

2002 FIA FORMULA 3 INTERCONTINENTAL CUP SPORTING REGULATIONS

CONTENTS	ARTICLES	PAGE
ADVERTISING AND RIGHTS	<u>149</u>	18
AWARDS	<u>147</u>	18
CHANGES OF DRIVER	39	6
CLASSIFICATION	<u>142-145</u>	17
DEAD HEAT	14	3
DRIVING	40	6
ELIGIBLE CARS	44	6
ELIGIBLE DRIVERS AND COMPETITORS	7	3
ENTRIES	26	4
EVENT	8-11	3
FIA DELEGATES	19-21	3-4
FIA INTERCONTINENTAL CUP FOR DRIVERS	12	3
FIA INTERCONTINENTAL TROPHY FOR ENGINE MANUFACTURERS	13	3
FINISH	<u>136-138</u>	17
FREE PRACTICE, QUALIFYING PRACTICE AND WARM UP	<u>91-100</u>	10-11
FUEL	45	6
GENERAL CAR REQUIREMENTS	<u>64</u>	9
GENERAL CONDITIONS	3-6	2
GENERAL SAFETY	<u>68-90</u>	9-10
GENERAL UNDERTAKING	2	2
INCIDENTS	31-35	5
INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS	28-30	4-5
INSURANCE	15-18	3
MEETINGS	<u>110-111</u>	12
NUMBERS OF CARS PARTICIPATING	43	6
OFFICIALS	22-25	4
PARC FERMÉ	<u>139-141</u>	17
PASSES	27	4
PIT LANE	46	6-7
PODIUM CEREMONY	<u>146</u>	17
PRESS CONFERENCES	<u>102</u>	11
PRIZE GIVING	<u>148</u>	18
PROMOTION	42	6
PROTESTS AND APPEALS	36-37	5
RACE NUMBERS AND DRIVERS NAME	41	6
REGULATIONS	1	2
RESTARTING A RACE	<u>133-135</u>	16-17
SAFETY CAR	<u>130</u>	14-15
SANCTIONS	38	5
SCRUTINEERING	50-59	7
SPARE CARS	<u>65-67</u>	9
SPORTING CHECKS	47-49	7
STARTING PROCEDURE	<u>112-126</u>	12-14
STOPPING A RACE	<u>131-132</u>	16
STOPPING THE PRACTICE	<u>101</u>	11
THE GRID	<u>103-109</u>	11-12
THE RACE	<u>127-129</u>	14
TYRE LIMITATION DURING THE EVENT	60-61	8
WEIGHING	<u>62-63</u>	8

The FIA will sanction the Intercontinental Cup for Formula 3 which is the property of the FIA and comprises two titles, one for drivers and one for engine manufacturers. All the participating parties (FIA, ASNs, organizers, competitors and circuit) undertake to apply as well as observe the rules, governing the Cup. Articles from the General Prescriptions that are applicable to the FIA Intercontinental Cup for F3 have been included in these regulations.

The Automóvel Clube de Macau-China will sanction the **2002** Macau Grand Prix which is the property of the “Comissão do Grande Prémio de Macau” (Macau Grand Prix Committee) and comprises (**approximately**) seven races for different categories.

All the participating parties (ASN, Organizers, Competitors and Circuit) undertake to apply as well as observe the rules, governing the event.

Should any dispute arise, the panel of the Stewards of the Meeting will be the only authority to make a decision (ISC-Art.141).

REGULATIONS

- 1) The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

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 Event.

GENERAL UNDERTAKING

- 2) 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 FIA Formula 3 Technical Regulations (the Technical Regulations) FIA Official Bulletins and the present Sporting Regulations.

GENERAL CONDITIONS

- 3) It is the competitor’s responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations. If an entrant is unable to be present in person at the Event he must nominate his representative in writing. The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- 4) Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice sessions and the races.
- 5) The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 6)
 - a) All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass at all times.
 - b) The entrant shall declare that to the best of his belief his driver(s) possess(es) the standard of competence necessary for an event of the type to which the entry relates, that should his driver(s) at the time for the event be suffering from any disability whatsoever he shall declare the disability to the Stewards prior to the driver(s) driving on the track, that the vehicle entered is suitable and roadworthy for the event having regard to the track and the speed that will be reached and that he, his driver(s) and team members enter upon and use the track and its facilities entirely at his or their own risk.

