

67th MACAU GRAND PRIX

16th – 22nd NOVEMBER 2020

FORMULA 4 MACAU GRAND PRIX

SPORTING REGULATIONS

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The Automobile General Association Macao - China (AAMC) will sanction the 67th Macau Grand Prix to FIA under the international sporting calendar which is the property of the Sports Bureau of Macao SAR Government and comprises various races for different categories.

All the participating parties (ASN, Organizers, Promoter, 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. 11.9).

1) REGULATIONS

- 1.1 The final text of these Sporting and Specific 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 these Sporting and Specific Technical Regulations.
- 1.2 The **FORMULA 4 MACAU GRAND PRIX** race is governed by the FIA International Sporting Code and its Appendices, the circuit General Prescriptions, and these Sporting Regulations, including F4 Chinese Championship Technical Regulations and their relevant Appendices / Bulletins.
- 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 2020 F4 Chinese Championship 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 race.
- 3.3 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
 - a) All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass at all times.
 - b) The 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 INTERNATIONAL 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.
- 4.2** All drivers must be at least 15 years and above (the date of the birthday being binding)
- 4.3** No driver may participate in the race without successfully completing a training/educational/test programme, details of which will accompany the entry form.

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

- 4.4** In line with pandemic control measures, non-local drivers and competitors are required to undergo 14 days of self-health management if they do not have a quarantine completion certificate issued or recognised by the Macao SAR government. All drivers and competitors must present valid negative results of COVID-19 nucleic acid tests to gain permission for participation in the event and all related activities, in accord with the pertinent guidelines issued by Macau Health Bureau.

5) EVENT

- 5.1** The Event will have the status of a RESTRICTED INTERNATIONAL Event.
- 5.2** The Event is restricted by invitation.
(All drivers shall be appointed by AAMC.)
- 5.3** The Event shall include all Practices and Races.
- 5.4** There will be two sessions free practice (35 minutes), one qualifying session (20 minutes)
- 5.5** Race 1 : A QUALIFICATION RACE run over 8 laps, or maximum of 30 minutes (*)
Race 2 : A FORMULA 4 MACAU GRAND PRIX RACE run over 12 laps or maximum of 40 minutes (*).
Each lap is 6.2kms and is run in a clockwise direction.
(*) 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.
- 5.6** The Event will take place in Macau at Guia Circuit from 16th – 22nd November 2020.
All practices and races from 20th– 22nd November 2020.
- 5.7** The Macau Grand Prix Organizing 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 Macau Grand Prix Organizing Committee or the Sports Bureau of Macao SAR Government in respect of any prize money or loss of expenses that he may have incurred or may incur as a result.

6) SCHEDULE AND OFFICIALS

The Provisional list of officials is noted in the appropriate Appendix.
The Provisional Schedule for Scrutineering / Equipment / Document Checks / Drivers Meeting / Practice / Qualifying sessions is noted in the appropriate Appendix.
The Qualification Race start time is noted in the appropriate Appendix.
The Race start time is noted in the appropriate Appendix.

7) INSURANCE

- 7.1** 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.
- 7.2** 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.
- 7.3** 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.
- 7.4** Sight of the policy must be available to the competitors on demand.

8) OFFICIALS

- 8.1** The following officials will be nominated by the ASN (AAMC):
 - a) The Stewards of the meeting.
 - b) The Race Director.
 - c) The Clerk of the Course.
- 8.2** The Race Director, the Clerk of the Course and their Deputies, the Technical Delegate and the Stewards must be present at the Event from 10:00 am on 16th November the date of initial scrutineering.
- 8.3** 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.
- 8.4** 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.

9) ENTRIES

- 9.1** All entries must submit an Official Entry Form, from 17th August to 11th September 2020.

Applications shall include:

- a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the event, to observe them.
- b) The name of the team.
- c) The physical address of the competitor corresponding to his license.
- d) Copies of the licenses for both, driver and competitor as well as copies of the related documents according to **Article 4.1**.
- e) The names of the drivers.
- f) An undertaking by the applicant to participate in every Event with the number of cars and drivers entered.
- g) Confirmation from the applicant that both he and his intended drivers have complied with the requirements of **Article 22**.

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

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

9.2 Entries will be closed on the 11th of September 2020.

A minimum of 15 entries must be received for the race to be run.

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.

9.3 A change of driver will not be permitted.

9.4 A reserve driver may be nominated by the Organizer.

10) PASSES – TEAM IDENTIFICATION

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

Driver	1
Mechanics	4

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 competitor, or his representative authorized in writing.

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

11) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 11.1 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.
- 11.2 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 situated on the ground floor of the Race Control Tower by the TRACK OFFICE.
- 11.3 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.

12) INCIDENTS DURING PRACTICES AND RACES

- 12.1 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 subsequently investigated which:

- a. Necessitated the suspension of a race under **Article 38**;
- b. Constituted a breach of these Sporting Regulations or the Code.
- c. Caused a false start by one or more cars.
- d. Caused an avoidable collision.
- e. Forced a driver off the track.
- f. Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
- g. Illegitimately impeded another driver during overtaking.
- h. 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.

- 12.2 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 12.1**), and his team have been informed of this by the Stewards no later than twenty-five minutes after the race has finished, he must not leave the circuit without their consent.

