

**FIA GT WORLD CUP – SPORTING REGULATIONS**

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## **FOREWORD**

The Automobile General Association Macao – China (AAMC) will sanction the 71st Macau Grand Prix, which is the property of the Sports Bureau of Macao SAR Government and comprises various Competitions for different categories, including the FIA GT WORLD CUP.

The FIA and the Automobile General Association Macao – China (AAMC) will sanction the 7th FIA GT WORLD CUP (the "CUP" or the "Competition", which is the property of the FIA. All the participating parties (FIA, ASN, Organiser and Competitors) undertake to apply, as well as observe, the rules governing the CUP.

## **1. REGULATIONS**

- 1.1** The final text of the present Sporting and the applicable Technical 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 and the applicable Technical Regulations. For the sake of brevity, the masculine pronoun may be used to represent a person of either gender.
- 1.2** The CUP is governed by the FIA International Sporting Code and its Appendices (the Code), the General Prescriptions applicable to competitions run on circuits, and the present Sporting Regulations and the applicable Technical Regulations and their relevant Appendices / Bulletins.
- 1.3** Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the Code, the General Prescriptions applicable to competitions run on circuits, the present Sporting Regulations or the applicable Technical Regulations and related Appendices / Bulletins shall be decided by the Stewards.
- 1.4** These Sporting Regulations come into force from the time of their publication on the FIA Website ([www.fia.com](http://www.fia.com)) and replace all previous Sporting Regulations.

## **2. GENERAL UNDERTAKING**

- 2.1** All drivers, Competitors 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 Code, the General Prescriptions applicable to competitions run on circuits, the present Sporting Regulations and relevant Appendices, the applicable 2024 Technical Regulations (Article 257A, Appendix J of the Code) and relevant Appendices, and the FIA Official Bulletins together referred to as "the Regulations".

## **3. GENERAL CONDITIONS**

- 3.1** It is the Competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Regulations. If a Competitor is unable to be present in person at the Competition they must nominate their representative in writing. The person in charge of an entered car during any part of the Competition is responsible jointly and severally with the Competitor for ensuring that the requirements are observed.
- 3.2** Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Competition.

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

#### **4. ELIGIBLE CARS**

- 4.1** This Competition is reserved exclusively for Grand Touring Cars (Group GT3) as defined by the applicable Technical Regulations (Article 257A, Appendix J of the Code).

All cars must be in strict compliance with their most up-to-date FIA Homologation Form including its latest extension, as well as the official FIA BOP Chart. Cars older than the most recent version may be accepted providing that they are in conformity with the most recent homologation for that version. The decision to admit such a car will be at the discretion of the Macau Grand Prix Organising Committee.

All Competitors must submit, for each vehicle, the following original items to the FIA Technical Delegate or his assistants at the latest during initial scrutineering and whenever requested:

- FIA Homologation Form
- Homologation Form for the safety cage

The Balance of Performance (BOP) will be notified by the FIA to the Competitors at the latest 2 weeks before the date of the Competition.

The FIA reserves the right to adjust the Balance of Performance (BOP) until 120 minutes before the start of the formation lap of the qualifying race.

- 4.2** The Competitors must use the FIA data acquisition system as defined by the FIA; the following performance monitoring sensors must be directly connected to it:

- Intake pressure
- Intake temperature (PT1000)
- Boost pressure (for supercharged engines only)
- Manifold pressure (for normally aspirated engines only)
- Manifold temperature (PT1000)
- Lambda probe(s)
- Rpm (only for cars homologated as from 01.01.2022)

The sensors must be in their homologated position.

This system must be used during the Competition and serves exclusively to store the data acquired. This system must be installed in strict compliance with the relevant instructions and must work at all times during the Competition.

All costs connected with the checking, servicing, and updating of the system are borne entirely by the Competitors.

The data may be checked at any time during the Competition.

CAN specification must comply at all times during the Competition with the most updated Article 257A-004.1, Appendix J of the Code.

The weight of the system is included in the minimum weight of the car.

- 4.3** Separate to the requirements of Article 4.4, when required by the Organiser, each car must carry either an on-board television camera or ballast as defined by Article 257A-203, Appendix J of the ISC. This ballast must always be clearly identified by marking or by painting and the weight will be defined by the FIA.

The colour of the mark or paint must be GREEN.

The weight of the system will be confirmed by the appointed supplier and is not included in the minimum BoP weight of the car (Article 257A-202, Appendix J of the Code).

#### 4.4

- 4.4.a** Throughout the Competition, the Competitor must have installed in their car an on-board camera footage recording system.
- 4.4.b** It is the responsibility of each Competitor to obtain an on-board camera system, install it in strict compliance with the relevant instructions and ensure that the camera is working and positioned correctly. The on-board camera footage recording system must be installed before scrutineering of the car and in compliance with Article 257A-008, Appendix J of the Code.
- 4.4.c** The video files must be in MP4, AVI or MOV formats. Data must be stored on an SD card. If video software is used, this must include a track map. The Competitor must ensure that the date and time on the camera are correct and that the exact date and time are recorded and visible on the video footages.
- 4.4.d** All SD cards must be emptied before the Competition and be of sufficient capacity to record all the practice sessions and races of the Competition. Each Competitor shall have a spare SD card that could be used to replace immediately the one requested by the FIA Officials at any time during the Competition. Each SD card shall be labeled with the car number. It is the responsibility of each Competitor to retain and keep available all original video footages of all practice sessions and races until the end of the Competition.
- 4.4.e** The weight of the on-board camera system is included in the minimum BoP weight of the car.
- 4.4.f** The camera must face the front of the car and show both the whole steering wheel and the area ahead of the car (viewed through the windscreen). No parts or equipment obstructing the camera's view shall be installed between the camera and steering wheel and the camera and windscreen. If the camera is linked to a data acquisition system, then the Competitor must ensure that the video camera footage includes a visual indication of brake application. If a data acquisition system is not linked to the camera, then the car must be fitted with a separate red light fitted to the dashboard, in clear view of the video camera, that indicates when the brakes are applied.

- 4.4.g** The on-board camera must work as soon as the car leaves its garage and must operate correctly during the entire practice sessions and races. The system must record without interruptions commencing each time the car begins to move until the car stops.
- 4.4.h** The FIA Official will approve the installation and viewpoint of the on-board camera and may require modifications to the camera's position and the angle of view at any time during the Competition. Once the installation of the camera system has been validated by the FIA Official, it is strictly forbidden for the Competitor to move the cameras directly, under pain of penalty that may go as far as disqualification.
- 4.4.i** The video footages and data from the onboard camera system may be used by the Stewards, Race Director, or Promoter. The Competitor must provide the video footages and data from the on-board camera to the FIA Officials promptly upon their request. Any requests from an FIA official for camera footage must be given priority and dealt with immediately. The FIA Officials may recover the footage after any/all practice sessions and races.
- 4.4.j** To minimise the risk of data corruption, it is recommended that Competitors obtain cameras with a backup battery and auto shutdown function. They should ensure the camera is switched off before the car's electrical master switch is turned off and always before the SD card is removed. The following procedure should be followed:
  - 4.4.j.i** Stop all recording;
  - 4.4.j.ii** Power off the camera;
  - 4.4.j.iii** Open case and remove and replace SD card;
  - 4.4.j.iv** Close case, power on and confirm the new card is recognised by the camera and has sufficient space to record the entire session.

#### **4.5** Accident Data Recorder (ADR):

The installation and use of an ADR system in compliance with Article 257A-1308, Appendix J of the Code, is required throughout the duration of the Competition.

The weight of the system is included in the minimum BoP weight of the car.

## **5. ELIGIBLE DRIVERS AND COMPETITORS**

- 5.1** All drivers and Competitors must hold current and valid FIA Grade "ITC-C" or above INTERNATIONAL LICENCES, as well as authorisations issued by their ASN(s). A driver must also be in possession of a current medical certificate of aptitude, either included on the Competition licence or on an attached document.

All documents must be presented at the Competition at the times stated in the appropriate Appendix.

- 5.2** Drivers wishing to compete in the CUP must be categorised by the FIA as Platinum, Gold, Silver, or Bronze.

Should a driver be deemed to have not enough experience as per Article 5.3, the FIA GT World Cup Committee reserves the right to refuse their entry. No explanation need be given for any driver whose entry is rejected.

Drivers who are not categorised must send in a record of achievements to the FIA at the latest fourteen days prior to the beginning of the CUP, using the link available via the FIA website under <http://www.fia.com/fia-driver-categorisation>.

The list of Competitors allowed to take part in the CUP will indicate the category attributed to each driver. Drivers who have not been categorised will not be allowed to take part in the CUP.

The definitions of the categories, the Driver Categorisation List and the application form can be found on the FIA website, under <http://www.fia.com/fia-driver-categorisation>.

- 5.3** Drivers wishing to compete in the CUP must have taken part in at least one GT race (which has been registered on the FIA International Sporting Calendar) during the past two seasons or must have significant experience in GT racing (evaluation at the discretion of the FIA GT World Cup Committee).

## **6. COMPETITION**

- 6.1** The Competition will have the status of a RESTRICTED INTERNATIONAL Competition.

- 6.2** The Competition is restricted by INVITATION ONLY.

- 6.3** The Competition shall comprise the following:

**6.3.a** A static display of the cars taking part in the CUP.

**6.3.b** All practices and races.

- 6.4** There will be two free practice sessions and one qualifying practice session of 30 minutes each, and two races:

Race 1: A qualification race for the CUP run over 12 laps. However, should 60 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 60 minutes period elapsed.

