



67th MACAU GRAND PRIX

16th – 22nd NOVEMBER 2020

GREATER BAY AREA GT CUP

SPORTING REGULATIONS

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The Automobile General Association Macao-China (AAMC) will sanction the 67th Macau Grand Prix 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, 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 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 and Specific Technical Regulations.
- 1.2 The **GREATER BAY AREA GT CUP** race is governed by the FIA International Sporting Code and its Appendices, the FIA General Prescription on Circuit, these Sporting Regulations, Specific Technical Regulations and their relevant Appendices / Bulletins for this race.
- 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 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.
 - 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

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.

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 Macau 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.

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

5) EVENT

5.1 The Event will have the status of a RESTRICTED INTERNATIONAL Event.

5.2 The Event will be restricted by invitation.
(All drivers shall be appointed by AAMC.)

5.3 The Event shall include all practices and race.

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 MACAU GREATER BAY AREA GT CUP RACE run over 12 laps or maximum of 40 minutes (*).

Each lap is 6.2 Kms 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 race 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 appropriate Appendix.

The Provisional Schedule for Scrutineering / Equipment / Document Checks / Practice / Qualifying sessions is noted in appropriate Appendix.

The Race start time is noted in 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 a.m. on 16th November, 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 the former's 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.

The following conditions are required for the participation in the 67th Macau Grand Prix "GREATER BAY AREA GT CUP" race:



1. Have participated in the 66th Macau Grand Prix Greater Bay Area GT Cup.
2. Have participated in the 66th Macau Grand Prix Macau Touring Car Cup.
3. Specially Designated Participants and assign / appoint by AAMC.

Priority will be given to the top ranked classified drivers of the 66th Greater Bay Area GT Cup, then to the drivers of the 66th Macau Touring Car Cup.

Entries for the Greater Bay Area GT Cup can be submitted by drivers as Competitor or Competitor with Commercial License. The Event is restricted by invitation, and the selection of drivers are made and appointed by the AAMC.

All entries to be sent to Automobile General Association Macao – China, 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.

Entry fee is MOP 6,000.00

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.

After acceptance of the entry, each change of driver must apply in writing to the Organizer for approval or fine.

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 after Start of the Event (commencement of Scrutineering) will require consent of the Stewards.

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.

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 referred to the clerk of the course for investigation) which:

- a) Necessitated the suspension of a race under **Article 37**;
- b) Constituted a breach of these Sporting Regulations or the Code;
- c) Caused a false start by one or more cars;
- f) Caused a avoidable collision;
- g) 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 the 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 LINE, the relevant driver and his car may cross the 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 fee 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 fee 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 29.5**.
- c) Any decision taken by the Stewards in relation to **Article 32.4**.
- d) Any penalty imposed under **Article 34.4 or Article 38.3**.

14) SANCTIONS

The Stewards may inflict the penalties specifically set out in these Sporting Regulations and the 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 with 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 judge 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 past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake. Any driver who is deemed to be ignoring the waved blue flags will be reported to the Stewards 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 and the windscreen strip provided by the Organizer for its driver. All numbers and the windscreen strip must be in position before scrutineering.

The placing of the numbers and the windscreen strip are indicated in the appropriate Appendix.

- 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 31**.

- 17.2 The drivers, competitors and manufacturers give the right to the Organizers to use their name for any promotional, advertising, publicity and public relations purpose, for the promotion of the Event.

- 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 allowed to start each race and practice is limited set by the Organizer.

19) ELIGIBLE CARS

- 19.1 All vehicles must comply with the requirements note in the Specific Technical Regulations of the race.

19.2 All competition cars must be in strict compliance with the Technical Specifications Chart. The Technical Specifications Chart will be notified by the Promoter to the Competitors before the date of the Event concerned. The organizer reserves the right to adjust the Specific Technical Regulations throughout the competition.

19.3 The vehicles will run as per the Specific Technical Regulations of the **GREATER BAY AREA GT CUP** race, provided that the noise level generated by the car must not exceed 110 dB(A) at 4,000 r.p.m., the measurement is taking at a distance of 0.5 meter and at a 45-degree angle to the point of exit of the exhaust.

20) FUEL

20.1 Competitors must ensure that a 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 34.2 and Article 37.5** 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.
- 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 apply 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.
- 22.3 The Organizer may require Competitor 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 race.

