

**57<sup>th</sup> MACAU GRAND PRIX 18<sup>th</sup> – 21<sup>st</sup> NOVEMBER 2010**  
**SUPPLEMENTARY REGULATIONS FOR ALL INTERNATIONAL AND NATIONAL SUPPORTING RACES**

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The Associação Geral de Automóvel de Macau - China will sanction the **2010** Macau Grand Prix which is the property of the “Comissão do Grande Prémio de Macau” (Macau Grand Prix Committee) and comprises six races for different categories supporting the Macau Grand Prix FIA Formula 3 Intercontinental Cup and Motorcycle Grand Prix.

All the participating parties (ASN, Organisers, Competitors and Circuit) undertake to apply as well as observe the rules, governing the event.

Should any dispute arise, the panel of the stewards of the meeting will be the only authority to make a decision (**ISC-Art.141**).

## **1) REGULATIONS**

- 1.1 The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
- 1.2 All the sanctioned supporting races are governed by the FIA International Sporting Code and its Appendices, the FIA General Prescription on Circuit, these Supplementary Regulations and their relevant Appendices / Bulletins for these races.
- 1.3 Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the FIA ‘General Prescriptions’ and Specific Regulations, Sporting Code and Technical Regulations shall be decided by the stewards of the meeting.

## **2) GENERAL UNDERTAKING**

All drivers, competitors and officials participating in the Event undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the International Sporting Code (the Code), the FIA Formula 3 Technical Regulations (the Technical Regulations) FIA Official Bulletins and the present Sporting Regulations.

## **3) GENERAL CONDITIONS**

- 3.1 It is the competitor’s responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations. If an entrant is unable to be present in person at the Event he must nominate his representative in writing. The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- 3.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice sessions and the races.
- 3.3 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 3.3 a) All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass at all times.
- 3.3 b) The entrant shall declare that to the best of his belief his driver(s) possess(es) the standard of competence necessary for an event of the type to which the entry relates, that should his driver(s) at the time for the event be suffering from any disability whatsoever he shall declare the disability to the Stewards prior to the driver(s) driving on the track, that the vehicle entered is suitable and roadworthy for the event having regard to the track and the speed that will be reached and that he, his driver(s) and team members enter upon and use the track and its facilities entirely at his or their own risk.

#### **4) ELIGIBLE DRIVERS AND COMPETITORS**

- 4.1 All drivers and competitors must hold current and valid FIA Licenses and where applicable, authorizations issued by their ASN(s). A driver must also be in possession of a current medical certificate of aptitude, either included on the competition license or on an attached document.

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

All races will be by invitation.

#### **5) EVENT**

- 5.1 The Event shall include all practices and races.

- 5.2 The Event will have the status of International competition for, Macau GT Cup, CTM Macau Touring Car Race, Macau Road Sport Challenge, Formula BMW Pacific and National status for Hotel Fortuna MAC/HKG Interport Race.

- 5.3 The race lengths will be as in the appropriate Appendix.

- 5.4 The Event will have the status of a full international competition.

- 5.5 The Event will take place in Macau **from 18<sup>th</sup> - 21<sup>st</sup> November 2010.**

- 5.6 The Macau Grand Prix Committee reserves the right to postpone, abandon or cancel the Event or part thereof. In the event of abandonment, cancellation or of postponement for more than 48 hours, the Entrant/Competitor will have no right of claim against the Promoters or Macau Grand Prix Committee in respect of any prize moneys or loss of expenses that he may have incurred or may incur as a result.

#### **6) SPECIFIC REGULATIONS**

The Specific Regulations for each support race can be found at the end of these Supplementary Regulations as an Appendix with the Macau Grand Prix Formula 3 Intercontinental Cup and Motorcycle Grand prix Sporting Regulations being a separate issue.

#### **7) SCHEDULE AND OFFICIALS**

The Provisional list of officials is noted in Appendix One.

The Provisional Schedule for practice / qualifying sessions is noted in Appendix Two.

The Race start time is noted in Appendix Two.

#### **8) INSURANCE**

- 8.1 The promoter of the Event must procure 90 days before the event that all competitors, their personnel, sponsors, agents and drivers are covered by adequate third party insurance.

- 8.2 The promoter must send before the Event the FIA details of the risks covered by the insurance policy which must comply with the national laws in force.

- 8.3 Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event. Drivers taking part in the Event are not third parties with respect to one another.

- 8.4 Sight of the policy must be available to the competitors on demand.

## 9) OFFICIALS

9.1 The following officials will be nominated by the ASN :

- three stewards of the meeting one of which must be a national steward ;
- the race director ;
- the clerk of the course.

9.2 The race director, the clerk of the course, the technical delegate and the stewards must be present at the Event from 10:00 on the date of initial scrutineering.

9.3 The race director must be in radio contact with the clerk of the course and the chairman of the stewards at all times when cars are permitted to run on the track. Additionally, the clerk of the course must be in race control and in radio contact with all marshals' posts during these times.

9.4 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 his express agreement:

- 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 ;
- b) the stopping of any car in accordance with the Code or Sporting Regulations ;
- c) the stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out ;
- d) the starting procedure ;
- e) the use of the safety car.

## 10) ENTRIES

The Organisers have the right to refuse any entry should it be deemed by them to be against the best interest of the Event.

Drivers entry referred in Appendix Three.

Applications shall include :

- a) An official entry form which, by signing, shall confirm that the applicant has read and understood, the Code, the Technical Regulations and the Sporting Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Event to observe them.
- b) The name of the team and entrant and the FIA entrant licence number. (If applicable)
- c) The make and model of the competing car(s).
- d) The name of the driver(s) and FIA – licence number(s).
- e) Photographs of the driver (s) and biography of the driver(s).
- f) The name of the engine manufacture.
- g) The entry fee.
- h) The names and 2 passport size photos of all team members with the I.D. or passport number.

Entries will be closed on either:

Receipt of the maximum number permitted to start in any practice session or on 30<sup>th</sup> of September 2010 for any race which has not, by that date, been fully subscribed. Entries received between the closing date and the 8<sup>th</sup> of October will be at the discretion of the organizer and subject to a double entry fee penalty.

Each driver is only permitted to enter in one race in Macau Grand Prix.

## 11) **PASSES**

The number of passes to be provided per car is notified in the Specific Regulations Appendix.

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

- 12.1 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.
- 12.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.
- 12.3 Any decision or communication concerning a particular competitor should be communicated to him forthwith in writing within 25 minutes of such decision and receipt must be acknowledged.

## 13) **INCIDENTS**

- 13.1 Incident means any occurrence or series of occurrences involving one or more drivers or any action by any driver, which is reported to the stewards by the clerk of the course (or noted by the stewards and referred to the clerk of the course for investigation) which :
- necessitated the suspension of a race under **Article 39** ;
  - constituted a breach of these Sporting Regulations or the Code ;
  - caused a false start by one or more cars ;
  - caused an avoidable collision ;
  - forced a driver off the track ;
  - illegitimately prevented a legitimate overtaking manoeuvre by a driver ;
  - illegitimately impeded another driver during overtaking ;
  - unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the race.
- 13.2 a) It shall be at the discretion of the stewards to decide upon a report or a request by the race director or clerk of the course, if a driver or drivers involved in an incident shall be penalised.
- b) If a driver is involved in a collision or Incident (see **Article 13.1**), and his team have been informed of this by the stewards no later than five minutes after the race has finished, he must not leave the circuit without their consent.