Race 2: The main race of the CUP run over 16 laps. However, should 70 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 70 minutes period elapsed.

Participation in Race 1 is mandatory in order to be able to take part in Race 2. Should a car be unable to take part in Race 1 due to technical damage or damage sustained in an incident or accident during any practice session, and the Technical Delegate has confirmed that this damage cannot be repaired in time; it will start Race 2 from the back of the grid. If two or more cars are concerned, their order will be determined by the Stewards.

- 6.5** The Competition will take place at the Macau Guia Circuit from 11 to 17 November 2024.

**6.5.a** The static display of the cars taking part in the CUP will be from 9 to 11 November 2024. All cars entered in the CUP must be fully assembled (in accordance with Appendix 2) and it is compulsory for them to be displayed at a venue, the location of which will be specified by the Organisers by 4<sup>th</sup> November 2024 at the latest.

**6.5.b** All practice and races from 14 to 17 November 2024.

- 6.6** The Macau Grand Prix Organising Committee 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 Competitor will have no right of claim against the Macau Grand Prix Organising Committee, the Sports Bureau of the Macao SAR Government, AAMC or FIA in respect of any prize moneys or loss of expenses that he may have incurred or may incur as a result.

## **7. FIA GT WORLD CUP FOR DRIVERS**

The award for the FIA GT World Cup for Drivers will be presented to the winner of Race 2. In the event that Race 2 is unable to take place, the award will be presented to the winner of Race 1.

## **8. FIA GT WORLD CUP FOR MANUFACTURERS**

The award for the FIA GT World Cup for Manufacturers will be presented to the winning Manufacturer of Race 2. In the event that Race 2 is unable to take place, the award will be presented to the winner of Race 1.

A minimum of 3 Manufacturers must have been entered for the CUP for FIA GT World Cup for Manufacturers to be awarded.

## **9. DEAD HEAT**

Prizes awarded for all the positions of Competitors who tie will be added together and shared equally.

## **10. ORGANISATION AND INSURANCE**

**10.1** The Organiser shall supply to the FIA no later than 90 days before the Competition:

- Insurance documents as per Article 10 of the present regulations,
- Information set out in Appendix 1, part A,
- Detailed Competition timetable,
- Organisation Agreement.

The FIA, if satisfied with such information, shall complete part B of Appendix 1 and return it to the ASN concerned no later than 30 days before the Competition.

**10.2** The Organiser of the Competition must ensure that all Competitors, their personnel and drivers are covered by third party insurance.

**10.3** Ninety (90) days before the Competition, the Organiser, via its ASN, must send the FIA the mandatory insurance documents in the English language. The Organiser's insurance coverage for the Competition has to be deemed sufficient by the FIA, and the information shall be made available to the Competitors upon request. The insurance must amongst other things fulfil the following points, whilst the complete requirements shall be communicated by FIA.

**10.3.a.i** The insurance certificate must, among other points, name the FIA.

**10.3.a.ii** The insurance premium must guarantee adequate Public Liability Insurance cover in respect of accidental personal injury or property damage to third parties.



**10.3.a.iii** A total minimum of €25 million Public Liability Insurance cover for each and every occurrence and not aggregated is required subject to any applicable national law exemptions. If an applicable national law exemption is to be relied upon then a statement from a qualified lawyer with justification for the exemption in the territory should be included in the document submissions.

**10.3.a.iv** Public Liability cover shall be in addition to and without prejudice to any personal insurance policy held by a Competitor or any other person or legal entity taking part in the Competition.

**10.3.a.v** The insurance cover must be in effect from the set-up to dismantling of the Competition.

**10.4** Drivers taking part in the Competition are not third parties with respect to one another.

## **11. FIA DELEGATES**

**11.1** The FIA will nominate at least the following delegates:

**11.1.a** Technical Delegate.

**11.1.b** Assistant Technical Delegate(s)

**11.1.c** Media Delegate

**11.1.d** Medical Delegate

**11.1.e** Safety Car Driver

**11.1.f** FIA Sporting Delegate

**11.1.g** Pit Lane Delegate

**11.1.h** Any others at the sole discretion of the FIA.

**11.2** The role of the FIA delegates is to help the officials of the Competition in their duties, to ensure, within their fields of competence, that all the regulations governing the Competition are respected, to make any comments they judge necessary and to draw up the various reports required by the FIA concerning the Competition.

**11.3** The Technical Delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national scrutineers.

## **12. OFFICIALS**

**12.1** The following officials will be nominated by the FIA:

**12.1.a** Two Stewards - one of whom will be the chairperson.

**12.1.b** A Race Director and a Deputy Race Director.

**12.2** The following officials will be nominated by the ASN (AAMC):

- 12.2.a** One Steward
  - 12.2.b** The Clerk of the Course
  - 12.2.c** Chief Medical Officer
- 12.3** The Race Director, the Clerk of the Course, the Technical Delegate and the Stewards must be present at the circuit at the latest from the beginning of the Competition as defined by the Code.
- 12.4** The Race Director must be in radio contact with the Clerk of the Course and the Chairman of the Stewards at all times during which cars are permitted to run on the track. Additionally, the Clerk of the Course must be in race control and must be in radio contact with all marshals' posts during these times.
- 12.5** The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with the former's express agreement:
- 12.5.a** The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations.
  - 12.5.b** The stopping of any car in accordance with the Code or Sporting Regulations.
  - 12.5.c** The stopping of practice.
  - 12.5.d** The suspending and resuming of races.
  - 12.5.e** The starting procedure.
  - 12.5.f** The use of the safety car.
  - 12.5.g** The use of Full Course Yellow.

### **13. ENTRIES**

- 13.1** The Competition may be cancelled if fewer than 15 cars are entered.
- 13.2** Each driver is only permitted to enter in one Competition in the Macau Grand Prix. Exceptions to this will only be granted at the discretion of the FIA GT World CUP Committee.
- 13.3** All multiple entries of vehicles in more than one Competition are prohibited.
- 13.4** Competitors' registration will be opened by the FIA on 3 June 2024 and will close on 29 July 2024. Each Competitor shall pay a non-refundable pre-entry fee of €3,000 per car. The official list of selected Competitors will be confirmed by the FIA, upon proposal of the FIA GT World Cup Committee, by 5 August 2024.
- 13.5** The selected Competitor will be invited to register the team of each car selected and one driver per car at the latest on 29 August 2024.

Each Competitor must pay an entry fee of €11,500 per car for the Competition. This entry fee will allow the driver to compete for the "GT World CUP for Drivers" (See Article 7) and "FIA GT World CUP for Manufacturers" (See Article 8). The deadline for full payment of the entry fee is 29 August 2024.

The official entry list of selected teams and drivers will be confirmed by the FIA, upon proposal of the FIA GT World CUP Committee, not later than 25 October 2024.

- 13.6** Should there be fewer than 18 entries for the Cup, additional entries may be accepted up to a maximum number of 23 entries, at the sole discretion of the FIA GT World CUP Committee no later than 2 weeks before the Competition. Each Competitor accepted in this way shall pay the non-refundable pre-entry fee specified in Article 13.4 and the entry fee specified in the Article 13.5, both increased by 10 %.

#### **14. PASSES – TEAM IDENTIFICATION**

- 14.1** Identification passes will be issued for each competing vehicle on the following basis:

- 14.1.a** 12 passes per car will be issued with pit lane and garage access.
- 14.1.b** Identification will not be issued unless names and identity cards or passport numbers are provided.
- 14.1.c** Identification passes will be issued at the track office to the Competitor, or to his representative authorised in writing.
- 14.1.d** A pass must be used only by the person and for the purpose for which it was issued.
- 14.1.e** All team members must wear the appropriate pass or credentials when at the circuit in a clearly visible manner at all times during the Competition.
- 14.1.f** Abuse of the passes will result in these passes being withdrawn completely.

#### **15. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

- 15.1** The Stewards or Race Director may give instructions to Competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all Competitors, who must acknowledge receipt.

Official instructions and communications to Competitors may also be given via a dedicated radio channel, chat system or through the timekeeping monitors.

- 15.2** All classifications and results of practice sessions and races, as well as all decisions issued by the officials, will be posted on the digital notice board and communicated to the Competitors.
- 15.3** Any decision or communication concerning a particular Competitor should be communicated to him forthwith in writing within 30 minutes of such decision and receipt must be acknowledged.

#### **16. INCIDENTS**

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

- 16.1.a** Required stopping of a practice or the suspension of a race under Article 42.
- 16.1.b** Constituted a breach of these Sporting Regulations, the Race Director's Competition Notes or the Code.

- 16.1.c** Caused a false start by one or more cars.
- 16.1.d** Caused a collision.
- 16.1.e** Forced a driver off the track.
- 16.1.f** Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
- 16.1.g** Illegitimately impeded another driver during overtaking.

## 16.2

- 16.2.a** The Race Director may report any incident to the Stewards. After a review, 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 noted by themselves. It shall be at the discretion of the Stewards to decide if any driver involved in an incident should be penalised.
- 16.2.b** If an incident is under investigation by the Stewards, a message informing all teams of which driver or drivers are involved will, where possible, be displayed on the timing monitors (if the circuit facilities so permit).

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

## 16.3 The Stewards may impose any one of the penalties below on any driver involved in an incident:

- 16.3.a** A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping at his pit.
- 16.3.b** A ten-second stop-and-go penalty. The driver must enter the pit lane, stop in his pit stop position for at least ten seconds and then re-join the race.