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

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

However, should the penalty under a) above be imposed and notified during the last three laps, or after the end of a race, the **Article 12.3.a)** will not apply and a time penalty of 30 seconds will be added to the elapsed race time of the car concerned.

- b) A time penalty.
- c) A reprimand.

- d) A drop of any number of grid positions.
- e) Starting from the pit lane.
- f) Deletion of a driver's qualifying lap time or times.
- g) Drop of places in the classification of the competition.
- h) Disqualification from the results.
- i) Suspension.
- j) Exclusion.

12.4 Should the Stewards decide to impose the penalty under **Article 12.3.a)**, the following procedure shall apply:

- a) From the time the Stewards' decision is notified on the timing monitors and / or on the Start/Finish LINE, the relevant driver and his car may cross the Start/Finish LINE on the track no more than once before entering the pit lane.
- b) Any breach of failure to comply with **Article 12.4.a)** may result in the car being Disqualified.

13) PROTESTS AND APPEALS

13.1 Protests shall be made in accordance with the Code and accompanied by a deposit in cash of **€1000 (one thousand Euros)** or its equivalent in local currency.

13.2 In case of a team to team technical protest an additional bond of **€1000 (one thousand-Euros)** 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.

13.3 Appeals must be made in accordance with the International Sporting Code. Appeal deposit will be in cash of **€6000 (six thousand Euros)** or its equivalent in local currency.

13.4 Appeals may not be made against decisions concerning the following:

- a) The penalties imposed under **Article 12.3.a), b), c), d) or e)**, including those imposed during the last three laps or after the end of the race.
- b) Any penalty imposed under **Article 30.5**.
- c) Any decision taken by the Stewards in relation to **Article 33.4**.
- d) Any penalty imposed under **Article 35.4 or Article 39.3**.

14) SANCTIONS

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

15) DRIVING

15.1 The driver must drive the car alone and unaided.

- 15.2 Drivers are not permitted to participate in any additional practice, qualifying or race within the Event.
- 15.3 A driver may not deliberately leave the track without justifiable reason.
- 15.4 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.
- 15.5 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 not permitted.
- 15.6 Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.
A driver will be judged to have left the track if no part of the car remains in contact with the track.
- Should a car leave the track for any reason the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage. At the absolute discretion of the Race Director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.
- 15.7 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 to pass at the first available opportunity. If the driver who has been caught does not allow the faster driver to pass, 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 of the meeting.

- 15.8 **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.**

16) RACE NUMBERS AND DRIVER'S NAME

- 16.1 Each car must carry the race number of its driver as published by the Organisers. The number panel as supplied by the organiser may not be modified without the organisers approval and must be placed on the nose of the car and on each rear wing end plate which must be left clear of other identification unless specifically provided by the organiser (see Appendix 2).
- 16.2 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.

17) PROMOTION

- 17.1 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 32**.
- 17.2 The drivers, competitors and manufacturers give the right to the Organizer to use their name and images and racing car images for any promotional, advertising, publicity and public relations purpose, for the promotion of the Event and the Macau Grand Prix.
- 17.3 Use of the Organizer logo by the competitors, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from the Organizer.

18) NUMBERS OF CARS PARTICIPATING

The maximum number of cars invited and allowed to start each race and practice is limited set by the Organizer.

19) ELIGIBLE CARS

The Eligible Cars are defined in **Article 2** of the 2020 Formula 4 Chinese Championship Technical Regulations.

20) FUEL

20.1 Competitors must ensure that 2 litres sample of fuel may be taken from the car at any time during the Event.

20.2 The controlled fuel will be made available by the Organizer. Only the controlled fuel as supplied by the Organizer may be used throughout the Event. The fuel will be unleaded fuel of the commercial petrol which comes from a service station pump.

The specification of the fuel will be notified to the competitors by Bulletin before the start of the Event.

Any alteration to the specification of the controlled fuel as supplied by the Organizer will result in exclusion from the Event.

21) PIT ENTRY, PIT LANE AND PIT EXIT

21.1 The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".

21.2 The section of track between the end of the pit lane and the second safety car line will be designated the "pit exit".

21.3 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 35.2 and Article 38.5** 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.

21.4 Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the teams designated pit area to the end of the pit lane.

21.5 Any car(s) 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 they got there unless another car is unduly delayed.

21.6 Any driver that is required to start the race from the pit lane may not drive his car from his teams designated pit - 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.
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- 21.7 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.
- 21.8 Competitors must not paint lines on any part of the pit lane.
- 21.9 Other than in **Article 21.6** 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.
- 21.10 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.
- 21.11
 - a) It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so.
 - b) If a car deemed to have been released in an unsafe condition during any practice session, the stewards may drop the driver such number of grid positions as they consider appropriate.
 - c) If a car is deemed to have been released in an unsafe condition during a race which they are able to resume the driver concerned will receive a penalty under **Article 12.3.a)**.
 - d) An additional penalty will be imposed on any driver who, in the opinion of the stewards, continues to drive a car knowing it to have been released in an unsafe condition. In all of the above cases, a car will be deemed to have been released either it has been driven out of its designated pit area (when leaving from garage) or after it has completely cleared its pit stop position following a pit stop.
- 21.12 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. (Shall not be applied in case of a Race Suspension).
- 21.13 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 pit area which has been assigned to the relevant Team.
- 21.14 Under exceptional circumstances the Race director or the Clerk of the Course 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.
- 21.15 Cars must be angle-parked in formation at all free practice sessions, qualifying sessions (front of the car toward the 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 the course of each practice or the qualifying session, all competing cars must remain in the pit lane whilst not on the track. At no time will competing cars be allowed in their garage or the paddock areas until such time as each practice or the qualifying session has ended and the car has been cleared from any post-qualifying scrutineering checks and released from the Parc Fermé, except with the express permission of the Chief Scrutineer.