- 13.3 The stewards may impose a 60 - seconds time penalty on any driver involved in an Incident.
- 13.4 Any determination made or any penalty imposed pursuant to **Article 13** shall be without prejudice to the operation of Article 160 and 161 of the Code.

#### **14) PROTESTS AND APPEALS**

- 14.1 Protests shall be made in accordance with the Code and accompanied by a fee in cash of US\$1000 (one thousand US dollars) or its equivalent in local currency.
- 14.2 In case of a team to team technical protest an additional bond of US\$1000 (one thousand US dollars) or its equivalent in local currency will be lodge with the organizer and returned to the protester if the protest is upheld or paid to the protested team in the case of an invalid protest.
- 14.3 Appeals must be made in accordance with the International Sporting Code. Appeal fee will be in cash of US\$6000 (six thousand US Dollars) or its equivalent in local currency.

#### **15) SANCTIONS**

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

#### **16) CHANGES OF DRIVER**

- 16.1 After acceptance of the entry, each change of driver must apply in writing to the Organiser for approval.
- 16.2 A change of driver after Start of the Event (commencement of Scrutineering) will require consent of the Stewards.

#### **17) DRIVING**

- 17.1 The driver must drive the car alone and unaided.
- 17.2 The driver is not permitted to participate in any additional practice, qualifying or race within the Event.

#### **18) RACE NUMBERS AND DRIVER'S NAME**

- 18.1 Each car must carry the race number selected by the Organisers for its driver. All numbers must be in position before scrutineering. The number must be placed on the bonnet / nose of the car and on each side of the car and the Scrutineer may reject any vehicle whose numbers do not meet the specifications below.

The size of number should be 28 cm high with a stroke of 5 cm and shall be in black on a white background with at least 5 cm border to the number. In the case of a white vehicle, the background must be delineated by a continuous black line 5 cm wide.

- 18.2 Every competitor must display the name of the driver and his national flag on the bodywork or on the outside of the cockpit. These must be clearly legible.
- 18.3 The position above the start numbers must be left free for possible use by the organisers for their sponsor's identification to a height of 12 cm. and equal in width to the number background.
- 18.4 Additional requirements relating to the start numbers may be noted in the relevant Appendix, specific Sporting Regulations or subsequently issued notices.

## 19) PROMOTION

- 19.1 Drivers must take part in any promotional activity requested by the organizers such as autograph sessions, prize giving, press conferences, pit road walkabouts and pre-race parades. This is in addition to **Article 33**.
- 19.2 The drivers, competitors and manufacturers give the right to the Organisers to use their name for any promotional, advertising, publicity and public relations purpose, for the promotion of the Event.
- 19.3 Use of the Organisers logo by the competitors, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from the Organisers.

## 20) NUMBERS OF CARS PARTICIPATING

The number of cars allowed to start each race and practice is limited to 36.

## 21) ELIGIBLE CARS

All vehicles must comply with the requirements noted in the Specific Regulations Appendix and FIA Technical Regulations relevant to the appropriate category.

## 22) FUEL

- 22.1 It must be possible to take 3 litres of fuel at any time during the Event.
- 22.2 Refer to Appendix Three for details.

## 23) PIT LANE

- 23.1 For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane" and the lane closest to the garages is designated the "inner lane". Other than when cars are at the end of the pit lane under **Article 36.2** 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.**
- 23.2 Except when a car is pushed from the grid at any time during the start procedure, cars may only be driven from the teams designated garage area to the end of the pit lane.
- 23.3 Any driver **that is required** to 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 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.
- 23.4 Other than drying, 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 to by the Chief Scrutineer.
- 23.5 Competitors must not paint lines on any part of the pit lane.
- 23.6 Other than in 23.3 above 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.

- 23.7 Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as possible.
- 23.8 It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so.
- 23.9 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 pits.
- 23.10 Cars may not enter the fast lane of the pits until the pit exit is opened at the start or re-start of each practice or qualifying 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) SPORTING CHECKS**

- 24.1 During initial scrutineering, and at any time during the event, each competitor must have available all documents required by **Article 4.1** above in addition to the car's technical passport.
- 24.2 Unless a waiver is granted by the stewards, competitors who do not keep to time limits will not be allowed to take part in the Event.
- 24.3 The organisers may require entrants to fit an Electronic Self Identification Module for the purpose of accurate timing, the exact position of which will be advised prior to the race. These modules will have to be in place and switched on for all practice sessions and the races.

#### **25) SCRUTINEERING**

- 25.1 Initial scrutineering of the car will take place at the times indicated in the Specific Regulations Appendix.
- 25.2 Race numbers and any official advertising must be on the car for inspection during scrutineering.
- 25.3 No car may take part in the Event until it has been passed by the scrutineers.
- 25.4 The scrutineers may :
- a) check the eligibility of a car or of a competitor at any time during the Event ;
  - b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied ;
  - c) require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail ;
  - d) require a competitor to supply them with such parts or samples as they may deem necessary.
- 25.5 Any car which, after being passed by the scrutineers, is dismantled or modified in a way which 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.
- 25.6 The race director or clerk of the course may require that any car involved in an accident be stopped and checked.
- 25.7 After each race and all qualifying practice sessions at least five classified cars will be selected and must undergo complete scrutineering. Work on all other cars may continue.
- 25.8 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.
- 25.9 The Stewards will publish the findings of the scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

- 25.10 All competitors must declare the use of radios and their frequencies to the organizers 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 Event.

## 26) TYRE LIMITATION DURING THE EVENT

- 26.1 All tyres must be used as noted in the Specific Regulations or Sporting Regulations (as appropriate). Any modification or treatment including cutting, grooving, the application of water, solvents or softeners, the use of heat retaining (and/or cooling) devices or pre-heating/cooling is prohibited. This applies to both wet-weather and dry-weather tyres.
- 26.2 Wet-weather tyres may only be used if the circuit has been declared wet by the clerk of the course.
- 26.3 Dry-weather tyres and Wet-weather tyres may not be mixed on a race car.

## 27) WEIGHING

- 27.1 a) During each qualifying practice session and race cars will be weighed as follows :
- 1) If a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.
  - b) After the race each car crossing the Line may be weighed. If a driver wishes to leave his car before it is weighed he must ask the Chief Scrutineer to weigh him in order that this weight may be added to that of the car.
  - c) The relevant car may be excluded should its weight be less than that specified in the Technical Regulations when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.
  - d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the post race scrutineering or during the weighing procedure. (Except by a scrutineer when acting in his official capacity).
  - e) Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.
- 27.2 In the event of any breach of these provisions for the weighing of cars the stewards may drop the driver such number of grid positions as they consider appropriate or exclude him from the race.
- 27.3 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.

## 28) GENERAL CAR REQUIREMENTS

No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for lap timing purposes, legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by radio.

## 29) SPARE CARS

- 29.1 Spare cars are not permitted.
- 29.2 Once the vehicle has been scrutinized for the respective race, a change of vehicle will only be permitted up till the closure of the entire corresponding scrutineering period with the approval of the Stewards.

29.3 Subject to compliance with Article 25.5, any part of the car, with the exception of the body shell, may be changed at any time prior to the start of the race provided that the Technical Delegate and/or Chief Scrutineer have been advised accordingly and have given clearance to proceed.

### 30) GENERAL SAFETY

30.1 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.

30.2 Drivers are strictly forbidden to drive their car in the opposite direction to the circuit's race direction 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.

30.3 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.

30.4 a) During practice, qualifying and the race, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.

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.

