



70th MACAU GRAND PRIX 11th - 12th NOVEMBER 2023

MACAU FORMULA 4 RACE SPORTING REGULATIONS

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FOREWORD

The Automobile General Association Macao - China (the “ASN” - AAMC) will sanction the 70th Macau Grand Prix which is the property of the Sports Bureau of Macao SAR Government to FIA under the international sporting calendar. The 70th Macau Grand Prix is composed by various Competitions for different categories of races, including the MACAU FORMULA 4 RACE (the “Competition”), organised by the Macau Grand Prix Organising Committee (the “Organizer”).

All the participating parties (ASN, Organizers, Promoter, Competitors and Circuit) undertake to apply as well as observe the rules governing the 70th Macau Grand Prix and the Sporting and Technical Regulations governing the Competition, as well as the International Sporting Code and their relevant Appendices / Bulletins.

1) REGULATIONS

- 1.1** The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
- 1.2** 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 Panel of Stewards. Should any dispute arise, the Panel of the Stewards will be the only authority to make a decision (ISC-Art. 11.9).
- 1.3** Changes to the present Sporting Regulations could be made at least 30 days before the start of the Competition.
- 1.4** These Sporting Regulations come into force from the moment of their publication on the 70th Macau Grand Prix website (www.macau.grandprix.gov.mo) and replace all previous Sporting Regulations.
- 1.5** For the sake of brevity, the masculine pronoun is used to represent a person of either gender.

2) GENERAL UNDERTAKING

- 2.1** All drivers, competitors and officials participating in the Competition undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the International Sporting Code (the “Code”) and its Appendices, including the Article 274A of Appendix J, and driving conduct on circuits (ISC-Appendix L, Chapter IV), those clauses of the General Prescriptions that are not contrary to the present regulations, these Sporting Regulations and Technical Regulations and their relevant Appendices / Bulletins. In addition, drivers, competitors and officials undertake to observe all provisions of the rules issued by the Organizer and ASN (AAMC), and any sporting regulations or supplementary regulations of the ASN.

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 FIA General Prescriptions, the Technical Regulations and the Sporting Regulations, as well as the Appendices / Bulletins issued by the FIA and Organizer.

If a Competitor is unable to be present in person at the Competition, he must nominate his representative in writing.

The person in charge of an entered car during any part of a Competition is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

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

4) ELIGIBLE CARS

- 4.1** This Competition is reserved exclusively for Formula 4 GEN2 Tatuus cars, with technical requirements as defined in the current FIA Technical Regulations (Appendix J – Article 274A).

5) ELIGIBLE DRIVERS AND COMPETITORS

- 5.1** All drivers and competitors must be at least 15 years old (the date of the birthday being binding), hold current and valid licenses and, where applicable, valid licences and/or authorisations issued by their ASN (s). A driver must also be in possession of a current medical certificate of aptitude, either included on the competition license or on an attached document.

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

6) COMPETITION

- 6.1** The Competition is a NATIONAL Competition, open to foreign licence-holders, according to Articles 2.3.4, 2.3.5 and 2.3.6 of the ISC, and the participation is by INVITATION ONLY.
- 6.2** The Competition will take place in Macao at Guia Circuit from 11th – 12th November 2023, with all practice sessions and races taken at the same period.
- 6.3** The Competition shall comprise all practices and races.
- 6.4** The practice sessions include one free practice session (45 minutes) and one qualifying practice session (30 minutes).
- 6.5** There will be two Races:
A Qualifying Race running over 8 laps or a maximum of 25 minutes.
The Final Race running over 12 laps or a maximum of 40 minutes.
- 6.6** Each lap is 6.2km and is run in a clockwise direction. Should 25 or 40 minutes elapse before the scheduled race distance is completed, the leader will be shown the end-of-race signal when he crosses the control line (the “Line”) at the end of the lap when 25 or 40 minutes period elapsed.
- 6.7** Should either race be suspended (see Article 35), the length of the suspension may be added to these periods.

6.8 Participation in Qualifying Race is mandatory in order to be able to take part in Final Race.

Should a car be unable to take part in Qualifying Race due to technical damage or damage sustained in an incident or accident during the qualifying practice session, and the Chief Scrutineer has confirmed that this damage cannot be repaired in time; with the approval of the Stewards, it will start Final Race from the back of the grid. If two or more cars are concerned, their order will be determined by the Stewards.

6.9 The Macau Grand Prix Organizing Committee reserves the right to shorten, postpone, abandon or cancel the Competition or part thereof. Should the Competition be shortened, or there is any abandonment, cancellation or of postponement of the Competition for more than 48 hours, the 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 entry fees and prize money or loss of expenses that he may have incurred or may incur as a result.

7) INSURANCE

7.1 The Organizer of the Competition must procure 30 days before the Competition that all competitors, their personnel, sponsors, agents and drivers are covered by adequate third-party insurance, details of the risks covered by the insurance which must comply with the national laws in force.

7.2 Third party insurance arranged by the Organizer shall be in addition and without prejudice to any personal insurance policy held by a competitor or by any other natural person or legal entity taking part in the Competition.

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

7.4 This insurance certificate, written in the language of the country as well as in English, shall be made available to the competitors on demand.

8) OFFICIALS

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

- a) Three stewards, one of whom will be the chairperson. The panel of the stewards will officiate as a body under the authority of their chairperson (ISC-Art. 11.3.2).
- b) A Race Director.
- c) A Clerk of the Course.
- d) A Secretary of the Meeting.
- e) A Chief Timekeeper.
- f) A Chief Scrutineer.
- g) A Chief Medical/Extrication Officer.

The Race officials list will be defined in appropriate Appendix.

8.2 The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- a) The control of practices and the races, 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.
- 8.3** The Clerk of the Course and his Deputies, the Chief Scrutineer and the Stewards must be present at the Competition from 9:00 am on 9th November, the date of the initial scrutineering.
- 8.4** The Race Director must be in radio contact with the Clerk of the Course and the Chairperson of the Panel of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be in race control and in radio contact with all marshals' posts, during these times.
- 9) ENTRIES**
- 9.1** Every entry is one driver to drive one competing car.
- 9.2** Applications to compete in the Competition must be submitted to the ASN by using the entry form available from the ASN, from 21st August to 15th September 2023.
- 9.3** Applications shall include:
- a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Competition, to observe them;
 - b) Declaration to agree to save harmless and keep indemnified the Macau Grand Prix Organizing Committee and the Automobile General Association Macao-China, from and against all actions, claims, costs, expenses and demands in respect of death, injury, loss, damage or delay to the person and property of the Competitor, drivers, or team members.
 - c) The name of the competitor.
 - d) The physical address of the competitor corresponding to his license.
 - e) Copies of the licenses for both, driver and competitor as well as copies of the related documents according to Article 5.1.
 - f) The name of the driver.
 - g) An undertaking by the applicant to participate in the Competition with the car and driver entered;
 - h) Racing results of the driver.
 - i) Photos and the information of the competitor, the driver and the mechanics, as required in Article 10.3.

