

FIA GT WORLD CUP Sporting Regulations



MACAU 2015

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The FIA and the Associação Geral de Automóvel de Macau - China (AAMC) will sanction the 1st FIA GT WORLD CUP, which is the property of the FIA. All the participating parties (FIA, ASNs, Organizers, competitors and circuit) undertake to apply, as well as observe, the rules governing the CUP.

The Associação Geral de Automóvel de Macau - China (AAMC) will sanction the 62nd Macau Grand Prix, which is the property of the “Comissão do Grande Prémio de Macau” (Macau Grand Prix Committee) and comprises 8 races for different categories.

Should any dispute arise, the panel of the Stewards of the meeting will be the only authority competent to make a decision (ISC-Art.11.9).

1) REGULATIONS

- 1.1** The final text of these Sporting and Specific Technical Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting and Specific Technical Regulations.
- 1.2** The CUP is governed by the FIA International Sporting Code and its Appendices (including Appendix J), the circuit General Prescriptions, and the Sporting Regulations specific for this Competition (as defined in Article 20 of the International Sporting Code) and their relevant Appendices / Bulletins, as well as those that issued by the Organizer.
- 1.3** Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the FIA ‘General Prescriptions’ and Specific Regulations, Sporting Code and Technical Regulations shall be decided by the Stewards of the meeting.

2) GENERAL UNDERTAKING

All drivers, competitors and officials participating in the Event undertake, on behalf of themselves, their employees and agents, to observe all the provisions, as supplemented or amended, of the International Sporting Code (the Code), the 2015 Technical Regulations (Article 257A of Appendix J), FIA Official Bulletins and the present Sporting Regulations.

3) GENERAL CONDITIONS

- 3.1** It is the competitor’s responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the FIA General Prescriptions, the Technical Regulations and the Sporting Regulations, as well as Appendices / Bulletins issued by the FIA and the Organizer. If an entrant is unable to be present in person at the Event he must nominate his representative in writing. The person in charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- 3.2** Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the competition.
- 3.3** The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

- a) All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass at all times.
- b) The entrant shall declare that to the best of his belief his driver(s) possess(es) the standard of competence necessary for an event of the type to which the entry relates, that should his driver(s) at the time of the event be suffering from any disability whatsoever he shall declare the disability to the Stewards prior to the driver(s) driving on the track, that the vehicle entered is suitable and roadworthy for the event having regard to the track and the speed that will be reached and that he, his driver(s) and team members enter upon and use the track and its facilities entirely at his or their own risk.

4) ELIGIBLE CARS

- 4.1** This Race is reserved exclusively for CUP Grand Touring (GT 3) cars as defined by the applicable technical regulations (Article 257A of Appendix J).

The car must be in strict compliance with its most up-to-date FIA Homologation Form including its latest extension, as well as the official FIA BOP Chart.

All competitors must submit, for each vehicle, the following original items to the FIA Technical Delegate or his assistants at the latest during initial scrutineering and whenever requested:

- FIA Homologation Form
- Homologation Form for the safety cage

The Balance of Performance (BOP) will be notified by the Organizer to the competitors at the latest 6 weeks before the date of the event concerned.

The FIA reserves the right to adjust the Balance of Performance (BOP) until the start of the qualifying practice.

- 4.2** The competitors must use the FIA data acquisition system as defined by the FIA. This system must be used during the Competition and serves exclusively to store the data acquired. This system must be installed in strict compliance with the relevant instructions and must work at all times during the Competition.

All costs connected with the checking, servicing and updating of the system are borne entirely by the competitors.

The data may be checked at any time during the Event.

The weight of the system is included in the minimum weight of the car.

- 4.3** A car must carry either an on-board camera footage recording system or 4 kg of ballast as defined by Article 257A.4.2 of the Appendix J. This ballast must always be clearly identified by marking or by painting.

The weight of the system is not included in the minimum weight of the car.

- 4.4** Cars may carry an on-board camera provided by each competitor for training or learning purposes.

The installation of this camera must be approved beforehand by the Promoter. If approved, it must be installed before scrutineering of the car and in compliance with the following safety requirements:

- The fixing device must be capable of withstanding a deceleration of 25 g without detaching.
- The camera must not hinder the driver's visibility, exit or extrication in case of emergency.

The weight of the system is not included in the minimum weight of the car.

5) ELIGIBLE DRIVERS AND COMPETITORS

5.1 All drivers and competitors must hold current and valid FIA Grade “C” or above INTERNATIONAL LICENCES, authorizations issued by their ASN(s). A driver must also be in possession of a current medical certificate of aptitude, either included on the competition license or on an attached document.

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

5.2 Drivers wishing to compete in the CUP must be categorised by the FIA (Silver as the minimum requirement).

Bronze drivers can be eligible on a case by case basis at the discretion of the FIA GT World Cup Committee.

Platinum and Gold drivers can only compete for a Manufacturer supplying a car with a Manufacturer entry.

Drivers who are not categorised must send in a record of achievements to the FIA at the latest eight days prior to the beginning of the CUP, using the link available via the FIA website under <http://www.fia.com/fia-driver-categorisation>

The list of competitors allowed to take part in the CUP will indicate the category attributed to each driver. Drivers who have not been categorised will not be allowed to take part in the CUP.

The definitions of the Categories, the Driver Categorisation List and the application form can be found on the FIA website, under <http://www.fia.com/fia-driver-categorisation>

5.3 Drivers wishing to compete in the CUP must have taken part in at least one GT race during the past two seasons or must have significant experience in GT Racing (evaluation at the discretion of the GT Committee.)

6) EVENT

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

6.2 The Event is restricted by INVITATION ONLY.

6.3 The Event shall comprise the following:

- a) A static display of the cars taking part in the CUP (**)
- b) All practices and race.

- 6.4** There will be two free practice sessions (30 minutes each), one qualifying session (30 minutes) and two races:

Race 1: A qualification race for the CUP run over 12 laps or a maximum of 45 minutes.

Race 2: The CUP run over 18 laps or a maximum of 60 minutes.

Each race, from the start signal referred to in Article 37.10 to the chequered flag, shall cover a distance of 74.4km for Race 1 and 111.6km for Race 2. Each lap is 6.2km and is run in a clockwise direction.

Participation in the Race 1 is mandatory in order to be able to take part in the Race 2. Should a car be unable to take part in Race 1 due to technical damage or damage sustained in an incident or accident during the qualifying practice session, and the Technical Delegate has confirmed that this damage cannot be repaired in time; it will start Race 2 from the back of the grid. If two or more cars are concerned, their order will be determined by the Stewards.

- 6.5** The Event will take place in Macau Guia Circuit from 16 – 22 November 2015.