30.5 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. If any mechanical assistance results in the car rejoining the stewards may drop the driver such number of grid positions as they consider appropriate if the incident occurs during a practice session or qualifying or exclude him from the race (other than under **Article 30.12(d)**).

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

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

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

30.8 Refuelling is not permitted during Practice and qualifying sessions or the race.

30.9 The replenishment of any liquids is forbidden following the start of the race until after post race scrutineering. All orifices for oil filling must be designed in such a way that the scrutineers can seal them.

30.10 Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.

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

30.12 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 :

a) marshals or other authorised personnel in the execution of their duty ;

b) drivers when driving or on foot, having first received permission to do so from a marshal ;

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 ;

d) team personnel when assisting marshals to remove a car from the grid after the start of the race.

30.13 During a race, the engine may only be started with the starter except:

- a) in the pit lane or the teams designated garage area where the use of an external starting device is allowed, or ;
  - b) under **Article 36.12(b)**.
- 30.14** Drivers taking part in practice sessions and the races must always wear the clothes and helmet specified in the Code.
- 30.15** A speed limit of 60km/h will be enforced in the pit lane. Except in the race, any driver who exceeds the limit will be fined US\$50 (fifty US Dollars) for each km/h above the limit. During the race, the stewards or race director may impose either of the penalties under **Article 13.3** on any driver who exceeds the limit.
- 30.16** If a driver has serious mechanical difficulties during a practice session or the race he must leave the track as soon as it is safe to do so.
- 30.17** The car's rear lights must be illuminated at all times whenever they are running on wet-weather tyres. It shall be at the discretion of the Race Director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.
- 30.18** Only two team members per participating car (all of whom shall have been issued with and wearing special identification) are allowed in the signalling area during practice and the race.  
People under 16 years of age are not allowed in the pit lane.
- 30.19** Animals, except those which may have been expressly authorised by the Organisers for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 30.20** The race director, the clerk of the course or the FIA medical delegate can require a driver to have a medical examination at any time during an Event, this medical examination may include an anti-doping test. (ISC – Appendix L, Chapter II, Art. 4)
- 30.21** From the Sunday before the Race, all drivers and all team members which are reported for speeding on the streets used for the racing circuit, when these streets are open to normal traffic, will be brought before the stewards for their consideration.
- 30.22** Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.

### **31) PRACTICE SESSIONS**

- 31.1** Save when these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.
- 31.2** No driver may start in the race without taking part in a qualifying practice session unless the stewards agree to take free practice times into consideration.
- 31.3** During all practice sessions there will be a green 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 a flashing blue light will be shown at the pit exit to warn drivers leaving the pit lane if cars are approaching on the track. The Practice and Qualifying schedule is noted in the Appendix.
- 31.4** 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 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.
- 31.5** In the event of a driving infringement during any practice session, the stewards may drop the driver such number of grid positions 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, any penalty imposed shall not be subject to appeal. Where appropriate, regard will also be given to the provisions of **Article 15**.

- 31.6 The clerk of the course may interrupt a practice session as often and for as long as he thinks necessary to clear the track or to allow the removal of a car. In the case of free practice only, or an interruption during the last five minutes of a qualifying session, the clerk of the course with the agreement of the stewards may decline to prolong the practice period after an interruption of this kind. 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 31.5**.
- 31.7 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.
- 31.8 All laps covered during qualifying practice will be timed to determine the driver's position at the start in accordance with **Article 34**.

## 32) STOPPING THE PRACTICE

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 clerk of the course 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 back to their respective pits, and all cars abandoned on the track will be removed to a safe place. At the end of each practice session no driver may cross the Line more than once.

## 33) PRESS CONFERENCES

Drivers must make themselves available to attend Press Conferences as directed. After each final qualifying session all the 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.

## 34) THE GRID

- 34.1 At the end of the last qualifying practice, the fastest time achieved by each driver will be officially published.
- 34.2 The grid for the race will be drawn up in the order of the fastest qualifying time achieved by each driver and will be published four hours before the start of the formation lap. Any competitor who is unable to start for any reason whatsoever must inform the stewards at the earliest opportunity and in any case, no later than one hour and fifteen minutes before the start of the formation lap. If one or more cars are withdrawn, the starting grid will be closed up accordingly and the final starting grid confirmed one hour before the start of the formation lap. Should two or more drivers have identical times, priority will be given to the one who set it first.
- 34.3 The fastest driver will start the race from the position on the grid which was the pole position in the previous year.
- 34.4 Any driver whose best qualifying lap exceeds 110% of the pole position time and 130% of the Macau GT Cup and Roadsport Challenge will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, the stewards may permit the car to start the race.

Should there be more than one driver accepted in this manner, their order will be determined by the stewards. In either case, a team will not be able to appeal against the stewards' decision.

- 34.5 The starting grid for the 57<sup>th</sup> Macau Grand Prix will be published one hour after the final qualifying. Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the clerk of the course accordingly at the earliest opportunity and, in any case, no later than one hour and fifteen minutes before the start of the formation lap.

If one or more cars are withdrawn the grid will be closed up accordingly. The final starting grid will be confirmed one hour before the start of the formation lap.

34.6 The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 7.2 metres.

34.7 Any car which has not taken up its position on the grid by the time the five minutes signal is shown will not be permitted to do so and must start from the pits in accordance with **Article 36.2**.

### 35) MEETINGS

35.1 A Drivers' meeting will take place on the last day of scrutineering, all drivers entered for the Event and their team managers must be present. Any driver or team not attending and signing the attendance sheet at the meeting will be brought before the Stewards for their consideration.

35.2 A further meeting, if deemed necessary by the Clerk of the Course or Race Director may take place and at a time to be notified to the competitors.

### 36) STARTING PROCEDURE

36.1 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 lap. 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 at greatly reduced speed between each of the laps. Any car which has not taken up its position on the grid by the time the five minutes signal is shown, will not be permitted to do so and must start from the pit lane in accordance with Art. 36.2

36.2 12 minutes before the start of the formation lap, a warning signal announcing the closing of the paddock and pit exit in 2 minutes will be given.

10 minutes before the start of the formation lap, the paddock and pit exit will be closed and a second warning signal will be given. Any car which is still in the pit lane or at the paddock exit can start from the pit lane or paddock exit, provided it reached the end of the pit lane or paddock exit under its own power. If more than one car is affected, they must line up in the order in which they reached the end of the pit lane or paddock exit.

These cars will join the race when the whole field has passed the end of the pit lane for the first time after the start.

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

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

36.4 When the five minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane, **or on the grid during a race Suspension**. A thirty seconds time penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the five minute signal.

36.5 When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given, taking all equipment with them. If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

- 36.6 When the green lights are illuminated, the cars will begin the formation lap with the pole position driver leading. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any team personnel standing beside the track. 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.

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

- 36.8 Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position 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 36.2.**

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race 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 they left to complete the formation lap.

The penalties under **Article 13.3** will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.

- 36.9 When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running.

There will be a standing start, the signal being given by means of lights activated by the starter appointed by the clerk of the course.

Once all the cars have come to a halt the five second light will appear followed by the four, three, two and one second lights. At any time after the one second light appears, the race will be started by extinguishing all red lights.

- 36.10 During the start of a race the pit wall must be kept free of all persons with the exception of two people from each team and properly authorised officials and fire marshals all of whom shall have been issued with and shall be wearing the appropriate pass.

- 36.11 Any car which is unable to maintain starting order during the entire formation lap or is moving when the one second light comes on must enter the pit lane and start from the pits as specified in **Article 36.2**.

This will not apply to any car which is temporarily delayed during the lap and which is able to regain its position, without endangering itself or any other car, before the leading car has taken up its position on the grid.

