

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 1st , 2nd and 3rd 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
40th	D1

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.

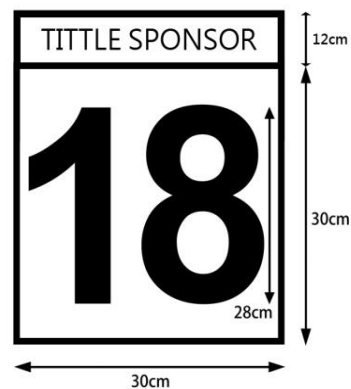
If there is a tie scores in the first group of highest points, the next highest group-points earned according to the English alphabetic order determines the rankings; if equalization occurs again in the next group, the same principles will be used until the winners and final drivers in the championships. 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.

GREATER BAY AREA GT CUP (GT 4)

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

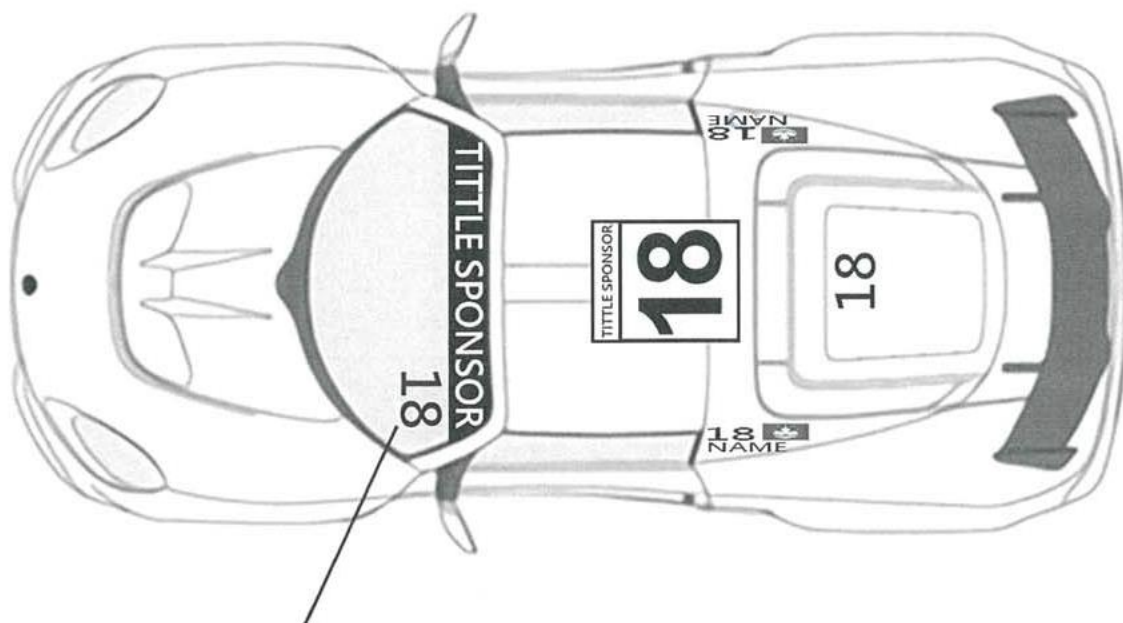
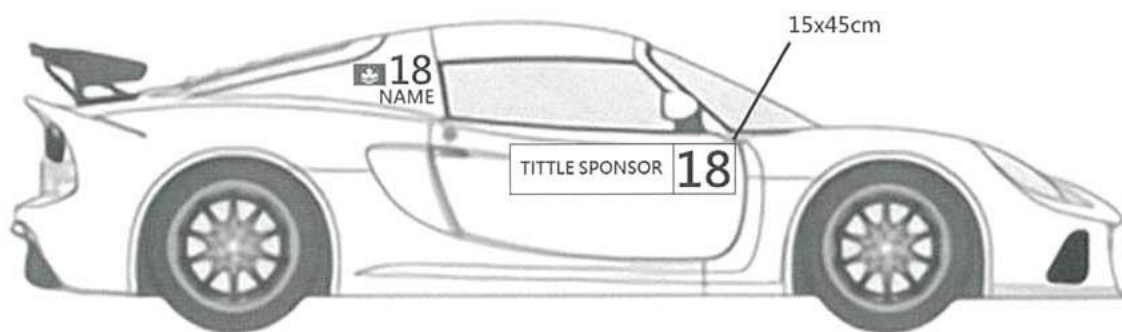
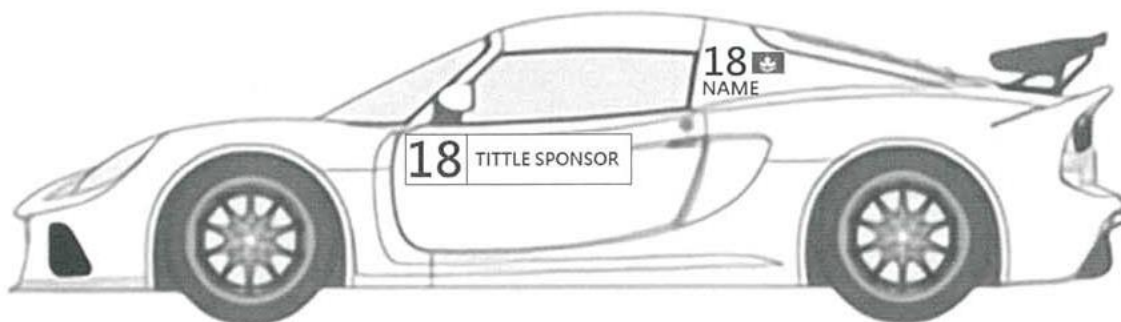
賽車手名字貼紙, 位於左及右後側玻璃的號碼貼紙下方: 高8cm, 白色