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:
- Check the eligibility of a car or of a competitor at any time during the Event;
 - Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied;
 - Require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail;
 - 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 The make of tyre is free. The use of tyre warmers is permitted.

24.2 Dry and Wet weather tyres:

a) Slick / Dry Tyres must have no tread grooves, moulded or hand-cut, other than a reasonable number of tread depth marker holes moulded or hand-cut by the manufacturer of the tyre at the source of manufacture. These are the only slick / dry tyres that may be used for Free Practice, Official Qualifying or Racing at that Meeting. Any modification or treatment including cutting, grooving, applying of water solvents or softeners are prohibited.

b) A wet-weather tyre is a grooved tyre that is designed for use on a wet track. Any modification or treatment including cutting, grooving, applying of water solvents or softeners are prohibited.

24.3 Wet-weather tyres may be used only after the track has been declared wet by the Race Director or the Clerk of the Course for the session (Free Practice, Qualifying) and the races.

24.4 Dry-weather tyres and Wet-weather tyres may not be mixed on a race car.

25) WEIGHING

25.1 a) During each qualifying practice session and race, cars will be weighed as follows:

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 Specifications Chart (see Appendix One) 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.

25.2 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.

25.3 Should a competitor damage the weighing scales through negligence, and this damage has caused the weighing scales be not able to be used in the remaining time of the practice session, the competitor practice time from that session will not be allowed and the competitor will be liable to the cost of any necessary repairs of the weighing scales.

26) GENERAL CAR REQUIREMENTS

No signal of any kind may pass between a moving car and anyone connected with the car's competitor 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.

27) SPARE CARS

Spare cars are not permitted.

28) GENERAL SAFETY

- 28.1** 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.
- 28.2** 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.
- 28.3** 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.
- 28.4**
- 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.
- 28.5**
- 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 re-joining 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 37.3**).
 - b) A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 28.6**
- a) Repairs to a car may be carried out only in the 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.
- 28.7** The Organizer must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.
- 28.8** Refuelling is not permitted during practice and qualifying sessions or the race.
- 28.9** 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.
- 28.10** 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.
- 28.11** At no time may a car be reversed in the pit lane under its own power.
- 28.12** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers at any other person. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

- 28.13** 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.
- 28.14** 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.
- 28.15** Drivers taking part in practice sessions and the races must always wear the clothes and helmet specified in the Code.
- 28.16** 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 12.3 a)** on any driver who exceeds the limit.
- 28.17** 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.
- 28.18** The car's white headlights, red rear lights and rear fog lights must be illuminated at all times when it is running on a track that has been declared a "wet track".
It shall be at the discretion of the Race Director to decide if a driver should be stopped because the lights are not working. Should a car be stopped in this way, it may re-join the Event when the fault has been remedied.
- 28.19** 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.
- 28.20** 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.
- 28.21** 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, Art. 4)
- A Bulletin will be issued at the commencing of the scrutineering of the event, concerning the appropriate procedures of the anti-doping test.**
- 28.22** 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.
- 28.23** 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.

29) PRACTICE SESSIONS

- 29.1 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.
- 29.2 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.
- 29.3 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.
- 29.4 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.

- 29.5 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**.
- 29.6 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 29.5**.
- 29.7 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.
- 29.8 All laps covered during the two free practice and the qualifying practice will be timed to determine the driver's position at the start in accordance with **Article 32**.
- 29.9 If a qualifying practice session is stopped with less than four minutes remaining, it will not be restarted.

30) 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.

31) 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.

32) THE GRID

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

32.2 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 classification of the RACE 1 (QUALIFICATION RACE) will determine the grid positions for the RACE 2 (GREATER BAY AREA GT CUP RACE). Any cars failing to complete a lap will be arranged at the back of the grid in their first race grid order.

The starting grid will be published no less than Two hour 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.

32.3 The fastest driver will start the race from the position on the grid which has been designated as such by the FIA circuit license.

32.4 Any driver whose best qualifying lap exceeds **115 %** of the pole position 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.

32.5 The grid will be in 2x2 formation and the rows on the grid will be separated by 7.2 metres.

33) MEETINGS

33.1 A Drivers' meeting will take place on the venue and time noted in the appropriate Appendix, all drivers entered for the competition and their team managers 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.