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

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

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

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

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

- b) If any other type of problem arises and the race director decides the start should be delayed the following procedure shall apply :
- 1) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start five minutes later with the race distance reduced by one lap. The next signal will be the three minute signal. Every time this happens, the race will be shortened by one lap.  
Tyre changing on the grid is not permitted during such a delay.
  - 2) If the race has been started the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.
  - 3) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. Any driver being pushed from the grid may not attempt to start the car.
  - 4) Once the car is in the pit lane his mechanics may attempt to start it, if successful the driver may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such procedure.
- 36.13 Should **Article 36.12** apply, the race will nevertheless count towards the final result no matter how often the procedure is repeated, or how much the race is shortened as a result.
- 36.14 No refuelling will be allowed on the grid if more than one start procedure proves necessary under **Article 36.12**.
- 36.15 The penalties under **Article 13.3** will be imposed for a false start.
- 36.16 Only in the following cases will any variation in the start procedure be allowed :
- a) If it starts to rain after the three minute signal but before the race is started and, in the opinion of the clerk of the course teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten minute point. If necessary the procedure set out in **Article 36.12** will be followed.
  - b) If the start of the race is imminent and in the opinion of the clerk of the course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known at least ten minutes warning will be given.
  - c) If the race is started behind the safety car, **Article 38.14** will apply.
- 36.17 The stewards may use any video or electronic means to assist them in reaching a decision. The stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure, may result in the exclusion of the car and driver concerned from the Event.

## 37) THE RACE

- 37.1 Team orders which interfere with a race result are prohibited.
- 37.2 During the 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.

## 38) SAFETY CAR

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

- 38.2 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 **38.14** below) it will cover a whole lap of the circuit and take up position.
- 38.3 The safety car may be brought into operation to neutralize a race upon the order of the clerk of the course. It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.
- 38.4 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.
- 38.5 From this time, any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed, will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 38.6 The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 38.7 All competing cars must then reduce speed and form up in line behind the safety car no more than ten car lengths apart with the following exceptions, **overtaking** is forbidden until the cars reach the **first safety car** Line after the safety car has returned to the pits. Overtaking will **only** be permitted under the following circumstances :
- if a car is signalled to do so from the safety car ;
  - under **38.14** below ;
  - any car entering the pits may pass another car or the safety car remaining on the track after it has crossed the first safety car line ;
  - any car leaving the pits may be overtaken by another car on the track before it crosses the second safety car line ;
  - 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 ;
  - any car stopping in its designated garage whilst the safety car is using the pit lane (see **38.10 below**) may be overtaken ;
  - if any car slows with an obvious problem.
- 38.8 When ordered to do so by the clerk of the course, the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.
- 38.9 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 ten car lengths of it (except under **38.11** below) and all remaining cars must keep the formation as tight as possible.
- 38.10 Whilst 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. Under certain circumstances the clerk of the course may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 38.11 When the clerk of the course decides it is safe to call in the safety car, it must extinguish its orange lights, this will be the signal to the drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than ten 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 replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the line.

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

38.13 If the race ends whilst the safety car is deployed it will enter the pits at the end of the last lap and the cars will take the chequered flag as normal without overtaking.

38.14 **Under certain** circumstances the race may be started behind the safety car **or resumed in accordance with Art. 40.5.** In **either** case, at the ten minute signal its orange lights will be **illuminated, this being** the signal to the drivers that the race will be started **or resumed** behind the safety car. When the green lights are illuminated, the safety car will leave the grid with all cars following in grid order no more than ten car lengths apart. **During a race start** there will be no formation lap and race will start when the green lights are illuminated.

Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position 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 who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

The penalties under **Article 13.3** will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another car during the first lap.

### 39) SUSPENDING A RACE

39.1 Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the 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.

39.2 When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the **starting grid. The first car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive.**

If the safety car has been directed into the pit lane (see **Article 38.10**) cars should stop in line in the fast lane of the pits.

39.3 If any cars are unable to return to the grid as a result of the track being blocked they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. The order will be taken at the last point at which it was possible to determine the position of all cars. Any such cars will then be permitted to resume the race.

The safety car will then be driven to the front of the **grid**.

39.4 Whilst the race is suspended :

- neither the race nor the timekeeping system will stop ;
- cars may be worked on once they have stopped **on the grid** or entered the pits but any such work must not impede the resumption of the race ;
- refuelling is forbidden ;

- only team members and officials will be permitted on the grid.

- 39.5 Cars may not enter the pit lane when the race is suspended. A penalty (see **Article 13.3**) will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty. However, if the cars have been directed into the pit lane (see **Articles 38.10 and 39.2**) a penalty will only be imposed on any driver whose car is moved from the fast lane to any other part of the pit lane.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed, but any which were in the pit entry or pit lane when the race was suspended will be released before any others. Subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.

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

#### 40) RESUMING A RACE

- 40.1 The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors, in all cases at least ten minutes warning will be given.
- 40.2 Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.
- 40.3 When the five minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane, **or on the grid during a further race suspension. If the race has been suspended in the pit lane (see Article 39.2) all cars in the fast lane must have their wheels fitted at the five minute signal.**

A thirty seconds time penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the five minute signal.

Five minutes before the race resumption time, any cars between the **safety car** and the leader, will be waved off to complete a further lap, without overtaking and join the line of cars behind the safety car.

- 40.4 When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.
- 40.5 The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless:
- a) **the race is being resumed in wet conditions and the race director deems more than one lap necessary, in which case see Article 38.14 ;**
  - b) **all cars are not yet in a line behind the safety car ;**
  - c) **team personnel are still clearing the grid ;**
  - d) **a further incident occurs necessitating another intervention.**

When the green lights are illuminated the safety car will leave the grid with all cars following no more than ten car lengths apart. Soon after the last car in line behind the safety car passes the end of the pit lane (including any cars which were waved off under **40.3** above) the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the safety car.

- 40.6 Overtaking during the lap is permitted only if a car is delayed when leaving the **grid** 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 order before the race was suspended.

Any driver who is delayed leaving the **grid** may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the

safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

- 40.7 The penalties under **Article 13.3** will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another car during the lap. During this lap Articles **38.11, 38.12, 38.13 and 38.14** will apply.
- 40.8 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.

#### **41) FINISH**

- 41.1 The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance in accordance with **Article 5.3**.
- 41.2 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.
- 41.3 After receiving the end-of-race signal all cars must proceed on the circuit directly to the parc fermé without any unnecessary delay without overtaking (unless clearly necessary) without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).

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

**A Lap Counting Panel will be installed at the left side of the track near the Line for information purpose only and do not have any decisive action under the Code and these Regulations.**

#### **42) PARC FERME**

- 42.1 Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorised by such officials.
- 42.2 When the parc fermé is in use, parc fermé regulations will apply in the area between the Line and the parc fermé entrance.
- 42.3 The parc fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.

#### **43) CLASSIFICATION**

- 43.1 The overall winner will be the car which completes the Race in the shortest time.
- 43.2 Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.
- 43.3 The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

#### **44) PODIUM CEREMONY**

The drivers finishing the race in 1st, 2nd or 3rd positions must attend the prize-giving ceremony on the podium and abide by the podium procedure as directed by the Organisers 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.

#### **45) AWARDS**

The awards for each race are noted in the appropriate Specific Regulations Appendix.

#### **46) PRIZE GIVING**

All drivers are requested to attend the Official Prize Giving on the 21<sup>st</sup> November 2010 at a location and time to be notified.