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



與駕駛者相反方向
Opposite the driver side

GREATER BAY AREA GT CUP (GT4)

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 complies with these regulations in them entirely at all times during an event.

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 an Event, 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.

ARTICLE 2: DEFINITIONS

2.1 Car

Any GT4 class cars registered to race in Greater Bay Area GT CUP, as defined by these technical regulations.

2.2 Bodywork

All entirely sprung parts of the car in contact with the external air stream, except the parts definitely associated with the mechanical functioning of the engine, transmission and running gear.

Any air intake shall be considered to be part of the bodywork.

2.3 Weight

Is the weight of the car without the driver at any time during the competition and its eventual ballast.

2.4 Racing weight

Is the weight of the car in running order with the driver aboard and the quantity of fuel in its tank.

2.5 Wheel

Wheel: Flange and rim.

Complete wheel: Flange, rim and tyre.

2.6 Cockpit

Closed car: The interior volume of the main structure which is reserved for the occupants.

Its limits are defined by the roof, the floor, the doors, the lateral parts, the glazed parts and the front and rear bulkheads.

2.7 Supercharging

Increasing the weight of the charge of the fuel/air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever.

The injection of fuel under pressure is not considered to be supercharging.

2.8 Semi-automatic gearbox

One which, when the driver calls for a gear change, takes over the control of one or more of the engines, clutch and gear selectors momentarily to enable the gear to be engaged.

2.9 Location

A site defined relative to the original: centre line of the car, axles centre (middle of the wheelbase on the centre line), cockpit, luggage compartment and engine compartment.

Location within the engine compartment is a site defined relative to the crank case and cylinder head(s).

2.10 Position

The site defined by dimensions from the original vehicle data, e.g. axles centre and centre line of the car.

2.11 Orientation

Is the relationship of the component to the longitudinal and transversal axes of the vehicle. If the components is turned 180° , this will be regarded as a change in orientation.

2.12 Telemetry

The transmission of data between a moving car and anyone connected with the entry of that car.