22) SPORTING CHECKS

- 22.1** During initial scrutineering, and at any time during the event, each competitor must have available all documents required by **Article 4** above in addition to the car's technical passport.
- 22.2** 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.

23) SCRUTINEERING

- 23.1** Initial scrutineering of the car will take place at the times indicated in the appropriate Appendix.
- 23.2** Race numbers and any official advertising must be on the car for inspection during scrutineering.
- 23.3** No car may take part in the Event until it has been passed by the scrutineers.
- 23.4** 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.
- 23.5** 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.
- 23.6** The Race Director or the Clerk of the Course and the Technical Delegate may require that any car involved in an accident be stopped and checked.
- 23.7** After each race, each practice and all qualifying practice session at least four classified cars may be selected and must undergo scrutineering. All other cars will be held under Parc Fermé conditions in the teams' designated garage area until further notice.
- 23.8** 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.
- 23.9** 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.
- 23.10** 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.

24) TYRE LIMITATION DURING THE EVENT

- 24.1** Only the tyres provided at the Event by the appointed supplier may be used throughout the Event. Competitors may transport wet-weather tyres from one Event to another provided they were allocated to them by the appointed supplier at a previous Event of the Championship

- 24.2** 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.
In order to ensure that tyres have not been treated or modified samples may be taken from the tyre tread for analysis and comparison with a tyre taken directly from the supplier's stock.
- 24.3** During an event each driver may use no more than 4 sets of new dry-weather tyres (8 front tyres and 8 rear tyres) and two sets of new wet-weather tyres (4 front tyres and 4 rear tyres).
- a) 2 sets of used dry-weather tyres (4 front and 4 rear) for the two free practice sessions. In this context a tyre will be considered used if it was allocated to the same car at a previous Event, whether or not it was used on the track.
 - b) 3 sets of new dry-weather tyres (6 front and 6 rear) for the qualifying practice sessions, qualification race and the Race.
 - c) 2 sets of wet-weather tyres (4 front and 4 rear).

At his absolute discretion the chief scrutineer may enforce a method of sealing all wet-weather tyres between Events.

During an event, each driver may use no more than two sets of wet-weather tyres for the qualifying practices sessions and the races.

- 24.4** With the exception of the races, wet-weather tyres may only be used after the track has been declared wet by the race director, following which wet or dry weather tyres may be used for the remainder of the relevant session.
- 24.5** A competitor wishing to replace an already marked unused tyre by another identical unused one must present both tyres to the chief scrutineer.

In case of a tyre damaged by an on track accident, the technical delegate/chief scrutineer may present a dossier to the Panel of Stewards, who may approve the replacement of the damaged tyre with a free practice tyre.

- 24.6** If an approved bar coding is not used on the outer sidewall of each tyre or, at the request of the competitor on both sidewalls, the scrutineers will paint the race number of the driver as well as a letter characterizing the Event.
- 24.7** The use of tyres without appropriate identification may result in a grid position penalty or Disqualification from the race.
- 24.8** Tyres may only be inflated with air or nitrogen.
- 24.9** All tyres, when under the control of a team, must remain visible within the team's designated garage area at all times.
At his absolute discretion, the chief scrutineer will enforce parc fermé conditions on tyres at any time.
- 24.10** The scrutineers appointed for marking will supervise tyre changes in the pits.

25) MINIMUM CAR WEIGHT AND WEIGHING

- 25.1** The minimum weight of the car must be no less than 630KG together with the driver. This figure will take precedence over the Technical Regulations.

25.2

a) During each qualifying practice session cars will be weighed as follows:

i) In the pit lane the organiser will provide an appropriate surface, this area will be used for the weighing procedure. After qualifying practice, the weight of the cars may also be checked during parc fermé.

ii) Cars will be selected at random to undergo the weighing procedure. The chief scrutineer will inform the driver that his car has been selected for weighing by means of a red light at the pit lane entrance that his car has been selected for weighing.

iii) Having been signalled that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine.

iv) The car will then be weighed, and the result given to the driver.

v) If the car is unable to reach the weighing area under its own power, the chief scrutineer will advise the team to take the car to be weighed or the car will be placed under the exclusive control of the marshals who will take the car to be weighed.

vi) A car or driver may not leave the weighing area without the consent of the chief scrutineer.

vii) If a car stops on the circuit and the driver leaves the car, he must contact the scrutineers immediately on his return 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. The chief scrutineer will then tell the driver his weight and, once the driver leaves parc fermé, this will be deemed implicit acceptance of the figure.

c) The relevant car may be disqualified should it's weight be less than that specified in **Article 25.1** of the present 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.

25.3 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.

26) GENERAL CAR REQUIREMENTS

26.1 Only chassis, gearboxes and engine installation kits complying entirely with the following homologations may be used during official test days and events.