#### **47) ADVERTISING AND RIGHTS**

**47.1** All advertising on/in cars, drivers and teams must comply with the local legal requirements and national restrictions required in order to permit the host broadcaster to transmit the event. If required by the Organiser, all cars must have the official sticker displayed in such a manner as to be visible to a forward facing camera.

The organizers reserve the right to place advertising strip 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 right to the Organiser to fit an on-board camera to any car provided that this meets the requirements of the Chief Scrutineer. All cars must provide space for the Organiser stickers to be attached representing the tyre and fuel suppliers and Organizers sponsors.

**47.2** All audio/visual rights in accordance with the FIA Regulations and trademarks and copyrights relating the Event are the property of the respective Event Organiser's.

No in-car cameras may be fitted without the permission of the Organiser.

**47.3** 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.

**47.4** Any identification of a conflicting company to the appointed official company must be removed – both from the car and the drivers' overalls.

**57<sup>th</sup> MACAU GRAND PRIX  
SUPPLEMENTARY REGULATIONS**

**COMMITTEE MEMBERS**

Secretary for Social Affairs and Culture - Cheong U - President

João Manuel Costa Antunes – Coordinator  
Davina Chu -- Deputy Coordinator

Cheung So Mui Cecília,  
Leong, Maria Madalena,  
Maria Helena de Senna Fernandes,  
Manuel Gonçalves Pires Júnior,  
Licénio L.M. da Cunha,  
Cecilia Tse Heng Sai -- Coordinator of Public Relations and Promotional Activities Subcommittee,  
Alex Vong Iao Lek -- Coordinator of Local Drivers Sponsorship Subcommittee,  
Mak Kim Meng,  
Francisco José de Paiva Ribeiro -- Coordinator of Security Subcommittee,  
Vong Kuok Chong -- Coordinator of Transport Subcommittee,  
Ng Iok Tong,  
Maria Natércia Augusta Gil -- Coordinator of Media Subcommittee,  
Chan Wai Sin -- Coordinator of Medical Subcommittee,  
Chiang Ngoc Vai,  
Loi Chio Io,  
Chong Coc Veng -- Coordinator of Sporting Subcommittee,  
Doris Leong Mei Choi -- Technical Assistant,  
Lo Keng Chio -- Coordinator of Marketing and Advertising Subcommittee,  
Anthony Chum Pak Tak,  
Wong, Jaije Koon Cheung,  
Lam In Nie,  
Luis Lui,  
Mário Ferreira Sin.

**RACE OFFICIALS**

**Formula 3 and Touring Cars**

Stewards of the Meeting

(FIA-Chief Steward)..... Tony Scott-Andrews  
(FIA-Steward) .....Steven Kennedy  
(AAMC-Steward).....TBA

FIA Race Director and Safety Delegate ..... Charlie Whiting  
FIA Technical Delegate and Chief Scrutineer for Formula 3..... Jo Bauer  
FIA Formula 3 Technical Assistant..... TBA  
FIA Formula 3 Technical Assistant.....TBA  
FIA Software Analyst .....TBA  
FIA Data Recorder.....TBA  
FIA Formula 3 Tyre Control.....TBA

Clerk of the Course (Formula 3, WTCC, Macau GT Cup, Formula BMW)..... TBA  
Deputy Clerk of the Course (Formula 3, WTCC, Macau GT Cup, Formula BMW)..... TBA  
Clerk of the Course (Road Sport Challenge, CTM Race, Interport Race).....TBA  
Deputy Clerk of the Course (Road Sport Challenge, CTM Race, Interport Race).....TBA  
Deputy Clerk of the Course..... Armando Pinto  
Race Control Coordinator ..... George Munro  
Secretary of the Meeting .....Adriano das Neves

## APPENDIX ONE

Chief Scrutineer .....	TBA
Scrutineer Consultant.....	Peter Riches
Pit, Track & Flag Marshal Coordinator .....	TBA
Pit, Track & Flag Marshal Assistant Coordinator .....	TBA
Pit, Track & Flag Marshal Assistant Coordinator .....	TBA
Track Office Coordinator .....	TBA
Chief Starter .....	TBA
Chief Medical Officer .....	Chan Wai Sin
Deputy Chief Medical Officer .....	Leong Fai
International Medical Delegate .....	TBA
Extrication Consultant.....	TBA
Chief Police Officer .....	Francisco Ribeiro
Chief Fire Brigade Officer .....	Loi Chio Io

### **SECRETARIAT**

Secretariat of the Macau Grand Prix Committee.....	Adelaide Castilho Evelina Fonseca
Competitor Relations (Macau).....	AAMC
Competitor Relations (Hong Kong).....	HKAA
Marketing and Advertising Subcommittee Coordinator.....	Charles Lo Keng Chio
Public Relations and Promotional Activities Subcommittee Coordinator.....	Cecília Tse Heng Sai
Sporting Subcommittee Coordinator.....	Chong Coc Veng
Infrastructure Subcommittee Coordinator.....	Diamantino Augusto Torrado
Media Subcommittee Coordinator.....	Maria Natércia Augusta Gil
Security Subcommittee Coordinator.....	Francisco José de Paiva Ribeiro
Medical Subcommittee Coordinator.....	Chan Wai Sin
Transport Subcommittee Coordinator.....	Vong Kuok Chong
Transportation and Accommodation Coordinator.....	Doris Leong
Administration Support Coordinator.....	Anita Kou
Secretary of the Meeting Coordinator.....	Adriano das Neves

### **PROMOTER**

COMISSÃO DO GRANDE PRÉMIO DE MACAU (Macau Grand Prix Committee)

Avenida da Amizade, N° 207,  
Edifício do Grande Prémio de Macau  
Tel: (853) 8796 2268 Fax:(853) 2872 7309  
E-mail: macaugp@cgpm.gov.mo

### **NATIONAL SPORTING AUTHORITY**

THE ASN OF THE 2010 MACAU GRAND PRIX IS THE “AUTOMOBILE GENERAL ASSOCIATION MACAO-CHINA”

### **ORGANISER**

THE ORGANISER OF THE 2010 MACAU GRAND PRIX IS THE “COMISSÃO DO GRANDE PRÉMIO DE MACAU” (Macau Grand Prix Committee)

THE “AUTOMOBILE GENERAL ASSOCIATION MACAO-CHINA” PROVIDES ADMINISTRATION ASSISTANCE IN MACAU FOR NATIONAL AND INTERNATIONAL ENTRIES FOR THE MEETING.