- 9.4** All applications to be sent to Automobile General Association Macao – China (AAMC), at Avenida da Amizade, Edifício do Grande Prémio de Macau
Telephone: (853) 28726578
Fax: (853) 28726579
- 9.5** All applications will be studied by the Organizer and accepted or rejected at its absolute discretion. Priority will be given to drivers within the appropriate range of age for FIA F4 Series and with a proper racing experience in International races and events. The maximum entries in the Competition is 28.
- 9.6** The Organizer will publish the list of cars and drivers accepted together with their race numbers, having first notified unsuccessful applicants.
- 9.7** The Organizer has the right to reject any entry and is not required to provide the reason for such rejection.
- 9.8** Any driver entered who is unable to take part in the Competition must inform the ASN in writing before 4th November 2023.
- 9.9** Each driver is only permitted to enter in one Competition in the 70th Macau Grand Prix with the same car.
- 9.10** Once the application is concluded, any change of driver before the Competition week needs to be justified, in writing, with the requirement to pay MOP1,000.00 as administration fee, should it be approved by the ASN.
- 9.11** Change of driver is not permitted on the Competition week, unless by “force majeure” and be approved by the Panel of Stewards.
- 9.12** The Organizer may nominate driver(s) to participate in the Competition.

10) PASSES – TEAM IDENTIFICATION

- 10.1** No pass may be issued or used other than with the agreement of the Organizer. A pass may be used only by the person and for the purpose for which it was issued.
- 10.2** Identification passes will be issued for each competing vehicle on the following basis:
- | | |
|-----------|---|
| Driver | 1 |
| Mechanics | 4 |
- If the Competitor is a team, an additional pass will be given to the Team Manager. For such, a Team Licence is required in entry application.
- 10.3** Identification will not be issued unless names, photos and identity cards or passport numbers are provided.
- 10.4** Identification passes will be issued at the track office to the entrant, or to his representative authorized in writing.
- 10.5** Passes must be properly worn by its holder at all the time during the Competition. The Organizer has the right to check the passes at all the time during the Competition, to confiscate the pass issued in case of verifying that it is not worn by the person who should hold it, and not allow the person who doesn't have the pass worn to enter to the paddock, garage, pit, track and any places related where the Competition is organised.

11) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 11.1** The Stewards or Race Director or Chief Scrutineer 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 practices and the races, as well as all decisions issued by the officials, will be posted on the official notice board 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.
- 11.4** Official instructions and communications to competitors may also be given via a dedicated channel or through the timekeeping screens.

12) INCIDENTS

- 12.1** "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which can be reported to the stewards by the race director (or directly noted by the stewards) which:
- a) Necessitated stopping of the practice or the suspension of a race under Article 35.
 - b) Constituted a breach of these Sporting Regulations or the Code.
 - c) Caused a false start by one or more cars.
 - d) Caused an avoidable collision.
 - e) Forced a driver off the track.
 - f) Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
 - g) Illegitimately impeded another driver during overtaking.

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 session.

- 12.2** The Race Director may report any incident to the Stewards. After reviewing it shall be at the discretion of the Stewards to decide whether or not to proceed with an investigation. The Stewards may also investigate any Incident by themselves. It shall be at the discretion of the Stewards to decide if any driver involved in an incident should be penalised.
- 12.3** If an incident is under investigation by the Stewards, a message informing all teams of which driver or drivers are involved will, where possible, be displayed on the timing monitors (if the circuit facilities so permit).
Provided that such a message is displayed within 60 minutes of the end of the race, or if a message is delivered to any Competitor concerned within this time limit, the driver or drivers concerned may not leave the circuit without the consent of the Stewards. Breach of this requirement may inflict on the Competitor or Driver, a Fine of MOP5,000.00 (five thousand Patacas).
- 12.4** The Stewards may impose one or more of the penalties below on any competitor or 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.

- b) A ten second stop-and-go time penalty. The driver must enter the pit lane, stop in his pit stop position for at least ten seconds and then re-join the race.

If either of the two penalties are imposed during the last three laps, or after the end of a race, Article 12.5 below will not apply, and 30 seconds will be added to the elapsed race time of the driver concerned in the case of a) above and 35 seconds in the case of b).

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

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

- g) A fine up to MOP50,000.00 (fifty thousand Patacas), which may be inflicted on any Competitor or on any Driver (ISC-Art. 12.5.1).
- h) Deletion of a driver's lap time or times.
- i) Disqualification from the results.

12.5 Should the Stewards decide to impose any penalty of 12.4 a) or b), the following procedure shall apply:

- a) The Stewards will give written notification of the penalty which has been imposed to the competitor concerned and will ensure that this information is also displayed on the timing monitors where possible.
- b) From the time the Stewards' decision is notified on the timing monitors and/or on the Start/Finish Line, the relevant driver and his car may cross the Start/Finish Line on the track no more than once before entering the pit lane.
- c) For the avoidance of doubt, the boards of penalties "Drive Through" or "STOP & GO" will be shown at the Line and the MP19 at the same time.
- d) However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty after the safety car has been deployed. The number of times the driver crosses the Line behind the safety car will be added to maximum number of times he may cross the line on the track.
The period behind the Safety Car will only end once the Safety Car has entered the pit lane and all the cars have crossed the Line.
- e) Whilst a car is stationary in the pit lane as a result of incurring a time penalty under Article 12.4 b) above it may not be worked on. The car may be parallel to the pit lane. However, if the engine stops it may be started after the time penalty period has elapsed.
- f) When the time penalty period has elapsed, the driver may rejoin the race.
- g) Any breach of failure to comply with these penalties may result in the car being disqualified.