2.13 Technical Form

All cars approved by AAMC will be the subject of a descriptive form called Technical Form issued by the Promoter which shall be entered all data enabling identification of the said model. The presentation of the forms at scrutineering and/or at the start may be required by the organizers who will be entitled to refuse the participation of the entrant in the event in case of non-presentation.

In case of any doubt remaining after the checking of a model of car against its Technical Form, the scrutineers should refer either to the maintenance booklet published for the use of the make's distributors or to be general catalogue in which are listed all spare parts.

In case of lack sufficient accurate documentation, scrutineers may carry out direct scrutineering by comparison with an identical part available from a concessionaire.

It will be up to the competitor to obtain the Technical Form concerning his car from the Promoter.

ARTICLE 3: ELIGIBLE VEHICLES

3.1 Vehicle type eligibility

GT4, as well as any vehicle approved by the AAMC eligible in the Greater Bay Area GT CUP type Grand Touring class can participate in the Competition.

The following are Eligible Cars Model:

GT4 Car Model

AUDI R8 LMS GT4
BMW M4 GT4
GINETTA G55 GT4
KTM X BOW GT4
MCLAREN 570S GT4
MERCEDES AMG GT4
PORSCHE 718 GT4 CS
PORSCHE 718 GT4 RS
TOYOTA GR Supra GT4
TOYOTA GR Supra GT4 Evo
LOTUS EMIRA GT4

All cars must be in strict compliance with the official Balance of Performance (BoP) Chart. The BOP for GT4 cars will follow the decisions taken by the SRO GT Bureau which will be published before the Competition.

3.2 Material

Titanium is not permitted unless used in the original parts of explicitly authorized by these regulations. This restriction does not concern the parts homologated with the standard vehicle. The use of magnesium sheet less than 3mm thick is forbidden.

3.3 Telemetry

The use of telemetry is forbidden.

ARTICLE 4: BODYWORK

4.1 Bodywork

All bodywork dimensions and shape must remain original, as homologated by the Manufacturer. Any non-movable element must be attached with the use of tools. The front and rear overhangs must remain original.

Material used for the bonnet and boot lids, bumpers, doors and wings must remain original or as described on the technical form of the car. Where an element is being replaced, it must be attached in a way which is at least as strong as the original method, and any non-moveable element shall be attached with the use of tools.

4.1.1) Bonnet and boot lids

They must have at least two safety fasteners, both of which are clearly indicated by red (or contrasting colour) arrows. It must be possible to remove or open them without the use of tools.

4.1.2) All bodywork joints in the vicinity of the refuelling connections must be designed in such a way as to prevent any leakage of fuel into the engine compartment and/or cockpit during refuelling.

4.2 Windscreen and windows

In order to protect the windscreen, the addition of a maximum of 4 translucent films on its external face is permitted.

Additional fastenings may be used for securing the windscreen.

The side and rear windows may be replaced with polycarbonate.

Protective nets:

a) Net

A protective net is compulsory if the car is not equipped with racing net complying with art 15.7.

It must meet the following specifications:

- The nets must be made up of woven strips at least 19 mm (3/4") wide;
- The meshes must be a minimum of 25 x 25 mm and a maximum of 60 x 60 mm.

The woven strips must be non-flammable and sewn together at each point of crossing. The net must not be of a temporary nature.

- viewed from the side, it must reach from the centre of the steering wheel to the B-pillar.

b) Fixation:

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

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

To this end, the handle or lever must have coloured markings ("Day-Glo" orange).

A push-button release system is authorized provided that it respects the prescriptions of this article.

The push buttons must be visible from the outside, be of a contrasting color and be marked "press".

ARTICLE 5: WEIGHT

5.1 Minimum weight

The Promoter reserves the right to adjust the minimum weight of any car in order to maintain the Fairness of performance between the cars. The minimum weight must be respected at all times during the event, in particular when the car crosses the finish line. It is permitted to complete the weight of the car by one or several units of ballast.

