73rd MACAU GRAND PRIX
19th -22nd NOVEMBER 2026

MACAU MOTORCYCLE GRAND PRIX
- 58th Edition
REGULATIONS

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FOREWORD

The 73rd Macau Grand Prix, which is the property of the Sports Bureau of Macao SAR Government, is composed of various Competitions for different categories, including the Macau Motorcycle Grand Prix - 58th Edition (the "MGP" or the "Competition"), organised by the Macau Grand Prix Organising Committee (the "Organizer").

The MGP is a Classic Event and is ruled by the regulations of the Automobile General Association Macao - China (AAMC) the "FMNR".

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 73rd Macau Grand Prix website (www.macau.grandprix.gov.mo) and replace all previous Sporting Regulations.

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

1.5 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) GENERAL UNDERTAKING

2.1 All riders, team personnel, officials, promoter/organizer and all the persons involved in any capacity whatsoever participating in the Competition undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the Sporting and Technical Regulations as well as Bulletins and Instructions issued by the Organiser, FMN, Race Direction or the Jury.

2.2 All the persons mentioned above may be penalised in accordance with the provisions of the Regulations.

2.3 It is the responsibility of the team/rider 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 or Pitlane, 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

Pole Position: right

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 14th -15th November 2026.

b) All practices and the race in the period from 19th -22nd November 2026.

4.3 There will be two 30-minute free practice sessions and two 30-minute qualifying sessions. There will be a warm-up session on the race day of 20 minutes.

4.4 The Competition is set of one race of 12 laps or maximum 45 minutes.
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 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, the Team/Rider or any other person involved in any capacity whatsoever participating in the Competition will have no right of claim against the Macau Grand Prix Organizing Committee, the Sports Bureau of Macao SAR Government or the AAMC 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 All competitors must hold a 2026 valid licence issued by an FMN and must provide a copy of their insurance referred to in article 7.6 with their application form. The licence must be presented together with their insurance during the administrative inspection.

5.2 At the first day 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 Machines must comply with safety and racing standards.

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 Organiser will arrange third party liability insurance including cover for all participants, teams, sponsors, agents, service companies, officials and FMN. Details of the risks covered by the insurance 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 third party liability insurance arranged by the Organiser covers:

i. Death by incident.
ii. Permanent 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 be equivalent to the FIM riders' insurance programme and be valid for the entire Competition.

8) OFFICIALS

8.1 The following officials will be nominated by the FMNR (AAMC) and the names will be given in the 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 vehicles.

b) Clerk of the Course
Responsible for:
i. Ensuring that the circuit is suitably prepared for and maintained during the Competition and that all legal requirements applicable for the running of the Competition have been complied with.
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).

c) Secretary
Responsible for:
i. Effective communications between the various officials.
ii. Providing secretarial support for the Race Direction and the Jury.

d) Technical Scrutineer
Responsible for ensuring that technical 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. To oversee operational matters to ensure the safe, efficient, and timely running of the Competition according to the Macau Motorcycle Grand Prix Regulations.
iii. To make 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 instructions or clarifications and in specific cases even 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 FMNR(AAMC). These persons can perform other functions during the Event.

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 Competition, 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.
Decisions of the Jury taken during track activities may be communicated on the timing monitors. Such communications on timing screens are considered valid notifications.

9) ENTRIES

9.1 Teams must submit their proposed entries to the FMNR (AAMC) by using the entry form available from the FMNR (AAMC), from 17th August to 21st September 2026.

9.2 Each 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, officials and the FMNR (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) in National Championships or to have qualified and finished as a contracted rider, wild card or substitute rider in a FMN race in 2026.

b) The highest points score of riders in the Superstock and Superbike class from the "2026 North West 200 (NW200)" or Superbike, Superstock 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) 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 all the team members enter upon and use the track and its facilities entirely at their own risk.

9.6 All applications to be sent by email to Automobile General Association Macao – China (AAMC), at Avenida da Amizade, Edifício do Grande Prémio de Macau.