12.6 The decision of the stewards will also be communicated to the Competitor in writing, according to Article 11.3, and receipt must be acknowledged, subject to be imposed the penalty of Disqualification should it be refused.

13) PROTESTS AND APPEALS

- 13.1** Protests shall be made in accordance with the Code (ISC- Art. 13) and accompanied by a fee in cash of deposit of MOP10,000.00 (ten thousand Patacas).
- 13.2** Where multiple Competitors are concerned, a separate protest must be filed against each Competitor concerned.
- 13.3** Where multiple cars of a same Competitor are concerned, a separate protest must be filed for each car concerned.
- 13.4** Any alleged error, irregularity or breach of the regulations occurring during a Competition, protests referring to the alleged non-compliance of cars with the regulations or against the Classification established at the end of the Competition shall be made no later than thirty minutes, by writing, after the publication of the Provisional Classification (ISC- Art. 13.3).
- 13.5** In the case of protests referring to the alleged non-compliance of cars with the regulations and requiring the dismantling and re-assembly of clearly defined parts of a car, an additional deposit of MOP10,000.00 (ten thousand Patacas) will be lodged. This additional deposit must be paid by the protester within one hour upon notification of the stewards, otherwise, the protest will be deemed inadmissible (ISC- Art. 13.4.3).
- 13.6** Protests against decisions made by any judges of fact in the exercise of their duties will not be admitted.
- 13.7** A single protest against more than one Competitor will not be accepted.
- 13.8** A protest lodged jointly by several Competitors will not be accepted.
- 13.9** Competitors, Drivers who are addressees of a stewards' decision or that are individually affected by such decision, shall have the right to appeal against that decision before the ASN.
- 13.10** They must, however, under pain of forfeiture of their right to appeal, notify the stewards in writing of their intention to appeal within one hour of the publication of the decision (ISC- Art. 15.4.2 a).
- 13.11** An appeal deposit of MOP60,000.00 (sixty thousand Patacas) becomes due from the moment the appellant notifies the stewards of the intention of appealing and remains payable even if the appellant does not follow up the declared intention to appeal.
- 13.12** Appeals may not be made against any decision concerning the following:
- a) The penalties imposed under Article 12.4 a), b), c), d), e) and f), including those imposed during the last three laps, or after the end of the race.
 - b) Any penalty imposed under Article 28.14 or Article 29.9.
 - c) Any decision taken by the Stewards in relation to Article 31.4.
 - d) Any penalty imposed under Article 32.7 or Article 36.3.

14) SANCTIONS

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

15) DRIVING

- 15.1. The driver must drive the car alone and unaided.
- 15.2. Drivers must observe the provisions of the Code (ISC- Appendix L, Chapter IV) relating to driving behaviour on circuits at all times.
- 15.3. Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

A driver will be judged to have left the track if no part of the car remains in contact with the track.

Should a car leave the track for any reason the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage. At the absolute discretion of the Race Director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.

A driver may not deliberately leave the track without justifiable reason.

- 15.4. More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.
- 15.5. Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.
- 15.6. As soon as a car is caught by another car which is about to lap it during the race, the driver must allow the faster driver to pass at the first available opportunity. If the driver who has been caught does not allow the faster driver to pass, waved blue flags will be shown to indicate that he must allow the following driver to overtake.

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

16) RACE NUMBERS AND DRIVER'S NAME

- 16.1 Each car must carry the race number of its driver as published by the Organiser. The number panel as supplied by the Organiser may not be modified without the Organiser's approval and must be affixed on the nose of the car and on each rear wing end plate which must be left clear of other identification unless specifically provided by the Organiser.
- 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.
- 16.3 Any car not complying with the requirement stated is not permitted to join the Competition.

17) PROMOTION

- 17.1 Drivers must take part in any promotional activity requested by the Organizer such as autograph sessions, prize giving, press conferences, pit road walkabouts and pre-race parades. This is in addition to Articles 41 and 43.
- 17.2 The drivers, competitors and manufacturers give the right to the Organizer to use their name and images and racing car images for any promotional, advertising, publicity, products and public relations purpose, for the promotion of the Competition and the Macau Grand Prix, at all the promotional activities of the Macau Grand Prix in Macao, at the Macau Grand Prix building, merchandising shop and Museum, or out of Macao.

17.3 Use of the MACAU GRAND PRIX 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) PIT ENTRY, PIT LANE AND PIT EXIT

18.1 The section of track between the first safety car line and the beginning of the pit lane will be designated the “pit entry”.

18.2 The section of track between the end of the pit lane and the second safety car line will be designated the “pit exit”.

18.3 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 Articles 32.3 or 35, 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.

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

18.5 Any car(s) driven to the end of the pit lane prior to the start or re-start of a practice session, or 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.

18.6 Any driver required to start the race from the pit lane may not drive his car from his competitor’s designated garage area until the 10-minute signal has been given and must stop in a line in the fast lane. Failure to comply with this requirement is subject to inflict with a fine of MOP2,000.00 (two thousand Patacas).

18.7 Under these circumstances, working in the fast lane will be permitted, but any such work is restricted to:

- a) Starting the engine and any directly related preparation.
- b) 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 under Article 32.3, unless another car is unduly delayed. At all times, drivers must follow the directions of the marshals.

18.8 Other than drying or sweeping of any tyre rubber left when cars leave their pit stop position, competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed upon by the Chief Scrutineer.

18.9 Competitors must not paint lines on any part of the pit lane or otherwise mark their position with tape or other means.

18.10 Other than in Article 18.7 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.

18.11 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 afterwards.

18.12 In all of the following cases, a car will be deemed to have been released either when it has been driven out of its designated garage area (when leaving from the garage) or after it has completely cleared its pit stop position following a pit stop:

- a) It is the responsibility of the competitor to release his car from his garage or a pit stop position only when it is safe to do so.
- b) If a car is deemed to have been released in an unsafe condition during any practice session, the Stewards may penalize the driver as they consider appropriate.
- c) If a car is deemed to have been released in an unsafe condition during a race, the driver concerned will receive a penalty of drive-through.
- d) An additional penalty may 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 when it has been driven out of its designated working area or after it has completely cleared its pit stop position following a pit stop.

18.13 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 and shall not apply in the Competition of race suspension as defined in Article 35.

18.14 For all practice sessions and races, the cars are allowed to drive in the fast lane only after the pit exit is open (except in Article 32.3) and/or when a race is suspended. 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.