If either of the two penalties above are imposed during the last three laps, or after the end of a race, Article 16.4b) below will not apply and 30 seconds will be added to the elapsed race time of the driver concerned in the case of a) above and 40 seconds in the case of b).

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

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

- 16.3.g** Deletion of a driver's lap time or times.
- 16.3.h** Disqualification from the results.

## 16.4 Should the Stewards decide to impose the penalty under Article 16.3.a or b, the following procedure shall apply:

- 16.4.a** The Stewards will give written notification of the penalty which has been imposed to the Competitor concerned and will inform all Competitors using the timing monitors.

- 16.4.b** From the time the Stewards' decision is notified on the timing monitors and/or on the Line, the relevant driver and his car may cross the Line on the track no more than once before entering the pit lane.

However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty after the safety car has been deployed or whilst a Full Course Yellow period is in operation. The number of times the driver crosses the Line behind the safety car or under Full Course Yellow will be added to maximum number of times he may cross the line on the track.

The period behind the Safety Car will only end once the Safety Car has entered the pit lane and all the cars have crossed the Line.

- 16.4.c** Whilst a car is stationary in the pit lane as a result of incurring a penalty under Article 16.3.b above it may not be worked on. However, if the engine stops it may be started after the prescribed stop time has elapsed, respecting Article 32.13.
- 16.4.d** When the prescribed stop time has elapsed, the driver may rejoin the race.
- 16.4.e** Any breach of failure to comply with Article 16.4 c) may result in the car being disqualified.

## **17. PROTESTS, RIGHT OF REVIEW AND APPEALS**

- 17.1** Protests and petitions for Right of Review shall be made in accordance with the Code and accompanied by a deposit in cash of €1,000 (one thousand Euros).
- 17.2** Appeals must be made in accordance with the International Sporting Code. The appeal fee will be of €6,000 (six thousand Euros).
- 17.3** Appeals may not be made against decisions concerning the following:
- 17.3.a** The penalties imposed under Article 16.3.a, b, c, d, e or f, including those imposed during the last three laps or after the end of the race.
  - 17.3.b** Any penalty imposed under Article 33.5.
  - 17.3.c** Any decision taken by the Stewards in relation to Article 37.3.
  - 17.3.d** Any penalty imposed under Article 37.5.
  - 17.3.e** Any penalty imposed under Article 38.5 or Article 43.3.
  - 17.3.f** Any penalty imposed under Article 38.6.

## **18. SANCTIONS**

The Stewards may inflict the penalties specifically set out in the present Sporting and the applicable Technical Regulations in addition to or instead of any other penalties available to them under the Code.

## **19. DRIVING**

- 19.1** The driver must drive the car alone and unaided.
- 19.2** Drivers must observe the provisions of the Code of driving conduct on circuits (Ch. IV, Appendix L of the Code) at all times.
- 19.3** Drivers must use the track at all times.
- 19.4** More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.
- 19.5** Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited.
- 19.6** As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake.

Any driver who is deemed to be ignoring the waved blue flags will be reported to the Stewards.

## **20. COMPETITION NUMBERS AND DRIVER'S NAME**

- 20.1** Each car must carry the competition number and the windscreen strip provided for its driver by the Organiser. All numbers and the windscreen strip must be affixed before scrutineering.

The placing of the numbers and the windscreen strip must be in accordance with Appendix 2.

- 20.2** Every Competitor must display the name of the driver and the driver's national flag on the bodywork or on the outside of the cockpit. These must be clearly legible. (See Appendix 2)

## **21. PROMOTION**

- 21.1** Drivers must take part in any promotional activity requested by the Organiser such as autograph sessions, prize-giving, podium ceremonies, press conferences, pit road walkabouts, photo shooting, social events and pre-race parades.
- 21.2** By taking part in the CUP, drivers, Competitors and Manufacturers give the Organiser the right to use their names and images and racing car images for any promotional, advertising, publicity and public relations purpose, for the promotion of the Competition and the Macau Grand Prix.
- 21.3** Use of the Organiser's logo by the Competitors, Manufacturers and drivers or their agents or representatives is prohibited unless prior written permission has been obtained from the Organiser.

## **22. NUMBERS OF CARS PARTICIPATING**

The maximum number of cars invited and allowed to start each race and practice is limited to 23.

## **23. FUEL**

### **23.1** It must be possible to take a 2.0 kg sample of fuel from a car at any time during the Competition.

These must be taken through an FIA-approved self-sealing connector, fitted immediately before the injectors (see Technical List n°05).

The samples must be taken before any check requiring the engine to be started.

Competitors must make available a fuel pipe with cut-off device for taking fuel samples. This pipe must be long enough to reach the ground outside the car.

### **23.2** Only the controlled fuel as supplied at the Competition by the FIA-appointed Supplier may be used throughout the Competition. The fuel specification will be notified to Competitors in advance. Any alteration to the specification of the fuel as supplied by the FIA-appointed Supplier may result in disqualification from the Competition.

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

During all refuelling or fuel handling operations:

**23.3.a** The relevant personnel must be wearing fire-retardant clothing (overalls, gloves, balaclava and footwear);

**23.3.b** An assistant, wearing fire-retardant clothing (overalls, gloves, balaclava and footwear), and who is equipped with a suitable fire extinguisher of appropriate capacity, must be present;

**23.3.c** The car must remain on its wheels on the ground.

**23.3.d** No work whatsoever, including any outside intervention, is allowed on the car.

**23.3.e** The driver must not be inside the car during any fuel operation.

### **23.4** The FIA-approved comparative analysis control device provided by the FIA-appointed Supplier will be used for fuel checks. Should any alteration to the specification of the fuel be found with this method, fuel samples will be taken as follows, and be sent either to the Macau University of Science and Technology Foundation – Racing Laboratory or to any other FIA approved laboratory (see Technical List n°02):

**23.4.a** Three samples will be taken at the Competition and sealed and labelled. One will be sent for analysis by the laboratory, one will be retained by the Competitor and one will be retained by the FIA.

**23.4.b** The laboratory will check the fuel samples for conformity by using a gas chromatographic technique, which will compare the sample taken with the fuel approved for use at the Competition. Samples that differ from the approved fuel in a manner consistent with evaporative loss will be considered to conform. The FIA retains the right to subject the fuel sample to further testing at an FIA-approved laboratory.

**23.4.c** GC peak areas of the sample will be compared with those obtained from the reference fuel. Increases in any given peak area (relative to its adjacent peak areas) which are greater than 12%, or an absolute amount greater than 0.1% for compounds present at concentrations below 0.8%, will be deemed not to comply.

- 23.4.d** If a peak is detected in a fuel sample that was absent in the corresponding reference fuel, and its peak area represents more than 0.10% of the summed peak areas of the fuel, the fuel will be deemed not to comply.
- 23.4.e** If this first sample gives a result that indicates that the fuel is not in conformity with the master reference sample the Competitor will be informed and will be given the opportunity to have his sealed sample tested in his presence at an FIA-approved laboratory.
- 23.4.f** If both samples are found not to be in conformity, or if the Competitor declines the opportunity to have his sealed sample tested, then the results will be passed to the Stewards.

## **24. PIT ENTRY, PIT LANE AND PIT EXIT, AND PIT STOPS**

- 24.1** The section of track between the first safety car line and the beginning of the pit lane will be designated the “pit entry”.
- 24.2** The section of track between the end of the pit lane and the second safety car line will be designated the “pit exit”.
- 24.3** The pit lane will be divided into two lanes: the lane closest to the pit wall will be designated the “fast lane” and the lane closest to the garages will be designated the “inner lane”.

Other than when cars are at the end of the pit lane under Article 38.3 and Article 42 the inner lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.

- 24.4** Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team’s designated garage area to the end of the pit lane.
- 24.5** Any car required to stop at the pit exit during a safety car period, must form up in a line in the fast lane and leave in the order in which it arrived unless another car is unduly delayed.
- 24.6** Any driver that must start the race from the pit lane may not drive his car from his teams designated garage area until the 10-minute signal has been given and must stop in a line in the fast lane. Under these circumstances working in the fast lane will be permitted, but any such work is restricted to:
- Starting the engine and any directly related preparation.
  - Changing of wheels when a climatic change has been confirmed.
  - When cars are permitted to leave the pit lane, they must do so in the order in which they arrived at the end of the pit lane unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.
- 24.7** Other than drying or sweeping of any tyre rubber left when cars leave their pit stop position, Competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed upon by the FIA Technical Delegate.
- 24.8** Competitors must not paint lines on any part of the pit lane or otherwise mark their position with tape or other means.
- 24.9** Other than in Articles 24.6 and 42.4 no equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.



- 24.10** It is the responsibility of the Competitor to release his car after a pit stop only when it is safe to do so and only in a safe condition.
- 24.11** Starting an engine with an external device will be considered working on the car; consequently, this will not be permitted in the fast lane of the pit lane. This article shall not apply in the event of race suspension as defined in Article 42 or when starting the race from the pit lane as provided for in Article 24.6.
- 24.12** Cars may not enter the fast lane of the pit lane until the pit exit is opened at the start or re-start of each practice session. Furthermore, no car may be moved to a position in the slow lane which is closer to the pit exit than the garage which has been assigned to the relevant team.
- 24.13** In exceptional circumstances the Race Director may ask for the pit entry to be closed during the race for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.
- 24.14**
- 24.14.a** During any pit stop, whatever the reason, the driver is obliged to turn off the engine.
  - 24.14.b** Bottles with compressed air are forbidden from being carried on the backs of mechanics.
  - 24.14.c** Cars must be angle-parked in formation in all practice sessions (front section of the car towards pit exit at an angle of approximately 45 degrees), even in the case of a change of one or more wheels. Only in this position can cars be worked on when stopped in the pit lane working area during any practice session.
  - 24.14.d** During the races, cars must be parked parallel to the pit lane.
  - 24.14.e** Boards statically placed in the working lane to indicate to the driver where to stop are forbidden.
  - 24.14.f** The Competitor must take care that no tyres may roll into the fast lane.
  - 24.14.g** At no time during the pit stop shall more than one air gun / battery gun per car be used or be within the working lane (the change to a second air / battery gun is allowed).
  - 24.14.h** Only the area in front of the team's assigned pit garage can be used.