- a) The static display of the cars taking part in the CUP from 14 – 15 November 2015. (**)
- b) All practices and race from 19 – 22 November 2015.

(**) Cars belonging to each Manufacturer entered in the CUP must be fully assembled (in accordance with Appendix 2) and provided for display in a venue, the location of which will be specified by the Organizers by 14th November 2015 at the latest.

- 6.6** The Macau Grand Prix Committee reserves the right to postpone, abandon or cancel the Event or part thereof. In the event of abandonment, cancellation or postponement for more than 48 hours, the Entrant/Competitor will have no right of claim against the Promoters or Macau Grand Prix Committee in respect of any prize moneys or loss of expenses that he may have incurred or may incur as a result.

7) FIA GT WORLD CUP FOR DRIVERS

The award for the FIA GT WORLD CUP will be presented to the driver who completes Race 2 in the shortest time having completed the maximum possible number of laps in that race. In the event that Race 2 is unable to take place, the award will be presented to the winner of Race 1 on 21 November 2015.

8) FIA GT WORLD CUP FOR MANUFACTURERS

The award for the FIA GT WORLD CUP for Manufacturers will be presented to the Manufacturer supplying the cars with a Manufacturer entry with the highest number of points after addition of the points of its two best cars awarded according to the final result of Race 2.

Points will be awarded according to the following scale:

1st	:	25 points
2nd	:	18 points
3rd	:	15 points
4th	:	12 points

5th	:	10 points
6th	:	8 points
7th	:	6 points
8th	:	4 points
9th	:	2 points
10th	:	1 point

In the event that Race 2 is unable to take place, the award will be presented after the Race 1 on 21 November 2015. The same scale will be applied retrospectively to the results of Race 1.

A minimum of 3 Manufacturers must have been entered for the FIA GT WORLD CUP for Manufacturers to be run.

9) DEAD HEAT

Prizes awarded for all the positions of competitors who tie will be added together and shared equally.

10) ORGANISATION AND INSURANCE

10.1 The Organizer shall supply the information set out in Appendix 1, part A hereto to the FIA no later than 60 days before the Event. The FIA, if satisfied with such information, shall complete part B and forward both parts to all competitors no later than 30 days before the Event.

10.2 The Promoter of the Event must procure, 60 days before the event, documentary evidence proving that all competitors, their personnel, sponsors, agents and drivers are covered by adequate third party insurance.

10.3 The Promoter must, before the Event, send the FIA details of the risks covered by the insurance policy, which must comply with the national laws in force.

10.4 Third party insurance arranged by the Promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event. Drivers taking part in the Event are not third parties with respect to one another.

10.5 Sight of the policy must be available to the competitors on demand.

11) FIA DELEGATES

11.1 The FIA will nominate the following delegates:

- a) Technical delegate.
- b) Assistant Technical Delegate
- c) Media delegate
- d) Medical delegate
- e) FIA Coordinator

f) FIA Observer

11.2 The role of the FIA delegates is to help the officials of the Event in their duties, to ensure, within their fields of competence, that all the regulations governing the Event are respected, to make any comments they judge necessary and to draw up the various reports required by the FIA concerning the Event.

11.3 The Technical Delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national scrutineers.

12) OFFICIALS

12.1 The following officials will be nominated by the FIA:

- a) Two Stewards of the meeting one of whom will be the chairman.
- b) The Race Director.

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

- a) One Steward
- b) Deputy Race Director
- c) The Clerk of the Course
- d) Assistant Technical Delegate
- e) Safety Car Driver

12.3 The Race Director, the Clerk of the Course, the Technical Delegate and the Stewards must be present at the Event from 10:00 on the date of initial scrutineering.

12.4 The Race Director must be in radio contact with the Clerk of the Course and the Chairman of the Stewards at all times during which cars are permitted to run on the track. Additionally, the Clerk of the Course must be in race control and must be in radio contact with all marshals' posts during these times.

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

- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations.
- b) The stopping of any car in accordance with the Code or Sporting Regulations.
- c) The stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.

- d) The starting procedure.
- f) The use of the safety car.

13) ENTRIES

- 13.1** A minimum of 15 cars must have been entered for the race to be run.
- 13.2** Each driver is only permitted to enter in one Competition in the Macau Grand Prix.
- 13.3** All multiple entries of vehicles in more than one race are prohibited.
- 13.4** The Manufacturers' pre-entries registration will open on 26 June 2015 and will close on 6 September 2015. Each Manufacturer may enter a maximum of 3 cars. The official entry list of selected Manufacturers and the amount of cars per Manufacturer selected will be confirmed by the FIA, upon proposal of the GT World CUP Committee, at the latest on 10 September.

Each Manufacturer must pay an entry fee of €30 000 for the event, which is valid for the registration of 1, 2 or 3 cars and which is not refundable. This entry fee will allow the Manufacturers to compete for the "GT World CUP for Manufacturers" (See Article 8)

- 13.5** Each selected Manufacturer will be invited to register the team(s) selected (one team may have from 1 to 3 cars) and one driver per car at the latest on 25 September 2015. Each Team must pay an entry fee of €6000 per car for the event. The official entry list of selected teams and drivers will be confirmed by the FIA, upon proposal of the GT World CUP Committee, before 1 October 2015. This entry fee will allow the drivers to compete for the "GT World CUP for Drivers" (See Article 7)

14) PASSES – TEAM IDENTIFICATION

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

12 passes per car will be issued with pit lane and garage access. (*)

(*) 10 additional passes will be issued per Manufacturer entry.

Identification will not be issued unless names and identity cards or passport numbers are provided.

Identification passes will be issued at the track office to the entrant, or to his representative authorized in writing.

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

15) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 15.1** The Stewards or Race Director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors, who must acknowledge receipt.
- 15.2** All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official noticeboard situated on the ground floor of the Race Control Tower.
- 15.3** Any decision or communication concerning a particular competitor should be communicated to him forthwith in writing within 30 minutes of such decision and receipt must be acknowledged.

16) INCIDENTS

16.1 Incident means any occurrence or series of occurrences involving one or more drivers or any action by any driver, which is reported to the Stewards by the Clerk of the Course or noted by the Stewards and subsequently investigated which:

- a) Necessitated the suspension of a race under Article 41.
- b) Constituted a breach of these Sporting Regulations or the Code.
- c) Caused a false start by one or more cars.
- d) Caused an avoidable collision.
- e) Forced a driver off the track.
- f) Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
- g) Illegitimately impeded another driver during overtaking.
- h) Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the race.

16.2 a) It shall be at the discretion of the Stewards to decide upon a report or a request by the Race Director or Clerk of the Course, if a driver or drivers involved in an incident shall be penalised.