5.2 Ballast

Ballast must be secured according to the specifications of Article 253-16 concerning the dimensions and characteristics of the fixations.

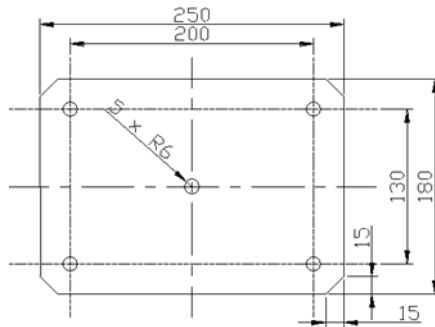
The securing system must allow seals to be affixed to the ballast by the scrutineers and must be designed such that tools are required for its removal.

Any movable ballast system when the car is in motion is forbidden.

5.3 Levelling Ballast / Crew handicap / Success Ballast

The levelling ballast and/or crew handicap and/or Success Ballast (only the weight of the stacking metallic plates) must, in addition to the requirements of Article 5.2, comply with the following points:

- It must be made from stacking metallic plates according to Drawing n° 257A-1
- The plates must be firmly attached inside a housing by means of 5 M12 screws.
- The height of the stacking plates is limited at 15 cm.
- This ballast must be secured in the cockpit in the passenger's location.



257A-1

5.4 Adding during the race

The adding to the car during the race of any solid material whatsoever, and the replacement during the race of any part of the car with another which is materially heavier, are forbidden.

5.5 Liquids

The weight may be checked at any time during the event with the quantity of liquids remaining in the tanks, except after the race when the car may be emptied of all the fuel before weighing.

ARTICLE 6: ENGINE

6.1 Intake system

6.1.1) The intake system is defined by the assembly comprising the restrictor(s) (if applicable) and the manifold up to the intake ports on the cylinder head(s).

6.1.2) All the air feeding the engine must pass through the homologated air restrictors (if applicable), and no pipe containing air is permitted to enter or to exit from the intake system.

The restrictor(s) must be made of metal or metal alloy and must be entirely visible once the bonnet is open and without dismounting any element or cover.

Sealing the restrictors must cause the engine to stop immediately.

This check must be carried out at an engine speed of 2500 rpm, the pressure sensors present inside the intake system being disconnected.

The depression measured in the intake system when the engine stops must be at least equal to the atmospheric pressure in the place where the check is carried out minus 150 millibar, maintained during at least 0.5 seconds.

6.1.3) The AAMC reserves the right to adjust the diameter of these air restrictors (if applicable) in order to maintain the Fairness of performance between the cars.

6.2 Exhaust

6.2.1) The noise generated by the car must not exceed 110 dB (A) at 4000 rpm, or at three-quarter maximum revs if this is less.

This measurement will be taken at a distance of 0.5 m and at a 45-degree angle to the point of exit of the exhaust.

All measures taken to ensure that the maximum noise limits are not exceeded must be permanent in nature and must not be cancelled out by the exhaust gas pressure.

Exhaust gas may only exit at the end of the system.

Parts of the chassis must not be used to evacuate exhaust gases.

ARTICLE 7: FUEL SYSTEM, REFUELLING

7.1 Refuelling

Refuelling the car is NOT allowed during the practice, qualifying and the race.

7.2 Fuel tanks

All fuel tanks must be standard or rubber bladders conforming to or exceeding the specifications of FIA/FT3 1999 and must comply with the prescriptions of Article 253-14. They must be placed in the original location or in the luggage compartment.

All fuel lines must comply with the specifications of Article 253-3.

It is recommended that the tank be filled with MIL-B-83054, SAE-AIR-4170 (MIL-F87260 recommended in case of quick refuelling) type safety foam.