## **25. SPORTING CHECKS**

- 25.1** During initial scrutineering, and at any time during the Competition, each Competitor must have available all documents required by Article 5.1 above in addition to the car's technical passport.
- 25.2** Unless a waiver is granted by the Stewards, Competitors who do not keep to the time limits will not be allowed to take part in the Competition.
- 25.3** The Organiser may require Competitors to fit an Electronic Self Identification Module for the purpose of accurate timing, the exact position of which will be advised prior to the Competition itself. These modules will have to be in place and switched on for all practice sessions and for the races.

## **26. SCRUTINEERING**

- 26.1** Initial scrutineering of the car will take place at the times specified in Appendix 1.

- 26.2** It is the responsibility of the Competitor to present the engine ready to be sealed in accordance with Article 30.3.a.iii hereunder.
- 26.3** During scrutineering, Competitors must present all items of clothing including helmets and frontal head restraint intended to be used. All items must comply with Ch. III, Appendix L of the Code.
- 26.4** Competition numbers and any official advertising must be on the car for inspection during scrutineering and Competitors must therefore comply with the requirements of Article 50.
- 26.5** No car may take part in the Competition until it has been passed by the scrutineers.
- 26.6** The scrutineers may:
- 26.6.a** Check the eligibility of a car or of a driver's equipment at any time during the Competition.
  - 26.6.b** Require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
  - 26.6.c** Require a Competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.
  - 26.6.d** Require a Competitor to supply them with such parts or samples as they may deem necessary.
  - 26.6.e** Conduct random checks within the scope of the present Sporting Regulations and the applicable Technical Regulations.
  - 26.6.f** Conduct checks without prior request from the Clerk of the Course or Stewards.
- 26.7** 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.
- 26.8** The Race Director or Clerk of the Course may require that any car involved in an accident be stopped and checked.
- 26.9** After each race and qualifying practice session some classified cars will be selected and must undergo scrutineering. All other cars will be held under Parc Fermé conditions until further notice.
- 26.10** 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 Competitors.
- 26.11** 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 applicable Technical Regulations.
- 26.12** All Competitors must declare the use of radios and their frequencies to the Organisers and seek the necessary permissions and permits prior to their use. Any infringements may result in the confiscation of such equipment for the duration of the Competition.

## **27. MEETINGS**

- 27.1** A drivers' meeting will take place at the venue and time specified in the official timetable for the Competition. All drivers entered for the Competition and their team managers must be present. Any driver or Team Manager not attending and not signing the attendance sheet at the meeting will be brought before the Stewards for their consideration and may be subject to a penalty of € 500 (five hundred euros).

- 27.2** A further meeting, if deemed necessary by the Race Director or the Clerk of the Course, may take place at a time and location to be notified.
- 27.3** A Team Managers' meeting will take place at the venue and time specified in the official timetable for the Competition. All Team Managers must be present. Any Team Manager not attending the meeting will be brought before the Stewards for their consideration and may be subject to a penalty.

## **28. TYRE LIMITATION DURING THE COMPETITION**

- 28.1** The FIA will register reference dry- and wet-weather tyres for the Competition. This list of reference tyres will be published before the start of scrutineering.

Only the tyres as supplied by the Manufacturer appointed by the FIA may be used. The tyres must be used according to the instructions supplied by this Manufacturer. 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.

All tyres must be collected during the Competition from the tyre Manufacturer appointed by the FIA.

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

- 28.2** Tyre limitation during the Competition:

**28.2.a** Dry-weather tyres: no car may use more than 5 sets of dry-weather tyres.

**28.2.b** Wet-weather tyres: no car may use more than 3 sets of wet-weather tyres.

- 28.3** Control of tyres:

**28.3.a** The control of the tyres will be carried out according to a process defined by the FIA.

**28.3.b** All tyres which are to be used at Competition must be identified by RFID and barcodes on the outer sidewall (see Technical List n°54).

**28.3.c** Competitors are responsible for obtaining the equipment needed to read these identification labels.

**28.3.d** Other than in cases of force majeure (accepted as such by the Stewards), all tyres intended for use at a Competition must be presented to the FIA Technical Delegate for allocation prior to the end of initial scrutineering.

**28.3.e** The Organisers reserve the right to enforce Parc Fermé conditions on tyres at any time, details of which will be published in a Steward's bulletin.

**28.3.f** Competitors must allow free access to check tyres by duly appointed scrutineers or marshals at any time during the Competition.

- 28.4** Use of tyres:

**28.4.a** The use of tyres without appropriate identification is strictly forbidden during the entire Competition (including the starting procedure, the pre-grid and the grid).

- 28.4.b** Wet-weather tyres may be used only after the track has been declared wet by the Race Director for the practice session (free practice, qualifying). The use of wet-weather tyres is free for the races.
  - 28.4.c** Tyres may only be inflated with air or nitrogen.
  - 28.4.d** All tyres, when under the control of a Competitor, must remain visible at all times within the Competitor's designated garage or within the area in front of the Competitor's designated garage between the garage and the painted red line on the ground.
- 28.5** The use of tyre-heating, heat retaining and/or cooling devices as well as pre-heating/cooling is forbidden.

## **29. WEIGHING**

### **29.1**

- 29.1.a** During and after each practice session and race cars may be weighed.
  - 29.1.b** The relevant car may be disqualified should its weight be less than that specified in the applicable Technical Regulations when weighed under Article 29.1.a, save where the deficiency in weight results from the accidental loss of a component of the car.
  - 29.1.c** 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 until it has finished the post qualifying or post-race scrutineering or during the weighing procedure. (Except by a scrutineer when acting in his official capacity.)
  - 29.1.d** Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorised by such officials.
- 29.2** Any breach of these provisions for the weighing of cars may result in the application of the following penalties:

**29.2.a** In practice sessions:

The cancellation of all the lap times set in the free practice, or,

The cancellation of all the lap times set in qualifying.

**29.2.b** In a race:

The disqualification of the car concerned.

- 29.3** Should a Competitor damage the weighing scales through negligence sufficiently to render them unusable for the remainder of the practice session, then their practice times from that session will be disallowed and the Competitor will be liable to the cost of any necessary repairs.

## **30. GENERAL CAR REQUIREMENTS**

- 30.1** In accordance with the provisions of Article 257A-506, Appendix J of the Code, the use of one-way telemetry (car to pit) is allowed. Additionally, legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by radio are all allowed.

- 30.2** Competitors must ensure that all chassis and engine data from each qualifying session or race is available, directly from the car, at any time after a session or race and until the cars are released from post-qualifying or post-race Parc Fermé.
- 30.3** During the Competition, it is forbidden to replace the following parts on pain of a sanction which may go as far as disqualification:
- 30.3.a** Engine:
- 30.3.a.i** No car may use more than one engine during the Competition.
- 30.3.a.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.
- 30.3.a.iii** Each engine must be sealed by the FIA Technical Delegate before being used by the Competitor for the first time. It will be sealed so as to prevent the dismantling of the cylinder head, oil sump and camshaft driving system covers. Any breaking of one or more seals must be approved beforehand by the FIA Technical Delegate on pain of a sanction which may go as far as disqualification.
- 30.3.b** Chassis:
- 30.3.b.i** No car may use more than one chassis during the Competition.
- 30.3.b.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.
- 30.3.b.iii** Each chassis must be sealed by the FIA Technical Delegate before being used by the Competitor for the first time.

## **31. SPARE CARS**

Spare cars are not permitted.

## **32. GENERAL SAFETY**

- 32.1** Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.
- 32.2** 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.
- 32.3** 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.
- 32.4**
- 32.4.a** During practice sessions and races, drivers may use only the track and must at all times observe the provisions of the Code of driving conduct on circuits (Ch. IV, Appendix L of the Code) relating to driving behaviour on circuits.

**32.4.b** Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.

### 32.5

**32.5.a** If a car stops on the track, it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. No mechanical assistance can be used to help the driver re-join the practice or race (other than under Article 32.12 d) or 42.3).

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

### 32.6

**32.6.a** Repairs to a car may be carried out only in the paddock, pits and on the grid.

**32.6.b** Competitors must ensure that when not in use, their cars remain in the garage or paddock space specifically allocated to them by the Organiser for that specific car, and that any work on or repairs to the vehicle is also carried out in the allocated garage or paddock space only. Breach of this requirement may entail disqualification.

**32.7** The Organiser must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.

**32.8** Refilling of liquids can only be carried out in the garage or paddock space specifically allocated for that specific car. It is forbidden to refill any kind of liquid during the sessions and races.

**32.9** Save as specifically authorised by the Code or the present Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the team's designated garage area, the pit lane or on the starting grid.