ELIGIBLE DRIVERS AND COMPETITORS

- 7) All drivers and competitors must hold current and valid FIA Licenses and where applicable, authorizations issued by their ASN(s). A driver must also be in possession of a current medical certificate of aptitude, either on the competition license or on an attached document.
All documents must be presented at the event.

The event will be by invitation with priority given to those drivers having achieved the highest positions in the National F3 Championships being organized to the **2002** FIA Technical Regulations.

EVENT

- 8) The 'Event' shall include all practices and races.
- 9) The Event will have the status of a full international competition.
- 10) The Event will be run in two parts of 15 laps. Each race, from the start signal referred to in **Article 117** to chequered flag, being of a distance of 91.755 kms each. There will be an interval between the races of approximately 3 hours. Only in exceptional circumstances and with the agreement of the Stewards, shall a delay in the first race, result in a delay to the start of the second race.
- 11) The Event will take place **in Macau on 17 November 2002**.
The Macau Grand Prix Committee reserves the right to postpone, abandon or cancel the Meeting or part thereof. In the event of abandonment, cancellation or of postponement for more than 48 hours, the Entrant/Competitor will have no right of claim against the 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.

FIA F3 INTERCONTINENTAL CUP FOR DRIVERS

- 12) The award for the FIA F3 Intercontinental Cup will be presented to the driver who completes the second part of the Event in the shortest time having completed the maximum possible number of laps from both parts.

FIA F3 INTERCONTINENTAL TROPHY FOR ENGINE MANUFACTURERS

- 13) The award for the FIA F3 Intercontinental Trophy for Engine Manufacturers will be awarded to the manufacturer supplying the engine to the winner of the F3 Intercontinental Cup for Drivers.

DEAD HEAT

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

INSURANCE

- 15) The promoter of the Event must procure 90 days before the event that all competitors, their personnel, sponsors, agents and drivers are covered by adequate third party insurance.
- 16) The promoter must send before the Event the FIA details of the risks covered by the insurance policy which must comply with the national laws in force.
- 17) 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.
- 18) Sight of the policy must be available to the competitors on demand.

FIA DELEGATES

- 19) The FIA may nominate the following delegates :
- Technical Delegate
- and may nominate:
- Representative of the President of the FIA
 - An Observer
 - A Medical delegate

- 20) The role of the FIA delegates is to help the officials of the Event in their duties, to see 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.
- 21) The Technical Delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national scrutineers.

OFFICIALS

- 22) The following officials will be nominated by the ASN :
 - Three Stewards of the Meeting one of which must be a national steward,
 - The Race Director,
 - The Clerk of the Course.
- 23) 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.
- 24) The Race Director must be in radio contact with the Clerk of the Course and the chairman of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be in race control and in radio contact with all marshals' posts during these times.
- 25) The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:
 - a) the control of 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 the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out,
 - d) the starting procedure,
 - e) the use of the safety car.

ENTRIES

- 26) All Entries must be submitted no later than 30th September of **2002**.

The Organizers have the right to refuse any entry should it be deemed by them to be against the best interest of the Event.

Applications shall include:

 - a) Confirmation that the applicant has read and understood, the Code, the Technical Regulations and the Sporting Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Event to observe them.
 - b) The name of the team and the entrant
 - c) The make and model of the competing car(s)
 - d) The name of the driver(s)
 - e) Photographs of the driver(s) and biography of the driver(s).
 - f) The name of the manufacture of the engine.

PASSES

- 27) 10 passes per car will be issued with pit garage access of which 3 passes will give access to the signaling area.

INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 28) In exceptional circumstances, the Stewards 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.
- 29) All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.

- 30) Any decision or communication concerning a particular competitor must be communicated to him forthwith in writing within 25 minutes of such decision and receipt must be acknowledged.

