GENERAL UNDERTAKING**

All drivers, teams and officials participating in the Competition 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”) and its Appendixes, including Appendix J and driving conduct on circuits (ISC-Appendix L, Chapter IV), the Circuit General Prescriptions, the present Sporting Regulations and Technical Regulations and their relevant Appendixes / Bulletins. In addition, drivers, teams and officials undertake to observe all provisions of the rules issued by the CAMF and AAMC, as well as the rules of the Zhuzhou International Circuit.

### **3) GENERAL CONDITIONS**

- 3.1** It is the driver’s responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the FIA General Prescriptions, the Technical Regulations, the National Competition Rules of the Federation of Automobile and Motorcycle Sports of People’s Republic of China (CAMF) and these Sporting Regulations and Technical Regulations, as well as Appendices / Bulletins.
- 3.2** Drivers must ensure that their cars comply with the conditions of eligibility and safety throughout the Competition.

- 3.3** The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 3.4** 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 Driver shall declare that he possesses the standard of competence necessary for a Competition of the type to which the entry relates, that should he at the time of the Competition be suffering from any disability whatsoever, he shall declare the disability to the Stewards prior to driving on the track, that the vehicle entered is suitable and roadworthy for the Competition having regard to the track and the speed that will be reached and that the driver and team members enter upon and use the track and its facilities entirely at their own risk.

#### **4) ELIGIBLE CARS**

- 4.1** Every driver can only drive one car in the competition. This Competition is reserved exclusively for Toyota GR86(ZN8) / Subaru BRZ (ZD8), as defined by the Technical Regulations in Appendix TWO, published on AAMC website (<http://www.aamcauto.org.mo/>).

The decision to admit such a car will be at the discretion of the AAMC.

- 4.2** The drivers must use the datalogging and ECU system as defined by AAMC. The sensors must be in their homologated position.

The data may be checked at any time during the Competition. Race officials will collect the data after qualifying and race.

It is the Driver's responsibility to ensure that the logger is on the position installed and operated in good condition.

For any damage of the logger may arise due to the crash or any incident during the Competition, will be claimed to the Driver.

Any car failing to comply (no data logger, logger of wrong type, logger cannot work properly) is not permitted to join the Competition and will be disqualified during the practice sessions or the races.

- 4.3** Cars may also carry an on-board camera provided by each driver for training or learning purposes. Only one personal on-board camera is authorized per car. If necessary, the Race Director or the Stewards may requisition the camera images even if the car is in Parc Fermé.
- 4.4** The AAMC has the right to install a dashboard camera in every competition car for sporting reason.
- 4.5** The AAMC reserves the right to adjust the Technical Regulations throughout the competition.

#### **5) ELIGIBLE DRIVERS**

- 5.1** All drivers must hold current and valid National Automobile Driver's Licence or FIA Grade "ITD-C" or above INTERNATIONAL LICENCES. 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 Competition at the time stated in the timetable to be announced.

**5.2** Should any infringement of the above rules be detected, the driver has no right to join any races in the 2024 MACAO TOURING CAR SERIES (MTCS).

## **6) COMPETITION**

**6.1** The Competition is National.

**6.2** The Competition will take place in Zhuzhou International Circuit, running over two rounds:

Round 1            10<sup>th</sup> -12<sup>th</sup> May 2024

Round 2            5<sup>th</sup> - 7<sup>th</sup> July 2024

**6.3** The Competition shall comprise all practices and races. Each round will comprise with one free practice session (30 minutes), one qualifying practice session (30 minutes) and two Races, every Race run over 15 laps (30 minutes), being each lap 3.774km running counterclockwise. However, should 30 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 the 30 minutes period elapsed.

**6.4** Participation in qualifying practice session is mandatory in order to be able to take part in Race. Should a car be unable to take part in qualifying practice due to technical damage or damage sustained in an incident or accident during the free practice session, and the Chief Scrutineer has confirmed that this damage cannot be repaired in time; it will start Race from the back of the grid. If two or more cars are concerned, their order will be determined by the Stewards.

**6.5** The AAMC reserves the right to postpone, abandon or cancel the Competition or part thereof. In the event of abandonment, cancellation or postponement for more than 48 hours, the Driver will have no right of claim against the Automobile General Association Macao - China, the Zhuzhou International Circuit and the Federation of Automobile and Motorcycle Sports of People's Republic of China (CAMF) in respect of any loss of expenses that he may have incurred or may incur as a result.

**6.6** The Classification of the two rounds and the Serie's Points will be sent to the Macao Grand Prix Organising Committee for their appraisal whether the best drivers will be invited to join the Competition in the 71<sup>st</sup> Macau Grand Prix. However, should the driver be selected to join in the 71<sup>st</sup> Macau Grand Prix, international driver's licence (FIA Grade "ITD-C" or above) is required for competition in Macau Grand Prix, and the competitor can only participate in the 71<sup>st</sup> Macau Grand Prix with the same entry in 2024 MACAO TOURING CAR SERIES (MTCS), the same driver on the same car.

**6.7**

## **7) OFFICIALS**

The officials will be nominated by the Federation of Automobile and Motorcycle Sports of People's Republic of China (CAMF) and the AAMC respectively, being the list published on the Competition Date.

## **8) ENTRIES**

**8.1** The Competition may be cancelled if fewer than 15 cars are entered.

**8.2** It's mandatory for every entry to participate in two rounds with the same driver on the same car. Once the entry is applied and be accepted, the driver cannot change the car, except having reason accepted by the Stewards. Each driver is only permitted to enter in one Competition in the 2024 MACAO TOURING CAR SERIES (MTCS) .