Avenida da Amizade  
Edifício do Grande Prémio de Macau  
Tel (853) 2872 6578 Fax (853) 2872 6579

**APPENDIX ONE**

**THE HONG KONG AUTOMOBILE ASSOCIATION PROVIDES ADMINISTRATION ASSISTANCE IN HONG KONG FOR THE RACE MEETING.**

G/F 391 Nathan Road,  
Yau Ma Tei, Kowloon, Hong Kong  
Tel: (852) 273 95 273 Fax: (852) 236 90 863

**PROMOTION**

Direcção dos Serviços de Turismo da RAEM  
Macau Government Tourist Office  
Public Relations and Promotional Activities Subcommittee  
Alameda Dr. Carlos d'Assumpção, no. 335-341  
Edifício "Hot Line ", 13.º andar, Macau  
Tel: (853) 8397 1601 Fax: (853) 2851 0188

**PUBLIC RELATIONS**

Direcção dos Serviços de Turismo da RAEM  
Macau Government Tourist Office  
Public Relations Division  
Alameda Dr. Carlos d'Assumpção, no. 335-341  
Edifício "Hot Line ", 13.º andar, Macau  
Tel: (853) 8397 1100 Fax: (853) 2837 2270

**MEDIA LIAISON**

Gabinete de Comunicação Social de Macau  
Government Information Bureau of the MSAR  
Address : Avenida da Praia Grande, nos. 762-804,  
Edif. China Plaza, 15.º andar, Macau  
Tel: (853) 2833 2886 Fax: (853) 2833 5426

**INTERNATIONAL MEDIA LIAISON**

**TBA**

**OFFICIAL APPOINTED COMPANIES**

Official Television Company	TBA
Official Formula 3 Team Management	Motor Race Consultants Ltd.
Official Time Keepers	TBA
Official Formula 3 Tyre Supplier	The Yokohama Rubber Co. Ltd.
Official Safety and Rescue Cars Supplier	V.W.M Motors Limited
Official Hotel	TBA
Onboard Cameras	TBA
Sole Telecommunications Services Provider	Companhia de Telecomunicações de Macau (CTM)
Official Photocopier and Fax Machine Supplier	TBA

PROVISIONAL PROGRAMME FOR SCRUTINEERING AND DOCUMENTS CHECK

15<sup>th</sup> NOVEMBER (MONDAY)

09:00 – 12:30	Scrutineering – <u>CTM Macau Touring Car Race /Hotel Fortuna MAC/HKG Interport Race</u>
12:30 - 17:00	Scrutineering / Equipment / Document Checks - <u>CTM Macau Touring Car Race / Macau GT Cup</u>

16<sup>th</sup> NOVEMBER (TUESDAY)

09:00 – 12:30	Scrutineering / Equipment / Document Checks - <u>CTM Macau Touring Car Race /Hotel Fortuna MAC/HKG Interport Race / Macau GT Cup / Macau Road Sport Challenge</u>
12:30 – 17:00	Scrutineering / Equipment / Document Checks – <u>CTM Macau Touring Car Race / Macau Road Sport Challenge</u>

17<sup>th</sup> NOVEMBER (WEDNESDAY)

09:00 – 12:00	Scrutineering / Equipment / Document Checks – <u>Formula 3 / Formula BMW Pacific</u>
12:00 – 13:30	Drivers document checks and weighing at the Parc Fermé – <u>Formula 3</u>
13:30 – 17:00	Re-Scrutineering
19:00 – 19:25	Drivers Meeting (compulsory attendance) – <u>Formula 3</u>
Venue:	<b>TBA</b>
19:30 – 19:55	Drivers Meeting (compulsory attendance) – <u>Macau GT Cup / Formula BMW Pacific</u>
Venue:	<b>TBA</b>
20:00 – 20:25	Drivers Meeting (compulsory attendance) – <u>CTM Macau Touring Car Race / Hotel Fortuna MAC/HKG Interport Race / Macau Road Sport Challenge</u>
Venue:	<b>TBA</b>

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

- The Scrutineering for Formula 3 will be at their own garages and for the others Races will be at the East End of the Paddock.
- Driver's equipment and documents check at the Parc Fermé.

**57th MACAU GRAND PRIX  
PROVISIONAL PROGRAMME – 18<sup>th</sup> to 21<sup>st</sup> NOVEMBER 2010**

**18<sup>th</sup> of November 2010 (Thursday)**

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	08:15	Macau Motorcycle Grand Prix – 44 <sup>th</sup> Edition - Practice
08:40	09:20	Hotel Fortuna MAC / HKG Interport Race - Practice
09:40	10:20	Macau Road Sport Challenge - Practice
10:40	11:25	Formula 3 Macau Grand Prix - Practice
11:45	12:25	CTM Macau Touring Car Race - Practice
12:45	13:15	FIA WTCC - Guia Race of Macau - Presented by Sociedade de Jogos de Macau, S.A. - Testing
13:35	14:05	Formula BMW Pacific - Practice
14:25	14:55	Formula 3 Macau Grand Prix - Qualifying
15:35	16:20	Macau Motorcycle Grand Prix – 44 <sup>th</sup> Edition - Qualifying
18:30	**	Circuit Opened

**19<sup>th</sup> of November 2010 (Friday)**

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	08:30	Macau Motorcycle Grand Prix – 44 <sup>th</sup> Edition - Qualifying
08:45	09:15	FIA WTCC - Guia Race of Macau - Presented by Sociedade de Jogos de Macau, S.A. - Practice
09:35	10:05	Hotel Fortuna MAC / HKG Interport Race - Qualifying
10:25	10:55	Macau Road Sport Challenge - Qualifying
11:15	12:00	Formula 3 Macau Grand Prix - Practice
12:30	13:00	FIA WTCC - Guia Race of Macau - Presented by Sociedade de Jogos de Macau, S.A. - Practice
13:20	13:50	CTM Macau Touring Car Race - Qualifying
14:10	14:40	Macau GT Cup - Practice
15:00	15:30	Formula 3 Macau Grand Prix - Qualifying
15:50	16:40	FIA WTCC - Guia Race of Macau - Presented by Sociedade de Jogos de Macau, S.A. – Qualifying
18:30	**	Circuit Opened

**20<sup>th</sup> of November 2010 (Saturday)**

06:00		Circuit Closed
06:30	07:00	Circuit Inspection
07:30	07:50	Macau Motorcycle Grand Prix – 44 <sup>th</sup> Edition - Warm Up
08:15	08:45	Macau GT Cup - Qualifying
09:15	10:05	Hotel Fortuna MAC / HKG Interport Race - 10 laps
10:35	11:25	Macau Road Sport Challenge - 10 laps
11:55	12:55	CTM Macau Touring Car Race - 12 laps
13:45	14:35	Formula 3 Macau Grand Prix - Qualification Race - 10 laps
15:15	16:15	Macau Motorcycle Grand Prix – 44 <sup>th</sup> Edition - 15 laps
16:30	17:00	Formula BMW Pacific - Qualifying
18:30	**	Circuit Opened

**21<sup>st</sup> of November 2010 (Sunday)**

06:30		Circuit Closed
07:00	07:30	Circuit Inspection
08:00	08:15	FIA WTCC - Guia Race of Macau - Presented by Sociedade de Jogos de Macau, S.A. - Warm Up
08:45	09:35	Formula BMW Pacific - 10 laps
10:05	10:55	Macau GT Cup - 10 laps
11:25	13:35	FIA WTCC - Guia Race of Macau - Presented by Sociedade de Jogos de Macau, S.A. - 2 Races of 9 laps each with 15 minutes break between Races
13:45	14:45	Special Event
15:00	15:15	Lion Dance
15:30	16:30	Formula 3 Macau Grand Prix - 15 laps
18:30	**	Circuit Opened

\* Organizer reserves the right to re-schedule the programme without prior notice.

(\*\*) If the circuit opens before the programmed time, it will be announced.