INCIDENTS

- 31) Incident means any occurrence or series of occurrences involving one or more drivers or any action by any driver, which is reported to the Stewards by the Clerk of the Course (or noted by the Stewards and referred to the Clerk of the Course for investigation) which:
- necessitated the stopping of a race under **Article 131**;
 - constituted a breach of these Sporting Regulations or the Code;
 - caused a false start by one or more cars;
 - caused an avoidable collision;
 - forced a driver off the track;
 - illegitimately prevented a legitimate overtaking maneuver by a driver;
 - illegitimately impeded another driver during overtaking.

- 32) a) It shall be at the discretion of the Stewards to decide upon a report or a request by the Clerk of the Course, if a driver or drivers involved in an incident shall be penalized.
- b) If a driver is involved in a collision or Incident (see Article 31), and has been informed of this by the stewards no later than 30 minutes after the race has finished, he must not leave the circuit without their consent.

- 33) The stewards may impose **any one of two penalties** 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 time penalty. The driver must enter the pit lane, stop at his pit for at least ten seconds and then re-join the race.**

However, should **any of the above penalties** be imposed during the last four laps, or after the end of a race, Article 34 b) below will not apply and 25 seconds will be added to the elapsed race time of the driver concerned.

- 34) Should the Stewards decide to impose a time penalty, the following procedure shall apply:
- a) The Stewards will give written notification of the time penalty which has been imposed to an official of the team concerned and will ensure that this information is also displayed on the timing monitors where possible.
- b) After the decision has been notified to the team concerned the relevant driver may cover no more than two complete laps before entering the pits and proceeding to his pit where he shall remain for the period of time penalty. Whilst a car is stationary in the pits as a result of incurring a time penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.
- c) When the time penalty period has elapsed the driver may rejoin the race.
- d) Any breach or failure to comply with Article 34 b) or 34 c), may result in the car being excluded.

- 35) Any determination made or any penalty imposed pursuant to Article 33 shall be without prejudice to the operation of Article 160 and 161 of the Code.

PROTESTS AND APPEALS

- 36) Protests shall be made in accordance with the Code and accompanied by a fee in cash of 1,000 (one thousand) US Dollars or its equivalent in local currency.
- 37) Appeals must be made in accordance with the International Sporting Code. Appeal fee will be in cash of 2,000 (two thousand) US Dollars or its equivalent in local currency.

SANCTIONS

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

CHANGES OF DRIVER

- 39) Changes of driver after 30th September of **2002** will only be permitted in agreement from the Organizers. A change of driver after the publication of the programme will require the consent of the Stewards.

DRIVING

- 40) a) The driver must drive the car alone and unaided.
b) The driver is not permitted to participate in any additional practice, qualifying or race within the Event.

RACE NUMBERS AND DRIVER'S NAME

- 41) a) Each car must carry the race number of its driver as published by the Organizers. The number must be placed on the nose of the car and on each rear wing end plate.
An area measuring 21 x 15 cms must be left free at the top of each number for the Organizers sponsor.
b) Every competitor must display the name of the driver and his national flag on the bodywork, on the outside of the cockpit or on the driver's helmet. These must be clearly legible.

PROMOTION

- 42) Drivers must take part in any promotional activity requested by the organizers such as autograph sessions, prize giving, press conferences, pit road walkabouts and pre-race parades. This is in addition to **Article 102**. The drivers, competitors and manufacturers give the right to the Organizers to use their name for any promotional, advertising, publicity and public relations purpose, for the promotion of the Event. Use of the Organizers logo by the competitors, manufacturers and Drivers or their Agents or Representatives is prohibited other than by prior permission in writing from the Organizers.

NUMBERS OF CARS PARTICIPATING

- 43) The number of cars allowed to start each race is limited to 32.
For practice the number of cars is limited to 34, except for the Free Practice on Race day, which is open only to those cars which have qualified for the race plus the first two reserve cars.