18.15 All pit road garage doors must remain open during all practice and qualifying sessions.

18.16 In exceptional circumstances, the Race Director or the Clerk of the Course may ask for the pit entry to be closed during practices or 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. A penalty of fine may be imposed on any driver who, in the opinion of the stewards, entered the pit lane for any other reason whilst it was closed.

18.17 Cars must be angle-parked in formation in all free practice and 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 all practice sessions, 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. Failure to comply with this requirement, may be fined MOP2,000.00 (two thousand Patacas).

19) SPORTING CHECKS

19.1 During initial scrutineering, and at any time during the Competition, each competitor must have available all documents required by Article 5.1 above, in addition to the car's technical passport.

19.2 Unless a waiver is granted by the Stewards, competitors who do not keep to the time limits will not be allowed to take part in the Competition.

20) SCRUTINEERING

- 20.1** Initial scrutineering of the car will take place at the time indicated in the appropriate Appendix. Failure to attend the initial scrutineering in scheduled time will not be allowed to take part in the Competition.
- 20.2** It is the responsibility of the competitor to present the engine ready to be sealed in accordance with Article 26.4.
- 20.3** During scrutineering, competitors must produce all items of clothing including helmets and head retaining device intended to be used. All items must comply with Appendix L Chapter III.
- 20.4** Race numbers and any official advertising must be affixed to the car for inspection during scrutineering and competitors must therefore comply with the requirements of Articles 16 and 44.
- 20.5** No car may take part in the Competition until it has been passed by the scrutineers.
- 20.6** The scrutineers may:
- a) Check the eligibility of a car or of a driver's equipment at any time during the Competition.
 - b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
 - c) Require a competitor to pay the reasonable expenses for the exercise of the powers mentioned in this Article.
 - d) Require a competitor to supply them with such parts or samples as they may deem necessary.
 - e) Require a competitor to replace a used part/s with the new part/s taken from original packing or other reference parts.
 - f) Require at any time during the Competition for any checks considered necessary (e.g. engine performance, fuel quantity, etc.). They will have the right to seal cars or parts and make the check in appropriate location.
- 20.7** 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.
- 20.8** The Race Director, the Clerk of the Course or the Chief Scrutineer may require that any car involved in an accident be stopped and checked.
- 20.9** After qualifying practice session and races, at least four classified cars will be selected and must undergo scrutineering. All other cars will be held under Parc Fermé conditions in the competitor's designated garage area until further notice.
- 20.10** Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.
- 20.11** The Stewards will publish the findings of the scrutineers each time cars are checked during the Competition. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.

- 20.12** All competitors must declare the use of radios and their frequencies to the Organizers and seek the necessary permissions and pay for the permits, by two weeks before the Competition.

The radios must be checked prior to their use, in time and place indicated in the appropriate Appendix.

Any infringements and failure to have the radios checked may result in the confiscation of such equipment for the duration of the Competition.

21) MEETINGS

- 21.1** 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. Any driver or team not attending and not signing the attendance sheet at the meeting will be brought before the Stewards for their consideration and subject to a penalty of MOP5,000.00 (five thousand Patacas).
- 21.2** 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.

22) TYRE LIMITATION DURING THE COMPETITION

- 22.1** Only the tyres as supplied by the Manufacturer appointed may be used throughout the Competition.
- 22.2** Any modification or treatment including cutting, grooving, the application of water, solvents or softeners, the use of heat retaining (and/or cooling) devices or pre-heating/cooling is prohibited. This applies to both wet-weather and dry-weather tyres.
- 22.3** In order to ensure that tyres have not been treated or modified samples may be taken from the tyre tread for analysis and comparison with a tyre taken directly from the supplier's stock.
- 22.4** Each driver may use no more than four sets of new dry-weather tyres (8 front tyres and 8 rear tyres) and two sets of new wet-weather tyres (4 front tyres and 4 rear tyres).
- One set of new dry-weather tyres (4 front and 4 rear) for free practice session. In this context a tyre will be considered used if it was allocated to the same car at a previous Competition, whether or not it was used on the track.
 - Three sets of new dry-weather tyres (6 front and 6 rear) for qualifying practice session, Qualifying Race and Final Race.
 - Two sets of wet-weather tyres (4 front and 4 rear).
- 22.5** At his absolute discretion the chief scrutineer may enforce a method of sealing all wet-weather tyres.
- 22.6** Each driver may use no more than two sets of wet-weather tyres for all sessions.
- 22.7** With the exception of the races, wet-weather tyres may only be used after the track has been declared wet by the race director, following which wet or dry weather tyres may be used for the remainder of the relevant session.
- 22.8** A competitor wishing to replace an already marked unused tyre by another identical unused one must present both tyres to the chief scrutineer.
- 22.9** In case of a tyre damaged by an on-track accident, the chief scrutineer may present a dossier to the Panel of Stewards, who may approve the replacement of the damaged tyre with a free practice tyre.

- 22.10** If an approved bar coding is not used on the outer sidewall of each tyre or, at the request of the competitor on both sidewalls, the scrutineers will paint the race number of the driver as well as a letter characterizing the Competition.
- 22.11** Failure to comply with the use of control tyre provided by the appointed supplier in free practice session may be fined MOP30,000.00 (thirty thousand Patacas) and may result in disqualification from the race if the infringement is verified in qualifying session or races.
- 22.12** Tyres may only be inflated with air or nitrogen.
- 22.13** All tyres, when under the control of a team, must remain visible within the team's designated garage area at all times.
- 22.14** At his absolute discretion, the chief scrutineer will enforce parc fermé conditions on tyres at any time.
- 22.15** The scrutineers appointed for marking will supervise tyre changes in the pits.