Telephone: (853) 28726578
Fax: (853) 28726579
Email: aamc@macau.ctm.net

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

9.8 The Organizer will publish, in October, the list of riders and motorcycles 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 FMNR (AAMC) in writing before 1st November 2026.

9.12 Except when special dispensation is granted each entry commits the team to designate a rider to participate in the Competition. 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 of the Competition.

10) PROMOTION

10.1 Riders must comply with in full 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 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 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 and worldwide, at the Macau Grand Prix building, merchandising shop and Museum.

10.5 Use of the MACAU GRAND PRIX logo by the competitors, manufacturers and riders or their agents or representatives is prohibited other than with written prior permission 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 in the Paddock, Pits or Pit lane 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 all track activities.

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

12.7 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.

13) SCHEDULE

13.1 The provisional Competition schedule will be as follows:

a) 13th November 2026: arrival of motorcycles Customs clearance and transportation of the motorcycles to the display area.

b) 14th -15th November 2026 A static display of the motorcycles. The riders should arrive the display area with full gear on 14th November in time to be confirmed, for photo opportunity with public. Transportation of the motorcycles from display area to paddock on the evening of 15th November 2026.

c) 16th - 17th November 2026, documents and equipment checks, scrutiny.

d) 18th November 2026: rider's briefing

e) All practices and the race in the period from 19th to 21st November 2026.

f) 22nd November 2026: 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 During the initial scrutineering, which will take place at the time indicated in the appropriate Appendix, all motorcycles, rider's safety equipment, including leather suit, boots, gloves and helmets will be checked. Presentation of a motorcycle will be deemed as an implicit statement of conformity with the regulations. Responsibility for the preparation of the motorcycle to comply with all technical and safety regulations rests with the competitor.

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 Any motorcycle may be subject to scrutineering or dismantling after any 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 any practice or race.

14.8 Any necessary dismantling of motorcycles required shall be carried out under instructions by a representative of the competitor/team. Any motorcycle modified after official scrutineering or involved in an accident must be presented to the Technical Scrutineers, whose approval must be obtained before the motorcycle is to ride on the track.

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 re-inspection. Approval of the Technical Scrutineer is necessary for the rider to be allowed in any next session.

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 A complete set of rider´s safety equipment shall contain helmet, leather suit, gloves, boots, back protector and chest protector and must be presented during the equipment check. The equipment must be worn, correctly fastened, at all times during on-track activity. The only purpose of any part of rider´s safety equipment should be to protect rider in case of accident. The decision of the Technical Director is final in matters of rider equipment.

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 cm^2. 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. Note that, from 2027, integrated airbag leather suis are mandatory.

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 or FRHPhe-02 (with a valid FIM Homologation Label) will be allowed. Note that, from 2027, only helmets according to FRHPhe-02 will be allowed.

17.3 All protective helmets must be presented during 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.

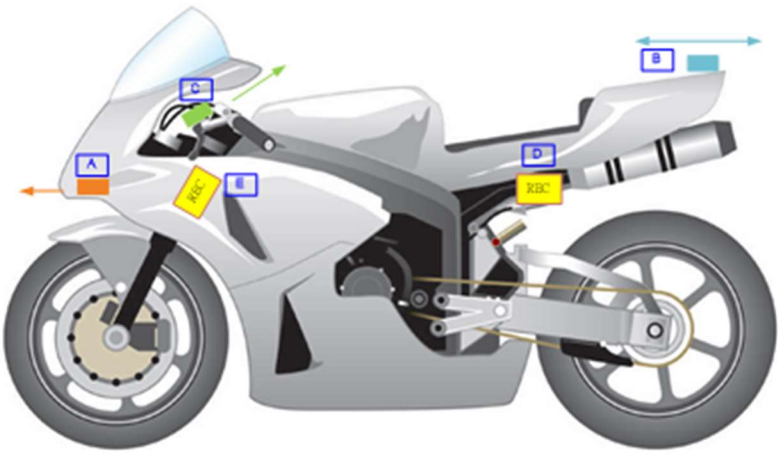
19.2 Mounting of on-board cameras must comply with the following rules:

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.