ELIGIBLE CARS

- 44) The Event is reserved for Formula 3 Cars as defined in the Technical Regulations (Appendix J of the **2002** International Sporting Code), and using a controlled fuel and tyres as supplied by the Organizers. In accordance with Articles 5.6.3 and 5.6.4 of the Technical Regulations, silencers and catalytic converters are not required.

FUEL

- 45) It must be possible to take 3 litres of fuel at any time during the Event.
Only the controlled fuel as supplied by the Organizers 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 organizers may result in exclusion from the Event.
No refueling is permitted during any practice session or the race or prior to the completion of post qualifying or race scrutineering. Refueling in the pits is only permitted using equipment complying with FIA Safety Regulations. The fuel attendants must wear flameproof overalls, gloves, balaclavas and footwear.

PIT LANE

- 46) a) For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the "fast lane" and the lane closest to the garages is designated the "inner lane". Other than when cars are at the pit exit under **Articles 113 or 135** the inner lane is the only area where any work can be carried out on a car.
b) 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 by the FIA Safety Delegate.
c) Competitors must not paint lines on any part of the pit lane.

- d) 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.
- e) 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.
- f) It is the responsibility of the Competitor to release his car after a pit stop only when it is safe to do so.

SPORTING CHECKS

- 47) During initial scrutineering, and at any time during the event, each competitor must have available all documents required by Article 7 above in addition to the car's technical passport.
- 48) Unless a waiver is granted by the Stewards, competitors who do not keep to time limits will not be allowed to take part in the Event.
- 49) The organizers 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. These modules will have to be in place and switched on for all practice sessions and the races.

SCRUTINEERING

- 50)
 - a) Initial scrutineering of the car will take place in the garage assigned to each team.
 - b) In order that scrutineers have the required access, all **pit lane** garage doors must be left open during every practice session.
- 51) Race numbers and any official advertising must be on the car for inspection during scrutineering.
- 52) No car may take part in the Event until it has been passed by the scrutineers.
- 53) 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.
- 54) Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- 55) The Race Director or Clerk of the Course may require that any car involved in an accident be stopped and checked.
- 56) After each race and all qualifying practice sessions at least four classified cars will be selected and must undergo complete scrutineering.
- 57) Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the parc ferme and who alone are authorized to give instructions to the competitors.
- 58) 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.
- 59) 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.

TYRE LIMITATION DURING THE EVENT

- 60) a) All tyres must be used as supplied by the manufacturer appointed by the Organizer. Any modification or treatment such as cutting, grooving, the application of water, solvents or softeners, the fitting of heat retaining devices or pre-heating is therefore prohibited. This applies to both wet-weather and dry-weather tyres.
- b) Except for wet-weather tyres, which are unrestricted, the same driver may not use more than a total of fourteen dry-weather tyres throughout the entire duration of the Event.
- c) Wet-weather tyres may only be used if the circuit has been declared wet by the Clerk of the Course.
- d) A competitor wishing to replace an already marked unused tyre by another unused one must present both tyres to the FIA Technical Delegate.
- e) **If FIA approved bar coding is not used** on the outer sidewall of each tyre or, at the request of the competitor on both sidewalls, the scrutineers will paint the race number of the driver as well as a letter characterizing the Event.

61) The scrutineers appointed for marking will supervise tyre changes in the pits.

WEIGHING

- 62)** (a) During qualifying practice cars will be weighed as follows :
- 1) At the pit entrance the organizer will provide a flat horizontal surface measuring 6mx3m, this area will be used for the weighing procedure. After qualifying practice the weight of the cars may also be checked in Parc Ferme.
 - 2) Cars will be selected at random to undergo the weighing procedure. The FIA Technical Delegate will inform the driver by means of a red light at the pit entrance that his car has been selected for weighing.
 - 3) Having been signalled (by means of a red light), that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine.
 - 4) The car will then be weighed and the result given to the driver in writing.
 - 5) If the car is unable to reach the weighing area under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed.
 - 6) A car or driver may not leave the weighing area without the consent of the FIA Technical Delegate.
 - 7) If a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.
- b) After the race :
- Each car crossing the Line may be weighed. If a driver wishes to leave his car before it is weighed he must ask the Technical Delegate to weigh him in order that this weight may be added to that of the car.
- c) Should the weight of the car be less than that specified in Article 4.1 of the Technical Regulations when weighed under a) or b) above, the car and the driver will be excluded from the Event save where the deficiency in weight results from the accidental loss of a component of the car due to force majeure.
- 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 race 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.