23) MINIMUM CAR WEIGHT AND WEIGHING

- 23.1** The minimum weight of the car must be no less than 600KG together with the driver. This figure will take precedence over the Technical Regulations.
- 23.2** All drivers entered in the Competition must be weighed, wearing their complete racing apparel, no later than the end of scrutineering. The weights of the drivers will then be entered into a list which is under the control of the Chief Scrutineer.
- 23.3** The relevant car may be disqualified should its weight be less than that specified in the Technical Regulations when weighed under Article 23.1 and 23.2, save where the deficiency in weight results from the accidental loss of a component of the car.
- 23.4** The competing car will be weighed under the following:
- a) During the qualifying practice session, cars will be weighed as follows:
 - i. A weighing platform will be set in the pit lane under the control tower. Red light at the pit lane entrance is the signal to the driver that his car has been selected for weighing.
 - ii. Having been signalled that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop the engine.
 - iii. The car will then be weighed, and the result given to the driver.
 - iv. If the car is unable to reach the weighing area under its own power, the Chief Scrutineer will advise the team to take the car to be weighed or the car will be placed under the exclusive control of the marshals who will take the car to be weighed.
 - v. A car or driver may not leave the weighing area without the consent of the Chief Scrutineer.
 - vi. If a car stops on the circuit and the driver leaves the car, he must contact the scrutineers immediately on his return in order for his weight to be established.
 - b) After qualifying practice session, the weight of the cars may also be checked during parc fermé.
 - c) After Qualifying Race and Final Race, each car crossing the Line may be weighed.

If a driver wishes to leave his car before it is weighed, he must ask the chief scrutineer to weigh him in order that this weight may be added to that of the car. The Chief Scrutineer will then tell the driver his weight and, once the driver leaves parc fermé, this will be deemed implicit acceptance of the figure.

- 23.5** 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).
- 23.6** Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.
- 23.7** 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.
- 23.8** Should a competitor damage the weighing scales through negligence sufficiently to render them unusable for the remainder of the practice session, then their practice times from that session will be disallowed and the competitor will be liable to the cost of any necessary repairs.

24) GENERAL CAR REQUIREMENTS

- 24.1** Only chassis, gearboxes and engine installation kits complying entirely with the following homologations may be used during practice sessions and races.

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

- 24.2** An approved Accident Data Recorder (ADR) must be fitted to the car and be in working order at all times during the Competition.
- 24.3** No signal of any kind may pass between a moving car, and anyone connected with the car's entrant or driver. 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 are allowed.
- 24.4** Each driver must use the timing transponder supplied by the Promoter throughout the Competition. All Competitors are responsible for obtaining this transponder, at their own expense, and for its correct installation and operation. This transponder must be installed strictly following its instructions. The Promoter will establish the location of the transponder in each car.
- 24.5** The Organizer may require the installation of an on-board camera in any car during the Competition and the competitor should comply with the related procedures.

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

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

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

The required memory card (Micro SD) will be supplied and installed by the FIA. The memory card slot will be sealed by the scrutineers before the start of the qualifying practice sessions and races.

It is the competitor's responsibility to ensure that the seal remains intact and that the card is not removed until the end of the parc fermé of the relevant session.

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

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

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

24.7 During the entire Competition, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons, which could, for example, include protecting against fire.

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

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

The following are permitted:

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

24.8 Wind tunnel testing ban:

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

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

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

24.9 Aerodynamic data:

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

Aerodynamic data must be made available for the competitors.

25) SPARE CARS

- 25.1** Spare cars are not permitted. However, any part of the car may be changed at any time during the Competition.

No driver may use more than one car at the same Competition. After initial scrutineering the survival cell may only be changed if the technical delegate is satisfied that a change is necessary following accident damage. Any replacement survival cell must be presented to the technical delegate for inspection and may have no components pre-fitted to it. Following the change, the car must then be re-presented for scrutineering.

- 25.2** The decision whether a car has been repaired or changed will be taken by the stewards of the meeting based upon a report by the chief scrutineer.
- 25.3** Any car which has passed initial scrutineering may not be removed from the confines of the circuit during the remainder of the Competition.

26) ENGINES

- 26.1** Only engines complying entirely with the homologation may be used during practice sessions and races.

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

- 26.2** Each car may use no more than one engine for the Competition and officials testing in which his team competes. Should a car use a replacement engine a ten grid places penalty may be imposed upon him on the starting grid for the next two races he takes part in. However, if the Chief Scrutineer is satisfied that an engine has been genuinely damaged following an accident on the track, no penalty may be imposed.

- a) If the Chief Scrutineer is satisfied that an engine has been damaged due to a mechanical or electrical failure directly related to the engine or its periphery, and that this failure has not been caused purposely no penalty may be imposed. Once any such engine has been repaired it may be re-fitted to the car before the start of the following Competition without incurring a penalty.
- b) If an engine is replaced, and the above penalty incurred, the original engine may be refitted without incurring a further penalty provided this is done before, or directly after, the two ten place grid penalties have been served.

- 26.3** An engine will be deemed to have been used once the car's timing transponder has shown that it has left the pit lane.

- 26.4** The scrutineers will attach seals to each engine prior to it being used for the first time at the Competition, in order to ensure that no significant moving parts can be rebuilt or replaced.

- 26.5** Other than the straightforward replacement of one engine unit with another, a change will also be deemed to have taken place if any of the seals are damaged or removed from the original engine after it has been used for the first time in any practice session.

- 26.6** The Chief scrutineer may require the replacement of a complete engine, any part of the engine or ECU with parts coming from the supplier's stock or the check of the complete engine on the test bench.

27) FUEL

- 27.1** Only the controlled fuel as supplied at the Competition by the appointed Supplier may be used throughout the Competition. The fuel will be unleaded fuel of the commercial petrol which comes from a service station pump. Its specification will be advised to competitors in advance. Any alteration to the specification of the fuel as supplied by the appointed Supplier may result in disqualification from the Competition.
- 27.2** At any time during the Competition, the Chief Scrutineer may take a fuel sample from any car. Competitors must ensure that 2 litres sample of fuel may be taken from the car at any time during the Competition.
- 27.3** No refueling or removing of fuel is permitted during any practice session or race, or prior to the completion of post qualifying or race scrutineering. Refueling in the garage is only permitted using equipment complying with FIA safety regulations.
- 27.4** Failure to comply with this requirement may be penalised and can result in a disqualification.

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 race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.
- 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** During practice sessions and the races, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- 28.5** Other than by driving on the track, drivers are not permitted to attempt to alter the grip of any part of the track surface.
- 28.6** 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. Under no circumstances may a driver stop his car on the track without justifiable reason.

No mechanical assistance can be used to help the driver re-join the practice or race. The Stewards may drop the driver such number of grid positions as they consider appropriate if the incident occurs during a practice or qualifying session or disqualify him from the race (other than under Articles 28.15 d) or Article 35.3).