- b) If a driver is involved in a collision or incident (see Article 16.1), and his team has been informed of this by the Stewards no later than five minutes after the race has finished, he must not leave the circuit without their consent.

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

- a) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping at his pit.
- b) A ten second stop-and-go time penalty. The driver must enter the pit lane, stop in his pit stop position for at least ten seconds and then re-join the race.

If either of the two penalties are imposed during the last three laps, or after the end of a race, Article 16.4b) below will not apply and 20 seconds will be added to the elapsed race time of the driver concerned in the case of a) above and 30 seconds in the case of b).

c) A time penalty.

d) A reprimand.

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

e) Deletion of a drivers lap time or times.

f) Exclusion from the results.

16.4 Should the Stewards decide to impose the penalty under Article 16.3.a) or b), the following procedure shall apply:

- a) The Stewards will give written notification of the time penalty which has been imposed to the competitor concerned and will ensure that this information is also displayed on the timing monitors where possible
- b) From the time the Stewards' decision is notified on the timing monitors and/or on the Start/Finish Line, the relevant driver and his car may cross the Start/Finish Line on the track no more than once before entering the pit lane.

However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty after the safety car has been deployed. The number of times the driver crosses the Line behind the safety car will be added to maximum number of times he may cross the line on the track.

- c) Whilst a car is stationary in the pit lane as a result of incurring a time penalty under Article 16.3 b) above it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed, respecting Article 31.13.
- d) When the time penalty period has elapsed the driver may rejoin the race
- e) Any breach of failure to comply with Article 16.4 c) may result in the car being excluded.

17) PROTESTS AND APPEALS

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

17.2 Appeals must be made in accordance with the International Sporting Code. The appeal fee will be in cash of €6000 (six thousand Euros) or its equivalent in local currency.

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

- a) The penalties imposed under Article 16.3 a), b), c) or d), including those imposed during the last three laps or after the end of the race.
- b) Any penalty imposed under Article 32.5.
- c) Any decision taken by the Stewards in relation to Article 35.4.
- d) Any penalty imposed under Article 37.5 or Article 42.3.

18) SANCTIONS

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

19) DRIVING

19.1 The driver must drive the car alone and unaided.

19.2 Drivers are not permitted to participate in any additional practice, qualifying or race within the Event.

19.3 Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.
A driver will be judged to have left the track if no part of the car remains in contact with the track.

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

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

19.4 More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

19.5 Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

19.6 As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake.

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

20) RACE NUMBERS AND DRIVER'S NAME

20.1 Each car must carry the race number and the windscreen strip provided by the Organizer for its driver. All numbers and the windscreen strip must be in position before scrutineering.
The placing of the numbers and the windscreen strip are indicated in the Appendix 2.

20.2 Every competitor must display the name of the driver and his national flag on the bodywork or on the outside of the cockpit. These must be clearly legible. (See Appendix 2)

21) PROMOTION

21.1 Drivers must take part in any promotional activity requested by the Organizers such as autograph sessions, prize-giving, press conferences, pit road walkabouts, photo shooting, social events (including welcome dinner on Wednesday, Taipa House Club dinner on Saturday and Gala dinner on Sunday) and pre-race parades. This is in addition to Article 34.

A photo-shoot, which all entered drivers must attend, will take place at a time and location to be confirmed in a Bulletin.

21.2 The drivers, competitors and Manufacturers give the Organizer the right to use their names and images and racing car images for any promotional, advertising, publicity and public relations purpose, for the promotion of the Event and the Macau Grand Prix.

21.3 Use of the Organizer's logo by the competitors, Manufacturers and drivers or their agents or representatives is prohibited unless prior written permission has been obtained from the Organizer.

22) NUMBERS OF CARS PARTICIPATING

The maximum number of cars invited and allowed to start each race and practice is limited to 28.

23) FUEL

23.1 It must be possible to take a 2.0 kg sample of fuel from a car at any time during the Event. These must be taken through an FIA-approved self-sealing connector, fitted immediately before the injectors (see Technical List n°5).
The samples must be taken before any check requiring the engine to be started.
Competitors must make available a fuel pipe with cut-off device for taking fuel samples. This pipe must be long enough to reach the ground outside the car.

23.2 Only the controlled fuel as supplied at the Event by the FIA-appointed Supplier may be used throughout the Event. The fuel specification will be advised to competitors in advance. Any alteration to the specification of the fuel as supplied by the FIA-appointed Supplier may result in exclusion from the Event.

23.3 No refuelling or removing of fuel is permitted during any practice session or race, or prior to the completion of post qualifying or race scrutineering. Refuelling in the garage is only permitted using equipment complying with FIA safety regulations. The fuel attendants must wear flameproof overalls, gloves, balaclavas and footwear and one person, suitably dressed, must hold a fire extinguisher.

23.4 The FIA-approved comparative analysis control device provided by the Supplier will be used for fuel checks. Should any alteration to the specification of the fuel is found with this method, fuel samples will be taken as follows, and be sent either to the Macau University of Science and Technology Foundation – Racing Laboratory or to any other FIA approved laboratory (Technical List 02):

- a) Three samples will be taken at the Event and sealed and labelled. One will be sent for analysis by the Laboratory, one will be retained by the competitor and one will be retained by the FIA.
- b) The laboratory will check the fuel samples for conformity by using a gas chromatographic technique, which will compare the sample taken with the fuel approved for use at the Macau Grand Prix. Samples that differ from the approved fuel in a manner consistent with evaporative loss will be considered to conform. The FIA retains the right to subject the fuel sample to further testing at an FIA-approved laboratory.
- c) GC peak areas of the sample will be compared with those obtained from the reference fuel. Increases in any given peak area (relative to its adjacent peak areas) which are greater than 12%, or an absolute amount greater than 0.1% for compounds present at concentrations below 0.8%, will be deemed not to comply.
- d) If a peak is detected in a fuel sample that was absent in the corresponding reference fuel, and its peak area represents more than 0.10% of the summed peak areas of the fuel, the fuel will be deemed not to comply.
- e) If this first sample gives a result that indicates that the fuel is not in conformity with the master reference sample the competitor will be informed and will be given the opportunity to have his sealed sample tested in his presence at an FIA-approved laboratory.
- f) If both samples are found not to be in conformity then the results will be passed to the Stewards.

