



70th MACAU GRAND PRIX

16th -19th NOVEMBER 2023

MACAU MOTORCYCLE GRAND PRIX

- 55th Edition

REGULATIONS

Art	CONTENTS	Page(s)	Art	CONTENTS	Page(s)
1	REGULATIONS AND INTERPRETATION	2	24	PROTESTS AND APPEALS	13-15
2	GENERAL UNDERTAKING	2	25	PIT LANE SPEED LIMIT	15
3	COURSE	3	26	BEHAVIOUR DURING PRACTICES AND THE RACE (WARM-UP INCLUSIVE)	15-16
4	COMPETITION	3	27	INFORMATION FROM THE PIT WALL	16-17
5	ELIGIBLE COMPETITORS	4	28	ASSISTANCE TO RIDERS AND MOTORCYCLES	17
6	ELIGIBLE MACHINES	4	29	PRACTICES (WARM-UP INCLUSIVE)	17-18
7	INSURANCE	4	30	QUALIFICATION FOR THE RACE	18
8	OFFICIALS	5-6	31	GRID POSITIONS	18
9	ENTRIES	6-8	32	STANDING START PROCEDURE	19-20
10	PROMOTION	8	33	START OF THE RACE	20
11	PASSES - IDENTIFICATION	8-9	34	START DELAYED	20-21
12	RIDING NUMBERS AND TIMEKEEPING	9	35	INTERRUPTION OF A RACE	21
13	SCHEDULE	9	36	RESTARTING OF A RACE THAT HAS BEEN INTERRUPTED	22-23
14	DOCUMENTS AND EQUIPMENT CHECKS, SCRUTINY	9-10	37	FINISH A RACE AND RACE RESULTS	23
15	POST-ACCIDENT RIDERS' SAFETY EQUIPMENT CHECK	10	38	WINNERS AREA	24
16	SAFETY EQUIPMENT AND PROTECTIVE CLOTHING	10-11	39	FLAGS AND LIGHTS SIGNALS	24-26
17	HELMETS	11	40	PODIUM CEREMONY	26
18	ENGINE	11	41	PRESS CONFERENCES	26
19	ON-BOARD CAMERAS	11-12	42	TROPHIES AND PRIZE MONEY	26-27
20	FUEL	12	43	PRIZE GIVING	27
21	RIDERS' BRIEFING	12	44	ADVERTISING AND RIGHTS	27
22	INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS	13			
23	PENALTIES	13			



FOREWORD

The 70th Macau Grand Prix which is the property of the Sports Bureau of Macao SAR Government is composed by various Competitions for different categories of race, including the Macau Motorcycle Grand Prix - 55th Edition (MGP) (the “Competition”), organised by the Macau Grand Prix Organising Committee (the “Organizer”).

The MGP is a Classic Event held under the Federation Internationale de Motocyclisme (FIM) and is ruled by the regulations of the Automobile General Association Macao - China (the “FMN” - AAMC).

The FMN- AAMC may at any time amend any or all provisions of the Regulations.

All the participating parties (FMN, Organizers, Promoter, Competitors) 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 these Regulations and their relevant Appendices / Bulletins issued by the Organizer and/or the Race Direction of the Competition.

1) REGULATIONS AND INTERPRETATION

- 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.
- 1.2 The interpretation of the Regulations, Bulletins and the choice of sanctions where the present Regulations have not automatically stipulated these, falls to the Race Direction. The decision of the Race Direction shall be final.
- 1.3 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.

2) GENERAL UNDERTAKING

- 2.1 These Regulations derogate and supersede all and any other previous regulations in place before the date of publication of these regulations. Any references to the male gender in these documents are made solely for the purposes of simplicity and refer also to the female gender except when the context requires otherwise.
- 2.2 All riders, team personnel, officials, promoters/organizers and all the persons involved in any capacity whatsoever participating in the MGP undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of these Regulations as supplemented and amended from time to time. In addition, riders, competitors and officials undertake to observe all provisions of the rules issued by the Organizer and FMN (AAMC) and any sporting regulations or supplementary regulations of the FMN.
- 2.3 All the persons mentioned above may be penalised in accordance with the provisions of the Regulations. It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider, or any other person having charge of an entered machine during the Competition with respect to observance of the Regulations is joint and several with that of the team.
- 2.4 All persons concerned in any way with an entered machine or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Competition.



3) **COURSE**

3.1 Guia Circuit, Macao

Length: 6.12 km or 3.8 miles

Clockwise direction

Starting from a standing grid

Pole Position: right

3.2 Course rules:

- a) Should a motorcycle stop on the circuit due to mechanical problem, it may only be restarted by push starting by the rider unaided.
- b) Push starting must be carried out only in the forward direction of the race or practice.
- c) Riders obliged to push start during the course of the race or practice must ensure that the operation is carried out in a safe manner and will not cause danger to or hinder other competitors.
- d) The end of a practice or the race will be indicated by the waving of the chequered flag at which time the pit exit will close.
- e) After the chequered flag is shown, riders must continue round the circuit at reduced speed and return to the pit lane without stopping.
- f) After the Race, the first three motorcycles classified must proceed to the “Winners Area”, as directed by the marshals.

4) **COMPETITION**

4.1 The Competition is restricted by INVITATION ONLY.

4.2 The Competition shall comprise the following:

- a) A static display of the motorcycles taking part in the Competition, on 10th -12th November 2023.
- b) All practices and the race in the period from 16th – 18th November 2023.

4.3 The practices include one free practice (45 minutes) and one qualifying practice (45 minutes).

4.4 The warm-up session on the Race Day will be 20 minutes. The Competition is set of one Race (12 laps or maximum 45 Minutes) (*).

(* Race Time

If the leading rider has not covered the defined race distance after the schedule time elapsed (45 minutes), the leader will be shown the chequered flag the next time he/she passes the Finish Line.

4.5 No practices or race will take place in wet or damp conditions.

4.6 The Macau Grand Prix Organizing Committee reserves the right to postpone, abandon or cancel the Competition or part thereof. In the event of abandonment, cancellation or of postponement for more than 48 hours, the Entrant/Competitor will have no right of claim against the Macau Grand Prix Organizing Committee or the Sports Bureau of Macao SAR Government in respect of any prize money or loss of expenses that he may have incurred or may incur as a result.



5) ELIGIBLE COMPETITORS

- 5.1 The rider must hold a 2023 valid National Non-Championship licence and a Start Permission issued by the FMN for the Macau Grand Prix.
- 5.2 At the date of the Competition, riders must be at least 18 years old. The limit for the minimum age starts on the date of the rider's birthday.
- 5.3 All documents must be presented at the Competition at the time stated in the appropriate Appendix.

6) ELIGIBLE MACHINES

- 6.1 Every motorcycle entered must conform to the requirements of the FIM Technical Code.
- 6.2 The Machines eligible for the Competition:
- a) Superbike: 4-stroke 3 & 4 cylinders over 750 cc to 1000 cc and 4-stroke 2 cylinders over 850 cc to 1200 cc.
 - b) Superstock: over 750 cc up to 1000 cc 4-stroke 3 & 4 cylinders maximum and over 850 cc up to 1200 cc 4-stroke 2 cylinders maximum.
 - c) 4-stroke prototype motorcycles.
- 6.3 Noise level measured at the exit of the exhaust system of the motorcycle must not exceed 110 dB/A and this is the maximum noise level during all sessions of the Competition.