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

**32.11** 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.

**32.12** During the periods commencing five minutes prior to and ending five minutes after every practice session and the periods between the commencement of the formation lap which immediately precedes each race and the time when the last car enters the Parc Fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of:

**32.12.a** Marshals or other authorised personnel in the execution of their duty.

**32.12.b** Drivers when driving or on foot, having first received permission to do so from a marshal.

**32.12.c** Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.

**32.12.d** Team personnel when assisting marshals to remove a car from the grid after the start of the race.

**32.13** During a race, the engine may only be started with the car starter except after a time penalty, where the use of an external starting device is allowed. The car must leave its position from the grid and the pit lane with no external intervention.

**32.14** Drivers taking part in practice sessions and races must always wear the clothes and helmet specified in the Code. (See Ch. III, Appendix L of the Code.)

**32.15** A speed limit of 60 kph will be enforced in the pit lane. Except in the races, any driver who exceeds the limit will be fined €50 (fifty Euros) for each kph above the limit. During the races, the Stewards may impose any of the penalties under Article 16.3 on any driver who exceeds the limit.

**32.16** 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.

**32.17** The car's white headlights, red rear lights and rear rain 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.

**32.18** Only two team members per participating car (all of whom shall have been issued with special identification which they must be wearing) are allowed in the signalling area during practice sessions and after the start of the races.

People under 18 years of age are not allowed in the pits, pit lane, on the pit wall and on the starting grid, unless specifically authorised by the FIA Sporting Delegate.

**32.19** Animals, except those which may have been expressly authorised by the Organiser for use by security services, are forbidden in the pit area and on the track and in any spectator area.

**32.20** The Race Director, the Clerk of the Course, the Medical Delegate or the Chief Medical Officer can require a driver to have a medical examination at any time during a Competition. This medical examination may include a test for alcohol (Article 2, Ch. II, Appendix L of the Code)

**32.21** All drivers and team members who are reported for speeding on the streets used for the racing circuit, when these streets are open to normal traffic, will be reported to the Stewards for their consideration.

**32.22** Failure to comply with the general safety requirements of the Code or the present Sporting Regulations may result in the disqualification of the car and driver concerned from the Competition.

**32.23** The use of skates is allowed on the pre-grid for all sessions. At 5 minutes before paddock gates open, at the very latest, all cars must be resting on their wheels. The use of skates is allowed in the paddock when cars arrive back to the paddock garages after both free practice sessions.

The use of skates is not allowed:

- In the pit lane,
- In the paddock after qualifying and both races until Parc Fermé is opened.

**32.24** All team and technical personnel must wear long trousers in the pit lane during all practice sessions and races.

### **33. PRACTICE SESSIONS**

**33.1** 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 races.

- 33.2** No driver may start in the first race without taking part in at least one practice session.
- 33.3** During all practice sessions there will be a green light and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag or flashing blue light will be shown at the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.
- 33.4** If a car stops during a practice session, it must be removed from the track as quickly as possible so that its presence does not constitute a danger to, or hinder, other Competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.
- If technical means are used by 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.
- 33.5** In the event of a driving infringement during a practice session, the Stewards may penalise 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.
- 33.6** 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 the penalties referred to in Article 16.3.e, f or g.
- 33.7** Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start Race 1.
- 33.8** All laps covered during qualifying practice session will be timed to determine the driver's position at the start of Race 1 in accordance with Article 37. 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.
- 33.9** If the qualifying practice session is stopped with less than four minutes remaining, it will not be restarted.

#### **34. STOPPING THE PRACTICE**

- 34.1** 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 their designated working area in 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.
- 34.2** At the end of each practice session no driver may cross the Line more than once.

#### **35. PRESS CONFERENCES**

After the qualifying practice session, all drivers are required to make themselves available to attend a press conference in the media centre. This will normally take place 15 minutes after the end of the qualifying practice session.



### **36. THE PRE-GRID**

Free practice 1, free practice 2, qualifying and starting procedures of both Races will commence from the paddock gate and the following procedure will apply:

- Cars will be placed in a 2 x 2 formation on the paddock pre-grid approximately 20 minutes before the beginning of each session.
- All cars must be ready to proceed to the pre-grid when called forward from their garages by the officials. Any car which is not ready when called to move to pre-grid will not be allowed to join the session unless the Technical Delegate confirms that there is a technical issue which requires remedial action and gives specific permission for the car to join the pre-grid after this time.
- Any car which has not joined the pre-grid when the paddock gate is closed will not be permitted to join the session, unless exceptional authorisation is given by the Race Director, after consultation with the Technical Delegate.
- The pre-grid order for free practice 1 will be determined by a ballot to be drawn at the Team Managers' meeting. The pre-grid order for all subsequent sessions will be based on the results of the previous session.
- Unless exceptional authorisation is given by the Race Director, after consultation with the Technical Delegate, starting the engines or leaving the engines running for the purpose of warming-up is not allowed on the paddock pre-grid for safety reasons, until 1-minute before the paddock gate opens.
- The cars will be released from pre-grid in the sequence they are in when the paddock gate opens. Any car(s) delayed leaving its position will be released only after all the other cars have left the paddock.
- The paddock gate will be closed when the last car in pre-grid able to do so has left to join the track and the gate will be open for a maximum of 5 minutes for each session. Any car unable to leave by the time the gate is closed will not be permitted to join the session.

### **37. THE GRID**

**37.1** At the end of the qualifying practice session, the fastest time achieved by each driver will be officially published.

**37.2** The grid for 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 Race 1 will determine the grid positions for Race 2. Any cars starting Race 1 failing to complete a lap will be arranged at the back of the grid for Race 2 in their Race 1 grid order.

The provisional starting grid will be published no less than four hours before the start of the formation lap for the respective race. Competitors whose cars are unable to start for any reason whatsoever (or who has good reason to believe that their cars will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity and in any case, no later than two hours before the start of the formation lap.

If one or more cars are withdrawn, the starting grid will be closed up accordingly and the final starting grid confirmed one hour and thirty minutes before the start of the formation lap for their respective race.

Any penalties imposing a drop of grid positions will be applied in the order in which the relevant offences occurred. Any qualified car subject to an obligation to start from the back of the grid will be placed behind all other qualified cars (including those subject to a drop of grid positions) but ahead of any cars which have been accepted in accordance with Article 37.3 or Article 6.4.

- 37.3** Any driver who has not set a qualifying lap time or whose best qualifying lap exceeds 107% 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 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 Competitor will not be able to appeal against the Stewards' decision.

- 37.4** The grid will be in a 2 x 2 formation and the rows on the grid will be separated by 7.2 metres.
- 37.5** 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 38.3.

## **38. STARTING PROCEDURE / ROLLING START**

- 38.1** There will be a rolling start.

- 38.2** 20 minutes before the time for the start of the formation lap, the cars will leave the paddock exit to cover one or more reconnaissance laps. After the completion of the reconnaissance laps, they will stop on the grid in starting order with their engines stopped.

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

The paddock exit will be closed as soon as the last car able to do so leaves the pre-grid.

- 38.3** 12 minutes before the start of the formation lap, a warning signal announcing the closing of the pit exit in 2 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 or at the paddock exit can start from the pit lane, provided it reached the end of the pit lane 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. Cars starting from the pit lane or paddock exit will not be permitted to take part in the formation lap.

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.

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

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

- 38.5** 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 if the car has been moved out of the fast lane during a race suspension.

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

A penalty under Article 16.3.a will be imposed on any driver whose car did not have all its wheels fully fitted at the five-minute signal or was not resting on its wheels at the three-minute signal.

- 38.6** 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. Failure to abide by these regulations will result in a penalty under Article 16.3.a.

If any driver needs assistance after the 15-second signal, the driver must indicate this to the marshals, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

- 38.7** When the green lights are illuminated, the cars will begin the formation lap with the official leading car leading, maintaining their starting order. When leaving the grid, all drivers must respect the pit lane speed limit until they pass pole position. Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after the cars able to do so have left the grid, the mechanics may then work on the car again. If successful, the car may then start from the pit lane.

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

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

- 38.9** 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 38.3.

A penalty under Article 16.3.a 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.

Any driver who is delayed leaving the grid must not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line and must start from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap.

- 38.10** The speed of the official leading car (as which a Safety Car can be used) will be around 80 kph during the formation lap. The official leading car will pull off at the end of the formation lap. From that moment, the car on pole position will be in charge of the speed and will then slowly increase his speed to a maximum of 110 km/h by the moment of the start. All cars in formation should do likewise, remaining in line over the starting boxes until the starting signal is given. No car should exceed the speed of the leader prior to the starting signal. The formation of cars must be kept as tight as possible up to the point at which the start signal is given. This means that there should be no significant gaps between the row of the cars as they approach the line for the starting signal.

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

The starting signal will be given by extinguishing all red lights. Race timing will commence at the point when the start signal is given.

**38.11**

- 38.11.a** During the start of a race, the pit wall must be kept free of all people, 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.
- 38.11.b** If a problem arises when the cars reach the Line at the end of the formation lap, the red light will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap that will follow the same rules as above; as the official leading car will no longer be on the track, the driver in pole will be responsible for the speed, which must comply with the regulations governing speeds in the presence of the Official leading car.
- 38.11.c** If additional formation laps are necessary, only the first formation lap will not count toward the total distance of the race. The start of the race will be considered to have been given at the end of the first formation lap. The Race Starter will be the judge of fact.

Cars starting from the pit lane may join the race once the whole field has passed the end of the pit lane at the start of the second formation lap and will have completed their first lap as soon as they cross the Start/Finish line for the first time. The lights at the pit lane exit must be observed strictly.

**38.12** Only in the following cases will any variation in the starting procedure be allowed:

- 38.12.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, teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten-minute point.
- 38.12.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 timing monitors. Once the start time is known at least ten minutes warning will be given.
- 38.12.c** If the race is started behind the safety car, Article 40.15 will apply.