- 28.7** A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place. Failure to comply with these requirements may result in penalty of fine of MOP2,000.00 (two thousand Patacas) and additional penalties related in Article 12, under the decision of the Stewards.
- 28.8** Repairs to a car may be carried out only in garage, paddock, pits and on the grid.
- 28.9** Competitors must ensure that when not in use, their cars remain in the garage or paddock space specifically allocated to them by the Organizer for the particular car, and that any work on or repairs to the vehicle is also carried out in the allocated garage or paddock space only. Breach of this requirement may entail disqualification.

- 28.10** The Organizer must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.
- 28.11** Refilling of liquids can only be carried out in the garage or paddock space specifically allocated for the particular car. It is forbidden to refill any kind of liquid during the sessions and races.
- 28.12** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver, marshals or officials may touch a stopped car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.
- 28.13** At no time may a car be reversed in the pit lane under its own power, subject to be inflicted with a fine of MOP5,000.00 (five thousand Patacas) and additional penalties related in Article 12, under the decision of the Stewards.
- 28.14** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry, the pit lane or pit exit.

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 the Articles 12 and 14.

- 28.15** 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:
- Marshals or other authorised personnel in the execution of their duty.
 - Drivers when driving or on foot, having first received permission to do so from a marshal.
 - 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.
 - Team personnel when assisting marshals to remove a car from the grid after the start of the race.

28.16 During a race, the engine may only be started with the starter except in the pit lane or the teams designated garage area where the use of an external starting device is allowed, under the conditions provided for in Article 32.3 and Article 12.4 b) if stop-and-go penalty is added.

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

28.18 A speed limit of 60km/h may be imposed in the pit lane during the Competition.

Any driver who exceeds the limit may be fined MOP500.00 (five hundred Patacas) for each km/h above the limit (this may be increased to double in the case of a second offence in the same Competition).

During the race, Stewards may impose the penalties under Article 12.4 on any driver who exceeds the limit.

28.19 Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. It is strictly forbidden to cross the line at the pit exit with any part of a car when leaving the pits.

Any part of a tyre of a car entering the pit lane must not cross, in any direction, any line painted on the track for the purpose of separating cars entering the pit lane from those on the track. For the avoidance of doubt, crossing means that the outside of any tyre should not go beyond the outside, with respect to the pit lane, of the relevant line painted on the track.

Any driver crossing the line at the pit exit during practice sessions may be fined MOP2,000.00 (two thousand Patacas) and MOP5,000.00 (five thousand Patacas) during the races.

- 28.20** If a car has serious mechanical difficulties during a practice session or a race the driver must leave the track as soon as it is safe to do so.
- 28.21** The car's rear lights must be illuminated at all times whenever they are running on wet-weather tyres or when otherwise requested by the race director. It shall be at the discretion of the Race Director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.
- 28.22** Only three team members per participating car (all of whom shall have been issued with and wearing special identification) are allowed to work in pit wall signalling area, during practice sessions and the races.
- 28.23** People under 18 years of age, except the driver of this Competition, are not allowed in the paddock, pits/garages, pit lane, on the pit wall and on the starting grid.
- 28.24** 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.
- 28.25** The Race Director, the Clerk of the Course or the Chief Medical Officer can require a driver to have a medical examination at any time during a Competition, this medical examination may include an anti-doping test. (ISC – Appendix L, Chapter II)

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

- 28.26** All drivers and all team members 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.
- 28.27** Smoking is prohibited in all areas where the Competition is held, including Garage/Paddock/Pit lane/ GP Building/ spectators stand.
- 28.28** Failure to comply with the general safety requirements of the Code or these Sporting Regulations, may result in the penalties stated in this Article or additional penalties related in Article 12, under the decision of the Stewards.

29) PRACTICE SESSIONS

- 29.1** The practice sessions include free practice and qualifying practice sessions under Article 6.3.
- 29.2** Save when these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the races.
- 29.3** During Free Practice & Qualifying Sessions, all cars can only stop in Competitor's designated area in the inner lane until the conclusion of the session. Only after the approval of the Chief Scrutineer has been given, cars may be returned to the inside of their respective garages.
- 29.4** Drivers must attend all practice sessions.

29.5 No driver may start in the race without taking part in a qualifying practice session unless the Stewards agree to take free practice time into consideration.

29.6 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.

Any car leaving the pit lane to track under red light may be fined MOP5,000.00 (five thousand Patacas) and may be imposed to other additional penalties by the Stewards.

29.7 If a car stops during a practice session, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

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.

29.8 Any overtaking under yellow flags in free practice session may be fined MOP5,000.00 (five thousand Patacas). Ten seconds time penalty will be added into driver's fastest lap should the infringement be detected during qualifying practice session.

29.9 In case of a driving infringement during any practice session, the Stewards may drop the driver as many grid positions as they consider appropriate (or in addition to other available penalties).

In case of an infringement concerning the non-respect of the track limits (ISC-Appendix L, Chapter IV, Article 2), the Stewards may cancel the improved lap times set as a result of that infringement (or in addition to other available penalties).

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 14.

29.10 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. If in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from the session cancelled (or in addition to other available penalties).

29.11 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 starting.

29.12 All laps covered during qualifying practice will be timed. With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap. The classification will be ordered according to the fastest time achieved by each driver in the Qualifying Practice session.

29.13 In the Qualifying Practice session, should two or more drivers have identical time, priority will be given to the one who set it first.

- 29.14** Should any incident happen during the qualifying session and this session is stopped with less than four minutes remaining, it will not be restarted.

In this case, the classification will be ordered in accordance with the fastest time the driver has achieved.

30) STOPPING THE PRACTICE

- 30.1** Should it become necessary to stop any 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 will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.
- 30.2** When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to Competitor's designated area in the inner lane, and all cars abandoned on the track will be removed to a safe place.
- 30.3** At the end of each practice session, no driver may cross the Line more than once. Failure to comply with this requirement, may be fined MOP5,000.00 (five thousand Patacas).

31) THE GRID

- 31.1** At the end of the qualifying practice session, the fastest time achieved by each driver in qualifying practice session will be officially published.
- 31.2** The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 7.2 metres. Pole position of the grid is on the right. The fastest driver will start the race from the pole position.
- 31.3** The provisional starting grids for each race will be published no less than two hours before the start of the formation lap. The grid for the first race will be drawn up in the order of the fastest qualifying time achieved by each driver. Any cars failing to complete a lap will be arranged at the back of the grid in their first race grid order.

The classification of the first race will determine the grid positions for the second race.