Chassis Homologation No: M14-F4

Gearbox Homologation No: SL75-14 LW F4

Engine installation kit Homologation No: SRA-E 08381416500

Once supplied, the components may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission of the Organizers after consultation with the manufacturer. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.

- 26.2** An approved Accident Data Recorder (ADR) must be fitted to the car and be in working order at all times during the Event.
- 26.3** No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for necessary race control and safety information (such as the information of safety car and timeout), legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by radio.
- 26.4** The Organiser may require entrants to fit an Electronic Self (Timekeeping Transponder) Identification Module for the purpose of accurate timing, the exact position of which will be advised prior to the Event. These modules will have to be in place and switched on for all practice sessions and the races.
- 26.5** Only the following set of gear ratios may be used during official test days and events. Gear Ratio

Gear	Ratio	
1 st	14	37
2 nd	18	35
3 rd	18	28
4 th	21	27
5 th	20	22
6 th	26	27

- 26.6** Each competitor must install and maintain in working order (image, data recording and logging) an incident camera on the side of the main roll structure (which side of the roll structure will be specified prior to each Event). Details of the system, including installation instructions, will be made available from the FIA.

Nothing may obstruct the camera picture and it is the responsibility of the competitor to ensure the functionality of the camera system at all times.

The required memory card (Micro SD) will be supplied and installed by the FIA. The memory card slot will be sealed by the scrutineers before the start of the qualifying practice sessions and races. It is the competitor's responsibility to ensure that the seal remains intact and that the card is not removed until the end of the parc fermé of the relevant session.

Competitors may break the seal on the card slot after the end of parc fermé of each session. It is the responsibility of the competitor to ensure that the card and the video data of each session are available at any time during the Event. The cards must be returned to the scrutineers at the end of each Event with the video data of all sessions on them.

Besides the incident camera above, the organizer may suggest more than one camera during an Event and the competitor should also comply with the above procedures.

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

- 26.7** During the entire Event, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear

any such covers are needed solely for mechanical reasons, which could, for example, include protecting against fire.

In addition to the above the following are specifically not permitted:

- a) Engine, gearbox or radiator covers whilst engines are being changed or moved around the garage.
- b) Covers over spare wings when they are on a stand in the pit lane not being used.
- c) Parts such as (but not limited to) spare floors, fuel rigs or tool trolleys may not be used as an obstruction.

The following are permitted:

- d) Covers which are placed over damaged cars or components.
- e) A transparent tool tray, no more than 50mm deep, placed on top of the rear wing.
- f) A cover over the car in the team's garage overnight.
- g) A cover over the car in the pit lane or grid if it is raining.

26.8 Wind tunnel testing ban:

Wind Tunnel Testing is the testing by a Team or any Related Party of that Team, or any agent or sub-contractor of the Team or any of its Related Parties, in a test environment of a representation of an F4 car or subcomponent in order to measure, observe or infer any forces, displacements, pressures or air flow direction resulting directly or indirectly from the incident air flow.

Any wind tunnel testing is forbidden. This also applies for wind tunnel testing using a scale model of a F4 car or subcomponent.

It is forbidden to use any results from wind tunnel testing obtained by a Team or any Related Party of that Team, or any agent or sub-contractor of the Team, any of its Related Parties or any other Third Party other than the wind tunnel testing results supplied by the rolling chassis manufacturer.

26.9 Aerodynamic data:

No rolling chassis may be used in the Event unless the company supplying such rolling chassis accepts and adheres to the following conditions.

Aerodynamic data must be made available for the competitors.

27) SPARE CARS

- 27.1** Spare cars are not permitted unless the Competitors get approved of the Stewards of the meeting. However any part of the car may be changed at any time during the Event. No driver may use more than one car at the same event. After initial scrutineering the survival cell may only be changed if the technical delegate is satisfied that a change is necessary following accident damage. Any replacement survival cell must be presented to the technical delegate for inspection and may have no components pre-fitted to it. Following the change, the car must then be re-presented for scrutineering.

- 27.2** The decision whether a car has been repaired or changed will be taken by the stewards of the meeting based upon a report by the chief scrutineer.

- 27.3 Any car which has passed initial scrutineering may not be removed from the confines of the circuit during the remainder of the Event.

28) ENGINES

- 28.1 Only engines complying entirely with the following homologation may be used during official test days and events.

Engine Homologation No: JLD-4G20

Once supplied, the engine may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission by the promoter of the F4 Chinese Championship and approved by the stewards of the meeting after consultation with the supplier. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.

- 28.2 Each car may use no more than one engine for the event and officials testing in which his team competes. Should a car use a replacement engine a ten grid places penalty will be imposed upon him on the starting grid for the next two races he takes part in. However, if the technical delegate is satisfied that an engine has been genuinely damaged following an accident on the track, no penalty will be imposed.
- a) If the technical delegate is satisfied that an engine has been damaged due to a mechanical or electrical failure directly related to the engine or its periphery, and that this failure has not been caused purposely no penalty will be imposed. Once any such engine has been repaired it may be re-fitted to the car before the start of the following event without incurring a penalty.
 - b) If an engine is replaced, and the above penalty incurred, the original engine may be refitted without incurring a further penalty provided this is done before, or directly after, the two ten place grid penalties have been served.
 - c) If a driver is replaced at any point during the Event the replacement driver must use the engine which the original driver had been using.
- 28.3 An engine will be deemed to have been used once the car's timing transponder has shown that it has left the pit lane.
- 28.4 After consultation with the relevant engine supplier by the F4 Chinese Championship will attach seals to each engine prior to it being used for the first time at an Event in order to ensure that no significant moving parts can be rebuilt or replaced.
- 28.5 Other than the straightforward replacement of one engine unit with another, a change will also be deemed to have taken place if any of the seals are damaged or removed from the original engine after it has been used for the first time in any practice session.
- 28.6 The Technical Delegate/Chief scrutineer may require the replacement of a complete engine, any part of the engine or ECU with parts coming from the supplier's stock or the check of the complete engine on the test bench.