Any fuel fitting which is part of the tank walls (air vents, inlets, outlets, tank fillers, inter tank connectors and access openings) must be made of metal or composite and bonded into the fuel tank.

The fuel tank must be contained in a flameproof and liquid-proof housing that has no other mechanical function.

This housing must include a crushable structure on all surfaces, unless positioned within and protected by the main structure/chassis.

7.3 Fuel samples

All cars must be fitted with a self-sealing connector which can be used by the Scrutineers to obtain samples of the fuel feeding the engine.

This connector must be of the type approved by the FIA.

7.4 Fuel Supplier

Fuel is standardized officially supplied by the Organiser.

ARTICLE 8: LUBRICATION SYSTEM

8.1 Catch tank

When a car's lubrication system includes an open type sump breather, it must vent into a catch tank of at least 3 litres capacity fitted with a visible level gauge.

ARTICLE 9: ELECTRICAL EQUIPMENT

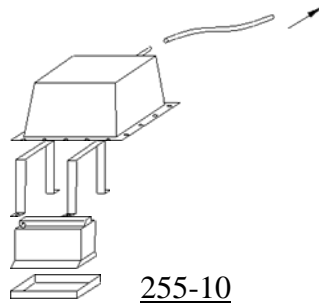
9.1 Battery

Batteries may be situated in the cockpit but without obstructing the exit of the driver. Dry battery is required. If the battery is situated in the cockpit.

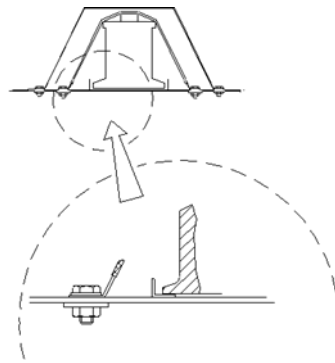
Batteries must be securely fixed to the body shell and completely surrounded by a box made of insulating material that includes an air vent which exits outside the cockpit.

If the battery is situated in the cockpit is a dry battery, it must be protected electrically by a cover which covers it completely. The attachment to the body shell must consist of a metal seat and two metal clamps, with an insulating covering, fixed to the floor by bolts and nuts.

For attaching these clamps, bolts with a diameter of at least 10 mm must be used, and under each bolt, a counter plate at least 3 mm thick and with a surface of at least 20 cm² beneath the metal of the bodywork (see Drawings 255-10 and 255-11).



255-10



255-11

9.2 Windscreen wiper

The car must be fitted with a windscreen wiper system, which must be in working order throughout the event. Only the blades may be replaced.

9.3 Starting

A starter must be fitted and be in working order at all times during an event. The driver must also be able to operate the starter when seated normally.

9.4 Lighting equipment

9.4.1) All lighting equipment must be in working order throughout the event.

9.4.2) The exterior lighting equipment must at least ensure the following functions: Headlights, direction indicators, stop lights, rain light (see 9.4.4) and rear sidelights.

9.4.3) Reversing lights:

The bulbs of the reversing lights must be removed.

9.4.4) Rain lights:

One rain light approved according to the ECE R38 road standard (or an equivalent or stricter standard from another country) or approved by the FIA (Technical List n°19) is compulsory at the back of the car and it must be in working order throughout the event.

It must be:

- a model approved by the FIA (Technical list n°19), or an original third stoplight,
 - directed to the rear at 90° to the car centre line
 - clearly visible from the rear,
 - mounted not more than 10 cm from the car centre line,
 - at least 35 cm above the reference plane,
 - at least 45 cm behind the rear wheel centre line, measured to the face of the lens and parallel to the reference plane, or as on the series-produced car,
 - able to be switched on by the driver when seated normally in the car,
- The three measurements are taken to the centre of area of the lens.

ARTICLE 10: TRANSMISSION

10.1 Transmission system

For cars fitted with a semi-automatic or automatic gearbox are permitted.