2010/4/27

*57<sup>th</sup> MACAU GRAND PRIX  
SUPPLEMENTARY REGULATIONS*

**SPECIFIC REGULATIONS FOR MACAU GT CUP, CTM MACAU TOURING CAR RACE, MACAU ROAD SPORT CHALLENGE, HOTEL FORTUNA MAC/HKG INTERPORT RACE, AND OTHER COMMERCIAL RACES**

**EVENT**

Description of Competitions

- Macau GT Cup (Restricted by Invitation) 10 Laps or 30 min (\*\*\*)
- CTM Macau Touring Car Race (Restricted - Asia Zone only) 12 Laps or 35 min (\*\*\*)
- Macau Road Sport Challenge(Restricted) 10 Laps or 30 min (\*\*\*)
- Hotel Fortuna MAC/HKG Interport Race (Restricted) 10 Laps or 30 min (\*\*\*)
- Formula BMW Pacific 10 Laps or 25 min (\*\*)
  
- The Macau GT Cup is for FIA International Licence holders.
- The CTM Macau Touring Car Race is for FIA International Licence holders. **Macau drivers shall be appointed by AAMC**
- The Macau Road Sport Challenge is for FIA International licence holders. **Macau and Hong Kong drivers shall be appointed by AAMC**
- The Hotel Fortuna MAC/HKG Interport Race is restricted to National Competition Licence holders **of Macau and Hong Kong. The drivers shall be appointed by AAMC and HKAA, respectively.**
  
- (\*\*) The Formula BMW Pacific will be run according to the “Formula BMW Pacific 2010 Regulations”.
  
- (\*\*\*) Race Time

If the leading driver has not achieved the defined race distance after the schedule time elapsed, the leader will be shown the chequered flag the next time he/she passes the Finish Line. In this case, notification of the last lap will be advised to competitors by the showing of a board on the Start / Finish Line. The Finish Line applies both to the Track and the Pit Lane.

**ENTRIES**

- a) Entries may be submitted on the official entry form. A separate form must be entered for each vehicle in each race. Entries for the Hotel Fortuna MAC/HKG Interport Race can be submitted by the drivers as entrants, Commercial Entrants will also be accepted.

**Each driver is only permitted to enter in one race in Macau Grand Prix.**

**All multiple entries of vehicles in more than one race are prohibited.**

- b) All entries to be sent to Automobile General Association Macao-China, at Avenida da Amizade, Edifício do Grande Prémio de Macau (Tel. +853 28726 578, Fax. +853 28726 579).  
Or to: Hong Kong Automobile Association – HKAA  
Address: G/F 391 Nathan Road, Yau Ma Tei, Kowloon, Hong Kong  
Telephone: +852 273 95 273, Fax: +852 296 90 863; 278 20 555.
- c) Entries will be closed on either:  
  
Receipt of the maximum number permitted to start in any practice session, or, on **30<sup>th</sup>** of September **2010** for any race which has not, by that date, been fully subscribed.  
Entries received between the final closing date and the **8<sup>th</sup>** of October will be at the discretion of the organiser and subject to a double entry fee penalty.
- d) A minimum of 15 entries must be received for a race to be run.  
The number of cars allowed to start in each race or practice is limited to 36.

**ENTRY FEES**

a)	Macau GT Cup	\$6,000 per vehicle
	CTM Macau Touring Car Race	\$6,000 per vehicle
	Macau Road Sport Challenge	\$6,000 per vehicle
	Hotel Fortuna MAC/HKG Interport Race	\$4,000 per vehicle

Entry fees may be in Patacas or Hong Kong Dollars.  
Entry fees are not refundable except as qualified in Article 5.6

**PASSES – TEAM IDENTIFICATION**

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

CTM Macau Touring Car Race		Hotel Fortuna MAC/HKG Interport Race		Other Races	
Teams:		Teams:		Teams:	
Entrant	1	Entrant	1 /(*)	Entrant	1 /(*)
Driver	1	Driver	1	Driver	1
Mechanics	<u>4</u>	Mechanics	<u>4</u>	Mechanics	<u>4</u>
	6		5 /(*) 6		5 /(*) 6

(\*) If apply by the Commercial Entrant.

- Identification will not be issued unless names and identity cards or passports numbers are provided.
- Identification passes will be issued at the track office to the entrant, or his representative authorized in writing.
- Identification must be properly worn. Abuse of the privileges will result in these privileges being withdrawn completely.

**ELIGIBLE VEHICLES**

- a) **CTM MACAU TOURING CAR RACE** is for - S2000, Super Production and National S2000

**S2000** is for Super 2000 and Diesel 2000 cars as defined by FIA applicable Technical Regulations (Articles 263 and 263D of Appendix J).

**Super Production and National S2000** is for cars that complying with FIA–ISC, Article 261, 263 and 263D of Appendix J with the following exceptions:

**(Cars homologated by AAMC are also accepted.)**

Article 7.7.4) ; 7.9 ; 7.10	Pistons, Crankshaft and Connecting rods	- Free
Article 7.2	Engine Speed (RPM)	- Free
Article 7.7.3	Compression Ratio	- Free
Article 7.7.5	Camshaft	-Free (but not the number of camshafts)
	Valve lift	- Free
	V-Tech variable camshaft system	- Free
Article 7.8	Flywheel	- Free
Article 7.11	Exhaust System	- Free
	Noise	- Free

### APPENDIX THREE

- Article 8.1                      Gearbox  
The production gearbox original HOUSING, must be retained, the gear RATIOS and the number of forward gears (5 or 6 gears) are FREE and it must have ONE engageable reverse gear in working condition. **Sequential gearboxes are accepted with additional 30kg of weight must be imposed.**
- Article 8.2                      Clutch - Free
- Article 8.3                      Differential  
The final drive ratio is free provided that the original housing is retained.
- Article 10.1                    Complete wheel  
The maximum dimensions of the 4 rims are 9" x 17" with no weight limitation. The upper part of the complete wheel (flange + rim + tyre), located vertically over the wheel hub centre, must be covered by the bodywork when measured vertically.  
**Tyres sizes are free**
- Article 11                      Ground Clearance  
No part of the car or its suspended parts must be less than 80 mm from the ground.  
This check shall be carried out on one or several flat surfaces defined by the Chief Scrutineer, at any time during the event. If this check is carried out on a car taken from the parc fermé, the pressure of the tyres must be 1.6 bars minimum. No system for changing ground clearance when the car is in motion is allowed.
- Article 12                      Brake  
Complying with FIA– ISC, Appendix J – Article 263 Art. 12
- Article 5                        The minimum weight of the car, including the driver and his full equipment, is:
- 1140 Kgs for a front – wheel drive car.
- 1170 Kgs for a rear – wheel drive car.
- Car with sequential gearboxes are accepted with additional 30 Kgs of weight must be imposed.

#### **Rear Spoiler** - Free

### **ENGINE CHANGE**

Engine change is permitted subject to the presentation for re-scrutineering and approval of Chief Scrutineer who will proceed with the marking and identification of the replacement engine and submit a note on this subject to the Stewards.

However, should an engine change be carried out after the final qualifying practice session, the concerned drivers will be required to start the race from the back of the starting grid. If more than one car is involved they will line up at the back of the grid in the qualifying order.

**APPENDIX THREE**

- b) **HOTEL FORTUNA MAC/HKG INTERPORT RACE** is for Group N – 2000 cars homologated by FIA plus Honda DC-5 homologated by AAMC (Homologation Form No: AAMC-01-05N) and **Honda Civic Type R FD2 (Homologation Form No.: N-5716-AAMC)** for National Group N – 2000 class, complying with FIA-ISC, Appendix J- Article 254 with the following exceptions:  
Article 205 (Group N homologation form)

Minimum height centre hub / wheel arch opening is no longer applicable.

All N2000 cars will only be measured their ground clearance.

No part of the car or its suspended parts must be less than 100 mm from the ground.

This check shall be carried out on one or several flat surfaces defined by the Chief Scrutineer, at any time during the event. If this check is carried out on a car taken from the parc fermé, the pressure of the tyres must be 1.6 bars minimum. No system for changing ground clearance when the car is in motion is allowed.