33.2 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.

34) **STARTING PROCEDURE / ROLLING START WILL BE USED**

34.1 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 34.2**.

34.2 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.

34.3 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.

34.4 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 12.3 a)** will be imposed on any driver whose car did not have all its wheels fully fitted at the five-minute signal or was not resting on its wheels at the three-minute signal.

34.5 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 34.2**. 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.

34.6 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.

- 34.7 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.
- 34.8 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 34.2**.

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.

- 34.9 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.

- 34.10 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 laps will not count towards the total distance of the race. The total number of additional laps, whether they be formation laps or covered behind the Safety Car is two. If more than two additional formation laps are necessary, the start will be considered as having been given at the end of the second additional 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.

- 34.11** 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 36.15** will apply.
- 34.12** 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.

35) THE RACE

- 35.1** Team orders which interfere with a race result are prohibited.
- 35.2** 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.
- 35.3** 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.

36) SAFETY CAR

- 36.1** 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.
- 36.2** 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 36.15 below**) it will cover a whole lap of the circuit and take up position.
- 36.3** 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.
- 36.4** 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.
- 36.5** 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.

- 36.6** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 36.7** All competing cars must then reduce speed and form up in line behind the safety car no more than five car lengths apart.
- 36.8** With the exceptions of the cases listed 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 36.14 will apply.
The exceptions are:
- a) If a car is signalled to do so from the safety car.
 - b) Under **Article 36.15** below.
 - c) When entering the pit, 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 pit, 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 those three areas.
 - g) Any car stopping in its designated garage whilst the safety car is using the pit lane (see **Article 36.11** below) may be overtaken.
 - h) If any car slows with an obvious problem.
- 36.9** 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.
- 36.10** 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 36.12 below**) and all remaining cars must keep the formation as tight as possible.
- 36.11** 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 garage area.
- 36.12** 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.

- 36.13** Each lap completed while the safety car is deployed will be counted as a race lap.
- 36.14** 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.
- 36.15** Under certain circumstances the race may be started behind the safety car or resumed in accordance with **Article 38.5**. 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 re-join) 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.

37) SUSPENDING A RACE

- 37.1** 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.
- 37.2** 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.

37.3 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.

37.4 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.

37.5 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 37.2**) 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.

38) RESUMING A RACE

38.1 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.

38.2 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.

38.3 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-minute 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.

- 38.4** 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.
- 38.5** 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:
- 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 36.15**;
 - All cars are not yet in a line behind the safety car;
 - 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.

- 38.6** 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.

- 38.7** 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 36.10, 36.11, 36.12 and 36.15** will apply.
- 38.8** 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.

39) FINISH

- 39.1** 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**.
- 39.2** 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.
- 39.3** 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.

40) **PARC FERMÉ**

- 40.1 Only those officials charged with supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.
- 40.2 When the Parc Fermé is in use, Parc Fermé regulations will apply in the area between the Line and the Parc Fermé entrance.
- 40.3 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.

41) **CLASSIFICATION**

- 41.1 The overall winner will be the car which completes the Race in the shortest time.
- 41.2 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.
- 41.3 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.

42) **PODIUM CEREMONY**

The drivers finishing the race in 1st, 2nd and 3rd positions 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**.

43) **AWARDS**

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

44) **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.

45) **ADVERTISING AND RIGHTS**

- 45.1 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 sponsors name and type of operation must be noted on the entry form. Any advertising on cars not complying with the legal requirements/regulations may result in a decision by the Organizer for exclusion of the car and driver concerned from the Event.

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 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 Organizers 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 Organizers. These logos include, but not limited to, the outline of the Guia Circuit.

- 45.2 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.
- 45.3 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.
- 45.4 Any identification of a conflicting company to the appointed official company must be removed both from the car and the drivers' overalls.

GREATER BAY AREA GT CUP

SPECIFIC TECHNICAL REGULATIONS

ARTICLE 1: ELIGIBLE CARS ARE LISTED IN THE FOLLOWING:

LOTUS Evora
LOTUS Exige V6
GINETTA G55
MERCEDES AMG GT4
BMW M4
NEW / ASTON MARTIN Vantage
AUDI R8 LMS V10
MCLAREN 570S
PORSCHE Cayman
KTM
LOTUS ELISE

ARTICLE 2: DEFINITIONS

2.1 Car

Any cars, which have been registered as Greater Bay Area GT CUP and are qualified to take part into the race series of Greater Bay Area GT CUP.