24) PIT ENTRY, PIT LANE AND PIT EXIT

- 24.1** The section of track between the first safety car line and the beginning of the pit lane will be designated the “pit entry”.
- 24.2** The section of track between the end of the pit lane and the second safety car line will be designated the “pit exit”.
- 24.3** The pit lane will be divided into two lanes: the lane closest to the pit wall will be designated the “fast lane” and the lane closest to the garages will be designated the “inner lane”. Other than when cars are at the end of the pit lane under Article 37.3 and Article 41.4 the inner lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.
- 24.4** Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team’s designated garage area to the end of the pit lane.
- 24.5** Any car(s) driven to the end of the pit lane prior to the start or re-start of a practice session, or any car(s) required to stop at the pit exit during a safety car period, must form up in a line in the fast lane and leave in the order in which they arrived unless another car is unduly delayed.
- 24.6** Any driver that is required to start the race from the pit lane may not drive his car from his teams designated garage area until the 10 minute signal has been given and must stop in a line

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

- Starting the engine and any directly related preparation.
- Changing of wheels when a climatic change has been confirmed.
- When cars are permitted to leave the pit lane they must do so in the order in which they arrived at the end of the pit lane unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

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

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

24.9 Other than in Article 24.6 above no equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, even when the car is being pushed.

24.10 Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as possible afterwards.

24.11 a) It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so.

b) If a car is deemed to have been released in an unsafe condition during any practice session, the Stewards may penalize the driver as they consider appropriate.

c) If a car is deemed to have been released in an unsafe condition during a race which it is able to resume, the driver concerned will receive a penalty under Article 16.3 a).

d) An additional penalty will be imposed on any driver who, in the opinion of the Stewards, continues to drive a car knowing it to have been released in an unsafe condition. In all of the above cases, a car will be deemed to have been released either when it has been driven out of its designated garage area (when leaving from the garage) or after it has completely cleared its pit stop position following a pit stop.

24.12 Starting an engine with an external device will be considered working on the car; consequently this will not be permitted in the fast lane of the pits.

24.13 Cars may not enter the fast lane of the pits until the pit exit is opened at the start or re-start of each practice or qualifying session. Furthermore, no car may be moved to a position in the slow lane which is closer to the pit exit than the garage which has been assigned to the relevant Team.

24.14 In exceptional circumstances the Clerk of the Course may ask for the pit entry to be closed during the race for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.

24.15 Cars must be angle-parked in formation at all free practice sessions and qualifying sessions (front section of the car towards pit exit at an angle of approximately 45 degrees), even in the case of a change of one or more wheels. Only in this position can cars be worked on when stopped in the pit lane working area. During the course of an official qualifying session, all competing cars must remain in the pit lane whilst not on the track. At no time will competing cars be allowed in their garage or the paddock areas until such time as the official qualifying session has ended and the car has been cleared from any post-qualifying scrutineering checks and released from the Parc Fermé, except with the express permission of the FIA Technical Delegate.

25) SPORTING CHECKS

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

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

25.3 The Organizer may require entrants to fit an Electronic Self Identification Module for the purpose of accurate timing, the exact position of which will be advised prior to the race itself. These modules will have to be in place and switched on for all practice sessions and for the race.

26) SCRUTINEERING

26.1 Initial scrutineering of the car will take place at the times indicated in the appropriate Appendix.

26.2 Race numbers and any official advertising must be on the car for inspection during scrutineering.

26.3 No car may take part in the Event until it has been passed by the scrutineers.

26.4 The scrutineers may:

- a) Check the eligibility of a car or of a competitor at any time during the Event.
- b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- c) Require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.
- d) Require a competitor to supply them with such parts or samples as they may deem necessary.

26.5 Any car which, after being passed by the scrutineers, is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

26.6 The Race Director or Clerk of the Course may require that any car involved in an accident be stopped and checked.

- 26.7** After each race and qualifying practice session some classified cars will be selected and must undergo scrutineering. All other cars will be held under Parc Fermé conditions in the teams' designated garage area until further notice.
- 26.8** Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.
- 26.9** The Stewards will publish the findings of the scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.
- 26.10** All competitors must declare the use of radios and their frequencies to the Organizers and seek the necessary permissions and permits prior to their use. Any infringements may result in the confiscation of such equipment for the duration of the Event.

27) TYRE LIMITATION DURING THE EVENT

- 27.1** The FIA will register reference dry- and wet-weather tyres for the Competition. This list of reference tyres will be published before the start of scrutineering.

Only the tyres as supplied by the Manufacturer appointed by the FIA may be used. Any chemical and/or mechanical treatment of the tyres is prohibited, except the use of water and detergents for washing. The original tyre tread and profile may not be modified or cut.

All tyres must be collected during the Competition from the tyre Manufacturer designated by the FIA.

A set of tyres must comprise two front tyres and two rear tyres.

- 27.2** Tyre limitation during the Competition:

- a) Dry-weather tyres: no car may use more than 5 sets of dry-weather tyres.
- b) Wet-weather tyres: no car may use more than 3 sets of wet-weather tyres.

- 27.3** Control of tyres:

- a) The control of the tyres will be carried out according to a process defined by the FIA.
- b) Both sidewalls of all tyres which are to be used at Competition must be marked with a unique identification.
- c) Other than in cases of force majeure (accepted as such by the Stewards), all tyres intended for use at a Competition must be presented to the FIA Technical Delegate for allocation prior to the end of initial scrutineering.
- d) The Organizers reserve the right to enforce Parc Fermé conditions on tyres at any time, details of which will be published in a Steward's bulletin.
- e) Competitors must allow free access to check tyres by duly appointed scrutineers or marshals at any time during the Competition.

- 27.4** Use of tyres:

- a) The use of tyres without appropriate identification is strictly forbidden during the entire Competition (including the starting procedure, the pre-grid and the grid).
- b) Wet-weather tyres may be used only after the track has been declared wet by the Race Director for the practice session (Free Practice, Qualifying) and the races.
- c) Tyres may only be inflated with air or nitrogen.
- d) All tyres, when under the control of a competitor, must remain visible within the competitor's designated garage area at all times.

27.5 The use of tyre-heating, heat retaining and/or cooling devices as well as pre-heating/cooling is forbidden.

28) WEIGHING

28.1 a) During and after each qualifying practice session and race cars may be weighed.

b) All drivers entered in the Cup must be weighed, wearing their complete racing apparel, no later than the end of scrutineering. The weights of the drivers will then be entered into a list which is under the control of the FIA Technical Delegate.

c) The relevant car may be excluded should its weight be less than that specified in the Technical Regulations when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.

d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the post-race scrutineering or during the weighing procedure. (Except by a scrutineer when acting in his official capacity.)

e) Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.

28.2 In the event of any breach of these provisions for the weighing of cars the Stewards may penalise the driver such number of grid positions as they consider appropriate or exclude him from the race.

28.3 Should a competitor damage the weighing scales through negligence sufficiently to render them unusable for the remainder of the practice session, then their practice times from that session will be disallowed and the competitor will be liable to the cost of any necessary repairs.

29) GENERAL CAR REQUIREMENTS

29.1 No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for lap timing purposes, legible messages on a pit board, body movement by the driver and verbal communication between a driver and his team by radio.