Notes:

A – Primary camera facing forward inside fairing (bracket required);

B – Tail-mounted camera (bracket required);

C – Secondary camera (no bracket required);

D - Recorder (typical under-seat location for recorder);

E - Recorder (typical forward location for recorder).

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, all riders entered for the Competition must be present.

21.2 No questions other than those relating to the actual conduct of the Competition will be considered.

21.3 Any rider who fails to attend or to sign the attendance sheet will be subject to fine of USD500 (or MOP4000) cash payable before the first free practice starts. Failure to pay will result in the rider not being allowed to participate in the track activities.

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 riders/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 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 USD 1000 (or MOP8000).

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 2 minutes and the cancellation of time.

e) Grid penalty: the imposition of a drop of any number of grid positions or the imposition of starting the race from the pit lane exit. 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 Competition, practice or race. An immediate disqualification from a practice session or a race may also be pronounced by means of a black flag or a black flag with the orange disc.

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.

24) PROTESTS AND APPEALS

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

24.2 A protest may be lodged against:

a) an entry of a Rider or a Team,

b) an alleged non-compliance of a machine with the regulations,

c) a classification established at the end of a practice or a race,

d) any alleged error, irregularity or breach of the regulations occurring during the Competition,

e) a presumed wrongdoing behaviour of a competitor, not seen or not sanctioned by the Jury, having occurred during the Competition.

24.3 However, no protest may be lodged against an immediate decision made by judges of fact in the exercise of their duties, entailing or not:

a) fine, resulting from a pit lane speeding, pit lane exit, crossing pit exit line or practice start violation,

b) a change of position,

c) a time penalty given instead of any penalty not subsect to protest or concerning pit lane speeding, anticipation start or infringement of safety rules,

d) A disqualification from the practice sessions or race by means of a black flag or black flag with orange disc.

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 or the Jury concerning an interruption or a finish of the practice or race, jump start or a photo finish.

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 (or infringed provisions),
- 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, must be addressed to the Jury and submitted signed:

a) Before the end of the initial scrutineering, in the case against the eligibility of a rider, team or a motorcycle to enter the Competition.

b) Within 30 minutes of the publication of the qualifying results, if it is related to the starting grid.

c) 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 that session.

d) 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 be in writing and handed to the Secretary of the Meeting together with the security deposit of USD1000 (or MOP8000) cash.

24.10 In the event of a technical protest, an additional deposit of USD1000 (or MOP8000) 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 Technical regulation protest 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 written 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 FMNR-AAMC.

24.15 The time limit for filing a notice of appeal against a decision of the Jury is 1 hour, with a security deposit of USD6,000.00 (or MOP48,000) cash, payable to FMNR-AAMC.

24.16 The appeal shall be adjudicated by a Court appointed by the FMNR-AAMC within 15 days after the appeal was presented.

24.17 Decisions made by the FMNR-AAMC are final.

24.18 The security deposits may only be returned if the appeal is upheld.

25) PIT LANE, PIT LANE SPEED LIMIT

25.1 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".
Except when starting the warm-up lap or the race from the pit lane the inner lane is the only area where any work can be carried out on a motorcycle. However, no work may be carried out in the fast lane if it is likely to hinder other riders attempting to leave the pit lane.

25.2 A speed limit of 50 km/h will be enforced in the pit lane at all times during the Competition.

25.3 Any rider found to have exceeded the limit will be subject to the following penalties:
a) During any practice or warm-up session: a fine of USD100 (or MOP800).
b) During the race: a time penalty of 30 (thirty) seconds added to their race time.
Excessively high speed or repeat offences may be subject to further penalties.

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

26.1 During all practices, warm-up and the race, riders must:
a) Obey the flag signals, the light signals, and the boards which convey instructions or information and the officials' instructions.

b) 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.

c) Non-running motorcycles on track will be taken by the marshals behind the first line of protection.
Any repairs or adjustments along the race track must be made behind the first line of protection by the rider working alone with no outside assistance, except that given by the marshals. The marshals may assist the rider by lifting and/or holding the machine whilst repairs and/or adjustments are made.
No machines may be push-started track side of the first line of protection.
No persons other than marshals or riders are permitted on the track side of the first line of protection.

d) Riders must not ride their motorcycles in the opposite direction of the circuit, neither on the track nor in the pit lane, unless doing so under the direction of an Official.

e) 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).

f) After the chequered flag, riders riding on the track must wear a safety helmet until they stop in the pit lane/parc fermé.