2.2 Bodywork

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

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

2.3 Weight

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

2.4 Racing weight

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

2.5 Wheel

Wheel: Flange and rim.

Complete wheel: Flange, rim and tyre.

2.6 Cockpit

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

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

2.7 Supercharging

Increasing the weight of the charge of the fuel/air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever.
The injection of fuel under pressure is not considered to be supercharging.

2.8 Semi-automatic gearbox

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

2.9 Location

A site defined relative to the original: centre line of the car, axles centre (middle of the wheelbase on the centre line), cockpit, luggage compartment and engine compartment. Location within the engine compartment is a site defined relative to the crank case and cylinder head(s).

2.10 Position

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

2.11 Orientation

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

2.12 Telemetry

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

2.13 Technical Form

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

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

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

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

ARTICLE 3: REGULATIONS

3.1 Vehicle type eligibility

Vehicles will be eligible in the Greater Bay Area GT CUP Grand Touring class.



For a vehicle to be eligible in the Greater Bay Area GT CUP type Grand Touring class, it must be a car approved by the Promoter.

3.2 Eligible cars

The list of approved cars will be published by the Promoter.

3.3 Regulation and eligibility amendments

The Promoter will publish any changes made to these regulations. All such changes will come into effect after their publication.

Changes for safety reasons may be made without notice.

3.4 Compliance with the regulations

The car entered by a competitor must conform strictly to its Technical Form as well as to any additional notification from the Promoter.

It is the duty of each competitor to satisfy the Scrutineers and the Stewards of the Meeting that his car complies with these regulations in them entirely at all times during an event.

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

3.5 Measurements

All measurements must be taken while the car is stationary on an assigned location or as stated in the Sporting Regulations or supplementary regulation of the relevant Series. Before the start of an Event, the Chief scrutineer stipulate the place where the ride height and weights will be checked.

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

3.6 Material

Titanium is not permitted unless used in the original parts of explicitly authorized by these regulations.

This restriction does not concern the parts homologated with the standard vehicle.

The use of magnesium sheet less than 3mm thick is forbidden.

3.7 Telemetry

The use of telemetry is forbidden.

ARTICLE 4: BODYWORK

4.1 Bodywork

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

The front and rear overhangs must remain original.

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

4.1.1) Bonnet and boot lids

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

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

4.2 Windscreen and windows

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

Additional fastenings may be used for securing the windscreen.

The side and rear windows may be replaced with polycarbonate.

Protective nets:

a) Net

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

It must meet the following specifications:

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

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

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

b) Fixation:

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

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

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

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

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

ARTICLE 5: WEIGHT

5.1 Minimum weight

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

5.2 Ballast

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

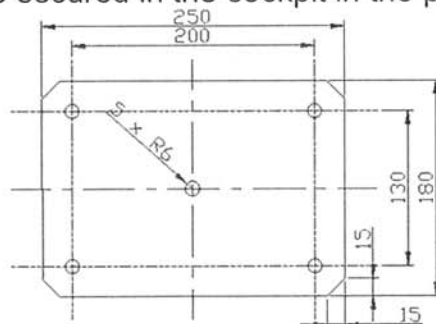
The securing system must allow seals to be affixed to the ballast by the scrutineers and must be designed such that tools are required for its removal.

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

5.3 Levelling Ballast / Crew handicap / Success Ballast

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

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



257A-1

5.4 Adding during the race

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

5.5 Liquids

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

ARTICLE 6: ENGINE

6.1 Intake system

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



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

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

Sealing the restrictors must cause the engine to stop immediately.

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

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

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

6.2 Exhaust

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

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

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

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

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

ARTICLE 7: FUEL SYSTEM, REFUELLING

7.1 Refuelling

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

7.2 Fuel tanks

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

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

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

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

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

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

7.3 Fuel samples

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

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

7.4 Fuel Supplier

Fuel is standardized officially supplied by the Promoter.