29 GENERAL SAFETY

- 29.1 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.

- 29.2** 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.
- 29.3** 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.
- 29.4**
- 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.
- 29.5**
- 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 38.3**).
 - b) A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 29.6**
- a) Repairs to a car may be carried out only in garage, paddock, pits and on the grid.
 - b) Competitors must ensure that cars, when not in use, remain in the space specifically allocated to them by the Organizer for the particular car and that work or repairs carried out to the vehicle are also effected in the allocated space only. Breach of this requirement will be excluded for the race.
- 29.7** The Organizer must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.
- 29.8** Refuelling is not permitted during practice and qualifying sessions or the races.
- 29.9** 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.
- 29.10** 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.
- 29.11** At no time may a car be reversed in the pit lane under its own power.
- 29.12** 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 or the pit lane.
- 29.13** 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.

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

In the pit lane or the teams designated pit area where the use of an external starting device is allowed.

29.15 Drivers taking part in practice sessions and the races must always wear the clothes and helmet specified in the Code.

29.16 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 **€50 (fifty Euros)** for each km/h above the limit. During the race, the Stewards or Race Director may impose the penalties under **Article 12.3a)** on any driver who exceeds the limit.

29.17 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.

29.18 The car's rear 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 Event when the fault has been remedied.

29.19 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 18 years of age are not allowed in the pits, pit lane, on the pit wall and on the starting grid.

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

29.21 The Race Director, the Clerk of the Course or the 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, **Article 4**)

A Bulletin will be issued at the commencing of the scrutineering of the event, concerning the appropriate procedures of the anti-doping test.

29.22 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.

29.23 Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the disqualification of the car and driver concerned from the Event.

30 PRACTICE SESSIONS

30.1 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.

- 30.2 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.
- 30.3 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.
- 30.4 If a car stops during a practice and qualifying 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.
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 re-join the session.
- 30.5 In the event of a driving infringement during any practice session, the Stewards may delete a driver's lap time (or times) or 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 12 and Article 14.**
- 30.6 The Race Director or 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. Whenever possible, the time lost by the suspension of a practice and qualifying session shall be recovered so that the minimum scheduled period for the session may be accomplished. However, it is not compulsory to resume the 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 30.5.**
- 30.7 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.
- 30.8 All laps covered during the two free practice and qualifying practice will be timed to determine the driver's position at the start in accordance with **Article 33.**
- 30.9 If a qualifying practice session is stopped with less than four minutes remaining, it will not be restarted.

31 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 Race Director or 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.

32 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 center. This will normally take place 15 minutes after the end of the qualifying practice session.

33 THE GRID

- 33.1 At the end of the qualifying practice, the fastest time achieved by each driver will be officially published.
- 33.2 The grid of the **QUALIFICATION RACE** 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.

If driver's qualifying time is slower than the time from those two free practice sessions, drivers can request to use their faster time to take part in the race. Any driver accepted in this manner will be placed into the starting grid after any other penalties have been applied.

The starting grid will be published no less than TWO hours before the start of the formation lap. 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 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 30 minutes 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.

The classification of the RACE 1 (QUALIFICATION RACE) will determine the grid positions for the RACE 2 (FORMULA 4 MACAU GRAND PRIX RACE). Any cars failing to complete a lap will be arranged at the back of the grid in their first race grid order.

- 33.3 The fastest driver will start the race from the position on the grid which has been designated as such by the FIA circuit license.
- 33.4 Any driver whose best qualifying lap exceeds **110% in his respective class** of the fastest time will not be allowed to take part in the race. **Application should be made no later than ONE hour and thirty minutes after the "Qualifying - Provisional Classification" published.** Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied.

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

- 33.5 The grid will be in 2 x 2 formation and the rows on the grid will be separated by 7.2 metres.

34 MEETINGS

- 34.1 A Drivers' meeting will take place on the venue and time noted in the appropriate Appendix, all drivers entered for the competition and their competitors' appointed representatives must be present throughout the meeting. Any absence and not signing the attendance sheet at the meeting will be brought before the Stewards for their consideration and subject to penalty of **€500 (Five Hundred Euros)** and/or disqualify from the race.
- 34.2 A further meeting, if deemed necessary by the Race Director or the Clerk of the Course may take place and at a time to be notified to the competitors.

35 STARTING PROCEDURE / ROLLING START WILL BE USED

- 35.1** 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 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.

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 **Article 35.2**.

- 35.2** 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.

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.

Fuel may not be added to nor removed from a car on the grid.

- 35.3** 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.

- 35.4** 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 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.