7) INSURANCE

- 7.1 The Organizer of the Competition must procure 30 days before the Competition that all competitors, their personnel, sponsors, agents and riders 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 Riders 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.
- 7.5 The insurance for riders, valid for all official practices and race of the schedule, covers:
- i. Death by incident.
 - ii. Permanente Total Disablement due to accident.
 - iii. Accident medical expenses including repatriation.
 - iv. Costs for Medical Treatment in Macau.
- 7.6 Riders must be insured for personal accidents covering death, permanent disability, medical treatments and repatriation and the minimum compulsory to be covered by this insurance must be equivalent to the benefits as published in the FIM Sporting Code and must be valid for all official practices and race of the official schedule.
- 7.7 The possession of the above Insurance must be mentioned in the Start Permission issued by respective FMN.

8) OFFICIALS

8.1 The following officials will be nominated by the FMN (AAMC), defined in appropriate Appendix:

- a) Race Director
Responsible for:
- i. Ensuring proper observance of the Regulations and efficient running of the practices and race.
 - ii. All communications with the Jury.

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:

- The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations.
- The stopping of practice or 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.
- The starting procedure.
- The use of medical cars/fast interventions motorcycles.

- b) Clerk of the Course
Responsible for:
- i. Ensuring that the circuit is suitably prepared for and maintained during the Competition.
 - ii. Ensuring that all officials and services are in place.
 - iii. Taking decisions to ensure the smooth and efficient running of the Competition.
 - iv. Ensuring that the Competition is run within the Regulations.
 - v. Immediate approval and signature with time of provisional results (practices, warm-up, starting grid and race) and presentation of reports to the Organizer.

- c) Secretary
Responsible for:
- i. During the Competition effecting communications between the various officials.
 - ii. Providing secretarial support for the Race Direction and the Stewards.

- d) Technical Scrutineer
Responsible for ensuring that technical requirements in these Regulations are correctly enforced and supervising scrutineering and protests of a technical nature. The Technical Scrutineer has the power to disallow the use of any parts based on safety concerns at his sole judgement and discretion.

- e) Chief Medical Officer
Responsible to ensure compliance with the Medical Code.

- f) Starter
Responsible for the start procedure.

- g) Race Direction (comprised of three members, one of whom will be the chairman)
Responsible for:
- i. To take decision as provided in the Regulations.
 - ii. Overseeing operational matters to ensure the safe, efficient, and timely running of the Competition according to the Macau Motorcycle Grand Prix Regulations.
 - iii. Making changes in the conduct and/or format of a race and/or a practice session, based on safety considerations, provided that such decision is absolutely necessary to resolve a situation not foreseen in the Macau Motorcycle Grand Prix Regulations.
 - iv. Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the Race Direction may issue pre-race instructions or clarifications and in



specific cases even create pre-race regulations and to propose to the Organizer changes in the time schedule for the efficient and safe running of the Competition.

The three members of the Race Direction will be appointed by the FMN (AAMC). These persons can perform other functions during the Competition.

The Race Direction will meet at any time required during the Competition. The quorum for a meeting of the Race Direction is two persons. Each member has one vote. Decisions are based on a simple majority. In the case of a tie, the Chairman will have a casting vote. Communications from the Race Direction will be given verbally as soon as possible to all affected parties and confirmed in writing.

- h) Jury (comprised of three persons, one of whom will be the chairman).
Responsible for:
- i. Taking decisions as provided in the Regulations.
 - ii. Imposing penalties for any infringements of the Regulations.
 - iii. Adjudicating on any protest relating to infringements of the Regulations.

The Jury has the authority to penalise riders, teams 'personnel for:

- Infringements of the Regulations.
- any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current Regulations or instructions given by an official.
- any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during the Competition.

The quorum for a meeting of the Jury is two persons. Each member has one vote. Decisions are based on a simple majority. In the case of a tie, the Chairman will exercise a casting vote. Decisions of the Jury are final and must be communicated in writing to the Race Direction and all affected parties.

9) ENTRIES

9.1 Teams must submit their proposed entries to the the FMN (AAMC) by using the entry form available from the FMN (AAMC), from 21st August to 15th September 2023.

9.2 Every entry is for one rider entered with one machine. No spare machines are allowed for the Competition.

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 FMN (AAMC), 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, riders, 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, riders and competitor as well as copies of the related documents according to Article 5.1 and 5.2.
- f) The name of the rider.

- g) An undertaking by the applicant to participate in the Competition with the machine and rider entered.
- h) Racing results of the rider as required in Article 9.4.
- i) Photos and the information of the competitor, the rider and the mechanics, as required in Article 11.3.
- j) Technical Information of the motorcycle.

9.4 Entries will be selected by the Organizer based on the following criteria:

- a) Have maintained racing activity in a similar capacity class (Superbike or Superstock 1000, SuperSport) in National Championships, International Championships (IRRC) or to have qualified and finished as a contracted rider, wild card or substitute rider in a FMN race in 2023.
- b) The highest points score of riders in the Superstock and Superbike class from the “2023 North West 200 (NW200)” or Superbike, Superstock or SuperSport or Senior class in “International Isle of Man Tourist Trophy Races (IOM TT)”.
- c) Have participated in previous Motorcycle Grand Prix Competition in Macau Grand Prix.
- d) The experiences in races regarded as being of similar status and challenge as the Macau Motorcycle Grand Prix, particularly but not limited to the “International Road Races”.

For such, the applicants shall provide the racing results as proof.

9.5 By applying the entry, the competitor admits the following:

- a) It is the rider’s responsibility to ensure that all persons concerned by his entry observe all the requirements set by these Sporting Regulations and Bulletins.
- b) The rider declares that he and all other persons in any way connected with his entry recognize and accept that the sole jurisdiction in all matters arising out of this Competition is vested in the Macau Grand Prix Organizing Committee and that none of them will contest before the Judicial, Civil or Commercial Powers.
- c) The rider declares that he possesses the standard of competence necessary for a Competition of the type to which the entry relates, that should he, at the time for the Competition, be suffering from any disability whatsoever, he shall declare the disability to the Race Direction prior to riding on the track, that the machine entered is suitable and roadworthy for the Competition having regard to the track and the speed that will be reached and that he, and his team members enter upon and use the track and its facilities entirely at his or their own risk.

9.6 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

9.7 All applications will be reviewed by the Organizer and accepted or rejected at its absolute discretion.

9.8 The Organizer will publish the list of motorcycles and riders accepted together with their riding numbers, having first notified unsuccessful applicants.

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



- 9.10** The maximum number of riders permitted to take part in the Competition is 23. The Organizer may cancel the Competition if less than 15 motorcycles are entered for it by the closing date for entries.
- 9.11** Any rider entered who is unable to take part in the Competition must inform the FMN (AAMC) in writing before 13th November 2023.
- 9.12** Except when special dispensation is granted each entry commits the team to designate a rider to compete in the Competition. Exceptions can only be made as follows:
- a) A team may withdraw a rider from the Competition due to injury of the rider, irreparable damage to the motorcycle(s) or in case of “Force Majeure” including rider changes in consultation with the Organizer. A withdrawal for medical reasons must be supported by a letter from the Chief Medical Officer.
 - b) The team may choose to substitute another rider for the withdrawn rider.