29.2 Competitors must ensure that all chassis and engine data from each qualifying session or race is available, directly from the car, at any time after a session or race and until the cars are released from post-qualifying or post-race Parc Fermé.

29.3 During the Event, it is forbidden to replace the following parts on pain of a sanction which may go as far as exclusion:

a) Engine:

i. No car may use more than one engine during the Competition. The engine is associated with the driver's race number. It will follow the driver if he changes cars, unless the new car is of a different model (different FIA Homologation number) or competitor.

- ii. An engine will be considered as having been used once the car's timing transponder has indicated that it has left the pit lane.
- iii. Each engine must be sealed by the FIA Technical Delegate before being used by the competitor for the first time. It will be sealed so as to prevent the dismantling of the cylinder head and oil sump. Any breaking of one or more seals must be approved beforehand by the FIA Technical Delegate on pain of a sanction which may go as far as exclusion. The breaking of any seal will be considered as a change of engine.
- iv. The replacing of an engine by a competitor must be requested in writing to the FIA Technical Delegate. Any change of engine will entail a penalty, except in a case of force majeure recognised as such by the Stewards, the onus of proof being on the competitor.

b) Chassis:

- i. No car may use more than one chassis during the Competition. The chassis is associated with the driver's race number. It will follow the driver if he changes competitor, unless the new car is of a different model (different FIA Homologation number).
- ii. A chassis will be considered as having been used once the car's timing transponder has indicated that it has left the pit lane.
- iii. Each chassis must be sealed by the FIA Technical Delegate before being used by the competitor for the first time. The breaking of any seal will be considered as a change of chassis.
- iv. The replacing of a chassis by a competitor must be requested in writing to the FIA Technical Delegate. Any change of chassis will entail a penalty, except in a case of force majeure recognised as such by the Stewards, the onus of proof being on the competitor.

30) SPARE CARS

Spare cars are not permitted.

31) GENERAL SAFETY

31.1 Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.

31.2 Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

31.3 Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.

31.4 a) During practice sessions, qualifying and the races, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.

b) Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.

- 31.5** a) If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If any mechanical assistance results in the car rejoining, the Stewards may drop the driver such number of grid positions as they consider appropriate if the incident occurs during a practice session or qualifying or exclude him from the race (other than under Article 31.13 d) or 41.3) .
- b) A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 31.6** a) Repairs to a car may be carried out only in the paddock, pits and on the grid.
- b) Competitors must ensure that when not in use, their cars remain in the garage or paddock space specifically allocated to them by the Organizer for the particular car, and that any work on or repairs to the vehicle is also carried out in the allocated garage or paddock space only. Breach of this requirement may entail exclusion.
- 31.7** The Organizer must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.
- 31.8** The replenishment of any liquids is forbidden following the start of the race until after post-race scrutineering. All orifices for oil filling must be designed in such a way that the scrutineers can seal them.
- 31.9** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.
- 31.10** At no time may a car be reversed in the pit lane under its own power.
- 31.11** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry, the pit lane or pit exit.
- 31.12** During the periods commencing five minutes prior to and ending five minutes after every practice session and the periods between the commencement of the formation lap which immediately precedes each race and the time when the last car enters the Parc Fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of:
- a) Marshals or other authorised personnel in the execution of their duty.
- b) Drivers when driving or on foot, having first received permission to do so from a marshal.
- c) Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
- d) Team personnel when assisting marshals to remove a car from the grid after the start of the race.
- 31.13** During a race, the engine may only be started with the starter except:

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

- 31.14** Drivers taking part in practice sessions, qualifying session and the races must always wear the clothes and helmet specified in the Code. (See Appendix L, Chapter III of the Code.)
- 31.15** A speed limit of 60 kph will be enforced in the pit lane. Except in the race, any driver who exceeds the limit will be fined €50 (fifty Euros) for each kph above the limit. During the race, the Stewards may impose the penalties under Article 16.3 a) on any driver who exceeds the limit.
- 31.16** If a car has serious mechanical difficulties during a practice session or a race the driver must leave the track as soon as it is safe to do so.
- 31.17** The car's white headlights, red rear lights and rear fog lights must be illuminated at all times when it is running on a track that has been declared a "wet track".
It shall be at the discretion of the Race Director to decide if a driver should be stopped because the lights are not working. Should a car be stopped in this way, it may re-join the Event when the fault has been remedied.
- 31.18** Only two team members per participating car (all of whom shall have been issued with special identification which they must be wearing) are allowed in the signalling area during practice sessions and the races.

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

- 31.19** Animals, except those which may have been expressly authorised by the Organizer for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 31.20** The Race Director, the Clerk of the Course or the Medical Delegate can require a driver to have a medical examination at any time during an Event; this medical examination may include an anti-doping test. (ISC – Appendix L, Chapter II, Art. 4)

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

- 31.21** All drivers and team members who are reported for speeding on the streets used for the racing circuit, when these streets are open to normal traffic, will be brought before the Stewards for their consideration.
- 31.22** Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.

32) PRACTICE SESSIONS

- 32.1** Save when these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.
- 32.2** No driver may start in the race without taking part in the qualifying practice session unless the Stewards agree to take free practice times into consideration.

- 32.3** During all practice sessions there will be a green light and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag or flashing blue light will be shown at the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.
- 32.4** If a car stops during a practice and qualifying session it must be removed from the track as quickly as possible so that its presence does not constitute a danger to, or hinder, other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.
- If technical means are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to rejoin the session.
- 32.5** In the event of a driving infringement during any practice session, the Stewards may penalize the driver as they consider appropriate. Unless it is completely clear that a driver committed a driving infringement, any such incident will normally be investigated after the relevant session; any penalty imposed shall not be subject to appeal. Where appropriate, regard will also be given to the provisions of Article 18.
- 32.6** The Clerk of the Course may interrupt a practice session as often and for as long as he thinks necessary to clear the track or to allow the removal of a car. Whenever possible, the time lost by the suspension of a practice and qualifying session shall be recovered so that the minimum scheduled period for the session may be accomplished. However, it is not compulsory to resume the session or re-run the session to achieve the time criteria. The decision of the Stewards in this matter shall be final. No protest will be accepted as to the possible effects of the interruption/shortened session on the qualification of any Driver. Any driver taking part in any practice session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 32.5.
- 32.7** Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.
- 32.8** All laps covered during qualifying practice will be timed to determine the driver's position at the start in accordance with Article 35.
- 32.9** If the qualifying practice session is stopped with less than four minutes remaining, it will not be restarted.