**8.3** Multiple entries of vehicles in more than one Competition are prohibited.

**8.4** The entry fees for two Rounds are RMB 15,000.00 (fifteen thousand renminbi) payable to:

中國-澳門汽車總會 Associação Geral de Automóvel Clube de Macau-China  
大豐銀行 BANCO TAI FUNG A/C No : 701-7-12461-8

**8.5** Entries are open from 11<sup>th</sup> March to 5<sup>th</sup> April 2024 by using the entry form available from the AAMC and to submit in person with the following documents of application:

- a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Competition, to observe them;
- b) ID card of the Driver and copy.
- c) Travel Document to Mainland of China(回鄉證) and copy.
- d) Photo of the driver and the car.
- e) TT payment slip as proof of the payment of the entry fees.
- f) Licence of the driver and copy.
- g) Team Licence Copy (if applicable).

**8.6** All applications to be sent to Automobile General Association Macao – China (AAMC), at Avenida da Amizade, Edifício do Grande Prémio de Macau  
Telephone: (853) 28726578  
Fax: (853) 28726579

**8.7** All applications will be studied by the AAMC and accepted or rejected at its absolute discretion.

**8.8** The AAMC will publish the list of cars and drivers accepted together with their race numbers, having first notified unsuccessful applicants.

**8.9** The AAMC has the right to reject any entry and is not required to provide the reason for such rejection.

## **9) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

**9.1** 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 drivers who must acknowledge receipt.

**9.2** All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted.

**9.3** 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.

**9.4** Official instructions and communications to drivers may also be given via a dedicated channel or through the timekeeping screens.

## **10) PASSES – TEAM IDENTIFICATION**

**10.1** Identification passes will be issued.

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

## **11) INCIDENTS**

**11.1** Incident means any occurrence or series of occurrences involving one or more drivers or any action by any driver, which:

- a) Required stopping of a practice or the suspension of a race.
- b) Constituted a breach of these Sporting Regulations, the Competition Notes or the Code.
- c) Caused a false start by one or more cars.
- d) Caused a 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.

**11.2** The Race Director may report any incident to the Stewards. 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.

**11.3** If an incident is under investigation by the Stewards, a message informing all drivers will, where possible, be displayed on the timing monitors (if the circuit facilities so permit).

**11.4** Provided that such a message is displayed within 60 minutes of the end of the race, or if a message is delivered to any driver concerned within this time limit, the driver or drivers concerned may not leave the circuit without the consent of the Stewards.

**11.5** The Stewards may impose any penalties under the General Regulations of the Federation of Automobile and Motorcycle Sports of People's Republic of China (CAMF) on any infringement or breach of the requirements stated in these Sporting and Technical Regulations.

## **12) 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).

## **13) SANCTIONS**

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

## **14) DRIVING**

**14.1** The driver must drive the car alone and unaided.

**14.2** Drivers must observe the provisions of the Code (ISC- Appendix L, Chapter IV) relating to driving behaviour on circuits at all times.

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

**15.1** Each car must carry the race number provided by AAMC. All numbers must be affixed before scrutineering.

**15.2** Every driver 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 according to Appendix ONE.

**16) PROMOTION**

**16.1** Drivers must take part in any promotional activity requested by AAMC or CAMF such as autograph sessions, prize giving, press conferences, pit road walkabouts and pre-race parades.

**16.2** The drivers, drivers and manufacturers give the right to AAMC or CAMF to use their name and images and racing car images for any promotional, advertising, publicity, products and public relations purpose, for the promotion of the Competition.

**16.3** Use of the logo of AAMC or CAMF by the drivers, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from the AAMC or CAMF.

**17) SPORTING CHECKS**

**17.1** During initial scrutineering, and at any time during the Competition, each driver must have available all documents required by Article 5.1 above, in addition to the car's technical passport.

**17.2** Unless a waiver is granted by the Stewards, drivers who do not keep to the time limits will not be allowed to take part in the Competition.

**18) SCRUTINEERING**

**18.1** Initial scrutineering of the car will take place according to the timetable to be announced.

**18.2** It is the responsibility of the driver to present the engine ready to be sealed in accordance with Article 22.2 a)iii hereunder.

**18.3** During scrutineering, drivers must present all items of clothing including helmets and head retaining device intended to be used. All items must comply with Appendix L Chapter III of the Code.

**18.4** Race numbers must be on the car for inspection during scrutineering and drivers must therefore comply with the requirements of Article 15.

**18.5** No car may take part in the Competition until it has been passed by the scrutineers.

**18.6** The scrutineers may:

- a) Check the eligibility of a car or of a driver's equipment at any time during the Competition.
- b) Require a car to be dismantled by the driver to make sure that the conditions of eligibility or conformity are fully satisfied.
- c) Require a driver to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.

- d) Require a driver to supply them with such parts or samples as they may deem necessary.
- 18.7** Any car which, after being passed by the Scrutineers, is dismantled or modified in a way that 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.
- 18.8** The Race Director, the Clerk of the Course or the Chief Scrutineer may require that any car involved in an accident be stopped and checked.
- 18.9** After qualifying practice session and races, at least four classified cars will be selected and must undergo scrutineering. All other cars will be held under Parc Fermé conditions in the driver's designated garage area until further notice.
- 18.10** 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 drivers.
- 18.11** The Stewards will publish the findings of the scrutineers each time cars are checked during the Competition. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

## **19) MEETINGS**

- 19.1** A Drivers' meeting will take place on the venue and time noted in the timetable to be announced, all drivers entered for the Competition must be present. Any driver not attending and not signing the attendance sheet at the meeting will be brought before the Stewards for their consideration, subject to any penalties.
- 19.2** A further meeting, if deemed necessary by the Race Director or the Clerk of the Course may take place and at a time to be notified to the drivers.