ARTICLE 8: LUBRICATION SYSTEM

8.1 Catch tank

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

ARTICLE 9: ELECTRICAL EQUIPMENT

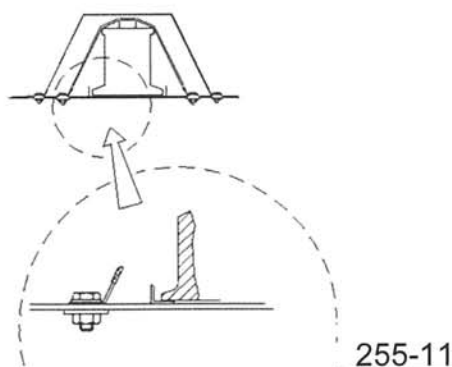
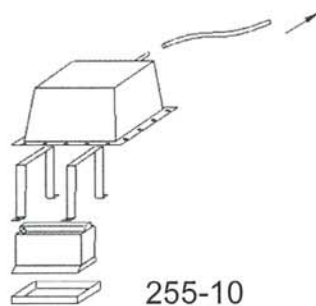
9.1 Battery

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

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

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

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



9.2 Windscreen wiper

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

9.3 Starting

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

9.4 Lighting equipment

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

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

9.4.3) Reversing lights:

The bulbs of the reversing lights must be removed.

9.4.4) Rain lights:

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

It must be:

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

ARTICLE 10: TRANSMISSION

10.1 Transmission system

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

10.2 Reverse gear

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

ARTICLE 11: AXLES, SUSPENSION AND STEERING

11.1 Ride height

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

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

11.2 Suspension type and mounting

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

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

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

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

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

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

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

11.3 Steering

The steering lock must be dismantled and the column adjusting system must be locked. The steering wheel may be fitted with a quick release system.

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

11.4 Power steering

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

ARTICLE 12: BRAKES

12.1 Hydraulic circuits and tanks

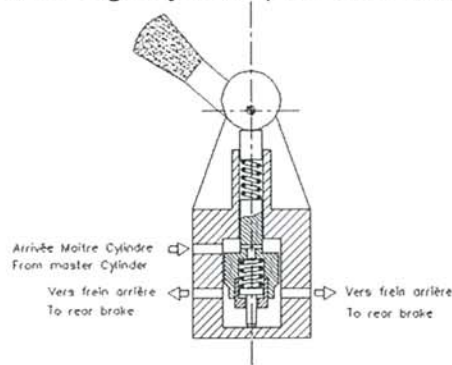
The complete braking system must incorporate at least two separate circuits operated by the same pedal.

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

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

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

- a direct and manual intervention on a mechanical system allowing the modification of the position of the centre of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits, mounted on the original pedal unit.
- a direct and manual intervention on a proportional valve, in which the intake pressure of the rear circuit is adjusted through a pre-loaded spring, variable according to the position of the manual linkage system (see the Drawing of the principle 263-9).



Only one of these two systems are permitted.

12.2 Anti-lock braking and power braking

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

12.3 Cooling of brakes

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

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

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

ARTICLE 13: WHEELS AND TYRES

13.1 Dimensions and materials

As listed in the Fairness of Performance table.
Forged magnesium wheels are forbidden.

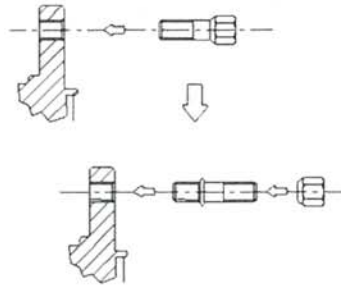
13.2 Wheel visibility

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

13.3 Wheel attachment

Wheel attachment principle must remain original.

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



254-1

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

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

Air extractors added on the wheels are forbidden.

13.4 Pressure control valves

Pressure control valves on the wheels are forbidden.

13.5 Sensors

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

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

13.6 Pneumatic jacks

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

Minimum openings allowing the use of air jacks are authorized

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

ARTICLE 14: COCKPIT

14.1 Equipment permitted in the cockpit

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

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

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

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

ARTICLE 15: SAFETY EQUIPMENT

15.1 Fire extinguishers

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

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

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

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

15.2 Safety belts

The wearing of two shoulder straps, one lap strap and two crotch straps is compulsory. These straps must comply with FIA standard N°8853/98.

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

The wearing of two shoulder straps, one lap strap and two crotch straps is compulsory. It must have a minimum of five (5) anchorage points.