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 must leave the track and park their machine in a safe place or as indicated by the marshals.

h) If the rider intends to retire, then they must leave the track at the earliest opportunity.

i) Riders who are returning slowly to the pits for remedial work should ensure that they ride as far as possible off the racing line.

j) Stopping on the track during practices and race is forbidden.

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 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 in case of practice (free practice, qualifying, warm-up) 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. However, the competitor has sole responsibility for any repairs carried out, and to determine when the motorcycle is fit for further use.

26.2 The penalty for infringement of article 26.1 b) and c) can go up to exclusion.

26.3 The penalty for infringement of article 26.1 d), e) g), h) and i) is as follows:
a) During Practices or warm-up: A fine or grid penalty at the discretion of the Jury.

b) During the race: a time penalty or fine at the discretion of the Jury.

26.4 The Jury may apply penalties under article 23 for any infringement of rules in this article.

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, competitor 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 be same or similar in any way whatsoever to signalling described in the Article 39.

27.5 Infringement of this rule will result in a fine of USD500 (or MOP4000) and further penalties up to an exclusion may be applied.

28) ASSISTANCE TO RIDERS AND MOTORCYCLES

28.1 For safety reasons, team personnel and riders are not permitted in the pit lane during sessions of other Competitions.

28.2 Riders may enter the pit lane during the race but must not enter the pit box. During the race all work must be carried out in the inner lane in front of the allocated pit box.

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 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. The section of the track leading to the pit lane is designated the "pit lane road". During the Competition, unless otherwise defined in the Regulation, access to the pit lane from the track is permitted through the pit entry road only. Riders of motorcycles intending to enter the pits must rise the left arm or leg in sufficient time to warn other riders, of their intention to enter.

28.6 Refuelling during the race is strictly prohibited. Any infringement of this rule will be penalized with a disqualification.

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.

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 count-down will be shown on the official timing monitors to indicate the time of practice remaining.

29.3 All laps of all riders are timed. With the exception of a lap in which a red flag is shown, each time a motorcycle crosses the Line it will be deemed to have completed one lap.

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. The end of a practice session is determined by the end of the allotted time for the sessions, as shown by the official timekeeping. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the chequered flag, riders should reduce the speed and proceed with caution, completing a pit-in lap prior entering the pits.

29.5 During the practice sessions and warm-up, practice starts are permitted:

a) When it is safe to do so, at the pit lane exit before joining the track.

b) 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.

29.7 If practice is interrupted due to an incident or any other reason, then a red light/flag will be displayed at the start line and at all signalling posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be shown on the timekeeping monitors.

29.8 Practice may be interrupted as often and for as long as deemed necessary to clear the track or to allow the recovery of a bike. However, it is not compulsory to resume any session or re-run the session to achieve the time criteria. The decision of the Race Direction 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 rider.

29.9 If the qualifying practice session is stopped with less than four minutes remaining, it will not be restarted.

30) QUALIFICATION FOR THE RACE

30.1 The overall qualifying results shall be determined by the fastest lap times achieved by each rider during both qualifying sessions.

30.2 a) No rider may start in the race without having taken part in at least one practice session.

b) Any rider whose best qualifying lap exceeds 110% of the fastest time in the overall qualifying practice results or without a lap time in the qualifying practice will not be allowed to take part in the warm-up and the race.

c) However, under exceptional circumstances, which may include setting a lap time in a free practice session, the Jury may permit the rider not complying with b) above to start the race from the back of the grid. Should more than one rider be accepted in this manner, their order will be determined according to their best free practice times.

31) GRID POSITIONS

31.1 Grid positions for the race shall be determined by the fastest lap time recorded by each rider during either qualifying practice session.