10) PROMOTION

- 10.1** Every rider accepted for participation must comply with the requirements to participate in certain promotional activities including but not limited to the activities referred in Article 4.2 a), any autograph signing sessions, press conferences, podium ceremonies and prize giving ceremonies.
- 10.2** All of the riders must be aware of the utmost importance of full compliance with the designated procedures for promotional activities, press conferences, podium ceremonies and prize giving ceremonies and be fully aware that sanctions for non-compliance include financial sanctions and the imposition of other penalties laid down in the Macau Motorcycle Grand Prix -55th Edition Regulations.
- 10.3** Riders may be granted permission by Organizer to not attend any particular promotional activity only due to injury or the requirement to be receiving medical attention at a time that coincides with such promotional activity. Requests for non-participation must be submitted to Organizer in writing.
- 10.4** The riders, competitors and manufacturers give the right to the Organizer to use their name and images and motorcycle 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 Macau, at the Macau Grand Prix building, merchandising shop and Museum, or out of Macau.
- 10.5** Use of the MACAU GRAND PRIX logo by the competitors, manufacturers and riders or their agents or representatives is prohibited other than by prior permission in writing from the Organizer.

11) PASSES – IDENTIFICATION

- 11.1** 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.
- 11.2** Identification passes will be issued for each competing motorcycle on the following basis:
- | | |
|--------------|---|
| Rider | 1 |
| Team members | 3 |
- 11.3** Identification will not be issued unless names, photos and identity cards or passport numbers are provided.
- 11.4** Identification passes will be issued at the track office to the competitor, or to his representative authorized in writing.

11.5 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.

12) RIDING NUMBERS AND TIMEKEEPING

12.1 Each rider accepted for the Competition will be allocated a riding number as referred in Article 9.8.

12.2 The riding number must be affixed to the motorcycle before scrutineering.

12.3 The numbers shall be durable and must be visible during practices and competition.

12.4 Riding numbers must be affixed to the front fairing in a central position. Rear and side numbers are optional.

12.5 Riding numbers must be a minimum height of 140 mm and must be easily legible in a clear simple font and strong contrast with the background colour.

12.6 All motorcycles are required to carry the timing transponder supplied by the Official Timekeeper throughout the Competition. All competitors are themselves responsible for obtaining this transponder, at their own expense, and for the correct installation and functioning thereof. This transponder must be installed in strict compliance with the relevant instructions.

12.7 In case of a dispute concerning the legibility or specifications of the riding numbers, the decision of the Technical Scrutineer will be final.

13) SCHEDULE

13.1 The provisional Competition schedule will be as follows:

- a) 8th November 2023: arrival of motorcycles
- b) 9th November 2023: Customs clearance and transportation of the motorcycles to the display area.
- c) 10th -12th November 2023 A static display of the motorcycles. The Riders should arrive the display area with full gear on 10th November in time to be confirmed, for photo opportunity with public. Transportation of the motorcycles from display area to paddock on the evening of 12th November 2023.
- d) 13th - 14th November 2023, documents and equipment checks, scrutiny.
- e) 15th November 2023: rider's briefing
- f) All practices and the race in the period from 16th to 18th November 2023.
- g) 19th November 2023: Prize giving ceremony

13.2 The provisional schedule of the Competition is noted in the appropriate Appendix.

14) DOCUMENTS AND EQUIPMENT CHECKS, SCRUTINY

14.1 During documents check, and at any time during the Competition, each competitor must have available all documents required by Article 5.1 and 5.2, in addition to the motorcycle's technical information referred in Article 9.3 j).



- 14.2** Unless a waiver is granted by the Jury, competitors who do not keep to the time limits for documents and equipment check and initial scrutineering will not be allowed to take part in the Competition.
- 14.3** Initial scrutineering of the motorcycle will take place at the time indicated in the appropriate Appendix. All motorcycles, rider's protective clothing, including boots, gloves and helmets shall be worn by the competitor, and be presented to the official scrutineers prior to the start of practice or racing, to ensure that they are in a safe condition, and comply with the regulations.
- 14.4** Motorcycles must be presented with the fuel tank ready for removal, to facilitate inspection of the headstock for cracks, etc.
- 14.5** Riding numbers and any official advertising must be affixed to the motorcycle for inspection during scrutineering and competitors must therefore comply with the requirements of Articles 12 and 44.
- 14.6** All brake calliper mounting bolts must be lock wired in the tightened position.
- 14.7** A competing motorcycle may be subject to scrutineering or dismantling after practice or race to ensure conformity with the regulations. The Technical Scrutineer may also require any motorcycle to be stripped, examined and retained for as long as is deemed necessary following an accident, in either practice or race.
- 14.8** Any necessary dismantling of motorcycles required shall be carried out under instructions by an accredited representative of the competitor/entrant. Any motorcycle modified after official scrutineering or involved in an accident must be presented to the official scrutineers, whose approval must be obtained before the motorcycle is to ride on the officially closed course.

15) POST-ACCIDENT RIDERS' SAFETY EQUIPMENT CHECK

- 15.1** It is compulsory for a rider involved in an accident to present their safety equipment for inspection. The inspection must be completed before the start of the next on track session (practice, qualifying, warm up or race). A ban will be placed on the rider until all safety equipment checks have been completed satisfactorily.
- 15.2** Should the Technical Scrutineer or any appointed Race Organization Official consider the safety equipment unsafe for use on track, it must be repaired or replaced. The rider will not be allowed on track until such repairs / replacements are completed and inspected.
- 15.3** Any doubts or questions regarding the condition or suitability of riders' safety equipment should be presented the Technical Scrutineer. In any disputes concerning the rider safety equipment, the Technical Scrutineers decision will be final.

16) SAFETY EQUIPMENT AND PROTECTIVE CLOTHING:

- 16.1** All protective clothing, providing complete coverage from the neck down, must be presented at the equipment check, together with leather gloves boots, chest and back protectors.
- 16.2** Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc., that conform to EN1621-1:2012.
- 16.3** The use of sliders (specific parts of the riders' safety equipment, either permanently fixed or removable, intended to make regular contact with the track surface to assist the rider while

cornering), is permitted on the knees, elbows or any other parts of the leather suit, where it is deemed necessary. They must not be manufactured from or contain any material that when in contact with the track surface may cause visual or other disturbance to other riders.

16.4 Linings or undergarments must not be made of a synthetic material that might melt and cause damage to the riders' skin.

16.5 Use of a chest and back protector is compulsory and must be clearly marked with the following norms:

- a) The back protector must comply with EN1621-2, CB (“central back”) or FB (“full back”) Level 1 or 2.
- b) Full chest protectors (protector designed as a single piece) and Divided chest protectors (protector designed in two separate halves) are permitted. All types of chest protectors (Full or Divided) must have a minimum protection area of no less than 230 cm². The chest protector must comply with EN1621-3 (level 1 or 2) or EN 14021.

16.6 Integrated airbag leather suits are permitted but are not mandated.

- a) Airbag vests, designed to be worn on the outside of the competitors' leathers, are not permitted.
- b) Airbag suits are used at the discretion of the competitor who must be aware of the level of risk associated with false deployment (“the Hazard”).
- c) By signing on and entering the Competition, the competitor accepts this Hazard and its associated level of risk.

17) HELMETS

17.1 It is compulsory for all riders, to wear a protective helmet which is in good condition, provides a good fit and is properly fastened, at all times during on-track activity.

17.2 Only FIM homologated helmets according to FRHPhe-01 (with a valid FIM Homologation Label) will be allowed.

17.3 All protective helmets must be presented at the equipment check. It is strongly recommended that riders have two helmets presented at the equipment check.