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

Elastic devices attached to the shoulder straps are forbidden.

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

15.3 Rear view mirrors

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

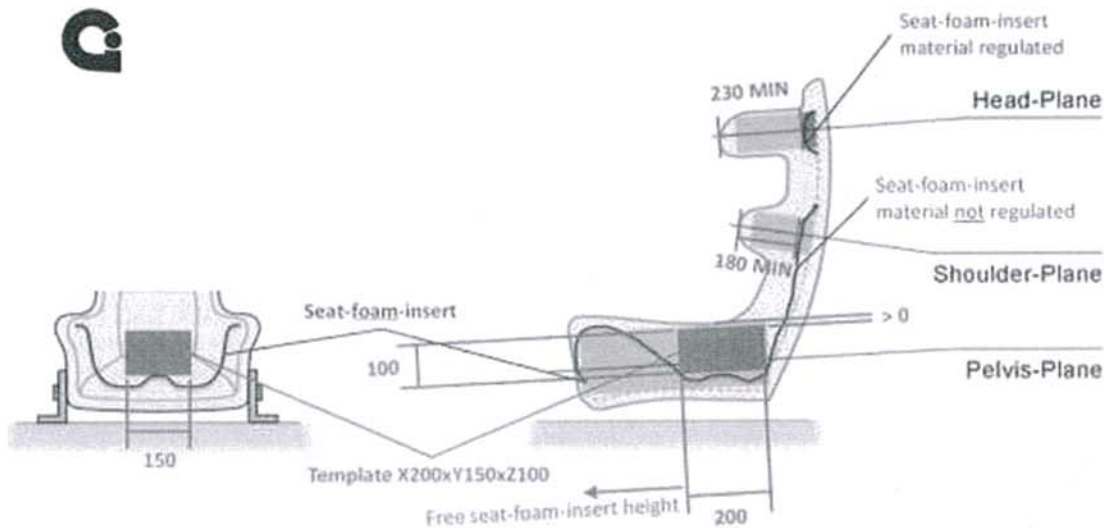
15.4 Seats and headrest

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

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

- 230mm min. at seat-side-head support along the head-plane.
- 180mm min. at seat-side-shoulder support along the shoulder-plane.

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



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

15.5 Master switch

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

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

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

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

15.6 Towing eyes

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

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

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

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

15.7 Racing nets

They are not compulsory.

If fitted, they must be homologated according to FIA 8863-2013 standard (FIA Technical List n°48). They must be attached to the homologated mounting points (see the homologation form of the car) and must be installed in accordance with the installation specifications published by the FIA. Quick release systems of both nets must be able to be opened by both the driver when seated in racing position with tightened seat-belts as well as by rescue crews.



ARTICLE 16: SAFETY STRUCTURES

16.1 Safety cage

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

Protective padding

Protective padding must be fitted in accordance to appendix J art 253 8.3.5.

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

ARTICLE 17: FINAL TEXT

The final text of these regulations is the English version, which shall be used should any dispute arise over their interpretation.

ARTICLE 18: CAR NUMBERS

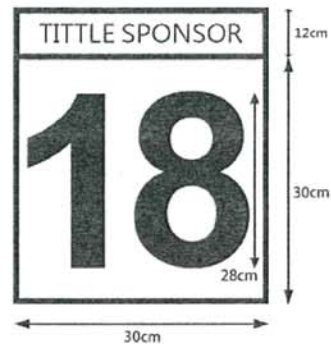
GREATER BAY AREA

GT CUP

Applicable for Commercial Race

- 號碼貼紙 :
- Numbering Sticker:

車頂 1 張如圖示 :
One is on the top of the car.



- 車頭擋風玻璃貼紙 :
- Windshield sticker:

尺寸/Dimensions :
給體積大的車輛/ For big cars : 160cm x 20cm
給體積小的車輛/ For small cars : 120cm x 20cm

- 其他貼紙 :
- Other sticker :

前擋風玻璃及後擋風玻璃的號碼貼紙: 高22cm, 黃色

Number sticker of front windscreen and rear windscreen : Height: 22cm, colour: yellow

左及右後側玻璃號碼貼紙: 高14cm, 黃色

Number sticker of rear side windows and left/right door : Height: 14cm, colour: yellow