10.2 Reverse gear

All cars must have a reverse gear which, at any time during the event, can be selected while the engine is running and be used by the driver when seated normally.

ARTICLE 11: AXLES, SUSPENSION AND STEERING

11.1 Ride height

The AAMC reserves the right to adjust the ride height in order to maintain the Fairness of performance between the cars.

For the checking of the ride height, the pressure of the tyres must not be less than 1.5 bars. If the pressure is less than 1.5 bars when scrutineering, the pressure may be raised to maximum 1.5 bars.

11.2 Suspension type and mounting

11.2.1) All suspension components, with the exception of parts specifically mentioned below must be original equipment supplied by the manufacturer and comply with the Technical Form.

11.2.2) The position of the suspension and the steering box (rack or other) anchorage points on the chassis must be as original.

11.2.3) The addition of an anti-roll bar (adjustable or not) in the front as in the rear is permitted. Those will be mentioned in the Technical Form.

11.2.4) Shock absorbers are mentioned in the Technical Form and must comply with it. The working principle (adjustable (maximum 2 ways) or not) is free. A maximum of 3 spring sets (front/rear) can be homologated.

The shock absorber reservoir and its possible line must be completely isolated from the cockpit or covered and may not be located in a compartment giving access to the ventilation system of the car.

No electrical, hydraulic or pneumatic connection between the shock absorbers is permitted.

The modification of spring, shock absorber and anti-roll bars adjustments from the cockpit is prohibited.

11.3 Steering

The steering lock must be dismantled and the column adjusting system must be locked.

The steering wheel may be fitted with a quick release system.

The quick release mechanism may consist of a flange concentric to the steering wheel axis, coloured yellow through anodizing or any other durable yellow coating and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis.

11.4 Power steering

For cars fitted with an automatically variable power steering, the Technical Delegate may at any time oblige the competitor to use the reference unit registered with the AAMC.

ARTICLE 12: BRAKES

12.1 Hydraulic circuits and tanks

The complete braking system must incorporate at least two separate circuits operated by the same pedal.

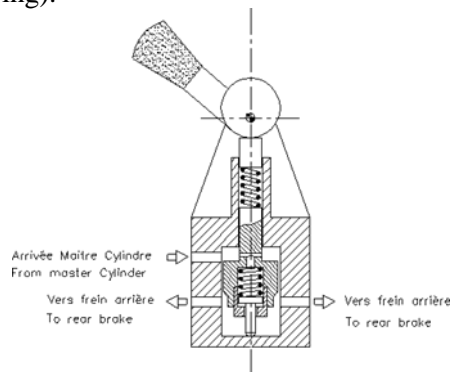
This system must be designed so that if leakage or failure occurs in one circuit, the pedal shall still operate the brakes on at least two wheels.

The brake fluid tanks may be fixed inside the cockpit, on condition that they are securely fastened and protected.

The balance of the braking forces between the front and rear axles may (if homologated) be adjusted by the driver, through:

- a direct and manual intervention on a mechanical system allowing the modification of the position of the centre of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits, mounted on the original pedal unit.

- a direct and manual intervention on a proportional valve, in which the intake pressure of the rear circuit is adjusted through a pre-loaded spring, variable according to the position of the manual linkage system (see the following Drawing).



Only one of these two systems are permitted.

12.2 Anti-lock braking and power braking

For cars fitted with anti-lock and/or automatically variable power braking systems, the Technical Delegate may at any time oblige the competitor to use the reference unit registered with the Promoter.

12.3 Cooling of brakes

Only one flexible pipe to bring the air to the brakes of each wheel is allowed, but its inside section must be able to fit into a circle with a 10 cm diameter.

This pipe may be doubled, but in that case the inside section of each pipe must be able to fit into a circle with a 76 mm (3") diameter.

The air pipes must not go beyond the perimeter of the car, seen from above.

ARTICLE 13: WHEELS

13.1 Dimensions and materials

As listed in the Fairness of Performance table.