31.2 The grid will be arranged in "echelon" 3-3-3 configuration. Each line will be off set. There is a distance of 3 m between the rows.

31.3 In the event of a tie, rider's second and subsequent best times will be taken into account.

31.4 In the event that both qualifying practice sessions are cancelled, the grid positions shall be determined by the fastest lap times recorded during the free practice sessions. In the event of a tie, the riders' second and subsequent fastest lap times shall be taken into account.

32) START PROCEDURE

32.1 Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push the bike onto the grid from the pit lane.

32.2 15 minutes before the start of the warm-up lap:
Pit lane exit opens for the sighting lap(s). Green lights on at the pit lane exit.
Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments.

32.3 10 minutes before the start of the warm-up lap:
Pit lane exit closes. Red lights on at the pit lane exit.
Riders who do not go onto the grid may start the warm up lap from the pit lane under the instructions of a marshals positioned at the pit lane exit.
Riders starting the warmup lap from the pit lane must start the race from the back of the grid.
When riders reach the grid after the sighting lap(s) they must stop at the 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.
Tyre warmers and starter devices may be used on the grid, but no generators, batteries or other electrical supplies are permitted on the grid.

All adjustments must be completed by the display of the 3-minute signal.
After this board is displayed, riders who still wish to make adjustments must push their machines to the pit lane. Such riders and their machines must be clear of the grid and in the pit lane before the display of the 1-Minute signal, where they may continue to make adjustments. Such riders will start the warm up lap from the pit lane and will start the race from the back of the grid.
Refuelling or changing fuel tank on the grid is forbidden.

32.4 5 minutes before the start of the warm-up lap
Display of the 5 minutes signal.

32.5 3 minutes before the start of the warm-up lap
Display of the 3-minute signal.

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.

32.6 1 minute before the start of the warm-up lap

Display of the 1minute signal.
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 start the machine and will then vacate the grid.

32.7 30 seconds before the start of the warm-up lap

Display of the 30-second signal
All riders must be in position on the grid with engines running.
No further assistance from mechanics is permitted.
Any rider who is unable to start his machine must remove it to the pit lane, under the control of the grid marshals, where they can make further attempts to start it. Such riders may start warm-up lap from the pit lane and will start the race from the back of the grid.

32.8 Start of warm-up lap

Green flag is waved.
Any rider who stalls their engine on the grid or who has other difficulties must signal by raising an arm.
Attempting to restart the motorcycle on the grid is not permitted. Under the supervision or assistance of an official the rider and machine will leave the grid to the pit lane as quickly as possible, where mechanics may provide assistance. Such riders may start the warmup lap from the pit lane and will start the race from the back of the grid, provided they exit before the pit lane is closed and reach the grid before the Medical car. If they do not exit before the pit lane is closed, they will start the race from the pit lane. Team personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do by an official.

The riders will make one lap, at unrestricted speed, followed by a Medical car. The Medical car will overtake slow riders.
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.

On returning to the grid the 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.

If two or more riders start from the back of the grid, they will take up position in the order they qualified for the race.

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

Any rider that arrives at the pit lane entry point at any time after the Medical Car must enter the pit lane and may start the race from the pit lane exit.

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. 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. Attempting to restart the motorcycle on the grid is not permitted. Under the supervision or assistance of an official the rider and the machine will exit the grid to the pit lane, where mechanics may provide assistance.

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. 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.

32.9 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. Other penalties may also be imposed. In case of a minor movement and subsequent stop whilst the red lights are on, the designated officials will be the sole judge of whether an advantage has been gained.

33.2 Medical Cars will follow behind the motorcycles for the whole of the first lap. The medical car will overtake slow riders.

33.3 If, after the start of the race, a rider stalls his machine, officials will assist to push the machine into the pit lane, where his mechanics may provide assistance. Team personnel are not permitted to re-enter the grid.

33.4 After the riders have passed the exit of the pit road, the green light at the pit lane exit will be switched on to start any riders in the pit lane. A pit lane start will be made from a stationary position. However, a rider who is delayed and arrives after the pit exit is open will not be required to stop at the pit exit before joining the race. Not respecting the pit exit lights will results in disqualification of the rider concerned.