The Penalty under **Article 12.3a)** 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.

- 35.5** When the one-minute signal is shown, engines should be started, tyre warmers removed and all team personnel must leave the grid by the time the 15 second signal is given, taking all equipment with them. If any team personnel or team equipment remain on the grid after the 15 second signal has been shown, the driver of the car concerned must start the race from the pit lane as specified in **Article 35.2**. A penalty under **Article 12.3 a)** will be imposed on any driver who fails to start the race from the pit lane. If any driver needs assistance after the 15 second signal, he must 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.

- 35.6** When the green lights are illuminated, the cars will begin the formation lap with the organiser's 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.

- 35.7** During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.
- 35.8** 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 35.2**.

A penalty under **Article 12.3 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.

- 35.9** The speed of the Organizer's Official Leading Car (as which a Safety Car might be used) must be around 80kph during the formation lap. The Official Leading Car will pull off at the end of the formation lap. The cars will continue on their own with the pole position leading at a constant speed between 70kph and a maximum of 90kph. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (**70/90kph**) before the start is given will result in a drive through penalty.

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. However, the race shall not be considered to have started until the cars pass the Start/Finish LINE and timing shall commence when the leading car passes that Start/Finish LINE (as described in the Code).

The penalties under **Article 12.3 a)** will be imposed for a false start.

- 35.10** a) During the start of a race, the pit wall must be kept free of all people, with the exception of properly authorized officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.
- b) If a problem arises when the cars reach the Start/Finish Line at the end of the formation lap, the red light will stay on. Yellow flags will be displayed at all observation posts. The 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 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.
- c) If additional formation laps are necessary, only the first formation laps will not count towards 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.

All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed. Cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the first time.

- 35.11** Only in the following cases will any variation in the starting procedure is allowed:

- a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director or 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.

- b) If the start of the race is imminent and, in the opinion of the Race Director or 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 37.15** will apply.

35.12 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.

36 THE RACE

36.1 Team orders which interfere with a race result are prohibited.

36.2 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.

36.3 If a car stops during the 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 any such assistance results in the engine starting and the driver rejoining the race, the car will be disqualified from the results of the race.

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.

37 SAFETY CAR

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

37.2 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 37.15** below) it will cover a whole lap of the circuit and take up position.

37.3 The safety car may be brought into operation to neutralize a race upon the order of the Race Director or 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.

37.4 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.

37.5 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.

- 37.6** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 37.7** All competing cars must then reduce speed and form up in line behind the safety car no more than five car lengths apart.
- 37.8** 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 37.14** will apply.

The exceptions are:

- a) If a driver is signalled to do so from the safety car;
 - b) Under **Article 37.15** below;
 - c) When entering the pits, a driver may pass another car including the safety car remaining on the track after he has reached the first safety car line;
 - d) When leaving the pits, a driver, including the safety car may overtake or be overtaken by another car on the track before he reaches the second safety car line;
 - e) When the safety car is returning to the pits it may be overtaken by cars on the track once it has crossed the first safety car line;
 - f) Whilst in the pit lane or pit exit a driver may overtake another car which is also in one of these three areas;
 - g) Any car stopping in its designated pit area whilst the safety car is using the pit lane (see **Article 37.11** below) may be overtaken;
 - h) If any car slows with an obvious problem.
- 37.9** When ordered to do so by the Race Director or 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.
- 37.10** 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 37.12** below) and all remaining cars must keep the formation as tight as possible.
- 37.11** Under certain circumstances the Race Director or 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 pit area.
- 37.12** When the Race Director or 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 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.

- 37.13 Each lap completed while the safety car is deployed will be counted as a race lap.
- 37.14 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.
- 37.15 Under certain circumstances the race may be started behind the safety car or resumed in accordance with **Article 39.5**. 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 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. During a race start there will be no formation lap and race will start when the green lights are illuminated.

Overtaking is only permitted if:

- a) A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
- b) There is more than one car starting from the pit lane and one of them is unduly delayed. In either case drivers may only overtake to re-establish the original starting order or the order the cars at the pit exit were in when the race was started.

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

The penalties under **Article 12.3 a)** will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap. Fails to enter the pit lane, if he has not re-established the original starting order before he reaches the first safety car line.

38) SUSPENDING A RACE

- 38.1 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 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.
- 38.2 When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly into the pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit staying in the fast lane. All the cars should form up in a line behind the first car.

- 38.3** Any cars unable to return to the pit lane as a result of the track being blocked, they will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied before the race was suspended. In all cases the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race.

The safety car will then be driven to the front of the line of cars in the fast lane.

- 38.4** 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 is forbidden;
- Only team members and officials will be permitted in the pit lane.

- 38.5** Unless asked to do so by the officials, cars may not be moved from the fast lane whilst the race is suspended. A penalty under **Article 12.3 a)** will be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane. Any car which was in the pit entry or pit lane at the time the race was suspended will not incur a penalty. However, if the race has been suspended in the pit lane (see **Article 38.2**) 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, and subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed.

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

39) RESUMING A RACE

- 39.1** 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.
- 39.2** Signals will be shown, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.
- 39.3** 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.

The penalty under **Article 12.3 a)** will be imposed on any driver whose car did not have all its wheels fully fitted and the car must be resting on their wheels at the three minutes signal or has any of its wheels changed before it leaves the pit lane after the race has been resumed.