Forged magnesium wheels are forbidden.

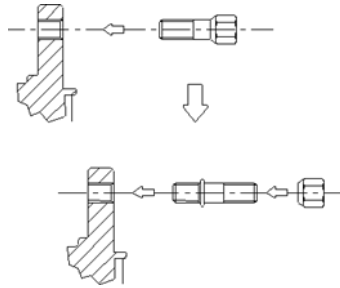
13.2 Wheel visibility

The complete wheel above the hub centre line must not be visible in plain view and when viewed from the front, with the wheels aligned for the car to proceed straight ahead.

13.3 Wheel attachment

Wheel attachment principle must remain original.

Wheels fixations by bolts may be changed to fixations by pins and nuts provided that the number of attachment points and the diameter of the threaded parts as indicated on Drawing 254-1 are respected.



254-1

The wheel nuts may be changed, provided that their material remains ferrous.

Alternatively, another method of retaining the wheels attachment system may be used provided it has been approved and homologated.

Air extractors added on the wheels are forbidden.

13.4 Pressure control valves

Pressure control valves on the wheels are forbidden.

13.5 Sensors

Sensors for measuring the pressure and the temperature of the tyres when the car is in motion are strongly recommended.

If these sensors are used, there must be at least one warning light to notify the driver of a probable failure.

13.6 Pneumatic jacks

Pneumatic jacks are recommended and may be attached to the safety cage, but compressed air bottles are not to be carried on board.

Minimum openings allowing the use of air jacks are authorized.

The bodywork may be modified over a maximum area of 100 cm² as to create a housing for this connector.

ARTICLE 14: COCKPIT

14.1 Equipment permitted in the cockpit

14.1.1) The only components which can be added in the cockpit are:

- Safety equipments and structures
- Tool kit
- Seat, instruments and any other controls necessary for driving including the brake
- power distributor switch
- Electronic and electrical equipment
- Driver cooling system
- Ballast
- Pneumatic jacks and their pipes
- Battery
- Driver ventilation equipment

14.1.2) None of the above items may hinder cockpit exit or the driver's visibility.

14.1.3) The above components must be covered where necessary by a rigid protective material to minimise injury, and their mountings must be able to withstand 25 G deceleration.

ARTICLE 15: SAFETY EQUIPMENT

15.1 Fire extinguishers

The use of the following products is prohibited: BCF, NAF

All cars must be equipped with an extinguishing system and comply with FIA App J Article 253-7.

For the automatic one, a means of triggering from the outside, possibly combined with the circuit breaker and operated by a single lever, must be present at the bottom of the windscreen on the left side.

It must be marked with a letter "E" in red inside a red-edged white circle at least 100 mm in diameter.

15.2 Safety belts

The wearing of two shoulder straps, one lap strap and two crotch straps is compulsory.

These straps must comply with FIA standard N°8853/98.

Safety harnesses in compliance with FIA Standard 8853-2016 (Technical List n°57) are recommended and will be compulsory as from 01.01.2023.

The wearing of two shoulder straps, one lap strap and two crotch straps is compulsory.

It must have a minimum of five (5) anchorage points.

The harness must be used in accordance with Article 253-6 of Appendix J.

Elastic devices attached to the shoulder straps are forbidden.

It is prohibited for the seat belts to be anchored to the seats or their supports.