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 invoke the Start Delayed procedure as follows:

34.2 A red flag is waved from the Starter´s rostrum and the red lights stay on. The "Start Delayed" board is displayed from the Starter´s rostrum and marshals will wave a yellow flag at each row of the starting grid.

34.3 Riders must stay in their grid positions with helmets on, engines may be switched off.

34.4 The motorcycle(s), 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.

34.5 After the display of the Start Delayed board 2 mechanics per rider are allowed on the grid with necessary equipment to assist the riders.

34.6 The start procedure will recommence at the 1-Minute board, following the 30-Second board the riders will complete an additional warm-up lap and the race distance will be reduced by one lap.

34.7 Any person who, due to their behaviour on the grid is responsible for a "start delayed" may be further penalised.

35) INTERRUPTION OF A RACE

35.1 If the Race Director 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 red lights will be displayed around the circuit.

35.2 Riders must immediately slow down, be prepared to stop and return to the pit lane.

35.3 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.

35.4 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.

35.5 At the time the red flag is displayed, riders who are not actively competing in the race will not be classified.

35.6 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.

35.7 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 with Quick Start Procedure If it is found impossible to re-start the race, then it will be declared cancelled.

35.8 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.

35.9 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.

35.10 For the purposes of these regulations "active" and "actively competing" are 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. The Jury is the sole judge of whether a rider is actively competing including the conditions of the machine and no appeal is possible against the Jury´s decision.

36) RESTARTING OF A RACE THAT HAS BEEN INTERRUPTED

36.1 As 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. 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 35.7:
- All riders may re-start.
- Motorcycles may be repaired.
- Refueling is permitted.
- The number of laps will be minus 1 lap from the original race distance.
- The grid positions will be as for the original race.

b) In the case of situation described in Article 35.8:
- Only riders who are classified as finishers in the first race may re-start.
- Motorcycle may be repaired.
- Refueling 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 Race Director 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 may 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. 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 last bike arrives to the grid or 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 at unrestricted speed, followed by a Medical Car. When the last rider has passed the pit exit lights, the pit exit 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 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) FIINISH A RACE AND RACE RESULTS

37.1 When the leading rider has completed the designated number of laps for the race, they 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, the red light will be switched on at the pit lane exit and no rider will be permitted to enter the track from the pit lane.

37.3 To be classified in the race the rider must have:
- Completed 75% of the number of laps carried out by the winner.
- Crossed the finish line on the track (not in the pit lane) within five minutes of the race winner. In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.

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 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 be placed in the Winners Area in the pit lane pending inspection by the Technical Scrutineers or potential protests. Machines will normally be released from the Winners Area 30 minutes after signature of the provisional race results.

39) FLAGS AND LIGHTS

39.1 Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders.
All flags are presented waved.
Light panels are used in addition to, or instead of flags and may have slight variations in appearance compared to the flags due to technical constraints. Flags and lights on the track are both official signals.

39.2 Flags and Lights used to provide information

- **Green flag**
  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.

- **Yellow and red striped flag**
  The adhesion on this section of the track could be affected by any reason other than rain giving unexpected surface conditions. This can include isolated damp patches on a dry track, oil or other debris.

- **White Flag with diagonal red cross** (stroke width of the cross between 10 and 13 cm)
  Drops of rain on this section of the track.

- **Blue flag**
  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 avoid disturbing other riders by riding slowly in the racing line and allow the faster rider to pass.
  During the race, the rider concerned is about to be lapped. He must allow the rider(s) who are lapping him/her to pass 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.

- **Chequered black / white flag**
  This flag will be waved at the finish line to indicate the finish of race or practice session.
  The finish of a practice session is determined by the official timekeeping as per Art. 29.4., the finish of a race is determined as per Art. 37.1.
  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

- **Green light**
  This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap(s) and the start of the warm up lap.

- **Flashing blue light**
  Will be switched on at the pit lane exit during practices and races, 2 minutes after the green light which opens pit lane, and will be switched off when the red light is displayed.