**38.13** 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 the present Sporting Regulations relating to the starting procedure may result in the disqualification of the car and driver concerned from the Competition.

**39. THE RACES**

- 39.1** During a race, 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.
- 39.2** If a car stops during a race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other Competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

If technical means are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to rejoin the race.

**40. SAFETY CAR**

- 40.1** The safety car will be driven by an FIA-approved driver and an observer capable of recognising all the competing cars, who is in permanent radio contact with race control.
- 40.2** 20 minutes before the start of the formation lap the safety car will take up position at the front of the grid and remain there until the five-minute signal is given. At this point (except under Article 40.15) it will cover a whole lap of the circuit and take up position.
- 40.3** The safety car may be brought into operation to neutralise a race upon the order of the Race Director.
- It will be used only if Competitors or officials are in immediate physical danger, but the circumstances are not such as to necessitate suspending the race.
- 40.4** 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.
- 40.5** 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.
- 40.6** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 40.7** All competing cars must then reduce speed and form up in line behind the safety car no more than five car lengths apart.
- 40.8** With the exceptions of the cases listed under a) to h) below, no driver may overtake another car on track, including the safety car, until he passes the Line for the first time when the safety car is returning to the pits. However, if the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, Article 40.14 will apply.

The exceptions are:

- 40.8.a** If a driver is signalled to do so from the safety car.
- 40.8.b** Under Article 40.15 below.
- 40.8.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.
- 40.8.d** When leaving the pits a driver, including the safety car may be overtaken by another car on the track before he reaches the second safety car line.
- 40.8.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.
- 40.8.f** Any car stopping in its designated working area may be overtaken.
- 40.8.g** If any car slows with an obvious problem.
- 40.9** 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.
- 40.10** 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 40.12 below) and all remaining cars must keep the formation as tight as possible.

While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit.

A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.

**40.11** 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 garage area.

**40.12** When the Race Director decides that 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.

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

**40.14** 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.

**40.15** 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:

**40.15.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

**40.15.b** There is more than one car starting from the pit lane and one of them is unduly delayed.

In either case drivers may only overtake to re-establish the original starting order or the order the cars at the pit exit were in when the race was started.

Any driver delayed in either way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and may only join (or rejoin) the race once the whole field has passed the end of the pit lane.

A penalty under Article 16.3.a 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.

#### **41. FULL COURSE YELLOW**

- Should it be necessary for safety reasons, whenever a car is stopped in a dangerous location, whenever track vehicles are working near the track, marshals are working close to the track or other similar situations, the Race Director will declare a Full Course Yellow period.
- A Full Course Yellow period will be deemed to be in operation from the moment a Full Course Yellow countdown is declared on the team radio or on the timing monitors.
- The message 'FCY' will be displayed on the monitors and the instruction 'Full Course Yellow' will be given on the team radio after a countdown.
- Waved yellow flags and 'FCY' boards will be shown at all marshal posts, at the Line and at pit exit.
- At this point, all cars must be at 80 km/h and remain in a single line, maintaining their distance to the car in front and the car behind. Overtaking, except for safety reasons accepted as such by the Race Director or Stewards, is forbidden from the moment that FCY boards are displayed, which may be before yellow flags are waved. Cars must proceed at a constant speed in single file.
- Speeds will be monitored and any car exceeding the given speed will be reported to the Stewards and a penalty may be imposed.
- The pit lane entry and exit will remain open but the pit entry and pit exit will be subject to a maximum speed of 80 km/h. Cars entering the pit lane may overtake cars that are on the track once they cross Safety Car Line 1, subject to the speed restriction above. Cars exiting the pit lane may be overtaken by other cars on track until they reach Safety Car Line 2.
- Once the problem is resolved, the track will return to Green, the information will be given on the monitors and team radio and all marshal posts will replace the yellow flags and FCY boards with waved green flags. Alternatively, should the problem not be resolved, the Safety Car may be deployed according to Article 40.

#### **42. SUSPENDING A RACE**

- 42.1** If Competitors or officials are placed in immediate physical danger by cars running on the track 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 or the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.
- 42.2** 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 other cars should form up in a line behind the first car.
- 42.3** Any cars unable to return to the pit lane as a result of the track being blocked 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.

**42.4** Whilst the race is suspended:

- neither the race nor the timekeeping system will stop;
- cars may be worked on once they have stopped in the fast lane, but any such work must not impede the resumption of the race;
- refuelling, removing fuel from the car, or refilling of liquids is forbidden;
- the changing of any tyre is prohibited unless the car is moved out of the fast lane (subject to a penalty under Article 42.5 and/or 43.3) or permitted by the Race Director due to weather conditions or approved by the Technical Delegate for safety reasons;
- only team members and officials will be permitted in the pit lane.

**42.5** Unless asked to do so by the officials, cars may not be moved from the fast lane while the race is suspended. A penalty under Article 16.3.a may 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.

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 in which they arrived under their own power, unless another car was unduly delayed.

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

**43. RESUMING A RACE**

**43.1** 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 five minutes warning will be given.

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

**43.3** 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.

A penalty under Article 16.3.a will be imposed on any driver whose car did not have all its wheels fully fitted at the three-minute signal or has any of its wheels changed before it leaves the pit lane after the race has been resumed.



**43.4** When indicated to do so by the official, any cars between the safety car and the leader, 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. 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 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, in order to warn the drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

**43.5** The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pit lane after one lap unless all cars are not yet in a line behind it or the safety car may continue until the Race Director decides it is safe to resume the race.

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

**43.6** 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.

**43.7** A penalty under Article 16.3.a will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap. During this lap Articles 40.10, 40.11, 40.12, 40.13 and 40.15 will apply.

**43.8** 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.

#### **44. FINISH**

**44.1** 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 6.4.

**44.2** Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, 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.

**44.3** After receiving the end-of-race signal all cars must proceed on the circuit directly to the Parc Fermé without any unnecessary delay 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.

#### **45. PARC FERME**

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

- 45.2** When the Parc Fermé is in use, Parc Fermé regulations will apply in the area between the Line and the Parc Fermé entrance.
- 45.3** 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 behind garage 1 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 of the cars. Cars may be sealed during this period.

#### **46. CLASSIFICATION**

- 46.1** The overall winner will be the car which completes the Race in the shortest time.
- 46.2** Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps, which equal to  $12 \text{ laps} \times 90\% = 10.8 \text{ laps} = 10 \text{ laps}$  for Race 1 and which equal to  $16 \text{ laps} \times 90\% = 14.4 \text{ laps} = 14 \text{ laps}$  for Race 2, will not be classified.
- 46.3** The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and the present Sporting Regulations.

#### **47. PODIUM CEREMONY**

The drivers finishing the races in 1st, 2nd or 3rd overall positions, must attend the prize-giving ceremony on the podium and abide by the podium procedure as directed by the Organiser and immediately thereafter make themselves available for a period of 90 minutes for the purpose of television interviews and the press conference in the media centre situated on the first floor of the pit building.

#### **48. AWARDS**

Trophies will be awarded to the first three finishers in the qualification race, the first three finishers in the 7th FIA GT World Cup for Drivers, and the first of the 7th FIA GT World Cup for Manufacturers.

The Macau Grand Prix Organising Committee reserves the option to award trophies and hold a podium for the highest placed Silver and Bronze rated driver.

The 2024 FIA GT World Cup will be awarded as defined in Articles 7 and 8 of these sporting regulations.

The FIA GT World Cup Race (Race 2):

(In the event that the CUP Race 2 is unable to take place, the following awards will be attributed after Race 1)

1st Overall	\$15000
2nd Overall	\$12000
3rd Overall	\$10000
4th Overall	\$7500
5th Overall	\$5000
6th Overall	\$3000
1st Silver*	\$10000
2nd Silver*	\$7000
3rd Silver*	\$5000

1st Bronze\*            \$4250

Race One pole position        :    \$1000

Fastest lap in each race        :    \$500

\*Paid in addition to any other prize money for finishing in the overall top six.

All prize money will be paid out at the Official Macau Grand Prix Prize-Giving, as per Article 49. Should a driver fail to attend the Official Prize Giving, they may forfeit their right to receive any Prize Money that was due to them.

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#### **49. PRIZE-GIVING**

All drivers are required to attend the Official Macau Grand Prix Prize-giving on 17 November 2024 at a location and time to be notified.

Title winners must attend the annual FIA Prize-Giving in December 2024.

#### **50. ADVERTISING AND RIGHTS**

**50.1** All advertising on/in cars, drivers and teams must comply with the legal requirements of the country (including those of PRC and Macau SAR) in which the race is taking place and must also comply with any national restrictions required in order to permit the host broadcaster to transmit the Competition. If required by the Organiser, all cars must have the official sticker on the dashboard, visible to a forward-facing camera. These restrictions preclude the use of any content or website of cigarette, pornography, betting, gambling and the word ‘Casino’ and casino-related logos etc. The sponsors name and type of operation must be noted on the entry form. Any advertising on cars not complying with the legal requirements/regulations may result in a penalty by the Stewards, up to disqualification of the car and driver concerned from the Competition.

The Organisers reserve the right to place advertising strips across the top width of the front windshield. The decision for the positioning of this sticker rests solely with the Organiser. No other sticker will be allowed on the front windshield.

Any other in-car advertising, including on the driver’s helmet and overalls, will only be allowed at the discretion of the Organiser. In the event of a dispute, the final decision rests with the Organiser.