## **20) TYRE LIMITATION DURING THE COMPETITION**

- 20.1** A set of tyres must comprise two front tyres and two rear tyres.
- 20.2** The Tyre brand for slick tires used is SAILUN PC01. All the wheels that can be used are the same, and the size is 210/620-17 for slick tyre and 240/610-17 PW02 for wet tyre. Tyre should be installed in a 17 inches rim and the tyre width is no larger than 225mm.
- 20.3** The number of sets to be used is free. Dry (Slick) tyres are used in the competition, except when the race is under rain and the race is declared "wet".
- 20.4** For Round 1 (10th -12th May 2024), tyre use in Free Practice session is free. 12 new tires of SAILUN PC01 are mandatory to be used during Qualifying session and Races 1 and 2.
- 20.5** Any chemical and/or mechanical treatment of the tyres is prohibited, except the use of water and detergents for washing and the removal of debris picked up from the track (only after the end of the session in which the tyres have been used). The original tyre tread and profile may not be modified or cut.
- 20.6** No warm-up, cool-down or solvent application is permitted.
- 20.7** 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.



- 20.8** The complete wheel definition does not permit the wheel to be wider than the tyre or protrude outside the tyre profile.
- 20.9** Wheel nut may be changed, but it must not protrude beyond the outermost part of the tire or wheel.
- 20.10** The use of wheel spacers is not allowed.

## **21) WEIGHING**

- 21.1** During and after qualifying practice session and races, cars may be weighed.
- 21.2** The minimum weight of the vehicle is 1170 kg without driver.
- 21.3** All drivers entered in the Competition must be weighed, wearing their complete racing apparel, no later than the end of scrutineering. The weights of the drivers will then be entered into a list which is under the control of the Chief Scrutineer.
- 21.4** The relevant car may be disqualified should its weight be less than that specified in the Technical Regulations when weighed under Article 21.2, save where the deficiency in weight results from the accidental loss of a component of the car.
- 21.5** 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.)
- 21.6** Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.
- 21.7** a) During the qualifying practice session, cars will be weighed.
- b) After qualifying practice session, the weight of the cars may also be checked during parc fermé.
- c) After the Races 1 and 2, 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. The chief scrutineer will then tell the driver his weight and, once the driver leaves parc fermé, this will be deemed implicit acceptance of the figure.

## **22) GENERAL CAR REQUIREMENTS**

- 22.1** Drivers must ensure that all chassis and engine data from qualifying session or each race is available, directly from the car, at any time after a session or race and until the cars are released from post-qualifying and/or post-race Parc Fermé.
- 22.2** During the Competition, it is forbidden to replace the following parts on pain of a sanction which may go as far as disqualification:
- a) Engine:
- i. No car may use more than one engine during the Competition. The engine is associated with the driver's race number. Engine must be original and be registered in the technical passport.

- ii. An engine will be considered as having been used once the car's timing transponder has indicated that it has left the pit lane.
  - iii. All engines must be sealed after scrutineering; any porting is prohibited. Each engine must be sealed by the Chief Scrutineer before being used by the driver for the first time. It will be sealed so as to prevent the dismantling of the cylinder head, and oil sump and camshaft driving system covers. Any breaking of one or more seals must be approved beforehand by the Chief Scrutineer on pain of a sanction which may go as far as disqualification. The breaking of any seal will be considered as a change of engine.
  - iv. The repairs performed by removing the engine seals is prohibited. It is only permitted after granting the permission by the Chief Scrutineer. The repaired engine will be sealed again after re-scrutineering.
  - v. Replacing of an engine by a driver must be requested in writing to the Chief Scrutineer. Any change of engine will entail a penalty, except in a case of force majeure recognised as such by the Stewards, the onus of proof being on the driver.
- b) Chassis:
- i. No car may use more than one chassis during the Competition. The chassis is associated with the driver's race number. It will follow the driver if he changes car, unless the new car is of a different model.
  - ii. A chassis will be considered as having been used once the car's timing transponder has indicated that it has left the pit lane.
  - iii. Each chassis must be sealed by the Chief Scrutineer before being used by the driver for the first time. The breaking of any seal will be considered as a change of chassis.
  - iv. The replacing of a chassis by a driver must be requested in writing to the Chief Scrutineer. Any change of chassis will entail a penalty, except in a case of force majeure recognised as such by the Stewards, the onus of proof being on the driver.

**22.3** The Timekeeping Transponder will have to be in place and switched on for all practice sessions and the races, for the purpose of accurate timing.

**22.4** The AAMC may suggest the installation of an on-board camera in any car during the Competition and the driver should comply with the related procedures.

**22.5** Failure to comply with the above requirements will be reported to the stewards.

## **23) SPARE CARS**

Spare cars are not permitted.

## **24) FUEL**

**24.1.** Only the controlled fuel as supplied at the Competition by the appointed Supplier may be used throughout the Competition. The fuel will be unleaded fuel of the commercial petrol which comes from a service station pump. Its specification will be advised to drivers in advance. Any alteration to the specification of the fuel as supplied by the appointed Supplier may result in disqualification from the Competition.

**24.2.** No refueling or removing of fuel is permitted during any practice session or race, or prior to the completion of post qualifying or race scrutineering. Refueling in the garage is only permitted using equipment complying with FIA safety regulations.

**24.3.** Failure to comply with these requirements will result in not permitted to join the Competition.

## **25) GENERAL SAFETY**

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

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

**25.3** 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.

**25.4** During free practice session, qualifying and the races, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.

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

**25.6** At no time may a car be reversed in the pit lane under its own power.

**25.7** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry, the pit lane or pit exit.

**25.8** Drivers taking part in practice session, qualifying session and the races must always wear the clothes and helmet specified in the Code. (See Appendix L, Chapter III of the Code.)

**25.9** A speed limit of 60km/h will be imposed in the pit lane during the Competition.

**25.10** Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. It is strictly forbidden to cross the line at the pit exit with any part of a car when leaving the pits.

**25.11** If a car has serious mechanical difficulties during a practice session or a race the driver must leave the track as soon as it is safe to do so.

**25.12** 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 Competition when the fault has been remedied.

**25.13** Failure to comply with the general safety requirements of the Code or these Sporting Regulations, may result in any of the penalties imposed by the Stewards.