39.3 Flags and Lights which convey information and instructions

- **Yellow flag**
  Waved at each row of the starting grid, this flag indicates that the start of the race is delayed.
  Waved at one row (or more) of the starting grid, this flag indicates that a rider on that row is having difficulties.

A single yellow flag waved at the flag marshal post indicates that there is a danger ahead beside or on the track.
Two yellow flags waved together at the flag marshal post indicate that there is a hazard wholly or partly blocking the track.

The riders must slow down, proceed with caution and be prepared to stop.
Overtaking is forbidden up until the point that a green flag is shown.
An infringement of this rule will result in a penalty.
If immediately after having overtaken, the rider realise that they committed an infraction, they must intentionally let pass the rider(s) they have overtaken. In this case, no penalty will be imposed.

- **Red flag and red light**
  When the race or practice is being interrupted, the red flags will be waved at each marshal post and the red lights around the track will be switched on. Riders may have to stop in the circuit before returning slowly to the pit lane.
  The red flag will be shown motionless at the front of the starting grid at the end of the warm-up lap.
  The red flag will be shown motionless at the back of the starting grid at the end of the sighting lap.

  When the pit lane exit is closed, the red lights will be switched on and riders are not allowed to exit the pit lane.

- **White Flag**
  Shown in combination with a red flag indicates a hazard in the sector ahead and all riders are required to stop.

- **Black flag**
  It conveys instructions to one rider only and is shown together with the rider's number at **Melco hairpin (MP) and Line** and on the **light panels.** The rider must stop in the pit lane 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, or to indicate to a rider on the warm up lap arriving at pit lane entry after the medical car, that they must enter the pit lane.

- **Black flag with orange disk**
  It conveys instructions to one rider only and is shown together with the rider's number **at five signalling posts around the circuit** and on the **light panels.** 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.

39.4 If the rider does not stop during the lap where the black flag with the orange disk plus the rider's number is shown, he may be excluded from the Competition.

40) PODIUM CEREMONY

40.1 Riders classified first, second and third in the race must take part in the prize-giving ceremony on the podium.

40.2 Riders must 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 located on the first floor of the temporary paddock structure.

41) PRESS CONFERENCES

41.1 Upon request, all 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 second 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 The trophies are awarded on podium to the Riders classified first, second and third in the race.

42.2 The following trophies and prize money will be awarded to the riders classified in the race:

1st	-	HK$36,000.00	+	Trophy
2nd	-	HK$28,000.00	+	Trophy
3rd	-	HK$23,000.00	+	Trophy
4th	-	HK$18,000.00	+	Trophy
5th	-	HK$16,000.00	+	Trophy
6th	-	HK$14,000.00	+	Trophy

42.3 Prize money to the rider of the fastest lap during the race: HK$3,000.00.

42.4 In the event that the race is cancelled, trophies shall be awarded to the first three riders in the overall qualifying classification, and the award for the fastest lap of the race shall be presented to the fastest rider in the qualifying.

42.5 If there are more than two teams registered in the entry, a Team Trophy will be awarded to the Winner's Team.

43) PRIZE GIVING

43.1 All riders are requested to attend the Official Prize Giving Ceremony on the 22nd November 2026 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 website of cigarette, electronic cigarette, pornography, betting, gambling, alcoholic beverages and the word 'Casino' and casino-related logos etc., 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.

44.2 Any advertising on motorcycles not complying with the legal requirements/regulations may result in exclusion of the motorcycle and rider concerned from the Competition.

44.3 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.

44.4 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.

44.5 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.

44.6 All audio/visual rights, trademarks and copyrights relating the Macau Grand Prix Event and Competition are the property of the Macau Grand Prix Organizing Committee and Sports Bureau of the Macao SAR Government.

44.7 Any identification of a conflicting company to the appointed official company must be immediately removed both from the motorcycle and the rider's overalls.