17.4 Visors must be made of a shatterproof material.

17.5 Disposable "tear-offs" are permitted.

17.6 If a helmet does not meet the technical requirements and is found to be defective, the Technical Scrutineer will retain the helmet until the end of the Competition. The rider must submit another helmet for approval.

18) ENGINE

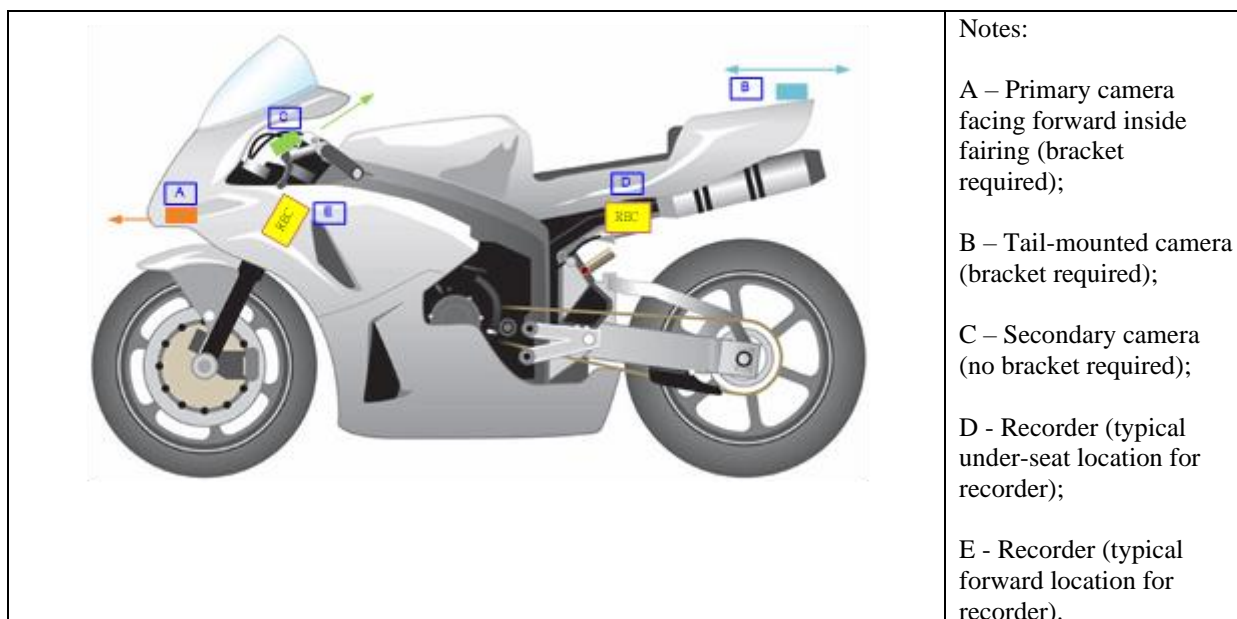
It is compulsory for riders to have a spare engine during the Competition.

19) ON-BOARD CAMERAS

19.1 The installation of the camera and associated equipment on any machines is subject to the approval of the Technical Scrutineer during the scrutineering schedule.

19.2 Mounting of on-board cameras must comply with the following rules:

- a) Each motorcycle can carry multiple cameras in different positions.
- b) The forward-facing camera require a machined bracket to be mounted securely inside the fairing with a cut-out aperture to allow the camera lens to sit unobstructed at a 90-degree angle to the road surface or, alternatively, the bracket can be mounted to the frame of the bike, aligned with an aperture in the fairing for the lens.
- c) The tail mounted camera will be contained within a moulded blister to protect the camera and to allow for smooth airflow over the unit. This blister requires a bracket mounted to the upper surface of the tail unit.
- d) It is the responsibility of each competitor to manufacture and fit the brackets prior to the scrutineering schedule.



20) FUEL

- 20.1 Unleaded gasoline is supplied by the Organizer with a maximum lead content of 0,005 g/l and a RON min of 98.
- 20.2 Additives are not permitted.
- 20.3 Only the controlled fuel as supplied by the Organizer may be used throughout the Competition.
- 20.4 Any infringement to the fuel specification will result in the disqualification of the rider from the entire Competition.

21) RIDER'S BRIEFING:

- 21.1 At a time and place to be announced, the Race Director/Clerk of the Course or his representative will conduct a briefing for riders and team managers only.
- 21.2 No questions other than those relating to the actual conduct of the Competition will be entertained.
- 21.3 Any rider who fails to attend or to sign the attendance sheet will be subject to fine of USD500 cash payable before the free practice starts, failure to pay will result in exclusion.

22) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 22.1** The Race Direction, the Race Director/Clerk of the Course or the Jury may give instructions to competitors by means of special circulars. Circulars must be posted on the official notice board or delivered by electronic means including but not limited to be given via a dedicated channel or through the timekeeping screens. Posting on the official notice board, or via electronic means will be deemed as proof of delivery.
- 22.2** All classifications and results of practices and the race, as well as all decisions issued by the officials, must be posted on the official notice board or otherwise delivered to the Teams. Posting on the official notice board and/or delivery to the Teams by other means will be deemed as proof of delivery and official publication.
- 22.3** Any communication from the Race Direction, the Race Director/Clerk of the Course or the Jury to a team or rider must be communicated in writing or via electronic means including but not limited to official Timekeeping monitors. Similarly, any communication from a team or rider to the Race Direction, the Race Director/Clerk of the Course or the Jury must also be made in writing and handed to the Secretary of the Meeting.
- 22.4** All decisions concerning a time penalty, ordering a motorcycle to stop or to go to the pit lane to fix a technical problem or exclusion of riders from any session shall be announced promptly to the concerned rider/team followed by written confirmation. The rider's team members are also expected to show the rider their own "STOP" signal from the Pit wall.
- 22.5** 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.

23) PENALTIES

- 23.1** The penalties are:
- a) Warnings: can be made privately or publicly and can be made without a hearing.
 - b) Fines: cash penalty up to USD500.
 - c) Change of position: the rider must go back the number of positions decided by the Jury.
 - d) Time penalties: the imposition of time affecting the rider's actual result up to 1 minute and the cancellation of time.
 - e) Grid penalty: the imposition of a drop of any number of grid positions. A grid position penalty may be imposed without a prior hearing being necessary.
 - f) Disqualification: entails automatically and independently of any other penalty, the invalidation of the results obtained in practice or race. An immediate disqualification from a practice session or a race may also be pronounced by means of a black flag.
 - g) Exclusion: the final and complete loss of all rights of participation in the Competition.
- 23.2** Any offender may have several penalties pronounced against him according to the circumstances.
- 23.3** The Jury may apply penalties under this article, where applicable, for breaches of the regulations, where no other penalty is specified.

24) PROTESTS AND APPEALS

- 24.1** A protest is an action taken by any legal entity or any individual, rider, team, official etc. against another legal entity or any individual, rider, team, official etc.