63) Any breach of these provisions for the weighing of cars may result in the exclusion of the relevant car. 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.

GENERAL CAR REQUIREMENTS

- 64)** 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.

SPARE CARS

- 65)** Spare cars are not permitted.
- 66)** Any part of the car, including the survival cell, may be changed at any time prior to the start of the first race.
- 67)** The survival cell may not be changed after the start of the first race.

GENERAL SAFETY

- 68)** 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.
- 69)** 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.
- 70)** 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.
- 71)** During practice and the race, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behavior on circuits.
- 72)** A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 73)** Repairs to a car may be carried out only in the paddock, pits and on the grid.
- 74)** The organiser must make two fire extinguishers of 5 kg capacity available at each pit and ensure that they work properly.
- 75)** Save as provided in **Article 114**, refueling is allowed only in the pits. The driver may remain in his car throughout refuelling but the engine must be stopped.
- 76)** Refueling is not permitted during qualifying or the race.
- 77)** Oil replenishment is forbidden during the race. All orifices for oil filling must be designed in such a way that the scrutineers can seal them.
- 78)** Save as specifically authorized by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the pits or on the starting grid.
- 79)** At no time may a car be reversed in the pit lane under its own power.
- 80)** During the periods commencing 5 minutes prior to and ending 5 minutes after every practice session and the period between the commencement of the formation lap which immediately precedes the 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 clearing equipment from the grid after all cars have left the grid on the formation lap;
 - d) mechanics under **Articles 116 and 121** only.
- 81)** During a race, the engine may only be started with the starter except:
- a) in the pit lane where the use of an external starting device is allowed, or;
 - b) under **Article 121**c) or d).
- 82)** Drivers taking part in practice and the races must always wear the clothes and helmet specified in the Code.

- 83)** A speed limit of 60 km/h will be enforced in the pit lane. Except in the race, any driver who exceeds the limit will be fined US\$50 (fifty US Dollars) for each km/h above the limit. During the race, the Stewards may impose a time penalty on any driver who exceeds the limit.
- 84)** If a driver has serious mechanical difficulties during practice or the race he must leave the track as soon as it is safe to do so.
- 85)** The car's rear lights must be illuminated at all times whenever they are running on wet-weather tyres. It shall be at the discretion of the Race Director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.
- 86)** Only three team members per participating car (all of whom shall have been issued with and wearing special identification) are allowed in the signalling area during practice and the race. People under 16 years of age are not allowed in the pit lane.
- 87)** Animals, except those which may have been expressly authorised by the Organisers for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 88)** The Race Director, the Clerk of the Course or the FIA medical delegate can require a driver to have a medical examination at any time during an Event, this medical examination may include a anti-doping test. (ISC – Appendix L, Chapter II, Art. 4)
- 89)** From the Sunday before the race, all drivers and all team members which are reported for speeding on the streets used for the racing circuit, when these streets are open to normal traffic, will be brought before the Stewards for their consideration.
- 90)** 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.

FREE PRACTICE, QUALIFYING PRACTICE AND WARM UP

- 91)** Save when these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.
- 92)** No driver may start in the race without taking part in a qualifying practice session.
- 93)** During all practices there will be a green and a red light at the pit exit. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag or a flashing blue light will be shown at the pit exit to warn drivers leaving the pits if cars are approaching on the track.
- 94)** On each of the first two days of the Event, there will be one free practice session of 30 minutes and one qualifying practice session of 45 minutes, these being separated by 3 hours.
- 95)** Warm up: a free practice session will take place on race day; it will last 30 minutes and start **at least 2 hours** and 30 minutes before the first race.
- 96)** Only in the most exceptional circumstances can a delay in the free practice session or other difficulty on race morning result in a change to the starting time of the race.
- 97)** If a car stops during practice 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.
- 98)** The Clerk of the Course may interrupt practice as often and for as long as he thinks necessary to clear the track or to allow the removal of a car. In the case of free practice only, the Clerk of the Course with the agreement of the Stewards may decline to prolong the practice period after an interruption of this kind. Furthermore, if in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled and may not be permitted to take part in any other practice sessions that day.
- 99)** 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.