45. PUBLIC PRONOUNCEMENTS BY TEAMS AND RIDERS

45.1. Teams and riders must avoid any public declaration, public statements, comments or press release which could damage or negatively affect the Macau Grand Prix. Accordingly, it is an obligation for all riders, team members and/or personnel and/or representatives thereof, to retain from releasing any public pronouncement which may irresponsibly harm the lawful interest of the Macau Grand Prix, its members and officials or which may be contrary to the integrity of the Macau Grand Prix or the sport.

APPENDIX ONE

73rd Macau Grand Prix
19 -22 November, 2026

- ***Macau Motorcycle Grand Prix -58th Edition***

PROGRAMME

16th NOVEMBER (MONDAY)

09:00 – 13:00 Documents check: Parc Ferme
Equipment check: Parc Fermé.
09:00 – 13:00 Scrutiny: Pit Box
14:30 – 17:30 Re-scrutiny

17th NOVEMBER (TUESDAY)

09:00 – 13:00 Re-Scrutiny

18th NOVEMBER (WEDNESDAY)

13:30 - 14:30 Riders' Meeting (compulsory attendance)

19th NOVEMBER (THURSDAY)

07:45-08:15 Macau Motorcycle Grand Prix - 58th Edition - Free Practice1
08:25-08:55 Macau Motorcycle Grand Prix - 58th Edition - Qualifying Practice 1

20th NOVEMBER (FRIDAY)

07:45-08:15 Macau Motorcycle Grand Prix - 58th Edition - Free Practice2
08:25-08:55 Macau Motorcycle Grand Prix - 58th Edition - Qualifying Practice 2

21st NOVEMBER (SATURDAY)

7:10 - 7:30 Macau Motorcycle Grand Prix - 58th Edition - warm up
9:10 - 10:00 Macau Motorcycle Grand Prix - 58th Edition- Race (12 laps)

APPENDIX TWO

南光石油化工有限公司
NAM KWONG PETROLEUM & CHEMICALS CO., LTD.
TEL:(853)8391 1700
FAX:(853)2833 0856
澳門羅理基博士大馬路南光大厦十七字樓
Av. do Dr. Rodrigo Rodrigues, Nam Kwong Building, 17/F, Macau
電話:(853)8391 1700
傳真:(853)2833 0856

南光石油化工有限公司 NAM KWONG PETROLEUM & CHEMICALS COMPANY LIMITED			
98#車用無鉛汽油規格 98 UNLEADED GASOLINE SPECIFICATION			
分析項目 PROPERTIES	單位 UNIT	試驗方法 TEST METHOD	質量指標 QUALITY
辛烷值（研究法） Research Octane Number (RON)		GB/T 5487-2015	不小於98.0 Min 98.0
鉛含量 Lead Content	g/L	GB/T 8020-2015	不大於0.005 Max 0.005
密度（15℃） Density at 15℃	kg/m^3	GB/T 0604-2000	720.0~775.0
硫含量 Sulphur	mg/kg	SH/T 0689-2000	不大於10.0 Max 10.0
蒸發量 （100℃） Distillation 100℃	%(v/v)	GT/ 6536-2010	不小於46.0 Min 46.0
蒸發量 （150℃） Distillation 150℃	%(v/v)	GT/ 6536-2010	不小於75.0 Min 75.0
膠質含量（溶劑清洗） Existent Gum (washed)	mg/100mL	GB/T 8019-2008	不大於5.0 Max 5.0
銅片腐蝕度（50℃，3小時） Copper Strip Corrosion at 50℃, 3hours	rating	GB/T 5096-1985	不大於1.0 Max 1.0
顏色 Color		目測 Visual Inspection	藍綠色 Blue-Green
終餾點， End Point,	℃	GB/T 6536-2010	不高於205.0 Max 205.0
殘留量，% Residue, % v/v	%(v/v)	GB/T 6536-2010	不高於2.0 Max 2.0
苯含量 Benzene	%(v/v)	SH/T 0713-2002	不大於1.0 Max 1.0
氧含量 Oxygen Content	%(m/m)	SH/T 0663-2014	不大於2.7 Max 2.7
蒸氣壓 Vapor Pressure	kPa	SH/T 0794-2007	不大於60.0 Max 60.0