- 24.2** A protest can be lodged against:
- an entry of a Rider or a Team.
 - An alleged non-compliance of a machine with the regulations.
 - Classification established at the end of a practice or a race.
 - Any alleged error, irregularity or breach of the regulations occurring during the Competition.
 - A presumed wrongdoing behaviour of a competitor, not seen or not sanctioned by the disciplinary authorities, having occurred during the Competition.
- 24.3** However, no protest may be lodged against an immediate decision made by any judges of fact in the exercise of their duties, entailing or not:
- Fine, resulting from a pit lane speeding, pit lane exit, or practice start violation.
 - A change of position.
 - A time penalty given in these regulations concerning pit lane speeding, anticipation start or infringement of safety rules.
 - A disqualification from the practice sessions or race by means of a black flag.
- 24.4** No protest may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.
- 24.5** No protest may be lodged against a decision of the Race Direction concerning an interruption or a finish of the practice or race due to weather condition or safety condition.
- 24.6** All protests must be submitted in writing and signed only by the person directly concerned.
- 24.7** Each protest must specify:
- the relevant regulations,
 - the concerns of the protesting party,
 - against whom the protest is lodged (when relevant).
- 24.8** Each protest must refer to a single subject only and the intention to protest should be notified to the Race Direction or to Jury:
- By the end of the initial scrutineering, in the case against the eligibility of a rider, team or a motorcycle to enter the Competition.
 - Within 30 minutes of the publication of the qualifying results, if it is related to the starting grid.
 - Within 30 minutes of the publication of the results of the concerned session for any alleged mistake, irregularity or breach of the regulations occurring during the Competition.
 - Within 30 minutes of the publication of provisional results in the case related to classification or results.

The publication of results includes the official notice/timekeeping board (digital or otherwise) together with time of publication, or the digital distribution of results by the Organiser. The latest communication/publication among those will be the base to determine the protest time deadline.

- 24.9** The protest must then be confirmed in writing and be handed to the Secretary of the Meeting together with the security deposit of USD1000 (or equivalent) cash.



- 24.10** In the event of a technical protest, an additional deposit of USD1000 (or equivalent) cash for specific parts of the motorcycle must also accompany the protest.
- 24.11** The security deposits may only be returned if the protest is upheld.
- 24.12** Protests over mechanical details must be precise. Cost of dismantling consequent upon a protest of this nature shall be paid by the rider or team lodging the protest at the latest after the publication of the results.
- 24.13** After an immediate hearing, the Jury must make a decision on any protest presented. The protest has to be judged according to the provisions of the Regulations. The decision of the Jury of determination of penalty is immediate.
- 24.14** Any person, or body, affected by a decision of the Jury in meetings counting towards the Competition, shall have the right of lodging an appeal to the FMN-AAMC.
- 24.15** The time limit for filing a notice of appeal against a decision of the Jury is 5 days, with a security deposit of USD6,000.00 (or equivalent) cash, payable to FMN-AAMC.
- 24.16** The appeal shall be adjudicated by a Court appointed by the FMN-AAMC within 15 days after the appeal was presented.
- 24.17** Decisions made by the FMN are final.
- 24.18** The security deposits may only be returned if the appeal is upheld.

25) PIT LANE SPEED LIMIT

- 25.1** A speed limit of 60 km/h will be enforced in the pit lane at all times during the Competition. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 km/h crossed out is placed.
- 25.2** Any rider found to have exceeded the limit will be subject to the following penalties:
- During any practice or warm-up session: a fine of USD100.
 - During the race: a time penalty of 30 (thirty) seconds added to their race time.

26) BEHAVIOUR DURING PRACTICES AND THE RACE (WARM-UP INCLUSIVE)

- 26.1** During all warm-up, practices and the race, riders must:
- Obey the flag signals, the light signals, and the boards which convey instructions or information and the officials' instructions. Any infringement to this rule will be penalised according to provisions of Article 39 of these regulations.
 - Ride in a responsible manner which does not cause danger to other competitors or participants, or gain an unfair advantage, either on the track or in the pitlane.
 - Riders must not ride nor push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
 - Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).
 - After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane/parc fermé.

- f) Any repairs or adjustments along the race track must be made by the rider working alone with no outside assistance, except that rendered by the marshals. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. No person other than marshals or riders are permitted on the track side of the first line of protection.
- g) If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place or as indicated by the marshals.
- h) In normal circumstances and in the interest of safety, a rider may not stop his motorcycle on the track and if the rider intends to retire, then he must park the machine in a safe area as indicated by the marshals.
- i) Stopping on the track during practices and race is forbidden.
- j) Riders must not re-join the track from the pit exit during practice and race sessions without receiving a GREEN signal or light from the Pit Exit Marshal.
- k) It is forbidden to stop or substantially slow down on the start-finish straight after the chequered flag for any celebrations of any kind.
- l) It is not permitted to ride racing motorcycles within the circuit other than in the pit lane, service road or on the track.
- m) The yellow line painted on the track at the pit exit for the purpose of separating motorcycles leaving the pit lane from those on the track must not be crossed by any tyre of the motorcycle leaving the pit lane.
- n) Once a Rider has crashed or fallen from his motorcycle during any session on the track and wish to re-join, then at the discretion of the marshals, he may re-join the track and must proceed directly to the pit lane, on the same lap, The rider is responsible of the safety with his motorcycle until he reaches the pit lane. His motorcycle will be checked in the pit lane, for safety reasons, by the Technical Scrutineer or his appointed officials, before the rider is authorised to continue in the session.

26.2 The penalty for infringement of article 26.1 b), c) or j), riders will be excluded from the Competition.

26.3 The penalty for infringement of article 26.1 d), g), h) and i) is as follows:

- a) During Practices or warm-up: A fine of USD100.
- b) During the race: a time penalty of 10 (ten) seconds will be added to the offender's racing time.

26.4 The penalty for infringement of article 26.1 e) is a fine of USD100.

26.5 The Jury may apply penalties under article 23 for any infringement of rules in this article which penalty is not specified.

27) INFORMATION FROM THE PIT WALL

27.1 No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, legible messages on a pit board, or body movements by the rider or team.

Onboard official broadcast television camera signals are allowed, but only when such signals are for the purposes of and managed by the Organizer.

- 27.2 Information to competing riders may only be given from the pit wall via boards and hand signals, by 2 team members wearing the appropriate passes solely for the control of and signalling to their riders.
- 27.3 Boards displayed from the pit wall shall be of such a size or description as not to obstruct the signals of others.
- 27.4 The form and colours of signals used at the pit wall must not resemble the international track warning flags.
- 27.5 Infringement of this rule during any session or the race shall result in a fine of USD500 and further penalties up to an exclusion may be applied.

28) ASSISTANCE TO RIDERS AND MOTORCYCLES

- 28.1 For safety reasons, team personnel and rider are not permitted in the pit lane during sessions of other Competitions.
- 28.2 During practices, warm-ups and race, adjustments and assistance to competing motorcycles and riders can only be done in the pit lane. Any motorcycle that enters the pit box during race is deemed officially retired. Work in the pit box is permitted during the intervals only if race is interrupted.
- 28.3 Riders who stop in the pit lane may be assisted in the pit lane. During a pit stop, only the team members are allowed to work on the racing motorcycle, including the rider if he takes part in the intervention.
- 28.4 For safety reasons, it is not permitted to start the engine of racing motorcycles inside the garage in the pit box at any time. Engines must be started in the pit lane or other designated location. Riders who stop their engines in the pit lane may be assisted to re-start their motorcycle by the mechanics.
- 28.5 In the pit lane, motorcycles must be wheeled back by hand by the rider or assisted by his mechanics. Entry to the pits must be by way of the designated pit entrance. Riders of motorcycles intending to enter the pits must extend the left arm or leg in sufficient time to warn other riders, of their intention to enter.
- 28.6 Refuelling is strictly prohibited during any free practice, qualifying practice, warm-up session and race, in anywhere (Paddock area, garage, pit lane, grid or track etc.).
- 28.7 Every precaution must be taken by team members and riders to avoid petrol or oil spillage. If there is a leakage or spillage of petrol in the pit area, the motorcycle must be pushed clear of the danger area under the control of the Marshals before engines may be restarted.
- 28.8 The Jury may apply penalties under article 23 or any other penalty for any infringement of rules in this article.