**Flywheel** - Free

Article 6.1

**Radiator**

The material for radiator is free provided that the original capacity, mountings and installation location are retained.

Article 6.1

**Exhaust**

Modification of the exhaust system starting from downstream the exhaust manifold exit the exhaust is allowed provided that it must be inside the car's perimeter, mounted at the original position and end at the original rear end location.

Noise - free

Article 6.2.1

Clutch - free

Article 6.4.3

Spare Wheel

Installation of spare wheel is prohibited.

Article 6.5

**Braking System**

The car manufacturer original brake cooling piping or one circular flexible pipe without any air ram devices/accessories to bring the air to the brakes of each front wheel is allowed, but its internal section must not exceed 10cm in diameter throughout the whole pipe. The air pipes must not go beyond the perimeter of the car, seen from above.

The front brake is free provided that they are mounted on the fixation points of the original brakes and that they comply with the following prescriptions:

The maximum number of pistons per front wheel is 4 (four).

The maximum sizes calliper piston bore are dia. 36/ 40mm

The maximum sizes of the brake disc are dia.320 x thickness 25mm

Article 6.7.2.2

**Dashboard**

The dashboard and the central console must remain original. The trimmings situated below the dashboard and which are not a part of it may be removed. It is permitted to remove the part of the center console which contains neither the heating nor the instruments.

### APPENDIX THREE

- Article 6.7.2.6      Heating System  
The original heating and air conditioning equipment including the auxiliary ventilating fan, air duct(s) and grille(s) may be removed.
- Article 6.9            Fuel Circuit  
An auxiliary petrol tank of maximum capacity of one litre is authorized.  
  
An auxiliary petrol pump at the fuel line in between the auxiliary petrol tank and fuel injection system is permitted. It must be separated from the cockpit by a fireproof and liquid-proof protective device.
- Article 6.10          Jack  
Pneumatic jacks are permitted, but without the compressed air bottle on board.

#### **ENGINE CHANGE**

Engine change is permitted subject to the presentation for re-scrutineering and approval of Chief Scrutineer who will proceed with the marking and identification of the replacement engine and submit a note on this subject to the Stewards.

However, should an engine change be carried out after the final qualifying practice session, the concerned drivers will be required to start the race from the back of the starting grid. If more than one car is involved they will line up at the back of the grid in the qualifying order.

#### **SCRUTINEERING**

For the first four (4) classified cars in **Hotel Fortuna MAC/HKG Interport Race**, it will be compulsory the removal of the engine cylinder head or an engine strip down for inspection (teams to provide two (2) mechanics for the task).

- c)      **MACAU GT CUP**  
GT cars listed below are eligible to participate the race.

**Vehicles not listed below will be subjected to review and approval by the Organiser.**

*List of GT cars:*

Audi R8 GT3  
Aston Martin N24/ V8/ DRBS 9  
Chevrolet Corvette Z06  
Ferrari 430 Challenge/ 360 Challenge  
Lamborghini Gallardo GT3/ LP 560 GT3  
Porsche 911 Turbo/ 964/ 993/ 996 GT3/ 997 GT3/ GT3 RS  
Ginetta

1. Starting Procedure as per FIA GT Championship articles 138, 140, 141 & 142.
2. Weight Chart of the participating cars:

<u>Vehicle</u>	<u>Model</u>	<u>Weight (kgs) (*)</u>
<b>Audi</b>	<b>R8 GT3</b>	<b>1300</b>
<b>Porsche</b>	<b>996 GT3 Cup 3.6</b>	<b>1200</b>

**APPENDIX THREE**

<b>Porsche</b>	<b>996 GT3 Cup 3.9</b>	<b>1260</b>
<b>Porsche</b>	<b>997 GT3 Cup 3.6</b>	<b>1210</b>
<b>Porsche</b>	<b>997 GT3 Cup S 3.8</b>	<b>1250</b>
<b>Porsche</b>	<b>997 GT3 Cup M</b>	<b>1250</b>
<b>Ferrari</b>	<b>F-360 Challenge</b>	<b>1210</b>
<b>Ferrari</b>	<b>F-430 Challenge</b>	<b>1300</b>
<b>Ferrari</b>	<b>F-430 GT3</b>	<b>1230</b>
<b>Lamborghini</b>	<b>Gallardo-GT3</b>	<b>1250</b>
<b>Lamborghini</b>	<b>Gallardo LP 560 GT3</b>	<b>1330</b>
<b>Chevrolet</b>	<b>Corvette Z06</b>	<b>1300</b>
<b>Aston Martin</b>	<b>N24</b>	<b>1210</b>
<b>Ginetta</b>	<b>G50 Z GT3</b>	<b>1170</b>

(\*) **Weight including the driver and his/her full equipment.**

3. **The minimum weight for all participating cars in Macau GT Cup race, shall not be less than 1110 kgs., including the driver and his/her full equipment.**
4. **The Organiser reserves the right to adjust the minimum weight of any car in order to maintain the balance of performance between the cars.**

**d) MACAU ROAD SPORT CHALLENGE**

Macau Road Sport Challenge is for the cars that listed below.

**Vehicles not listed below will be subjected to review and approval by the Organiser.**

*List of Road Sport cars:*

Audi TT  
BMW M3/ Z4  
Honda NSX/ S2000  
Lotus 340R/ 2-11/ Europa S/ Exige/ Elise S1/ S2  
Mazda MX-5 (MZR 2.0)/ RX-7/ RX-8  
Mitsubishi Evo7-9 /RS  
Nissan Skyline GT-T/ GT-R R35/ R34/ R32/ 350Z  
Subaru Sti 8 GC8 /GCB  
Toyota MRS  
VW Golf/Scirocco

**FUEL**

- The control fuel that will be made available by the organizer can be provided through specific order submitted with the entry form.
- As an alternative, unleaded fuel complying with FIA International Sporting Code Appendix J Article 252, 9.1 may be used through out the event.

**GENERAL CAR SAFETY REQUIREMENTS**

In accordance with FIA International Sporting Code Appendix J Article 253.

- Additional Fasteners
- At least two additional safety fasteners must be fitted for each of the bonnet and boot lids. The original locking mechanisms will be rendered inoperative or removed.

**AWARDS**

a) CTM Macau Touring Car Race and Macau GT Cup

1 <sup>st</sup>	- HKD\$16,000	plus Trophy
2 <sup>nd</sup>	- HKD\$11,000	plus Trophy
3 <sup>rd</sup>	- HKD\$6,000	plus Trophy

b) Macau Road Sport Challenge:

1 <sup>st</sup>	- HKD\$16,000	plus Trophy
2 <sup>nd</sup>	- HKD\$11,000	plus Trophy
3 <sup>rd</sup>	- HKD\$6,000	plus Trophy

c) Hotel Fortuna MAC/HKG Interport Race:

1 <sup>st</sup>	- HKD\$10,000	plus Trophy
2 <sup>nd</sup>	- HKD\$8,000	plus Trophy
3 <sup>rd</sup>	- HKD\$6,000	plus Trophy

## FLAG SIGNALS

**Due to the Guia Circuit's configuration, the following flag signals will be used throughout the meeting at Melco hairpin and the Line.**

**Black** (motionless)      With number in white on blackboard.  
Signal for the vehicle bearing that number to stop at the pits on the same lap.

**Black & White divided diagonally** (motionless)      With number on blackboard.  
Warning of unsportsmanlike behavior.

**Black with Orange disc** (motionless)      With number on blackboard.  
Warning that vehicle has mechanical problem likely to cause danger.  
Must stop at the pits on same lap.