- 31.4** Any driver whose best qualifying lap exceeds 110% of the pole position time will not be allowed to take part in the races. Under exceptional circumstances, the stewards may permit the car to start the race. For such, application by the competitor should be made no later than thirty minutes after the "Qualifying - Provisional Classification" has been 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, no appeal against the Stewards' decision will be permitted.

- 31.5** Any competitor whose car(s) is(are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Race Director or Chief Scrutineer accordingly at the earliest opportunity and in any case, no later than ninety 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.

31.6 Any car which has not taken up its position on the grid by the time the five minutes signal is shown will not be permitted to do so and must start from the pits in accordance with Article 32.3.

32) STARTING PROCEDURE/STANDING START

32.1 The race will use a standing start.

32.2 20 minutes before the time for the start of the formation lap of the Qualifying Race and 40 minutes before the time for the start of the formation lap of the Final Race, the cars will leave the pit exit to cover a reconnaissance lap. At the end of this lap, 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-minute signal is shown will not be permitted to do so and must start from the pit lane in accordance with Art. 32.3.

32.3 12 minutes before the start of the formation lap of Qualifying Race and 32 minutes before the time for the start of the formation lap of the Final Race, 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 of Qualifying Race and 30 minutes before the time for the start of the formation lap of the Final Race, the pit exit will be closed, and a second warning signal will be given.

Any car which is still in the pit lane can start from the pit lane, provided it reached the end of the pit lane under its own power. If more than one car is affected, they must line up in the order in which they reached the end of the pit lane.

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.

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

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

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

32.7 When the three-minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane, or on the grid during a race suspension.

The penalty under Article 12.4 may 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.

32.8 When the one-minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given, taking all equipment with them.

If any 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 32.3. A Drive-through penalty may 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 raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane.

In either of the above cases, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

- 32.9** When the green lights are illuminated, all cars should begin the formation lap with the pole position driver leading.

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 the race 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.

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

- 32.11** 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 32.3.

A drive-through penalty may 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.

- 32.12** When the cars come back to the grid at the end of the formation lap (or laps), they must stop within their respective grid positions, keeping their engines running.

All cars required to start the race from the pit lane must start from the end of the pit lane as specified in Article 32.3.

The standing start signal will be given by means of lights activated by the starter appointed by the clerk of the course.

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

- 32.13** During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

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

- a) If a car develops a problem that could endanger the start the driver must immediately raise his hands above his head as far as possible and the marshal responsible for that row must immediately wave a yellow flag. If the race director decides the start should be aborted, the green lights will be illuminated two seconds after the abort lights are switched on, a board saying “EXTRA FORMATION LAP” will be displayed and all cars able to do so must

complete a further formation lap whilst the car which developed the problem is moved into the pit lane.

When leaving the grid to complete the extra formation lap, all drivers must respect the pit lane speed limit until they pass pole position.

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

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

- b) Any driver who caused the start to be aborted and is then able to start the formation lap must enter the pit lane at the end of the lap and start the race as specified in Article 32.3. A drive-through penalty may be imposed on any driver who fails to start from the pit lane.
- c) If any other type of problem arises and the race director decides the start should be delayed the following procedure shall apply:
 - i. If the race has not been started, the abort lights will be switched on, a board saying “DELAYED START” will be displayed, all engines will be stopped, and the new formation lap will start five minutes later with the race distance reduced by one lap. The next signal will be the three minutes signal.

Tyre changing on the grid is not permitted during such a delay.

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

- ii. If the race has been started, the marshals alongside the grid will waive their yellow flags to inform the drivers that a car is stationary on the grid.
- iii. If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. Any driver being pushed from the grid may not attempt to start the car.
- iv. Once the car is in the pit lane, his team personnel may attempt to start it, if successful the driver may re-join the race. The driver and team personnel must follow the instructions of the track marshals at all times during such a procedure.

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 observed strictly. 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.

32.15 No refuelling will be allowed on the grid.

32.16 A drive-through or time penalty may be imposed when reported by start line judges, judges of fact, the Race Director or the Starter that:

- a) The car is moved before the start signal is given;
- b) Any part of the contact patch of its front tyres outside of the lines (front) at the time of the Start signal.

32.17 Only in the following cases will any variation in the start procedure be allowed:

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

- b) If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the 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 34.15 will apply.

32.18 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 disqualification of the car and driver concerned from the Competition.

33) THE RACES

33.1 During the races, 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.

Any car leaving the pit lane to track under red light may be fined MOP5,000.00 (five thousand Patacas) and may be imposed to other additional penalties by the Stewards.

33.2 Any overtaking under yellow flags during races may be fined MOP5,000.00 (five thousand Patacas) with Drive-Through penalty added.

33.3 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 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 race.

34) SAFETY CAR

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

34.2 25 minutes before the time for the start of the formation lap of the Qualifying Race and 40 minutes before the time for the start of the formation lap of the Final Race, 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 34.15 below) it will cover a whole lap of the circuit and take up position.

34.3 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.

34.4 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.

34.5 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.

- 34.6** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 34.7** All competing cars must then reduce speed and form up in line behind the safety car no more than five car lengths apart.
- 34.8** With the exceptions of the cases listed under a) to h) below, no driver may overtake another car on track, including the safety car, until he passes the first 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 34.14 will apply.

The exceptions are:

- a) If a driver is signalled to do so from the safety car;
 - b) Under Article 34.15 below.
 - c) When entering the pits, a driver may pass another car including the safety car remaining on the track, after he has reached the first safety car line.
 - d) When leaving the pits, a driver 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 entry, pit lane or pit exit, a driver may overtake another car which is also in one of these three areas.
 - g) Any car stopping in its designated pit area whilst the safety car is using the pit lane (see Article 34.11 below) may be overtaken.
 - h) If any car slows with an obvious problem.
- 34.9** When ordered to do so by the Race Director, the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

- 34.10** 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 34.12 below) and all remaining cars must keep the formation as tight as possible.

- 34.11** Under certain circumstances, the Race Director may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated pit area.

- 34.12** When the Race Director 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.

- 34.13** Each lap completed while the safety car is deployed will be counted as a race lap.
- 34.14** 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.
- 34.15** Under certain circumstances, the race may be started behind the safety car or resumed in accordance with Article 36.5. 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.

A drive-through penalty may be imposed on any driver who fails to enter the pit lane, if he has not re-established the original starting order before he reaches the first safety car line.