29) PRACTICES (WARM-UP INCLUSIVE)

- 29.1 Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- 29.2 The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown at the Finish Line to indicate the time of practice remaining.
- 29.3 All practices and warm-up are timed.

- 29.4** The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. If it is not possible to show the chequered flag because the rider passes the finish line closer to the end of the session, the scheduled time of the end of the session will be considered. After the chequered flag, riders complete one pit-in lap prior entering the pits.
- 29.5** During the practice sessions and warm-up, practice starts are permitted:
- When it is safe to do so, at the pit lane exit before joining the track.
 - After passing the chequered flag, at the end of practice sessions and warm-ups, when it is safe to do so, off the racing line and only in the designated zone indicated by a "PRACTICE STARTS" board.
- 29.6** Practice starts during a red flag situation are strictly prohibited. Infringement of this rule will incur an instant fine and further penalties may also be imposed.
- 29.7** If practice is interrupted due to an incident or any other reason, then a red flag will be waved at the start line and at all marshal's posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the monitors of the official timekeepers at the moment the red flags were waved, unless otherwise adjusted by Race Direction.

30) QUALIFICATION FOR THE RACE

- 30.1** Qualifying results will be based on the fastest time recorded by the riders in the Qualifying Practice.
- 30.2** In order to qualify for the Race:
- A rider must have participated in the qualifying practice session and have completed one timed lap.
 - A rider must achieve a lap time at least equal to 110% of the qualifying time recorded by the fastest rider in the results of the qualifying practice.
 - Any rider who fails to achieve a qualifying time at least equal to 110% of the qualifying time recorded by the fastest rider in the results of the qualifying practice will be permitted to take part in the race, provided that in the free practice session he has achieved a time at least equal to 110% of the fastest rider in the same session. Such riders will start the Race from the back of the grid according to their qualifying time. If such riders fail to achieve a qualifying time, they will start behind all the other riders according to their best free practice time.

31) GRID POSITIONS

- 31.1** Grid positions for the Race will be determined by the fastest lap time recorded by each rider in the qualifying practice. The pole position will be allocated to the fastest rider.
- 31.2** The grid will be in group start in a 3-3-3 configuration.
- 31.3** In the event of a tie, rider's second and subsequent best times will be taken into account.
- 31.4** In the case where the Qualifying Practice session has been cancelled, the grid positions will be determined by the fastest lap time recorded in free practice session. In the event of a tie, riders' second and subsequent best times will be taken into account.

32) STANDING START PROCEDURE

32.1 The approach to start the warm-up lap will be announced by light signals shown for 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds, accompanied by audible warnings, as follows:

15 minutes before the start of the warm-up lap:

Pit lane exit will open for the sighting lap(s).

Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments.

The sighting lap is not compulsory.

Riders who do not take part in the sighting lap may start the warm-up lap from the pit lane under the instructions of a marshal positioned at the pit lane exit.

10 minutes before the start of the warm-up lap:

Pit lane exit closed.

When riders reach the grid after the sighting lap(s) they must stop at the rear of the grid and turn off the engine. The motorcycle will then be pushed at walking pace by a team member to the grid position. The rider may dismount or remain on the motorcycle to be pushed to the grid position. Riders on the grid may be attended by up to three persons, including one person who may hold an umbrella.

Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.

Riders on the grid may, at this stage, make adjustments to the machine. All adjustments must be completed by the display of the “3 minute” light signal.

Tyre warmers and starter devices may be used on the grid but no generators, batteries or other electrical supplies are permitted on the grid.

Refuelling on the grid after the start of the sighting lap is forbidden.

5 minutes signal before the start of the warm-up lap: just warning.

3 minutes signal before the start of the warm-up lap:

All persons other than 2 mechanics per rider and the umbrella holder must leave the grid with all the equipment.

Tyre warmers must be removed on the grid and at the pit lane exit.

Riders who still wish to make adjustments must push their motorcycle to the pit lane and they will start the warm-up lap from there.

1 minute signal before the start of the warm-up lap:

Engines will be started.

All persons except 2 mechanics per rider will leave the grid.

The mechanics will, as quickly as possible, assist the rider to push start the machine and will then vacate the grid.

All riders must be in position on the grid with engines running.

No further assistance from mechanics is permitted.

30 seconds signal before the start of the warm-up lap:

Any rider who is unable to start his machine must remove it to the pit lane and they may start warm-up lap from the pit lane exit.

Start of warm-up lap:

Green flag is waved.

The riders will make one lap, at unrestricted speed.

As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm-up lap.

Thirty seconds later, the light will turn red, and a marshal will display a red flag closing the pit exit.

Riders starting the warm-up lap from the pit lane exit will start the race from the back of the grid, in the order in which they qualified for the race.

Medical cars will follow the riders on the warm-up lap and may overtake slow riders.

Any rider that arrives at the grid behind the Medical Cars will be directed into the pit lane and may start the race from the pit lane exit.

On returning to the grid:

Riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between side-lines defining the grid position and keep their engines running.

An official will stand at the front of the grid holding a red flag.

- 32.2 Any rider who encounters a problem with his machine on the warm-up lap and has not stopped may return to the pit lane, make repairs and may start from the pit lane only after the race has started.
- 32.3 Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to deliberately delay the start by any other means.
- 32.4 As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties.
- 32.5 When all panels have been lowered, an official at the rear of the grid will wave a green flag. The starter will then instruct the official at the front of the grid displaying the red flag to walk to the side of the track.
- 32.6 Any motorcycle that stops on the circuit during the sighting or warm-up lap will automatically be excluded from the race and may not be moved other than to the nearest point of safety.

33) START OF THE RACE

- 33.1 A red-light signal will be displayed for between 2 to 5 seconds. The red lights will go out to start the race. The motorcycle must be stationary at the time the red lights are turned off. Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned off. A time penalty of 30 seconds which is not subject to protest, will be added to the rider's racing time, should there be any anticipation of the start.
- 33.2 Medical Cars will follow behind the motorcycles for the whole of the first lap.
- 33.3 After the riders have passed the pit exit the official at this exit will display a green light to start any riders still in the pit lane. If a rider re-joins the race without receiving a GREEN signal from the Pit Exit Marshal, he will be given a penalty of disqualification.
- 33.4 If, after the red light go off, a rider stalls his machine, then the start line marshals may assist the rider by pushing the motorcycle along the track until the engine starts.
- 33.5 If a motorcycle fails to start before reaching a line at the extremity of the pit exit, the rider must push it into the pits.

34) START DELAYED

- 34.1 Should there be a problem on the grid that might prejudice the safety of the start then the Starter will display all red lights on and the board "START DELAYED".
- 34.2 In this instance, riders must stop their engines and 2 mechanics per rider will be permitted to enter the grid to assist the riders.

34.3 The start procedure will recommence at the “1 minute” stage, the riders will complete an additional warm-up lap and the race distance will be reduced by one lap.

34.4 The motorcycle, which caused the Start Delayed procedure will be removed to the pit lane, regardless of what work is needed to restart it. If they can be restarted, the rider may start the warm-up lap from the pit lane and will start race from the back of the grid.