## **26) PRACTICE SESSIONS**

- 26.1** Save when these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.
- 26.2** No driver may start in the race without taking part in qualifying practice session.
- 26.3** From the beginning of the Free Practice & Qualifying Sessions, all cars must be in Driver's designated area in the inner lane until the conclusion of the session. Only after the approval of the Chief Scrutineer has been given, cars may be returned to the inside of their respective garages.
- 26.4** The practice sessions include one free practice sessions (30 minutes) and one qualifying practice session (30 minutes).
- 26.5** Pit lane discipline is applied during all sessions.
- 26.6** 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 drivers. 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 the marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to rejoin the session.
- 26.7** It's prohibited of any overtaking under yellow flags.
- 26.8** In the event of a driving infringement during any practice session, the Stewards may penalize the driver 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.
- 26.9** Practice may be interrupted as often and for as long as deemed necessary to clear the track or to allow the recovery of a car. However, it is not compulsory to resume any 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 penalties.
- 26.10** 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 starting.
- 26.11** All laps covered during qualifying practice will be timed to determine the driver's position at the start. With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.

## **27) STOPPING THE PRACTICE**

- 27.1** Should it become necessary to stop a practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director shall order a red flag and the abort lights to be shown at the Line. Simultaneously, red flags will be shown at all marshal posts. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly to the pit lane or to the paddock, as directed by the marshals, and all cars abandoned on the track will be removed to a safe place.
- 27.2** At the end of each practice session, no driver may cross the Line more than once.

## **28) THE GRID**

**28.1** At the end of the qualifying practice session, the fastest time achieved by the driver will be officially published. The maximum number of cars on grid is according to the Circuit's licence.

**28.2** 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 cars failing to complete a lap will be arranged at the back of the grid in their Race 1 grid order.

**28.3** The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 7.2 metres. Pole position of the grid is according to the Circuit's licence. The fastest driver will start the race from the pole position.

**28.4** The provisional starting grid will be published after the qualifying practice sessions. Any driver whose best qualifying lap exceeds 115% of the pole position time will not be allowed to take part in the Race 1. 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.

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.

**28.5** Any cars failing to complete a lap in qualifying session will be arranged at the back of the grid in their first race grid order.

**28.6** Any driver who is unable to start for any reason whatsoever must inform the clerk of the course at the earliest opportunity and in any case, no later than ninety 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 revised final starting grid will be confirmed one hour before the start of the formation lap. Should two or more drivers have identical times, priority will be given to the one who set it first.

**28.7** Any car which has not taken up its position on the grid by the time the five minutes signal is shown will not be permitted to do so and must start from the pits in accordance with Article 29.2.

## **29) STARTING PROCEDURE/ STANDING START**

**29.1** There will be a standing start.

20 minutes before the time for the start of the formation lap, the paddock exit and pit exit will be opened, and cars will be permitted to leave the pit lane to cover a reconnaissance lap. At the end of this lap, they will stop on the grid in starting order with their engines stopped.

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

Any car, which does not complete a reconnaissance lap and is unable to reach the grid under its own power, will not be permitted to start the race from the grid.

**29.2** 12 minutes before the start of the formation lap, a warning signal announcing the closing of the pit exit in two minutes will be given.

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

Any car 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 car is affected, they must line up in the order in which they reached the end of the pit lane 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.

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

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

**29.5** When the five-minute signal is shown, all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane, or on the grid during a race suspension.

At the three-minute signal, the cars must be resting on their wheels and the wheels must have been tightened.

**29.6** When the one-minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given, taking all equipment with them.

If any team personnel or team equipment remain on the grid after the 15-second signal has been shown, the driver of the car concerned must start the race from the pit lane as specified in Article 29.2. A Drive-through penalty will be imposed on any driver who fails to start the race from the pit lane.

If any driver needs assistance after the 15-second signal, he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane.

In either of the above cases, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

**29.7** When the green lights are illuminated, all cars should begin the formation lap with the pole position driver leading.

When leaving the grid, all drivers must respect the pit lane speed limit until they pass pole position.

Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after the cars able to do so have left the grid, the mechanics may then work on the car again. If successful, the car may then start from the pit lane.

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

Once the last car able to do so has left the grid and passed the pit exit, any cars required to start the race from the pit lane may also join the formation lap.

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

- 29.9** 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 29.2.

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 first safety car line.

- 29.10** When the cars come back to the grid at the end of the formation lap (or laps), they must stop within their respective grid positions, keeping their engines running.

The standing start signal will be given by means of lights activated by the starter appointed by the clerk of the course.

Once all the cars have come to a halt, the five second light will appear followed by the four, three, two and one second lights. At any time after the one second light appears, the race will be started by extinguishing all red lights. Race timing will commence at the point when the start signal is given.

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

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

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

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

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

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

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

- b) If another problem arises, which does not necessitate a delay to the start (see c) below), the drivers will be asked to carry out an extra formation lap as set out in a) above. Any driver who caused the start to be aborted and is then able to start the formation lap must enter the pit lane at the end of the lap and start the race as specified in Article 29.2. A drive-through penalty will be imposed on any driver who fails to start from the pit lane.
- c) If any other type of problem arises and the race director decides the start should be delayed the following procedure shall apply:

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

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

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

- ii) If the race has been started, the marshals alongside the grid will waive their yellow flags to inform the drivers that a car is stationary on the grid.
- iii) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. Any driver being pushed from the grid may not attempt to start the car.
- iv) Once the car is in the pit lane, his team personnel may attempt to start it, if successful the driver may re-join the race. The driver and team personnel must follow the instructions of the track marshals at all times during such a procedure.

**29.12** No refuelling will be allowed on the grid if more than one start procedure proves necessary under Article 29.11.

**29.13** A drive-through or time penalty may be imposed for a false start if so, reported by start line judges, judges of fact, the Race Director or the Starter.