35) SUSPENDING A RACE

- 35.1** If competitors or officials are placed in immediate physical danger by cars running on the track, or weather or other conditions make it dangerous to continue, and the Race Director or the Clerk of the Course deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the race will be suspended.

Should it become necessary to suspend the race, the Race Director or the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

- 35.2** 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.

- 35.3** 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.

- 35.4** Whilst the race is suspended:
- a) Neither the race nor the timekeeping system will stop.
 - b) The Race Director may extend the total racing time to any time he considers appropriate, after gaining the agreement of the local organizer.
 - c) 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.
 - d) Refuelling, or removing fuel from the car, is forbidden.
 - e) Only team personnel and officials will be permitted in the pit lane.

- 35.5** Unless asked to do so by the officials, cars may not be moved from the fast lane whilst the race is suspended. A drive-through penalty may be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane. Any car which was in the pit entry or pit lane at the time the race was suspended will not incur a penalty. However, if the race has been suspended when there are cars in the pit lane (see Article 35.3), 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.

36) RESUMING A RACE

- 36.1** 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.
- 36.2** Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.
- 36.3** 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 12.4 may be imposed on any driver whose car did not have all wheels fully fitted and the car must be resting on its wheels at the three minutes signal or has any of its wheels changed before it leaves the pit lane after the race has 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.

- 36.4** When the one-minute signal is shown, engines should be started, and all team personnel must leave the fast lane by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal he must signal to 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.
- 36.5** 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.
 - All cars are not yet in a line behind the safety car.
 - Team personnel are still clearing the grid.
 - 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.

- 36.6** 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.

- 36.7** The penalty of drive-through may be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap. During this lap, Articles 34.10, 34.11, 34.12 and 34.15 will apply.
- 36.8** If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

To appear in the final classification, a driver must have crossed the finish line (not in the pit lane and under their own power) at the end of the lap from which the results will be taken.

Should a driver cause the session to be stopped (red flag), that driver will not appear in the final classification.

If a driver is not directly responsible for the incident, the Stewards may decide not to remove the driver from the final classification.

Decision from the Panel of Steward is final and not subject to appeal.

37) FINISH

37.1 A chequered flag will be the end-of-race signal and will be shown at the Line as soon as the leading car has covered the full race distance in accordance with Article 6.5 or 6.6.

37.2 Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, or the prescribed time has been completed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

37.3 After receiving the end-of-race signal, the pit exit will be closed.

All cars must proceed on the circuit directly to the Parc Fermé without any unnecessary delay without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).

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

38) PARC FERMÉ

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

38.2 When the Parc Fermé is in use, Parc Fermé regulations will apply in the area between the Line and the Parc Fermé entrance.

38.3 The Parc Fermé shall be properly secured or supervised so that no unauthorised persons can gain access to the cars. The Parc Fermé is situated at the scrutineering area for cars selected by the duly appointed officials and in front of each car's allocated garage or at a location determined by the Race Director or the Stewards for the remainder cars. Cars may be sealed during this period.

39) CLASSIFICATION

39.1 The car placed first will be the one having covered the scheduled distance in the shortest time. All cars will be classified considering the number of complete laps they have covered, and for those who have completed the same number of laps, the order in which they crossed the Line.

39.2 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 8 laps x 90% = 7.2 laps = 7 laps in Qualifying Race and which equal to 12 laps x 90% = 10.8 laps = 10 laps for Final Race), will not be classified.

39.3 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.

40) PODIUM CEREMONY

40.1 The drivers finishing the both races in 1st, 2nd and 3rd positions, must attend the prize-giving ceremony on the podium.

40.2 They 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 first floor of the pit building.

41) PRESS CONFERENCES

- 41.1** Upon request, all registered drivers are obliged to attend all press conferences organised by the Organizer.
- 41.2** The drivers must wear their closed overalls and designated caps during the press conferences.
- 41.3** The following obligations must in addition be respected:
- a) Post qualifying practice session press conference. All drivers are required to make themselves available to attend a press conference in the media centre. This will normally take place 15 minutes after the end of the qualifying practice session.
 - b) Post Podium Press Conference. After the podium ceremony of Qualifying Race or Final Race, the drivers finishing in 1st, 2nd and 3rd positions, will be required to make themselves available for a press conference in the media centre.

42) AWARDS

- 42.1** Drivers finishing first, second and third in both Races will be awarded Trophies on Podium.
- 42.2** The following Prize Money will be awarded to the drivers finishing Final Race:
- 1st HKD\$16,000
 - 2nd HKD\$11,000
 - 3rd HKD\$6,000
- 42.3** In the event that the Final Race is unable to take place, the above awards will be attributed according to the classification of Qualifying Race.

43) PRIZE GIVING

- 43.1** All drivers are requested to attend the Official Prize Giving Ceremony on the 12th November 2023 at a location and time to be notified.
- 43.2** Prizes of this Competition are presented in the ceremony to drivers classified 1st, 2nd and 3rd in the Final Race.

44) ADVERTISING AND RIGHTS

- 44.1** All advertising on/in cars, drivers' and teams' equipment must comply with the legal requirements of the Macao SAR and comply with any national restrictions required in order to permit the host broadcaster to transmit the Competition. 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, as well as any wordings or graphics related to Politics etc. The sponsor's name and type of operation must be noted on the entry form. Any advertising on cars not complying with the legal requirements/regulations may result in a decision by the Organizer for disqualification of the car and driver concerned from the Competition.

The Organizers reserve the right to place advertising strips across the top width of the front windshield. The decision for the positioning of this sticker rests solely with the 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 Competition of a dispute, the final decision rests with the Organizer.

All competitors give their consent and their right to the Organizer to fit an on-board camera to any car. All cars must provide space for the Organizer's stickers to be attached representing the tyre and fuel Suppliers and Organizer's sponsors. Any conflicting tyre company identification must be removed.

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

- 44.2 All audio/visual rights in accordance with the FIA Regulations, and trademarks and copyrights relating to the Competition are the property of the Macau Grand Prix Organizing Committee and Sports Bureau of the Macao SAR Government.
- 44.3 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.
- 44.4 Any identification of a conflicting company to the appointed official company must be immediately removed both from the car and the drivers' overalls.

45) **SIGNALS**

Due to the Guia Circuit's configuration, the following signals will be used throughout the meeting at Melco hairpin (MP19) 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.