- 100)** All laps covered during qualifying practice will be timed to determine the drivers position at the start in accordance with the prescriptions of **Article 104**.

STOPPING THE PRACTICE

- 101)** Should it become necessary to stop the practice 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.
At the end of each practice session all drivers may cross the Line only once.

PRESS CONFERENCES

- 102)** After final qualifying on Friday all the drivers are required to make themselves available to attend a press conference in the media center. This will take place 15 minutes after the end of the second qualifying practice session.
Six drivers will be chosen during the Event and must make themselves available if required to the media for a period of one hour on the Saturday commencing at a time indicated in the Event Further Regulations.

THE GRID

- 103)** At the end of the last qualifying practice, the fastest time achieved by each driver will be officially published.
- 104)** The grid for the first race will be drawn up in the order of the fastest 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 result of the first race will determine the grid positions for the second race and the number of laps completed by each driver in the first part will be taken into account when deciding the winner under Article 12.
- 105)** The fastest driver will start the race from the position on the grid which was the pole position in the previous year.
- 106)** Any driver whose best qualifying lap exceeds 110% of the pole position time will not be allowed to take part in the warm up or race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, the Stewards may permit the car to start the race.
Should there be more than one driver accepted in this manner, their order will be determined by the Stewards.
In either case, a Team will not be able to appeal against the Stewards' decision.
- 107)** The starting grid will be published after the warm up on race day. Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity and, in any case, no later than 45 minutes before the start of the race.
If one or more cars are withdrawn the grid will be closed up accordingly. The final starting grid will be published 45 minutes before the start of the race.
- 108)** The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 7.2 metres.
- 109)** 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 113**.

MEETINGS

- 110)** A meeting **chaired** by the Race Director will take place at 19.00 on the last day of scrutineering, all drivers entered for the Event and their team managers must be present.
- 111)** A further meeting, will take place one hour after the end of warm up. All drivers eligible to take part in the race must attend this meeting wearing their racing apparel and afterwards are required to attend a photograph session. Competitors will be notified of the two locations.

STARTING PROCEDURE

- 112)** 20 minutes before the time for the start of the first race, and 30 minutes before the second race, the cars will leave the pits to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.
Should they wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane at greatly reduced speed between each of the laps
- 113)** 12 minutes before the start of the first race and 22 minutes before the start of the second race, a warning signal announcing the closing of the pit exit in 2 minutes will be given.

10 minutes before the start of the first race and 20 minutes before the start of the second race, the pit exit will be closed and a second warning signal will be given. Any car which is still in the pits can start from the pits, provided it reached the pit exit under its own power. If more than one car is affected, they must line up in the order in which they reached the pit exit. **These** cars will join the race when the whole field has passed the pit exit on its first racing lap.
- 114)** Refueling on the starting grid may only be carried out prior to the 5 minutes signal and by using one unpressurised container with a maximum capacity of 12 litres. Any such container may not be refilled during the starting procedure and must be fitted with one or more dry break couplings connecting it to the car.
- 115)** The approach of the start will be announced by light signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.
When the ten minutes signal is shown, everybody except drivers, officials and team technical staff must leave the grid.
When the five minutes signal is shown all cars must have their wheels fitted. After this signal wheels may only be removed in the pits. Any car which does not have all its wheels fitted at the five minutes signal must start the race from the back of the grid or the pit lane.
When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 seconds signal is given. If any driver needs assistance after the 15 seconds signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, his team may attempt to rectify the problem. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.
When the green lights are illuminated, the cars will begin the formation lap with the pole position driver leading. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any Team personnel standing beside the track. **Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane after 30 seconds.**
During the formation lap practice starts are forbidden and the formation must be kept as tight as possible. Overtaking during the formation lap is only permitted if a car is delayed when leaving its grid position 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 who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap.
A time penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.
- 116)** Any driver who is unable to start the formation lap must raise his arm and, after the remainder of the cars have crossed the Line, his mechanics may attempt to rectify the problem under the supervision of the marshals.
If the car is still unable to start the formation lap it will be pushed into the pit lane by the shortest route and the mechanics may work on the car again.
- 117)** When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running. Once all the cars have come to a halt the five seconds signal will