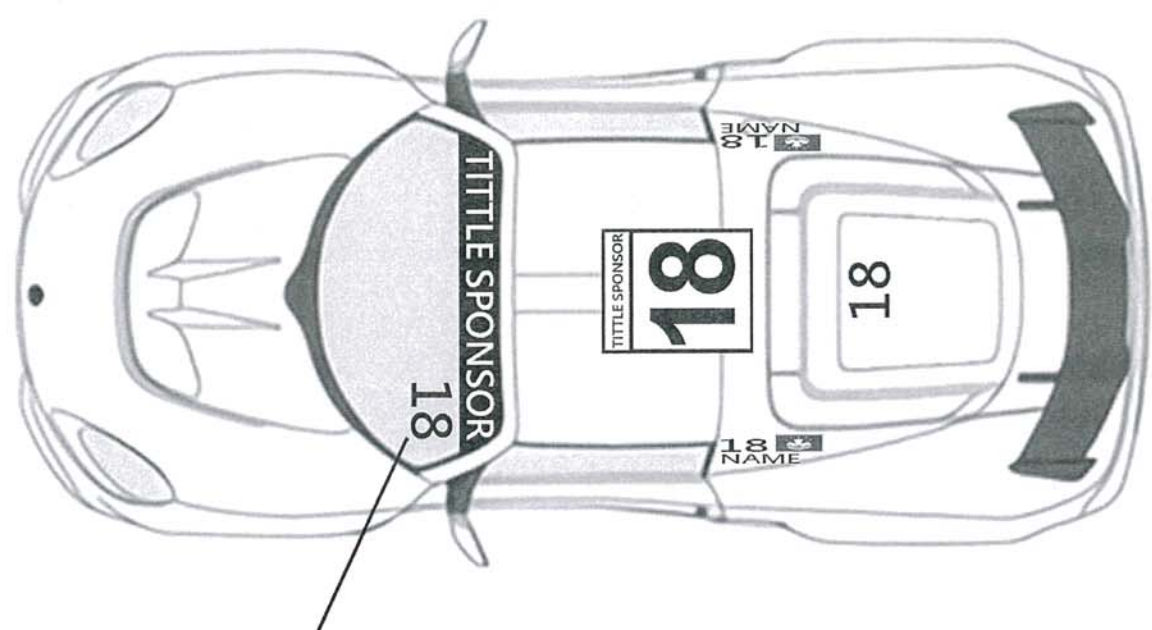
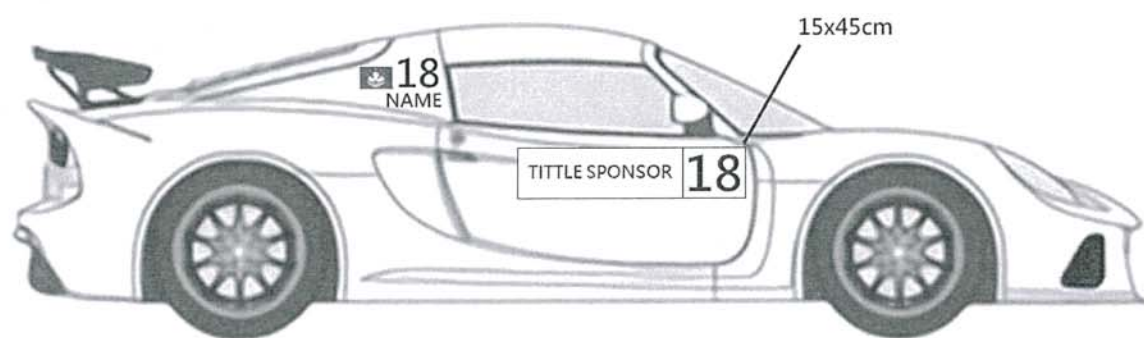
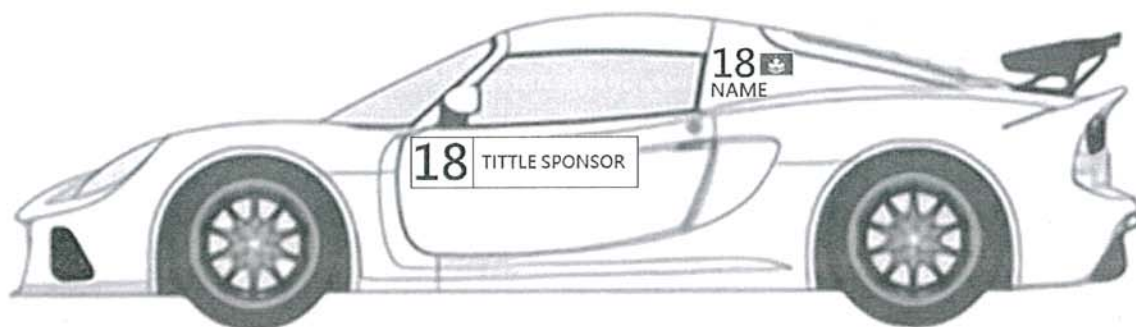
賽車手名字貼紙, 位於左及右後側玻璃的號碼貼紙下方: 高8cm, 白色