**29.14** Only in the following cases will any variation in the start procedure be allowed:

- a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, drivers 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, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes warning will be given.
- c) If the race is started behind the safety car, Article 31.15 will apply.

**29.15** 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 disqualification of the car and driver concerned from the Competition.

## **30) THE RACES**

During the races, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A marshal with a blue flag, and/or a flashing blue light, will also warn the driver if cars are approaching on the track.

## **31) SAFETY CAR**

**31.1** The safety car will carry an approved observer capable of recognising all the competing cars, who is in permanent radio contact with race control.



- 31.2** 10 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 31.15 below) it will cover a whole lap of the circuit and take up position.
- 31.3** The safety car may be brought into operation to neutralize a race upon the order of the Race Director.
- 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.
- 31.4** 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.
- 31.5** 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.
- 31.6** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 31.7** All competing cars must then reduce speed and form up in line behind the safety car no more than five car lengths apart.
- 31.8** 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 control 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 31.14 will apply.

The exceptions are:

- a) If a driver is signalled to do so from the safety car;
  - b) Under Article 31.15 below.
  - c) When entering the pits, a driver may pass another car including the safety car remaining on the track, after he has reached the first safety car line.
  - d) When leaving the pits, a driver 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 entry or pit exit, a driver may overtake another car which is also in one of these two areas.
  - g) Any car stopping in its designated pit area whilst the safety car is using the pit lane (see Article 31.11 below) may be overtaken.
  - h) If any car slows with an obvious problem.
- 31.9** When ordered to do so by the Race Director, 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.

- 31.10** 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 31.12 below) and all remaining cars must keep the formation as tight as possible.

- 31.11** Under certain circumstances, the Race Director 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 pit area.

- 31.12** When the Race Director 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.

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

- 31.14** 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.

- 31.15** Under certain circumstances the race may be started behind the safety car. In this 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 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. there will be no formation lap and the 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 re-join) the race once the whole field has passed 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 first safety car line.

## **32) SUSPENDING A RACE**

**32.1** If drivers or officials are placed in immediate physical danger by cars running on the track, or weather or other conditions make it dangerous to continue, and the Race Director deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the race will be suspended.

Should it become necessary to suspend the race, the Race Director will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

**32.2** 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.

**32.3** 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.

**32.4** Whilst the race is suspended:

- a) Neither the race nor the timekeeping system will stop.
- b) 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.
- c) Refuelling, or removing fuel from the car, is forbidden.
- d) Only team personnel and officials will be permitted in the pit lane.

**32.5** Unless asked to do so by the officials, cars may not be moved from the fast lane whilst the race is suspended. A drive-through penalty 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 when there are cars in the pit lane (see Article 32.3), 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.

## **33) RESUMING A RACE**

**33.1** 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.

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

**33.3** When the three-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.

Penalty will be imposed on any driver whose car did not have all wheels fully fitted and the car must be resting on its wheels at the three-minute signal or has any of its wheels changed before it leaves the pit lane after the race has resumed.

When indicated to do so by the official, two minutes before the race resumption time, any cars between the safety car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended will be 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.

**33.4** When the one-minute signal is shown, engines should be started, and all team personnel must leave the fast lane by the time the 15-second signal is given taking all equipment with them. If any driver needs assistance after the 15-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.

**33.5** 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 deems more than one lap necessary.
- 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.

**33.6** Overtaking behind the safety car is only permitted if a car is delayed when leaving its position in the fast lane and cars behind cannot avoid passing it without unduly delaying the remainder of the field.

Drivers may only overtake to re-establish the order before the race was suspended.

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 re-enter the pit lane and may only rejoin the race once the whole field has passed the end of the pit lane.

**33.7** The penalty of drive-through will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap. During this lap, Articles 31.12, 31.13, 31.14 and 31.15 will apply.

**33.8** 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.

To appear in the final classification, a driver must have crossed the finish line (not in the pit lane and under their own power) at the end of the lap from which the results will be taken.

Should a driver cause the session to be stopped (red flag), that driver will not appear in the final classification.

If a driver is not directly responsible for the incident, the Stewards may decide not to remove the driver from the final classification.

Decision from the Panel of Steward is final and not subject to appeal.

## **34) FINISH**

**34.1** A chequered flag will be the end-of-race signal and will be shown at the Line as soon as the leading car has covered the full race distance in accordance with Article 6.3.

**34.2** Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, or the prescribed time has been completed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

**34.3** After receiving the end-of-race signal, the pit exit will be closed.

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

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

## **35) PARC FERMÉ**

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

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

**35.3** The Parc Fermé shall be properly secured or supervised so that no unauthorised persons can gain access to the cars. The Parc Fermé is situated at the scrutineering area for cars selected by the duly appointed officials and in front of each car's allocated garage or at a location determined by the Race Director or the Stewards for the remainder cars. Cars may be sealed during this period.

## **36) CLASSIFICATION**

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

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

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

## **37) PODIUM CEREMONY**

**37.1** The drivers finishing the races in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> Overall positions in Race 1 and Race 2, must attend the prize-giving ceremony on the podium in full racing overall and abide by the podium procedures as directed by the AAMC. Failure to comply with this requirement will be subject to disqualification from the Competition.

**38) AWARDS AND SERIES POINTS**

**38.1** Trophies will be awarded to the first three finishers in Race1 and Race 2.

**38.2** Series Points:

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

Race Classification	Group-Point
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

Group-points are awarded to each driver according to the classification in every race. Drivers may score different groups of group-points. After each race, the points obtained by the driver will be numerically added to the points of the same group previously accumulated, and the overall winner of the competition will be in alphabetical order and numerically cumulative.