appear followed by the four, three, two and one second signals. At any time after the one second signal appears, the race will be started by extinguishing all red lights.

118) There will be a standing start. The starting signal will be given by means of starting lights activated by the starter appointed by the Clerk of the Course. During the start of a race, the pit wall must be kept free of all persons 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.

119) Any car which is unable to maintain starting order during the entire formation lap or is moving when the one second light comes on must enter the pit lane and start from the pits as specified in **Article 113**.

This will not apply to any car which is temporarily delayed during the lap and which is able to regain its position, without endangering itself or any other car, before the leading car has taken up its position on the grid.

120) If, after returning to the starting grid at the end of the formation lap, a car develops a problem that could endanger the start, the driver must immediately raise his hands above his head and the marshal responsible for that row must immediately wave a yellow flag.

If the start is delayed as a result, a marshal with a yellow flag will stand in front of the car concerned to prevent it from moving until the whole field has left the grid on the new formation lap. The driver concerned may then start the race from the back of the grid and the vacant positions will not be filled.

Should there be more than one car involved, their new positions at the back of the grid will be determined in accordance with their respective final grid positions.

If a problem cannot be rectified before the commencement of the new formation lap the car must be pushed into the pit lane by the shortest route. The Team may then attempt to rectify the problem and, if successful, the car may then start from the pit lane. Should there be more than one car involved their starting order from the pit lane will be determined by the order in which they reached the pit exit under their own power.

121) If a problem arises when the cars reach the starting grid at the end of the formation lap the following procedure shall apply :

- a) If the race has not been started, all red lights will be switched on, all engines will be stopped and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the 3 minutes signal.
- b) If the race has been started the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.
- c) If, after the start, a car is immobilized on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. If the driver is able to re-start the car whilst it is being pushed he may rejoin the race.
- d) If the driver is unable to start the car whilst it is being pushed his mechanics may attempt to start it in the pit lane. If the car then starts it may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such procedure.

122) Should **Article 121** apply, the race will nevertheless count towards the **F3** Intercontinental Cup no matter how often the procedure is repeated, or how much the race is shortened as a result.

123) No refueling will be allowed on the grid if more than one start procedure proves necessary under **Article 121**.

124) A time penalty will be imposed for a false start.

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

- a) If it starts to rain after the five minutes signal but before the race is started and, in the opinion of the Clerk of the Course Teams should be given the opportunity to change tyres, all red lights will be shown on the Line and the starting procedure will begin again at the 15 minutes point. If necessary the procedure set out in **Article 121** will be followed.
- 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 Line simultaneously with a "10" board with a red background. This "10" board with a red background will mean that there is to be a delay of ten minutes before the starting procedure can be resumed. If weather conditions have improved at the end of the ten

minutes period, a “10” board with a green background will be shown. The “10” board with a green background will mean that the green light will be shown in ten minutes.

Five minutes after the “10” board with the green background is shown, the starting procedure will begin and the normal starting procedure signals (i.e. 5, 3, 1 min., 15 seconds) will be shown.

If however, the weather conditions have not improved within ten minutes after the “10” board with the red background was shown, the “10” board with the red background will be shown again which will mean a further delay of ten minutes before the starting procedure can be resumed.

This procedure may be repeated several times.

At any time when a “10” board (with either a red or green background) is shown, it will be accompanied by an audible warning.

- c) If the race is started behind the safety car, **Article 130(n)** will apply.