15.3 Rear view mirrors

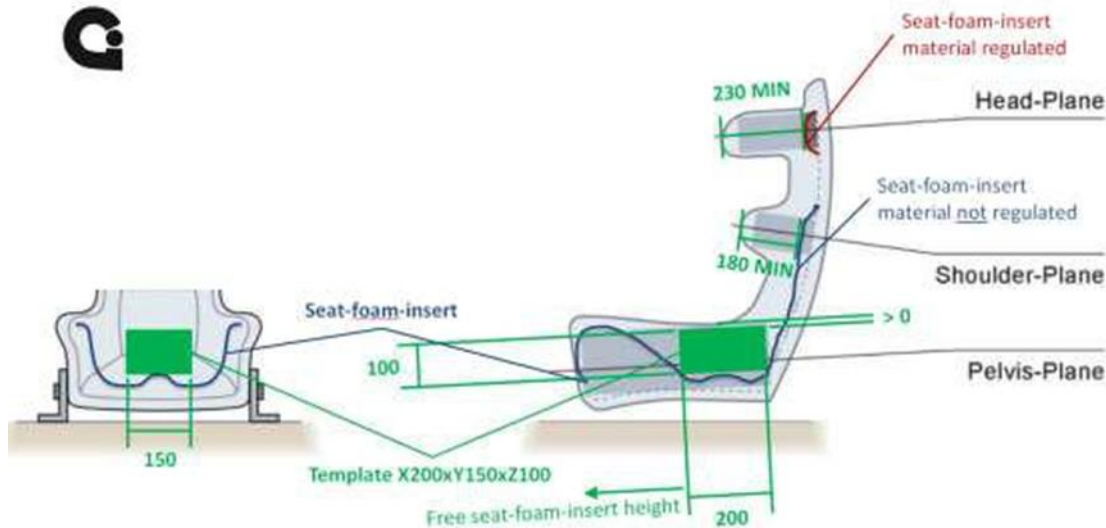
The car must be fitted with two rear view mirrors, one fitted on each side of the car, in order to give an efficient view to the rear. Each mirror must have a minimum area of 100 cm².

15.4 Seats and headrest

15.4.1) The driver's seat must be homologated by the FIA and not modified. If the seat is part of a safety structure approved by the FIA, seat and headrest will be defined in the homologation form. Energy-absorbing and non-flammable material must be situated around the driver's head.

If a foam insert is used between the homologated seat and the driver, minimum lateral support to the driver's head, shoulders and pelvis must be guaranteed as follows:

- 230mm min. at seat-side-head support along the head-plane.
- 180mm min. at seat-side-shoulder support along the shoulder-plane.
- 100mm min. in height at seat-side-pelvis support along the pelvis-plane over a length of 200mm min. This requirement must be verified using a parallelepiped template of dimensions X 200 x Y 150 x Z 100 mm.



If the original attachments or supports are changed, they must comply with the provisions of article 253-16.

15.5 Master switch

The driver, when seated normally with the safety belt fastened and the steering wheel in place, must be able to cut off all the electrical circuits and stop the engine by means of a spark-proof master switch.

This switch must be clearly marked by a symbol showing a red spark in a white-edged blue triangle and be accessible by the driver with his safety belt fastened.

There must also be an exterior switch, which is capable of being operated from a distance.

This switch must be located at the lower part of the windscreen pillar.

15.6 Towing eyes

All cars will be equipped with a rear and front towing device for all events.

It will be clearly visible and painted in yellow, red or orange.

It must allow the passage of a cylinder with a diameter of 60 mm.

It must allow the car to be towed on a dry surface (concrete or asphalt), by applying traction on a plane parallel to the ground, with an angle of plus or minus 15 degrees to the longitudinal centreline of the car.

15.7 Racing nets

They are not compulsory.

If fitted, they must be homologated according to FIA 8863-2013 standard (FIA Technical List n°48). 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. Quick release systems of both nets must be able to be opened by both the driver when seated in racing position with tightened seat-belts as well as by rescue crews.

ARTICLE 16: SAFETY STRUCTURES

16.1 Safety cage

The safety cage must be complied with the FIA App J Article 253 or homologated by an ASN or homologated by the FIA.

Protective padding

Protective padding must be fitted in accordance with appendix J art 253 8.3.

The padding must comply with FIA standard 8857-2001, type A (see technical list n°23 "Roll Cage Padding Homologated by the FIA").