When indicated to do so by the Race Director, before the race resumption time any cars between the safety car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended will be allowed to leave the pit lane and complete a further lap, without overtaking and join the line of cars behind the safety car which left the pit lane when the race was resumed.

- 39.4** When the one-minute signal is shown, engines should be started, tyre warmers removed and all team personnel must leave the fast lane by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal he must signal to the marshals and when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car into the slow lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.
- 39.5** 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 or the Clerk of the Course deems more than one lap necessary, in which case see **Article 37.15**;
 - b) All cars are not yet in a line behind the safety car;
 - c) A further incident occurs necessitating another intervention.

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

- 39.6** 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.
- 39.7** The penalties under **Article 12.3 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 37.10, 37.11, 37.12 and 37.15** will apply.
- 39.8** 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.

40) FINISH

- 40.1** 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 5.4 or 5.5**.
- 40.2** 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.
- 40.3** 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.

41) **PARC FERMÉ**

- 41.1 Only those officials charged with supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.
- 41.2 When the Parc Fermé is in use, Parc Fermé regulations will apply in the area between the Line and the Parc Fermé entrance.
- 41.3 The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it. Parc Fermé is situated behind pit box 1.

42) **CLASSIFICATION**

- 42.1 The overall winner will be the car which completes the Race in the shortest time.
- 42.2 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** laps x 90% = **10** Laps), will not be classified.
- 42.3 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.

43) **PODIUM CEREMONY**

The drivers finishing the race in overall 1st, 2nd and 3rd positions and the drivers finishing 1st, 2nd and 3rd positions of each category must attend the prize-giving ceremony on the podium and abide by the podium procedure as directed by the Organizer 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 **M (Mezzanine)** floor of the **Race Control Tower**.

44) **AWARDS**

FORMULA 4 MACAU GRAND PRIX (Qualification Race)	1 st Trophy 2 nd Trophy 3 rd Trophy
FORMULA 4 MACAU GRAND PRIX (Qualification Race Pole Position)	Trophy
FORMULA 4 MACAU GRAND PRIX (RACE)	1 st HKD\$16,000 plus Trophy 2 nd HKD\$11,000 plus Trophy 3 rd HKD\$6,000 plus Trophy

45) **PRIZE GIVING**

All drivers are requested to attend the Official Prize Giving on the 22nd November 2020 at a location and time to be notified.

46) **ADVERTISING AND RIGHTS**

- 46.1 All advertising on/in cars, drivers and teams must comply with the legal requirements of the country in which the race is taking place and comply with any national restrictions required in order to permit the host broadcaster to transmit the event. If required by the Organizer, 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 sponsor's 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 decision by the Organizer for exclusion of the car and driver concerned from the Event.

The Organizer 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 Organizer. 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 Organizer. In the event of a dispute, the final decision rests with the Organizer.

All competitors give the right to the Organizer 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 Organizer stickers to be attached representing the tyre and fuel suppliers and Organizer sponsors. Any conflicting tyre company identification must be removed.

In accordance with **Article 17.3**, the official logos of the Event must not be used by a team or a driver unless prior permission has been given by the Organizer. These logos include, but not limited to, the outline of the Guia Circuit.

- 46.2 All audio/visual rights in accordance with the FIA Regulations, and trademarks and copyrights relating to the Event are the property of the respective Event's Organizer.
- 46.3 All cars must have the starting numbers fitted as required by the Organizer and without modification unless agreed by the Organizer. No additional material or advertising may be added to the start number panels.
- 46.4 Any identification of a conflicting company to the appointed official company must be removed both from the car and the drivers' overalls.

47) SIGNALS

Due to the Guia Circuit's configuration, the following signals will be used throughout the meeting at Melco hairpin (MP20) and the Finish Line.

Black flag
(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 flag
(motionless)

with number on blackboard.
Warning of unsportsmanlike behavior.

Black with Orange disc flag
(motionless)

with number on blackboard.
Warning that vehicle has mechanical problem likely to cause danger. Must stop at the pits on same lap.

SPECIFIC TECHNICAL REGULATIONS

FORMULA 4 MACAU GRAND PRIX

The regulations will be defined by the
“2020 FORMULA 4 CHINESE CHAMPIONSHIP TECHNICAL
REGULATIONS”.

APPENDIX TWO

DRIVER'S SAFETY KIT

Equipment	FIA standard	FIA Regulations
Helmets	FIA standard 8859 - 2015 FIA Standard 8860 - 2004 FIA Standard 8860 - 2010 FIA Standard 8860 - 2018 FIA Standard 8860 – 2018 - ABP	Article 1 “Helmets” Chapter III “Drivers’ Equipment” Appendix L - ISC
Driver’s Clothing	FIA standard 8856 - 2000	Article 2 “Flame-resistant clothing” Chapter III “Drivers’ Equipment” Appendix L – ISC
Frontal head Restraint (FHR)	FIA standard 8860-2002 FIA standard 8858 - 2010	Article 3 “Flame-resistant clothing” Chapter III “Drivers’ Equipment” Appendix L – ISC
Safety Belts	FIA standard 8853 / 98 FIA standard 8853 - 2016	Article 4 “Safety Belts” Chapter III “Drivers’ Equipment” Appendix L – ISC art. 14.4 of 274 appendix J