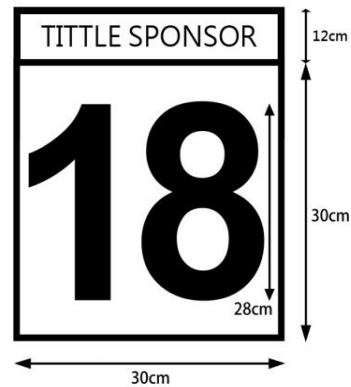
If there is a tie scores in the first group of highest points, the next highest group-points earned according to the English alphabetic order determines the rankings; if equalization occurs again in the next group, the same principles will be used until the winners and final drivers in the championships. If the scores of the English alphabets in each group are the same, the highest score in the single-race event in English alphabetic order is the winner, and if there is another decimate, the winner have the highest score in the single-race event in the first race will be the winner.

## MACAU ROADSPORT CHALLENGE

### RACING NUMBERS AND STICKERS

- 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

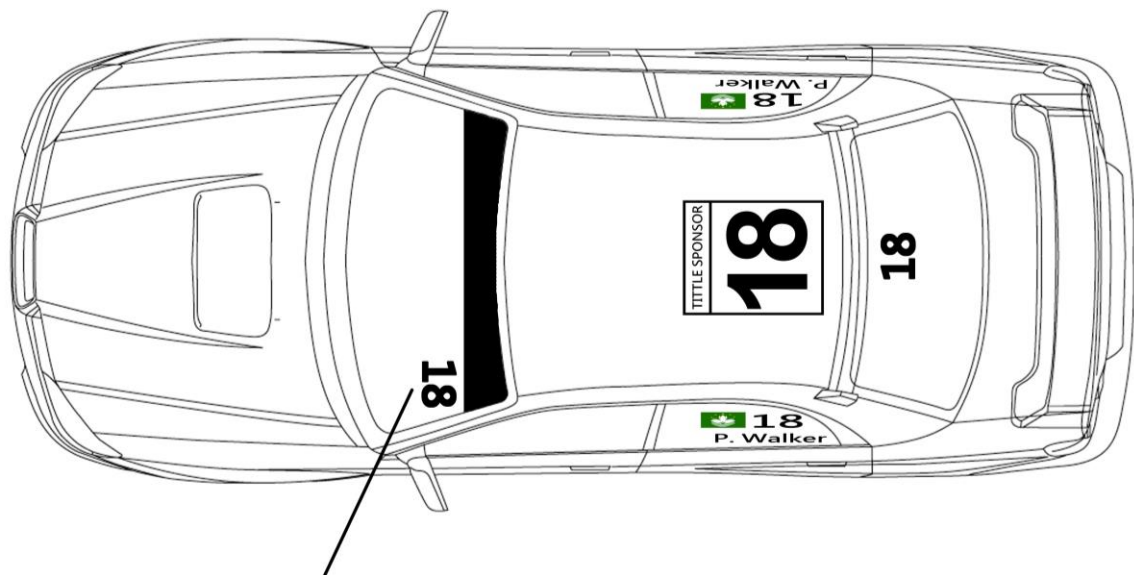
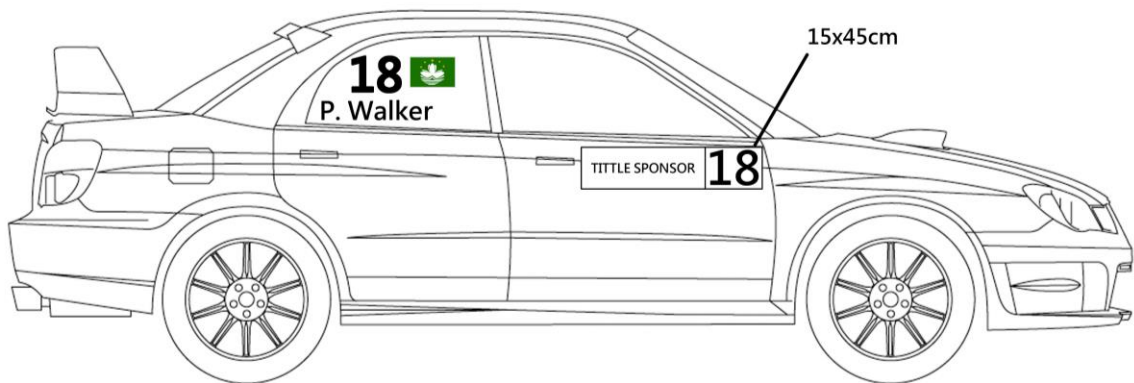
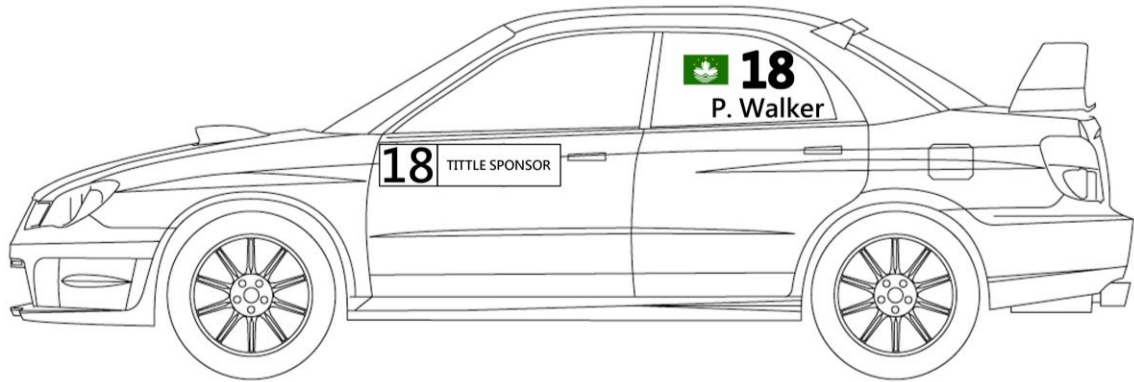
國旗貼紙, 位於左及右後側玻璃: 12x8cm

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



上述房車賽號碼貼紙由中國-澳門汽車總會提供，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 AAMC, each team/driver must put them on to the car accordingly before scrutineering.