33) STOPPING THE PRACTICE

- a) Should it become necessary to stop a practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a red flag and the abort lights to be shown at the Line. Simultaneously, red flags will be shown at all marshal posts. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits, and all cars abandoned on the track will be removed to a safe place.
- b) At the end of each practice session no driver may cross the Line more than once.

34) PRESS CONFERENCES

After the qualifying session, all drivers are required to make themselves available to attend a press conference in the media centre. This will normally take place 15 minutes after the end of the qualifying practice session.

35) THE GRID

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

35.2 The grid for the first race will be drawn up in the order of the fastest qualifying time achieved by each driver. Should two or more drivers have identical times, priority will be given to the one who set it first.

The starting grid will be published no less than four hours before the start of the formation lap. Competitors whose cars are unable to start for any reason whatsoever (or who has good reason to believe that their cars will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity and in any case, no later than one hour and fifteen minutes before the start of the formation lap.

If one or more cars are withdrawn, the starting grid will be closed up accordingly and the final starting grid confirmed one hour before the start of the formation lap. Should two or more drivers have identical times, priority will be given to the one who set it first.

The classification of the first race will determine the grid positions for the second race. Any cars failing to complete a lap will be arranged at the back of the grid in their first race grid order.

35.3 The fastest driver will start the race from the position on the grid which was the pole position in the previous year.

35.4 Stewards may not permit a driver to take part in the qualifying race for safety reasons if the driver did not manage to set a suitable lap time in a previous session. In neither case may a team appeal against the Stewards decision.

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

35.6 Any car which has not taken up its position on the grid by the time the five minutes signal is shown will not be permitted to do so and must start from the pits in accordance with Article 37.3.

36) MEETINGS

36.1 A Drivers' meeting will take place on the venue and time noted in the appropriate Appendix, all drivers entered for the Event and their team managers must be present. Any driver or team not attending and not signing the attendance sheet at the meeting will be brought before the Stewards for their consideration and subject to a penalty of 500 euros.

36.2 A further meeting, if deemed necessary by the Race Director or the Clerk of the Course, may take place and at a time to be notified to the competitors.

37) STARTING PROCEDURE / ROLLING START

37.1 The race will use a rolling start.

37.2 20 minutes before the time for the start of the formation lap, the cars will leave the paddock exit to cover one or more reconnaissance laps. After the completion of the reconnaissance laps they will stop on the grid in starting order with their engines stopped.

Should they wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane observing the pit lane speed limit between each of the laps.

Any car which has not taken up its position on the grid by the time the five minute signal is shown will not be permitted to do so and must start from the pit lane in accordance with Art. 37.3.

37.3 12 minutes before the start of the formation lap, a warning signal announcing the closing of the paddock and pit exit in 2 minutes will be given.

10 minutes before the start of the formation lap, the paddock and pit exit will be closed and a second warning signal will be given.

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

All such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

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

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

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

The Penalty under Article 16.3 will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal.

37.6 When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given, taking all equipment with them. If any team personnel or team equipment remain on the grid after the 15 second signal has been shown, the driver of the car concerned must start the race from the pit lane as specified in Article 36.3. A penalty under Article 16.3 a) will be imposed on any driver who fails to start the race from the pit lane. If any driver needs assistance after the 15 second signal he must indicate this to the marshals, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

37.7 When the green lights are illuminated, the cars will begin the formation lap with the Organizer's official leading car leading, maintaining their starting order. When leaving the grid, all drivers must respect the pit lane speed limit until they pass pole position. Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after the cars able to do so have left the grid, the mechanics may then work on the car again. If successful the car may then start from the pit lane.

Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

37.8 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

37.9 Overtaking during the formation lap is permitted only if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and start from the end of the pit lane as specified in Article 37.3.

A penalty under Article 16.3 a) will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

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

During the formation lap the red light will be on. The starting signal will be given by extinguishing all red lights. However, the race shall not be considered to have started until the cars pass the Start/Finish LINE and timing shall commence when the leading car passes that Start/Finish LINE (as described in the Code).

Overtaking is allowed only and exclusively after the cars have crossed the Start/Finish Line; until this time, all cars must hold their positions.

37.11

a) During the start of a race, the pit wall must be kept free of all people, with the exception of properly authorized officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

b) If a problem arises when the cars reach the Start/Finish Line at the end of the formation lap, the red light will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap that will follow the same rules as above; as the Official leading car will no longer be on the track, the driver in pole will be responsible for the speed, which must comply with the regulations governing speeds in the presence of the Official leading car.

c) If additional formation laps are necessary, only the first two laps will not count towards the total distance of the race. The total number of additional laps, whether they be formation laps or covered behind the Safety Car is two. If more than two additional formation laps are

necessary, the start will be considered as having been given at the end of the second additional formation lap. The Race Starter will be the judge of fact.

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

37.12 Only in the following cases will any variation in the starting procedure is allowed:

- a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the Clerk of the Course, Teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten minute point.
- b) If the start of the race is imminent and, in the opinion of the Clerk of the Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the timing monitors. Once the start time is known at least ten minutes warning will be given.
- c) If the race is started behind the safety car, Article 39.15 will apply.

37.13 The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure may result in the exclusion of the car and driver concerned from the Event.

38) THE RACE

38.1 During the race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A marshal with a blue flag, and/or a flashing blue light, will also warn the driver if cars are approaching on the track.

38.2 If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such mechanical assistance (for example tow, crane, snatch vehicle, telescopic handler or the like) results in the engine starting and the driver rejoining the race, the car will be excluded from the results of the race.

If technical means are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to rejoin the race.

39) SAFETY CAR

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

39.2 20 minutes before the start of the formation lap the safety car will take up position at the front of the grid and remain there until the five minute signal is given. At this point (except under 39.15 below) it will cover a whole lap of the circuit and take up position.

- 39.3** The safety car may be brought into operation to neutralize a race upon the order of the Clerk of the Course.
It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the race.
- 39.4** When the order is given to deploy the safety car, all marshals' posts will display waved yellow flags and "SC" boards for the duration of the intervention.
- 39.5** No car may be driven unnecessarily slowly, erratically or in a manner which is deemed potentially dangerous to other drivers or any other person at any time whilst the safety car is deployed. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 39.6** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 39.7** All competing cars must then reduce speed and form up in line behind the safety car no more than five car lengths apart.
- 39.8** With the exceptions of the cases listed under a) to h) below, no driver may overtake another car on track, including the safety car, until he passes the Line for the first time when the safety car is returning to the pits. However, if the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, Article 39.14 will apply.