Sticker of driver name, position on each rear side window below the car number: Height 8cm, colour: White

國旗貼紙, 位於左及右後側玻璃: 12x8cm

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

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



與駕駛者相反方向
 Opposite the driver side



AWARDS

GREATER BAY AREA GT CUP (Qualification Race) Overall	1 st Trophy 2 nd Trophy 3 rd Trophy
GREATER BAY AREA GT CUP (Qualification Race Pole Position)	Trophy
GREATER BAY AREA GT CUP (Race) Overall	1 st HKD\$16,000 plus Trophy 2 nd HKD\$11,000 plus Trophy 3 rd HKD \$6,000 plus Trophy

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.

67th Macau Grand Prix

16th - 22nd November 2020

Greater Bay Area GT Cup

Technical Specification Chart

(TSC)

Car Model	Wheel	Tyre	Wheel	Tyre	Weight in Kg	GT RS Weight in Kg	Ride Height (F)	Ride Height (R)	Remarks
Aston Martin Vantage	10.00	270/650R18	11.00	300/650R18	1530	1377	110	110	ECU 2016
New Aston Martin Martin Vantage	10.00	270/650E18	11.00	300/650R18	1530	1377	90	119	MAP -5%
Audi R8 LMS V10	11.00	300/650R18	12.00	300/680R18	1625	1463	110	117	42mm Restrictor
BMW M4	11.00	300/650R18	11.00	300/650R18	1642	1478	139	129	USB Silver Stick
Ginetta G55	9.00	250/650R18	10.00	270/650R18	1080	1070	75	71	47.5mm Restrictor, 2016 Map
Lotus Evora	10.00	270/650R18	11.00	300/650R18	1258	1132	115	130	ECU 2012 BOP Map
McLaren 570S	9.00	250/640R18	11.00	300/680R18	1434	1520	92	100	ECU 2018
Mercedes AMG GT4	11.00	300/650R18	12.00	300/680R18	1645	1481	110	110	MAP ST 2018 Test
Porsche Cayman	9.00	250/640R18	10.00	270/680R18	1340	1206	75	94	ECU 2017 Map
KTM	10.00	270/650R18	11.00	300/650R18	945	1170	110	232	Max. 2 degree Front, 2 degree Rear Camber
Exige V6	8.00	215/615R17	10.00	270/650R18	1130	1070	105	115	ECU 2018 Map
Elise	7.00	205/45R16	7.50	225/45R17	865	850	110	120	ECU 2020 MAP1





APPENDIX TWO

67th MACAU GRAND PRIX

RACE OFFICIALS

FIA Safety Delegate	.....	Zhang Tao
Race Director	.....	Armando De Jesus
Chairman of the Panel	.....	Cheang Weng San Michael
Steward (CAMF)	.....	Wang Guan
Steward (AAMC)	.....	Chan Chan Tou Sancho
Steward (AAMC)	.....	Lam Ka Chun
Steward (AAMC)	.....	Lei Chi Hang
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 THREE

PROVISIONAL PROGRAMME FOR SCRUTINEERING AND DOCUMENTS CHECK

16th NOVEMBER (MONDAY)

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

17th NOVEMBER (TUESDAY)

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

18th NOVEMBER (WEDNESDAY)

09:00 – 16:00 Re-Scrutineering

19th NOVEMBER (THURSDAY)

09:00 – 12:00 Re-Scrutineering

20:00 – 20:25 Drivers Meeting (compulsory attendance)

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

(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.*