與駕駛者相反方向  
Opposite the driver side

# MACAU ROADSPORT CHALLENGE TECHNICAL REGULATIONS

## ARTICLE 1: REGULATIONS

### 1.1 Regulation and eligibility amendments

The AAMC reserves the right to adjust the Technical Regulations throughout the Competition. All such changes will come into effect after their publication.

Changes for safety reasons may be made without notice.

### 1.2 Compliance with the regulations

It is the duty of each competitor to satisfy the Scrutineers and the Stewards that his car always complies with these regulations in them entirely during a Competition.

A car, the construction of which is deemed to be dangerous, may be excluded by the Stewards of the meeting.

### 1.3 Measurements

All measurements must be taken while the car is stationary on an assigned location or as stated in the Sporting Regulations or supplementary regulation of the relevant Competition.

Before the start of a Competition, the Chief Scrutineer stipulate the place where the ride height and weights will be checked.

The competitor has the possibility, during the time set up by the AAMC, to ensure the conformity of his car by using the official control equipment, at the official place of scrutineering.

### 1.4 MODIFICATIONS AND ADJUNCTIONS ALLOWED OR OBLIGATORY

All the modifications which are not allowed by the present regulations are expressly forbidden.

The only work which may be carried out on the car is that necessary for its normal servicing, or for the replacements of parts worn through use or accident.

The limits of the modifications and fittings allowed are specified hereinafter.

Apart from these, any part worn through use or accident can only be replaced by an original part identical to the damaged one.

The cars must be strictly series production models identifiable by the homologation form data.

## ARTICLE 2: Eligible Vehicles

This Competition is reserved exclusively for Toyota GR86(ZN8) / Subaru BRZ (ZD8).

## ARTICLE 3: ENGINE

No car may use more than one engine during the Competition. Engine must be original and be registered

in the technical passport. All engines must be sealed after scrutineering, any porting is prohibited.

Each engine must be sealed by the Chief Scrutineer before being used by the competitor for the first time. It will be sealed to prevent the dismantling of the cylinder head, and oil sump and camshaft driving system covers.

It is strictly prohibited to remove the engine seals. Any breaking of one or more seals must be approved beforehand by the Chief Scrutineer on pain of a sanction which may go as far as disqualification. The breaking of any seal will be considered as a change of engine.

An engine will be considered as having been used once the car's timing transponder has indicated that it has left the pit lane.

The repairs performed by removing the engine seals is prohibited. It is only permitted after granting the permission by the Chief Scrutineer. The repaired engine will be sealed again after re-scrutineering.

Replacing of an engine by a competitor must be requested in writing to the Chief Scrutineer. Any change of engine will entail a penalty, except in a case of force majeure recognised as such by the Stewards, the onus of proof being on the competitor.

Air intake must keep as original, the air cleaner is original and the location, shape and function must be original.

Engine oil cooler is free.

Engine oil pan protection panel can be changed.

Engine mounts can only be changed the materials not the number.

Oil Filter is free to change. However, changing the mounting position is not permitted.

Modification and alteration of flywheel are free.

## **ARTICLE 4: TRANSMISSION**

Transmission fluid cooler is allowed.

Transmission mounting material is free and the location and number must be remained original.

### **4.1 Gearbox**

The gearbox must be original. All transmission must be sealed at the initial scrutineering.

The number of teeth and ratios homologated must be retained.

The gear selection grid pattern homologated on the series model must be retained.

### **4.2 LSD**

Racing LSD is allowed.

Differential oil cooler is allowed.

Differential cooling cover is allowed.

### **4.3 Clutch**

Change of clutch disc/clutch cover is free. However, changes are permitted only for the single type. Racing type clutch is allowed.

## **ARTICLE 5: BODYWORK**

### **5.1 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.

### **5.2 Interior door panels**

Neither the front nor 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.

### **5.3 Windscreen and Windows**

The Windscreen must be made of laminated glass.

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 Competition of an accident. It must be fitted in a manner that facilitates checking.

## **ARTICLE 6: EXHAUST SYSTEM**

The center and rear mufflers can be used a racing version, 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. The measurement is taking at a distance of 0.5 meter and at a 45-degree angle to the point of exit of the exhaust.

## **ARTICLE 7: FUEL CELL AND FUEL FEED SYSTEM**

Only the original manufactured petrol tank is acceptable, and modification is not allowed.

Fuel Feed System complying with the following:

### **Fuel circuit**

Flexibles lines must be of aviation quality. The installation is free provided that the prescriptions of Article 253-3 of Appendix J are respected. The automatic fuel cut-off system described in Article 253-3.3 is compulsory.

The car must be fitted with a self-sealing connector for sampling fuel. This connector must be FIA approved (Technical list n°5) and be fitted on the feed line to, and immediately before the high-pressure pump on the engine. The connector must be placed in a non-lockable area inside the engine compartment. It must be possible for a pipe to be fitted to this connector.

## **ARTICLE 8: ELECTRICAL SYSTEM**

### **8.1 Cables**

The electric cable assembly of the engine must be original.

### **8.2 Battery**

Number: one Type: Dry

Make and Capacity:

It must be always possible to start the engine with the energy of the battery transported on board the vehicle.

Location:

It must be in its original position in the engine compartment.

### **8.3 Lighting**

The lighting system must keep the original location of each function. All functions must be operational at all times during the competition and must be able to be switched by the driver when seated in racing condition. No function may have a frontal surface of less than 400mm<sup>2</sup>.

Minimum functions which must be ensured by the system:

- \*Headlights low beam (2)
- \* Tail lights (2)
- \* Brake lights (2)
- \* Indicators (2 Front + 2 Rear)
- \* Rain light (1)

Maximum functions provided by the system: Those of the original equipment.