APPENDIX THREE

67th MACAU GRAND PRIX

RACE OFFICIALS

FIA Safety Delegate	.....	Zhang Tao
Race Director	.....	Armando De Jesus
Chairman of the Panel	.....	Chan Chan Tou Sancho
Steward (CAMF)	.....	Gao Yuan
Steward (AAMC)	.....	Lam Ka Chun
Steward (AAMC)	.....	Lei Chi Hang
Steward (AAMC)	.....	Cheang Weng San Michael
Clerk of the Course	.....	Americo Martins De Jesus
Deputy Clerk of the Course	.....	Pang Ting Hung
Deputy Clerk of the Course	.....	Kuan Kok Nam
Secretary of the Meeting	.....	Fan Si Un
Chief Scrutineer	.....	Tam Ka Keong Daniel
Marshal Coordinator	.....	Cartar Singh Mann
Marshal Assistant Coordinator	.....	Ricardo Da Luz
Marshal Assistant Coordinator	.....	Roberto Carlos Osorio
Track Office Coordinator	.....	Patrick Castro
Permanent Starter	.....	Angelina M. Ferreira Sin Loi
Chief Medical/Extrication Officer	.....	Dr. Chan Wai Sin
Deputy Chief Medical/Extrication Officer	.....	Dr. Lei Wai Seng
Public Security Officer	.....	Lao Wan Seong
Fire-fighter Officer	.....	Lei Long Kit

PROMOTER

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

Avenida da Amizade, No. 207, Edifício do Grande Prémio de Macau

Tel: (853) 87962268 Fax: (853) 28727309

E-mail: macaugp@sport.gov.mo

NATIONAL SPORTING AUTHORITY

THE ASN OF THE 67th MACAU GRAND PRIX IS THE “AUTOMOBILE GENERAL ASSOCIATION MACAO-CHINA”

ORGANIZER

THE ORGANIZER OF THE 67th MACAU GRAND PRIX IS THE “SPORTS BUREAU OF MACAO SAR GOVERNMENT”



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 FOUR

PROVISIONAL PROGRAMME FOR SCRUTINEERING AND DOCUMENTS CHECK

18th NOVEMBER (WEDNESDAY)

09:00 – 17:00 Scrutineering / Equipment / Document Checks

12:00 – 13:30 Drivers document checks and weighing at the Parc Fermé

19th NOVEMBER (THURSDAY)

09:00 – 12:00 Re-Scrutineering

19:00 – 19:25 Drivers Meeting (compulsory attendance)

Venue: Macau Fisherman's Wharf, Multi Function Rooms (Room A)

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

- The Scrutineering will be at the East End of the Paddock.
- Driver's equipment and documents check at the Parc Fermé.

67th MACAU GRAND PRIX
PROVISIONAL PROGRAMME - 20th to 22nd NOVEMBER, 2020

20th of November 2020 (Friday)

6:00		Circuit Closed
6:30	7:00	Circuit Inspection
7:20	7:50	Safety, Rescue and Extrication Cars - Testing laps
8:00	8:35	Macau Touring Car Cup - Free Practice 1
8:50	9:25	Greater Bay Area GT Cup - Free Practice 1
9:40	10:15	Formula 4 Macau Grand Prix - Free Practice 1
10:30	11:05	Macau Guia Race - Free Practice 1
11:20	11:55	Macau GT Cup - Free Practice 1
12:25	13:00	Macau Touring Car Cup - Free Practice 2
13:15	13:50	Greater Bay Area GT Cup - Free Practice 2
14:05	14:40	Formula 4 Macau Grand Prix - Free Practice 2
14:55	15:30	Macau Guia Race - Free Practice 2
15:45	16:20	Macau GT Cup - Free Practice 2
18:00	**	Circuit Opened

21st of November 2020 (Saturday)

6:00		Circuit Closed
6:30	7:00	Circuit Inspection
7:30	7:50	Macau Touring Car Cup - Qualifying
8:15	8:35	Greater Bay Area GT Cup - Qualifying
9:00	9:20	Formula 4 Macau Grand Prix - Qualifying
9:45	10:05	Macau Guia Race - Qualifying
10:30	10:50	Macau GT Cup - Qualifying
11:35	12:05	Special Event
12:30	13:00	Macau Touring Car Cup - Qualification Race - 8 laps
13:25	13:55	Greater Bay Area GT Cup - Qualification Race - 8 laps
14:20	14:50	Formula 4 Macau Grand Prix - Qualification Race - 8 laps
15:15	15:45	Macau Guia Race - Qualification Race - 8 laps
16:10	16:40	Macau GT Cup - Qualification Race - 8 laps
18:00	**	Circuit Opened

22nd of November 2020 (Sunday)

6:00		Circuit Closed
6:30	7:00	Circuit Inspection
7:30	8:30	Safety, Rescue and Extrication Cars - Testing laps
9:00	9:40	Macau Touring Car Cup - 12 laps
10:05	10:45	Greater Bay Area GT Cup - 12 laps
11:40	12:20	Macau Guia Race - 12 laps
12:45	13:25	Macau GT Cup - 12 laps
13:40	14:30	Special Event
15:10	15:20	Lion Dance
15:30	16:10	Formula 4 Macau Grand Prix - 12 laps
18:00	**	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.*