The exceptions are:

- a) If a driver is signalled to do so from the safety car.
 - b) Under Article 39.15 below.
 - c) When entering the pits a driver may pass another car including the safety car remaining on the track after he has reached the first safety car line.
 - d) When leaving the pits a driver, including the safety car may overtake or be overtaken by another car on the track before he reaches the second safety car line.
 - e) When the safety car is returning to the pits it may be overtaken by cars on the track once it has crossed the first safety car line.
 - f) Whilst in the pit lane or pit exit a driver may overtake another car which is also in one of these three areas.
 - g) Any car stopping in its designated garage whilst the safety car is using the pit lane (see Article 39.11 below) may be overtaken.
 - h) If any car slows with an obvious problem.
- 39.9** When ordered to do so by the Clerk of the Course, the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

- 39.10** The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him.
Once behind the safety car, the race leader must keep within five car lengths of it (except under Article 39.12 below) and all remaining cars must keep the formation as tight as possible.
- 39.11** Under certain circumstances the Clerk of the Course may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 39.12** When the Clerk of the Course decides that it is safe to call in the safety car, it must extinguish its orange lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it.

In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking or any other manoeuvre which is likely to endanger other drivers or impede the restart.

As the safety car is approaching the pit entry the yellow flags and SC boards will be withdrawn and, other than on the last lap of the race, replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the line.

- 39.13** Each lap completed while the safety car is deployed will be counted as a race lap.
- 39.14** If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pits at the end of the last lap and the cars will take the chequered flag as normal without overtaking.
- 39.15** Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 42.5. In either case, at the ten minute signal its orange lights will be illuminated, this being the signal to the drivers that the race will be started or resumed behind the safety car.

When the green lights are illuminated, the safety car will leave the grid and all drivers must follow in grid order, no more than five car lengths apart, and must respect the pit lane speed limit until they pass pole position. During a race start there will be no formation lap and the race will start when the green lights are illuminated.

Overtaking is only permitted if:

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

Any driver delayed in either way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and may only join (or rejoin) the race once the whole field has passed the end of the pit lane. The penalties under Article 16.3 a) will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

40) SUSPENDING A RACE

40.1 If competitors or officials are placed in immediate physical danger by cars running on the track and the Clerk of the Course deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the race will be suspended. Should it become necessary to suspend the race, the Race Director or the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

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

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

Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied before the race was suspended.

In all cases the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race.

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

40.4 Whilst the race is suspended:

- neither the race nor the timekeeping system will stop;
- cars may be worked on once they have stopped in the fast lane but any such work must not impede the resumption of the race;
- refuelling is forbidden;
- only team members and officials will be permitted in the pit lane.

40.5 Unless asked to do so by the officials, cars may not be moved from the fast lane while the race is suspended. A penalty under Article 16.3 a) will be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane. Any car which was in the pit entry or pit lane at the time the race was suspended will not incur a penalty. However, if the race has been suspended in the pit lane (see Article 40.2) a penalty will only be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane.

All cars in the pit lane will be permitted to leave the pits once the race has been resumed, and subject to the above any car intending to resume the race from the pit exit may do so in the order in which they arrived under their own power, unless another car was unduly delayed.

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

41) RESUMING A RACE

41.1 The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors, in all cases at least ten minutes warning will be given.

41.2 Signals will be shown ten minutes, five minutes, three minutes, one minute and finally fifteen seconds before the resumption and each of these will be accompanied by an audible warning.

41.3 When the three minute signal is shown all cars must have their wheels fitted and the car must be resting on their wheels, after this signal wheels may only be removed if the car has been moved out of the fast lane or during a further race suspension.

The penalty under Article 16.3 will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal or has any of its wheels changed before it leaves the pit lane after the race has been resumed.

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

41.4 When the one minute signal is shown, engines should be started and all team personnel must leave the fast lane by the time the 15 second signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car into the slow lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned, in order to warn the drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

41.5 The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless:

- a) The race is being resumed in wet conditions and the Race Director or the Clerk of the Course deems more than one lap necessary, in which case see Article 39.15.
- b) All cars are not yet in a line behind the safety car.
- c) Team personnel are still clearing the grid.
- d) A further incident occurs necessitating another intervention.

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

- 41.6** Overtaking behind the safety car is only permitted if a car is delayed when leaving its position in the fast lane and cars behind cannot avoid passing it without unduly delaying the remainder of the field.

Drivers may only overtake to re-establish the order before the race was suspended.

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

- 41.7** The penalties under Article 16.3 a) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap. During this lap Articles 39.10, 39.11, 39.12 and 39.15 will apply.
- 41.8** If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

42) FINISH

- 42.1** The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance in accordance with Article 6.4.
- 42.2** Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
- 42.3** After receiving the end-of-race signal all cars must proceed on the circuit directly to the Parc Fermé without any unnecessary delay without overtaking (unless clearly necessary) without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).

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

43) PARC FERMÉ

- 43.1** Only those officials charged with supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.
- 43.2** When the Parc Fermé is in use, Parc Fermé regulations will apply in the area between the Line and the Parc Fermé entrance.
- 43.3** The Parc Fermé shall be properly secured or supervised so that no unauthorised persons can gain access to the cars. The Parc Fermé is situated behind garage 1 for cars selected by the duly appointed officials and in front of each car's allocated garage or at a location determined by the Race Director or the Stewards for the remainder cars. Cars may be sealed during this period.

44) CLASSIFICATION

- 44.1 The overall winner will be the car which completes the Race in the shortest time.
- 44.2 Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps, which equal to 12 laps x 90% = 10.8 laps = 10 laps for race 1 and which equal to 18 laps x 90% = 16.2 laps = 16 laps for race 2, will not be classified.
- 44.3 The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

45) PODIUM CEREMONY

The drivers finishing the races in 1st, 2nd or 3rd positions must attend the prize-giving ceremony on the podium and abide by the podium procedure as directed by the Organizer and immediately thereafter make themselves available for a period of 90 minutes for the purpose of television interviews and the press conference in the media centre situated on the first floor of the pit building.

46) AWARDS

Trophies will be awarded to the first three finishers in the qualification race and first three finishers in the 1st FIA GT WORLD CUP.

The 2015 FIA GT WORLD CUP will be awarded as defined in Articles 7 and 8 of these sporting regulations.

The FIA GT WORLD CUP Race (Race 2):

(In the event that the CUP race is unable to take place, the following awards will be attributed to replace the awards gained from the Qualification Race)

1st	12000 US Dollars
2nd	10000US Dollars
3rd	8000 US Dollars
4th	6000 US Dollars
5th	4000 US Dollars
6th	3000 US Dollars
7th	2000 US Dollars
8th	1500 US Dollars
9th	1250 US Dollars
10th	1000 US Dollars

Race One pole position	:	1000 US Dollars
Fastest lap in each race	:	500 US Dollars
Winning Manufacturer	:	30 000 US Dollars

47) PRIZE-GIVING

All drivers are required to attend the Official Prize-giving on 22 November 2015 at a location and time to be notified.