35) INTERRUPTION OF A RACE

35.1 The decision to stop the race can only be taken by the Clerk of the Course or in his unavoidable absence, by his Deputy Clerk of the Course.

35.2 If the Clerk of the Course decides to interrupt a race at any point from the start of the warmup lap onwards, then red flags will be shown at the finish line and at all marshal’s posts and he will switch on the red lights around the circuit.

35.3 Riders must immediately slow down and be prepared to stop before return to the pit lane.

35.4 The results will be the results taken at the last point where the leader and all other active riders on the same lap as the leader had completed a full lap without the red flag being displayed.

35.5 In an interrupted race, if the leader and all riders on the same lap have completed a full lap before the red flag is displayed, and at that time there is a rider in pit lane which closes due to the red flag without the rider crossing a timekeeping point to complete the lap, the results will be taken from the last timekeeping point that the race leader and all other riders on the same lap as the leader have crossed.

35.6 If there is a problem with a rider’s timekeeping transponder, the results will be taken from the previous finish line results. At the time the red flag is displayed, riders who are not competing in the race will not be classified.

35.7 Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane, crossing the designated pit lane entry timing point riding on their motorcycle, will not be classified.

35.8 If the results calculated show that less than two (2) laps have been completed by the leader of the race and by all other active riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled.

35.9 If two laps or more have been completed by the leader of the race and all other active riders on the same lap as the leader, but less than two thirds of the race distance (12 laps X 2/3 = 8 laps), rounded down to the nearest whole number of laps, then the race will be restarted (Quick Start Procedure). If it is found impossible to re-start the race, then the results will count.

35.10 If the results calculated show that two-thirds of the race distance (8 laps) have been completed by the leader of the race and by all other active riders on the same lap as the leader, then the race will be deemed to have been completed.

35.11 For the purposes of these regulations “active” is defined as the rider riding on track, or attempting to repair/restart the machine, or to rejoin the track or return to pit lane, with the machine in a condition fit to rejoin the track.

36) RESTARTING OF A RACE THAT HAS BEEN INTERRUPTED

36.1 As local track and weather conditions and circumstances may vary, Race Direction may reschedule to re-start race in the race programme as necessary, and will make the final decision on whether, when and how long to re-start any interrupted race according to circumstances.

36.2 However, competitors are advised that no race will take place in wet or damp conditions.

36.3 If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If there is to be a restart, the following procedure will apply:

- a) In the case of situation described in Article 35.8:
 - All riders may re-start.
 - Motorcycles may be repaired.
 - Refuelling is permitted.
 - The laps will be the same as the original race distance.
 - The grid positions will be as for the original race.
- b) In the case of situation described in Article 35.9:
 - Only riders who are classified as finishers in the first race may re-start.
 - Motorcycle may be repaired.
 - Refuelling is permitted.
 - The number of laps of the second part will be number of laps required to complete the original distance.
 - The grid positions will be based on finishing order of the first race.
- c) When all riders have entered the pit lane, the Clerk of the Course will announce the time remaining to the re-opening of the pit lane, which will be a minimum of 5 minutes. The time remaining to the opening of the pit exit will be displayed on timing screens and countdown boards.
- d) When the time period has elapsed, the pit lane exit will be opened for 60 seconds only. Riders will make one lap at unrestricted speed to the starting grid, followed by a Medical Car. Any rider delaying the progress of the sighting lap will be overtaken by the Medical Car. Any rider arriving behind the Medical Car must go into the pit lane. Such riders will have to start the warm-up lap from the pit lane and will start the race from the back of the grid.
- e) Any riders remaining in the pit lane after it has been closed will have to start the warm-up lap from the pit exit and start the race from the back of the grid.
- f) One mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid. The grid position will be based on the finishing order of the first race. In the case that the restarted race involves new grid positions other than the original grid, the mechanic should avail himself of his rider's new grid position from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.
- g) Riders will arrive back on the starting grid and stop in their grid positions, with engines running, no adjustments may be made. Any rider requiring repairs or adjustments on the sighting lap from the pit exit must enter the pit lane.
- h) As soon as the Medical Car arrives on the back of the grid, a 30-seconds board will be displayed at the front of the grid. At this point the mechanics must immediately leave the grid by the quickest route. The 30 seconds may be reduced at the discretion of the Starter when the grid is cleared, and it is considered safe.

- i) After 30 seconds have elapsed and/or the grid is clear, a green flag will be shown to start the warm-up lap.
- j) The riders will make one warm-up lap, followed by a Medical Car. When the last rider has passed the pit exit lights it will be opened for a period of 30 seconds to release any rider waiting. After 30 seconds, the pit lane exit will remain closed until after the start of the race. Any rider not able to leave the pit exit whilst it is open will start the race from the pit exit. Any rider delaying the progress of the warm-up lap will be overtaken by the Medical Car.
- k) Upon arrival back at the starting grid, the normal start procedure will be followed, with the start signal given in the normal manner.
- l) Riders who started the warm-up lap from the pit lane must start the race from the back of the grid as directed by officials. In case of two or more riders, they will take up the last grid positions in order of their grid positions. Any rider arriving at the pit lane entry point after the Medical Car must enter the pit lane and start the race from the pit lane exit.
- m) After the start signal has been given and the last rider has passed the end of the pit exit, the pit exit will be opened. Any riders still in the pit lane may then start the race.
- n) The number of laps of the second part of the race will be the number of laps required to complete the original race distance.
- o) The final race classification will be established according to the position and the number of laps of each rider at the time he crossed the finish line at the end of the last part of the race.

37) FINISH A RACE AND RACE RESULTS

- 37.1** When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag. The chequered flag will continue to be displayed to subsequent riders.
- 37.2** When the chequered flag is shown, no rider will be permitted to enter the track from the pit lane, the red light will be switched on at the pit lane exit.
- 37.3** To be counted as a finisher in the race the rider must have:
 - Crossed the finish line on the track (not in the pit lane) within five minutes of the race winner.
 - Completed 75% of the number of laps carried out by the winner.
- 37.4** The results will be based on the order in which the riders cross the line and the number of laps completed. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.
- 37.5** Should for any reason the chequered flag be given before the leading rider completes the scheduled number of laps or duration, the race will be deemed to have finished. If the chequered flag is given to the leader, then a result will be drawn accordingly, but if the chequered flag is given to a rider other than the leader then the result will be taken when the leader last crossed the finish 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, and the riders classified accordingly.
- 37.6** The top 3 placed machines must stay in “Winners area” after the Race, pending inspection by the Technical Scrutineers or potential protests. Machines will normally be released from the check area 30 minutes after the finish of the race. Competitors can only remove the machines from the check area with the consent of the scrutineers.
- 37.7** Any classified motorcycle that cannot return to the pits under its own power will be placed under the control of the marshals, who will take the machine to the check area.

38) WINNERS AREA

- 38.1** At the end of the Race, or the final part of the Race that has been interrupted, the first three motorcycles classified must proceed to the Winners Area in the pit lane where each machine / rider may be assisted by 2 team members and race officials.
- 38.2** After the podium ceremonies and the Press Conference that follows and 30 minutes after the end of the race, the motorcycles may be released from this enclosure.

39) FLAGS AND LIGHTS SIGNALS

- 39.1** Flags and/or boards will be displayed or activated (electronic flag panels) to provide information and/or convey instruction to the riders, together with the lights located around the circuit. Infringement to this rule will be penalised.