All Competitors give the Organiser the right to fit an on-board camera to any car, provided that this meets the requirements of Article 4.3. All cars must provide space for the Organiser’s stickers to be attached representing the tyre and fuel Suppliers and Organiser’s sponsors. Any conflicting tyre company identification must be removed.

In accordance with Article 21.3, the official logos of the Competition must not be used by a team or a driver unless prior permission has been given by the Organisers. These logos include, but not limited to, the outline of the Guia Circuit.

**50.2** All audio/visual rights, trademarks and copyrights relating the Competition are the property of the Organiser.

- 50.3** All cars must have the starting numbers fitted as required by the Organiser and without modification unless agreed by the Organiser. No additional material or advertising may be added to the start number panels.
- 50.4** Any identification of a company conflicting with the official sponsor or partner of the Competition must be removed from the car and from the riders' overalls.

## **51. DRIVER DECLARATIONS AND UNDERTAKINGS**

All Competitors must ensure that their drivers sign the driver's declarations and undertakings form attached in Appendix 3.

**APPENDIX 1****INFORMATION REQUIRED UNDER ARTICLE 10.1****PART A**

1. NAME AND ADDRESS OF THE NATIONAL SPORTING AUTHORITY (ASN).
2. NAME AND ADDRESS OF THE ORGANISER.
3. DATE AND PLACE OF THE COMPETITION.
4. START TIME OF THE RACES.  
TIME OF THE ADMINISTRATIVE CHECKS AND SCRUTINEERING
5. ADDRESS AND TELEPHONE, FAX AND TELEX NUMBERS TO WHICH ENQUIRIES CAN BE ADDRESSED.
6. DETAILS OF THE CIRCUIT, WHICH MUST INCLUDE:  
LOCATION AND HOW TO GAIN ACCESS.  
LENGTH OF ONE LAP.  
DIRECTION (CLOCKWISE OR ANTI-CLOCKWISE).  
LOCATION OF END OF THE PIT LANE IN RELATION TO LINE.
7. PRECISE LOCATION AT THE CIRCUIT OF:  
STEWARDS' OFFICE.  
RACE DIRECTOR'S OFFICE.  
FIA OFFICE.  
PARC FERMÉ.  
DRIVERS' AND COMPETITORS' BRIEFING.  
OFFICIAL NOTICE BOARD.  
WINNER'S PRESS CONFERENCE.
8. LIST OF ANY TROPHIES AND SPECIAL AWARDS.
9. THE NAMES OF THE FOLLOWING OFFICIALS OF THE COMPETITION APPOINTED BY THE ASN:  
ONE STEWARD,  
CHIEF MEDICAL OFFICER,  
CLERK OF THE COURSE,  
ASSISTANT TECHNICAL DELEGATE.

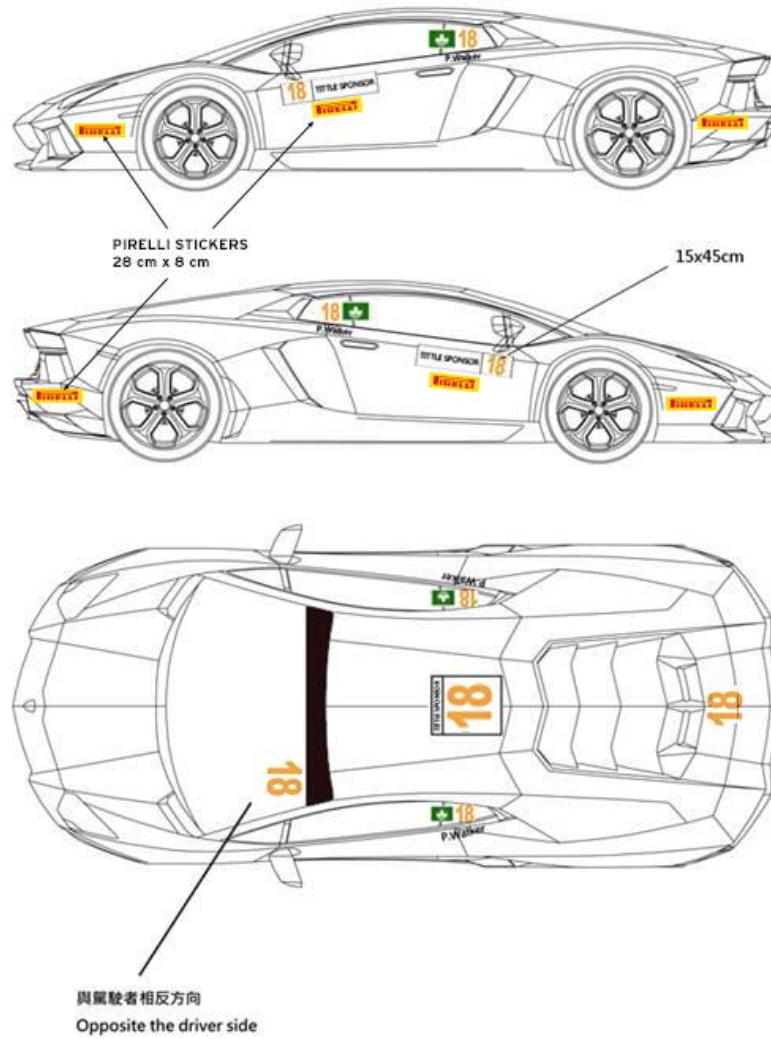
**PART B**

THE NAMES OF THE FOLLOWING OFFICIALS OF THE COMPETITION APPOINTED BY THE FIA:

1. TWO STEWARDS, ONE OF WHOM BEING THE CHAIRPERSON.
2. RACE DIRECTOR.
3. DEPUTY RACE DIRECTOR.
4. TECHNICAL DELEGATE.
5. ASSISTANT TECHNICAL DELEGATE(S).
6. MEDIA DELEGATE.
7. MEDICAL DELEGATE
8. SAFETY CAR DRIVER
9. FIA SPORTING DELEGATE.

APPENDIX 2

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賽車上。  
 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 scrutinning.

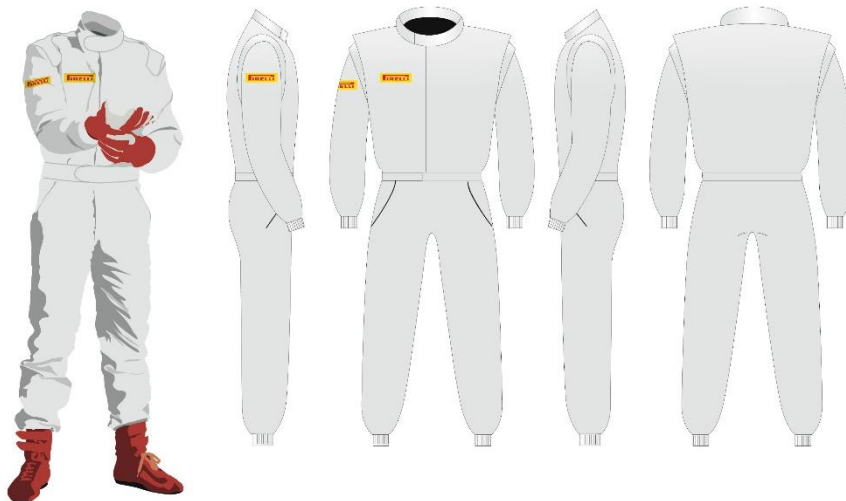


- 號碼貼紙 :
  - Numbering Sticker:
- 車頂 1 張如圖示 :  
One is on the top of the car.



- 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



NOTES



The PIRELLI logo MUST BE located on the right side of the chest and on the right upper arm as indicated on the illustration hereby.

Size: 104mm x 34 mm

**APPENDIX 3 – DRIVER DECLARATIONS AND UNDERTAKINGS****Driver information**

Name:.....

Full address:.....

Date of birth:.....

*International Competition Licence* Number:.....*Licence* issued by:.....

I am contracted to drive for .....[Team] in the .....[Cup name] (“Cup”) to be held during [year / dates], for good consideration from [Team name].

**Driver declaration and undertakings**

1. I declare and represent that I have read, understood and agree to the terms of this Driver Declarations and Undertakings form (hereafter the “Driver Declaration”).
2. Prior to taking part or driving in a *Competition* or *Event* I undertake to obtain, and throughout my participation in the Cup will maintain, all *Licences*, permits and/or consents as may be required by, or in connection with:
  - 2.1 any relevant National Sporting Authority requirements, regulations or safety standards (“ASN Regulations”);
  - 2.2 any *FIA* requirements, regulations or safety standards (“*FIA* Regulations”); and
  - 2.3 any relevant transnational, national and/or local laws, regulations, directives and decrees passed by the government, a quasi-governmental entity or by any entity which has the same authority as the government in any applicable country or other territory, including all applicable local, state and federal laws relating to health and safety and insurance, and any industry practices, codes of practice and/or codes of conduct incorporated into any of the foregoing and all binding court orders, decrees, and any decisions and/or rulings of any competent authority that apply to a *Competition* (“Applicable Laws”).
3. I confirm that I have read and understood and undertake to observe and be bound by:
  - 3.1 All rules, regulations, conditions, requirements and obligations relating to any *Licence*, permit or consent referred to in clause 2; and
  - 3.2 Any applicable *FIA* Regulations as supplemented and amended from time to time including:
    - 3.2.1 The *FIA* Statutes;
    - 3.2.2 The *FIA* International Sporting Code and its *Appendices*;
    - 3.2.3 The *FIA* Code of Ethics;
    - 3.2.4 The *FIA* Judicial and Disciplinary Rules;
    - 3.2.5 Any applicable Sporting Regulations and Technical Regulations; and
  - 3.3 Any applicable *ASN* Regulations as supplemented and amended from time to time.
4. I understand that as a condition of my participation in the Cup and in any *Event(s)* forming part of or associated with the Cup, the *FIA*, *Event Organiser*, *Event* promoter, Cup promoter, National Sporting Authority or any other relevant organisation may require that I comply with requirements, including any requirements contained in the following documents and/or training:
  - 4.1 Passholder documentation relating to *Entry* to an *Event* or provision of a pass;
  - 4.2 Briefings, handouts, leaflets, guidance, directions (including from the race director and/or stewards) and training relating to security, medical or rescue procedures (including Covid-related matters), health and safety and e-Safety;



- 4.3 Bulletins and *Supplementary Regulations*;  
 4.4 Terms provided by any supplier to the Cup; and

I agree to observe and be bound by all such requirements.