#### **Taillight units**

Reverse light and rear fog light functions must be removed.

LED units are authorised.

#### **Rain light**

Rain light One unit is compulsory and must be approved by the FIA (Technical List n°19) or according to the ECE R38 road standard (or equivalent or stricter standard from another country).

Location: Tail gate, boot lid or replacing the 3rd brake light.

## **ARTICLE 9: SUSPENSION**

Use of specified below parts\* is obligatory. Reinforcement of the suspension and its mounting parts is

not permitted. In addition, the camber angle on one side of the cars will be -FREE for both front and rear.  
\*Specified Parts (TRD CLUBMAN SERIES) (BLTZ DAMPER ZZ-R) (STI CLUBMAN SERIES) (ENDLESS FUNCTION-GRCUP ) (CUSCO CUSCO SPORT R ) (K-ONE OHLINS Racing DAMPER) (TEIN MONO RACING DAMPER SPEC R)

Spring certified parts are allowed.

Stabilizer Modification or modification is not permitted.

Front stabilizers link the use of certified parts is permitted. However, if used, it should be the same manufacturer's parts as the suspension or genuine parts.

### **Arms and rods**

The bushing of certified parts can be changed, but any other modification such as processing or change is not allowed.

### **ARTICLE 10: BRAKES**

The brakes, including brake discs, callipers and brake pads must be original.

The authorisation of changing the brake disc and calliper is only given, in the case of the material of the disc and calliper be the same as original, and provided that those brake disc and calliper can fit into the 17 inches rims. Any change to carbon or ceramic materials is prohibited.

Brake hoses are free.

If the anti-lock braking system (ABS) is disconnected, the use of a mechanical rear braking distributor homologated by the manufacturer is authorised.

### **ARTICLE 11: WHEELS AND TYRES**

A set of tyres must comprise two front tyres and two rear tyres.

The Tyre brand for slick tires used is SAILUN PC01. All the wheels that can be used are the same, and the size is 210/620-17 for slick tyre and 240/610-17 PW02 for wet tyre. All the wheels that can be used are the same, and the size is 210/620-17. Tyre should be installed in a 17 inches rim and the tyre width is no larger than 225mm.

The number of sets to be used is free. Dry (Slick) tyres are used in the competition, except when the race is under rain and the race is declared "wet".

For Round 1 (10th -12th May 2024), tyre use in Free Practice session is free. 12 new tires of SAILUN PC01 are mandatory to be used during Qualifying session and Races 1 and 2.

Any chemical and/or mechanical treatment of the tyres is prohibited, except the use of water and detergents for washing and the removal of debris picked up from the track (only after the end of the session in which the tyres have been used). The original tyre tread and profile may not be modified or cut.

No warm-up, cool-down or solvent application is permitted.

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.

The complete wheel definition does not permit the wheel to be wider than the tyre or protrude outside the tyre profile.

Wheel nut may be changed, but it must not protrude beyond the outermost part of the tire or wheel.

The use of wheel spacers is not allowed.

## **ARTICLE 12: SAFETY REQUIREMENTS**

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

### **12.2 Additional fasteners**

In accordance with 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.

### **12.3 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.

### **12.4 Safety harnesses**

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.

### **12.5 Safety cage**

A safety cage complying with FIA Article 253-8 of Appendix J is compulsory.

A hole of 8mm in diameter is drilled on the left rear tube of the safety cage. The hole is for the check of the thickness of the tube.

### **12.6 Extinguishers – extinguishing systems**

Hand – operated Manual extinguishers homologated in accordance with article 253-7.3 of Appendix J, of a minimum capacity of four (4) kgs (2kgs x 2) are compulsory.

### **12.7 Protective nets**

#### **12.7.1 Protective nets:** Compulsory.

It must meet the following specifications:

Net:

It must be made up of woven strips at least 19 mm (3/4") wide;

The meshes must be minimum of 25 x 25 mm and maximum of 60 x 60 mm;

The woven strips must be non-flammable and sewn together at each point of crossing;

It must not be of a temporary nature.

Installation:

Viewed from the side, it must extend from the centre of the steering wheel to the B-pillar;

The net must be attached above the driver's window, either to the safety cage or to a fixed part of the bodyshell by means of a quick release system that must function even if the car turns over;

It must be possible to detach the net with one hand only.

The handle or lever must have coloured markings ("dayglo" orange). A push-button release system is authorised provided that it respects the prescriptions of this article. The push-buttons must be visible from the outside, be of a contrasting colour and be marked "press".

#### **12.7.2 Racing nets:** Compulsory.

Net:

They must be homologated according to FIA 8863-2013 standard (Technical list n°48).

Installation:

They must be attached to the homologated mounting points (see the homologation form of the car) and must be installed in accordance with the installation specifications published by the FIA.

#### **12.8 Towing device**

One front and one rear towing devices are compulsory. They must:

- \* Be clearly visible and painted in yellow, red or orange.
- \* Allow the passage of a cylinder with a diameter of 60mm.
- \* Allow the car to be towed on a dry surface (concrete or asphalt).

#### **12.9 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 13: RIDE HEIGHT**

The minimum ride height is FREE.

### **ARTICLE 14: WEIGHT**

The minimum weight is 1170 kg without driver.

### **ARTICLE 15: 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 16: WATER TANKS**

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

### **ARTICLE 17: DATALOG SYSTEM**

The competitors must use the datalogging and ECU system as defined by AAMC. The sensors must be in their homologated position.

The data may be checked at any time during the Competition. Race officials will collect the data after qualifying and race.

It is the Competitor's responsibility to ensure that the logger is on the position installed by the AAMC and operated in good condition.



For any damage of the logger may arise due to the crash or any incident during the Competition, will be claimed to the Competitor.

Any car failing to comply (no data logger, logger of wrong type, logger cannot work properly) is not permitted to join the Competition and will be disqualified during the practice sessions or the races.