39.2 Flags and lights used to provide information

<p>Green flag Waved</p>	<p>The track is clear. This flag must be waved at each flag marshal post for the first lap of each practice session and of the warm-up, for the sighting lap and for the warm-up lap. This flag must be shown waved at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags. This flag may be waved at pit exit, in conjunction with the official signal of the green light, as an extra signal that pit lane exit is open.</p>
<p>Yellow and red striped flag waved</p>	<p>The adhesion on this section of the track could be affected by any reason other than rain. (oil, gravel, grass or other debris) This flag must be shown waved at the flag marshal post.</p>
<p>White Flag with diagonal red cross (stroke width of the cross: between 10 and 13 cm) waved</p>	<p>Drops of rain on this section of the track. This flag must be waved at the flag marshal post.</p>
<p>Blue flag Waved</p>	<p>Waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken. During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him. During the race, the rider concerned is about to be lapped. He must allow the rider(s) who are lapping him to pass him at the earliest opportunity, and passing within a group of lapped riders is forbidden under the blue flag. Waved at a marshal post after the pit lane exit, this flag indicates to a rider exiting pit lane that riders are approaching on track. The rider exiting pit lane must do so safely and without disturbing riders on track.</p>
<p>Chequered black and white flags (one at the level of the track, one at the starter rostrum) Waved</p>	<p>This flag will be waved at the finish line to indicate the finish of race or practice session. The chequered black/white flag will be waved together with the blue flag at the finish line when a rider(s) precedes closely the leader during the final lap before the finish line</p>

39.3 Flags and lights which convey information: and instructions

<p>Yellow flag(s) or Yellow lights</p> <p>Waved flags.</p>	<p>A single yellow flag waved at the flag marshal post (or a pair of yellow flashing lights) indicates that there is a danger ahead beside or on the track.</p> <p>Two yellow flags waved together at the flag marshal post (or a double pair of yellow flashing lights) indicate that there is a hazard wholly or partly blocking the track.</p> <p>Riders must slow down and be prepared to stop.</p> <p>Overtaking is forbidden up until the point that a green flag is shown.</p> <p>At each row of the starting grid, this flag indicates that the start of the race is delayed.</p> <p>At one row (or more) of the starting grid, this flag indicates that a rider on that row is having difficulties.</p>
<p>Red Flag or Red lights</p> <p>Waved</p> <p>(or</p> <p>Motionless)</p>	<p>Shown waved in each marshal post and at the Finish line and indicates that the race or practice is being interrupted. Riders may have to stop in the circuit before returning slowly to the pit lane.</p> <p>Also shown motionless on the starting grid at the end of the warm-up lap.</p> <p>When the pit lane exit is closed, the red lights will be switched ON and riders are not allowed to exit the pit lane.</p>
<p>White flag</p> <p>Motionless</p>	<p>Shown motionless in combination with a red flag indicates a hazard in the sector ahead and all riders are required to stop.</p>
<p>Black Flag</p> <p>waved</p>	<p>It conveys instructions to one rider only and is shown waved together with the rider's number at Melco hairpin (MP) and Line. The rider must stop at the end of the current lap and cannot restart, when this flag result from a time penalty. This flag can also be presented to a rider for a reason other than a penalty, e.g., to rectify a non-dangerous technical problem such as a transponder problem.</p>
<p>Black Flag with orange disk</p> <p>waved</p>	<p>It conveys instructions to one rider only and is shown waved together with the rider's number at five signalling posts around the circuit. This flag informs the rider that their motorcycle has mechanical problems that they must immediately leave the track. The rider cannot rejoin the track unless authorized to do so by an official.</p>
<p>Flashing Blue lights</p>	<p>Will be switched ON at the pit lane exit at all times during practices and races.</p>
<p>Green light</p>	<p>Switched ON at the pit lane exit to signal the start of every practice session and of the warm-up, the start of the sighting lap and the start of the warm-up lap</p>

39.4 If the rider does not stop during the lap where the black flag with the orange disk plus the rider's number was shown, the rider will be excluded from the Competition (black flag with his riding number). The locations where these two flags and board are shown will be mentioned in the rider's briefing.

39.5 Any infringement by the riders to the instructions or information provided by the flags and lights will be sanctioned as follows:

	Practice and warm-up sessions	Race
Yellow flag or Flashing Yellow lights	Cancellation of the time of the lap during which the infraction occurred	Fine of USD100

	Practice and warm up sessions	Race
Red Flag or Red Light	Fine of USD100	Disqualification
Black Flag and Black Flag with Orange disk	Fine of USD100	Disqualification

39.6 In the case of Yellow flag or Flashing Yellow lights, if immediately after having overtaken, the rider realise that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken; in this case, no penalty will be imposed.

39.7 The Jury may apply penalties under article 23 for any infringement of rules in this article which penalty is not specified.

40) PODIUM CEREMONY

40.1 Riders finishing first, second and third in each race must take part in 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 riders are obliged to attend all press conferences organised by the Organizer.

41.2 The riders 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 riders 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 Race Press Conference. After the podium ceremony, the riders finishing the race in 1st, 2nd and 3rd positions, will be required to make themselves available for a press conference in the media centre.

42) TROPHIES AND PRIZE MONEY

42.1 Riders finishing first, second and third in the Race will be awarded Trophies on Podium.

42.2 The following Trophies and Prize Money will be awarded to the riders finishing the Race:

1 st	-	HK\$36,000.00	+	Trophy
2 nd	-	HK\$28,000.00	+	Trophy
3 rd	-	HK\$23,000.00	+	Trophy
4 th	-	HK\$18,000.00	+	Trophy
5 th	-	HK\$16,000.00	+	Trophy
6 th	-	HK\$14,000.00	+	Trophy
7 th	-	HK\$11,000.00	+	Trophy
8 th	-	HK\$10,000.00	+	Trophy
9 th		HK\$9,000.00	+	Trophy
10 th		HK\$8,000.00	+	Trophy



- 42.3** Award of Fastest Lap to the rider:
Race– HK\$3,000.00
- 42.4** Should the Race be cancelled, the trophies will be given to the first three riders in qualifying session, and the award of best lap of the Race will be given to the fastest rider in qualifying session.
- 43) PRIZE GIVING**
- 43.1** All riders are requested to attend the Official Prize Giving Ceremony on the 19th November 2023 at a location and time to be notified.
- 44) ADVERTISING AND RIGHTS**
- 44.1** All advertising on the machines, riders’ 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 motorcycles must have the official sticker 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 motorcycles not complying with the legal requirements/regulations may result in a decision by the Organizer for exclusion of the motorcycle and rider concerned from the Competition.
- 44.2** Any other advertising, including on the rider’s helmet and overalls, will only be allowed at the discretion of the Organizer. In the event of a dispute, the final decision rests with the Organizer.
- 44.3** All competitors give their consent and the right to the Organizer to fit an on-board camera to any motorcycle provided that this meets the requirements of the Technical Scrutineer.
- 44.4** The official logos of the MACAU GRAND PRIX must not be used by a team or a rider unless prior permission has been given by the Organizer. These logos include, but not limited to, the outline of the Guia Circuit.
- 44.5** All audio/visual rights, trademarks and copyrights relating the Macau Grand Prix Event and Competition are the property of the Macao Grand Prix Organizing Committee and Sports Bureau of the Macao SAR Government.
- 44.6** Any identification of a conflicting company to the appointed official company must be immediately removed both from the motorcycle and the rider’s overalls.