5. I undertake to make no use of the substances or methods prohibited by the *FIA Anti-Doping Regulations* and/or defined in the Prohibited List published by the World Anti-Doping Agency.

#### Acknowledgement of Risk

6. I am fully aware of, appreciate, recognise and accept the risks inherent in my attendance and/or participation in any Cup event (including races/*Competitions/Events*, official racing tests, any track or pit lane activity, and any associated activities), including the possibility of contracting or spreading communicable diseases (including Covid-19 / SARS-CoV-2) and the possibility of incidents resulting in physical and/or mental injury or death which may arise from racing or any associated activities, including motor vehicles (or parts of them) colliding with other motor vehicles or persons or property, the acts (deliberate or otherwise) or omissions of other drivers or any other personnel present at *Events*, exposure to noise, interaction with or use of high voltage or other equipment at the event and/or in any other way arising from attendance at an event. I appreciate and agree that my attendance at any Cup event shall be at my own sole risk, hazard and responsibility.

#### Limitation of liability

7. I understand and accept that the FIA, on its own behalf and on behalf of any directors, members, officers, employees, advisors, agents, consultants, representatives, successors or assigns (collectively the "Representatives") of the FIA and on behalf of the *Organisers*, the promoter, any National Sporting Authority(ies), *Automobile* clubs and any other organisations directly connected with an *Event* within the Cup (collectively the "Associated Bodies") together with the Representatives of the Associated Bodies:
1. **7.1** Disclaim, exclude and limit any and all liability, costs, expenses, damages, losses (including any direct, indirect or consequential losses, property damage, loss of profit, loss of reputation or goodwill, loss of agreements or contracts, loss of sales or business and all interest, penalties and legal costs) any personal or mental injury (including nervous shock, disease, disablement and death), sustained by me, howsoever caused including in relation to any:
    2. **7.1.1** statements acts or omissions made by me, or the FIA or its Representatives or Associated Bodies or their Representatives;
    3. **7.1.2** regulations, policies or procedures set by the FIA or its Representatives or Associated Bodies or their Representatives;
    4. **7.1.3** breach of warranty or obligation under any agreement between me and the FIA or its Representatives or Associated Bodies or their Representatives; or
    5. **7.1.4** any other negligence or lack of reasonable care by the FIA or its Representatives or Associated Bodies or their Representatives or me, in each case arising in connection with my participation in the Cup or attendance at Cup events, including my attendance at circuits, *Courses* or any other facilities, involvement in a race, *Competition*, test or any other associated activities and use of or interaction with equipment including high voltage equipment; and
  - 7.2 I agree, in consideration of the FIA accepting my entry to the Cup, that I waive any rights and/or claims, agree to release, hold harmless and not to sue the FIA and its Representatives and any Associated Bodies and their Representatives in relation to any liabilities, costs, expenses, damages and losses referred to in clause 7.1.
8. To the fullest extent permitted by *Applicable Laws*, clause 7 above shall be binding on me and my heirs and successors in title and is not limited to nor affected by any other release and/or indemnity granted by me to whomsoever.

#### Disclaimer

9. I understand that it is my full responsibility to comply with any obligations or duties in relation to health and safety which are placed on me under any *Applicable Laws*, *FIA Regulations* and/or *ASN Regulations*, in relation to my participation in the Cup. Neither the *FIA* nor its Representatives assume any responsibility in relation to such compliance.
10. For the avoidance of any doubt, *FIA Regulations* do not contain any advice or guidance in relation to *Applicable Laws*, and neither the *FIA* nor its Representatives make any representation or warranty that the information contained in *FIA Regulations* or *ASN Regulations* complies with *Applicable Laws*.
11. With reference to clause 6 above, I fully understand and accept that neither the *FIA* nor its Representatives make any representation or warranty, express or implied, in relation to the safety of participating in or attending *Cup Events* or *Competitions* or associated activities, to the maximum extent permissible under *Applicable Laws*.
12. I fully understand and accept that neither the *FIA* nor its Representatives make any representation or warranty, express or implied, as to the quality, suitability or fitness for purpose of:
  - 12.1 any equipment, safety structures or facilities at any venue hosting *Cup Events* or at which I am required to attend in connection with my participation in the Cup; nor
  - 12.2 any products that are supplied to me by any third party (aside from the *FIA*) in connection with my participation in the Cup or attendance at any *Cup Events*.
13. I am also fully aware and accept that the technology utilised in motor sport vehicles, Circuits, roads and safety technology, is at the leading edge of state of the art scientific, technical and engineering knowledge. The technology is therefore subject to ongoing change and development.

#### Medical consent

14. If I am injured during a *Cup Event*, I hereby expressly authorise all medical treatment, rescue operations, arrangement for my transport to hospital or other emergency measures which the personnel appointed by the *FIA* and /or the *Event Organiser* may in their absolute discretion consider necessary for my well-being and I undertake to pay all costs associated therewith.

#### Insurance

15. I fully understand and accept that:
  - 15.1 The *FIA* and Associated Bodies assume no responsibility in relation to providing suitable insurance cover in relation to all of the risks arising from my participation in the Cup, unless otherwise required by local laws applying in the location of a particular *Competition*; and
  - 15.2 The risks arising and cover required will differ depending on my particular circumstances and requirements and accordingly it is my full responsibility to take out adequate insurance cover and any other protections as may be necessary in connection with my participation in the Cup, and as may be required by *Applicable Laws*, *FIA Regulations* and *ASN Regulations* including suitable insurance cover for:
    - 15.2.1 damage to or loss of my property;
    - 15.2.2 any personal injury or death that I may sustain to include financial losses (for example loss of earnings and medical expenses) resulting from any injury or death; and
    - 15.2.3 third party liability cover for damage, loss or injury which may be sustained by a third party (including a fellow *Driver*) arising from my participation in the Cup.
16. I confirm that I have considered and taken out adequate insurance cover and any other protections as may be necessary as referred to in clause 15 or otherwise. I undertake to maintain this cover throughout my participation in the Cup and as may be necessary thereafter to cover losses and claims arising from my participation.

#### Public declarations

17. I undertake that I shall:

- 17.1 Participate in the Cup *Events* in an individual and neutral capacity and I will not make/display any political, religious and personal statements or comments, notably in violation of the general principle of neutrality promoted by the *FIA* under the terms of its Statutes, unless previously approved in writing by the *FIA*;
- 17.2 Refrain from any public declaration or comment in any form which may harm, weaken or put into disrepute the goodwill, fame, name and/or image of the Cup and the *FIA* and/or any of the Associated Bodies;
- 17.3 At all times use my best endeavours to promote and encourage support for the Cup and motor sports generally; and
- 17.4 Subject to my commitments to my team and so far as is reasonably practicable, I will make myself available to all branches of the media at all times during all *FIA* Cup Events.

#### Applicable law and jurisdiction

- 18. I agree in relation to legal claims that:
  - 18.1 This Driver Declaration and any dispute or claim arising out of or in connection with it or its subject matter or formation, shall be governed by and construed in accordance with the laws of France; and
  - 18.2 The courts of France shall have exclusive jurisdiction to settle any dispute or claim arising out of or in connection with this Driver Declaration or its subject matter or formation.
- 19. I agree that any matters relating to investigation and enforcement of *FIA* Regulations are subject to the jurisdiction of the internal judicial and disciplinary bodies of the *FIA*.

#### Interpretation

- 20. If any provision or part-provision of this Driver Declaration is or becomes invalid, illegal or unenforceable, it shall be deemed deleted, but that shall not affect the validity and enforceability of the rest of this Driver Declaration.
- 21. In this Driver Declaration any words following the terms including, include, in particular, for example or any similar expression shall be interpreted as illustrative and shall not limit the sense of the words preceding those terms.
- 22. All terms written in italic in this Driver Declaration correspond to the definitions set out in the *FIA* International Sporting Code.

#### Authority

- 23. I confirm that I have had the opportunity to or have been advised by legal advisors in connection with my rights and responsibilities in connection with, and the implications and practical effect of agreeing to, this Driver Declaration, and fully understand and accept all the terms set out in this Driver Declaration.
- 24. I have the capacity, and have obtained all necessary and desirable authorisations to enable me, to execute, deliver and perform the obligations under this Driver Declaration. Subject to any general principles of law limiting obligations, my obligations under this Driver Declaration are legal, valid, binding and enforceable.

This document has been executed and takes effect as from ..... [date]. It is understood and agreed that the terms of this Driver Declaration shall be deemed incorporated into and form part of all the contractual documents concluded between myself and the *FIA* in connection with my participation in the.... [title] Cup.... [year].

**Signed as a unilateral undertaking by:**

**Driver name:**.....

**Driver Signature:**.....