48) ADVERTISING AND RIGHTS

48.1 All advertising on/in cars, drivers and teams must comply with the legal requirements of the country (including those of PRC and Macau SAR) in which the race is taking place and must also comply with any national restrictions required in order to permit the host broadcaster to transmit the event. If required by the Organizer, all cars must have the official sticker on the dashboard, visible to a forward facing camera. These restrictions preclude the use of any content or website of cigarette, pornography, betting, gambling and the word 'Casino' and casino-related logos etc. The sponsors name and type of operation must be noted on the entry form. Any advertising on cars not complying with the legal requirements/regulations may result in a decision by the Organizer for exclusion of the car and driver concerned from the Event.

The Organizers reserve the right to place advertising strips across the top width of the front windshield. The decision for the positioning of this sticker rests solely with the Organizer. No other sticker will be allowed on the front windshield.

Any other in-car advertising, including on the driver's helmet and overalls, will only be allowed at the discretion of the Organizer. In the event of a dispute, the final decision rests with the Organizer.

All competitors give the Organizer the right to fit an on-board camera to any car, provided that this meets the requirements of Article 4.2.b. All cars must provide space for the Organizer's stickers to be attached representing the tyre and fuel Suppliers and Organizer's sponsors. Any conflicting tyre company identification must be removed.

In accordance with Article 21.3, the official logos of the Event must not be used by a team or a driver unless prior permission has been given by the Organizers. These logos include, but not limited to, the outline of the Guia Circuit.

48.2 All audio/visual rights in accordance with the FIA Regulations and trademarks and copyrights relating the Event are the property of the respective Event's Organizer.

48.3 All cars must have the starting numbers fitted as required by the Organizer and without modification unless agreed by the Organizer. No additional material or advertising may be added to the start number panels.

48.4 Any identification of a conflicting company to the appointed official company must be removed from the car and from the drivers' overalls.

FIA GT WORLD CUP Appendix 1



APPENDIX 1

INFORMATION REQUIRED UNDER ARTICLE 10.1

PART A

1. NAME AND ADDRESS OF THE NATIONAL SPORTING AUTHORITY (ASN).
2. NAME AND ADDRESS OF THE ORGANIZER.
3. DATE AND PLACE OF THE EVENT.
4. START TIME OF THE RACES.
5. ADDRESS AND TELEPHONE, FAX AND TELEX NUMBERS TO WHICH ENQUIRIES CAN BE ADDRESSED.
6. DETAILS OF THE CIRCUIT, WHICH MUST INCLUDE:
 - LOCATION AND HOW TO GAIN ACCESS.
 - LENGTH OF ONE LAP.
 - NUMBER OF LAPS FOR EACH RACE.
 - DIRECTION (CLOCKWISE OR ANTI-CLOCKWISE).
 - LOCATION OF END OF THE PIT LANE IN RELATION TO LINE.
7. PRECISE LOCATION AT THE CIRCUIT OF:
 - STEWARDS' OFFICE.
 - RACE DIRECTOR'S OFFICE.
 - FIA OFFICE.
 - PARC FERMÉ.
 - DRIVERS' AND COMPETITORS' BRIEFING.
 - OFFICIAL NOTICE BOARD.
 - WINNER'S PRESS CONFERENCE.

8. LIST OF ANY TROPHIES AND SPECIAL AWARDS.
9. THE NAMES OF THE FOLLOWING OFFICIALS OF THE EVENT APPOINTED BY THE ASN:
 - ONE STEWARD.
 - DEPUTY RACE DIRECTOR.
 - CLERK OF THE COURSE.
 - ASSISTANT TECHNICAL DELEGATE.
 - SAFETY CAR DRIVER.

PART B

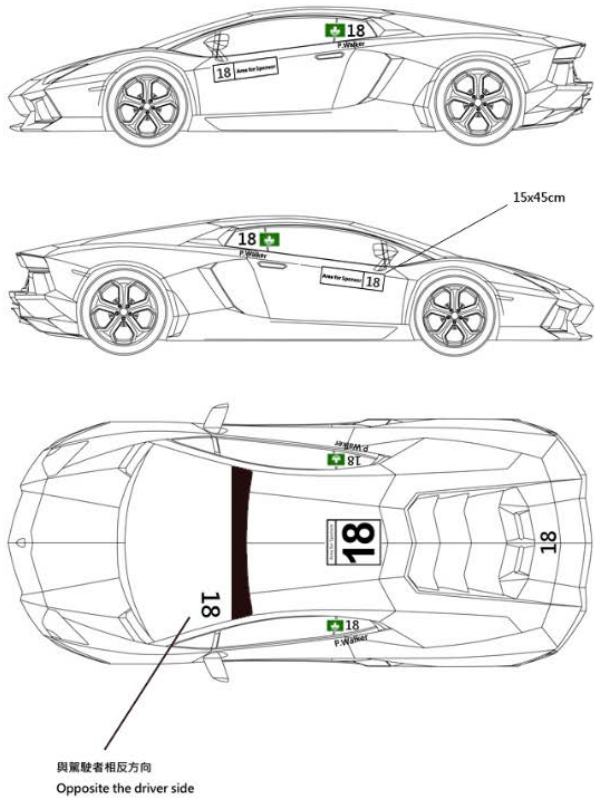
THE NAMES OF THE FOLLOWING OFFICIALS OF THE EVENT APPOINTED BY THE FIA:

1. TWO STEWARDS OF THE MEETING, ONE OF WHOM IS THE CHAIRMAN.
2. RACE DIRECTOR.
3. TECHNICAL DELEGATE.
4. ASSISTANT TECHNICAL DELEGATE.
5. MEDIA DELEGATE.
6. MEDICAL DELEGATE.
7. FIA COORDINATOR.
8. FIA OBSERVER.

FIA GT WORLD CUP Appendix 2



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



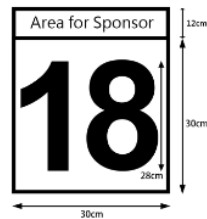


第 62 屆澳門格蘭披治大賽車
The 62nd Macau Grand Prix

FIA GT WORLD CUP

- 號碼貼紙 :
- Numbering Sticker:

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



- 車頭擋風玻璃貼紙 :
- Windshield sticker:

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

- 其他貼紙 :

- Other sticker :

前擋風玻璃及後擋風玻璃的號碼貼紙: 高22cm, 黃色

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

左及右後側玻璃號碼貼紙: 高14cm, 黃色

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

賽車手名字貼紙, 位於左及右後側玻璃的號碼貼紙下方: 高8cm, 白色

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

國旗貼紙, 位於左及右後側玻璃: 12x8cm

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