126) 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 starting procedure, may result in the exclusion of the car and driver concerned from the Event.

THE RACE

127) A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see **Article 131**).

128) If a car stops during the race (except under **Article 121c**) and d), it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such assistance results in the engine starting and the driver rejoining the race, the car will be excluded from the results of the race.

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

SAFETY CAR

- 130)**
- a) The FIA approved safety car will be driven by an experienced circuit driver. It will carry an FIA approved observer capable of recognizing all the competing cars, who is in permanent radio contact with race control.
 - b) 30 minutes before the race start time the safety car will take up position at the front of the grid and remain there until the five minutes signal is given. At this point (except under n) below) it will cover a whole lap of the circuit and enter the pit lane.
 - c) The safety car may be brought into operation to neutralize a race upon the decision of the Clerk of the Course / Race Director.
It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race.
 - d) When the order is given to deploy the safety car, all observers will display waved yellow flags and a board “SC” which shall be maintained until the intervention is over.
 - e) During the race, the safety car with its revolving yellow lights on, will start from the pit lane and will join the track regardless of where the race leader is.
 - f) All the competing cars will form up in line behind the safety car no more than 5 car lengths apart. All overtaking on the track is forbidden (except under n) below), unless a car is signaled to do so from the safety car.
 - g) 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.
 - h) 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 5 car lengths of it (except under j) below) and all remaining cars must keep the formation as tight as possible.
 - i) While the safety car is in operation, competing cars may stop at their pit, but may only rejoin the track when the green light at the pit exit is on. It will be on at all times except when the safety car

and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track must proceed at reduced speed until it reaches the end of the line of cars behind the safety car.

- j) When the Clerk of the Course calls in the safety car, it must extinguish all the revolving 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. As the safety car is approaching the pit entrance the yellow flags and SC boards at the observer's posts will be withdrawn and waved green flags will be displayed for no more than one lap.
- k) When the safety car has pulled off the circuit and the cars are approaching the line, green lights will be shown. Overtaking remains strictly forbidden until the cars pass the green light at the Line unless a car slows with an obvious problem.
- l) Each lap completed while the safety car is deployed will be counted as a race lap.
- m) If the race is stopped under **Article 132** Case C, the safety car will take the chequered flag and all cars able to do so must follow it into the pit lane and into the parc fermé.
- n) In exceptional circumstances the race may be started behind the safety car. In this case, at any time before the one minute signal its revolving yellow lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated, the safety car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and race will start when the leading car crosses the Line for the first time.

Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position 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 who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

A time penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.

STOPPING A RACE

131) Should it become necessary to stop the race 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 in the knowledge that :

- the race classification will be that at the end of the lap two laps prior to that during which the signal to stop the race was given ;
- race and service vehicles may be on the track ;
- the circuit may be totally blocked because of an accident ;
- weather conditions may have made the circuit undriveable at racing speed ;
- the pit lane will be open.

132) The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given :

Case A. Less than two full laps. If the race can be restarted, **Article 133** will apply.

Case B. Two or more full laps but less than 75% of the race distance (rounded up to the nearest whole number of laps). If the race can be restarted, **Article 134** will apply.

Case C. 75% or more of the race distance (rounded up to the nearest whole number of laps). The cars will be sent directly to the parc fermé and the race will be deemed to have finished when the leading car crossed the Line at the end of the lap two laps prior to that during which the signal to stop was given.

This procedure will apply to each leg individually.

RESTARTING A RACE

133) Case A.

- a) The original start shall be deemed null and void.
- b) The length of the restarted race will be the full original race distance.
- c) The drivers who are eligible to take part in the race shall be eligible for the restart.
- d) Any driver who was forced to start from the back of the grid or the pit lane during the original start may start from his original grid position;
- e) After the signal to stop the race has been given, all cars able to do so will proceed directly but slowly to either :
 - the pit lane or ;
 - if the grid is clear, to their original grid position or ;
 - if the grid is not clear, to a position behind the last grid position as directed by the marshals.
- f) Cars may be worked on in the pits or on the grid. If work is carried out on the grid, this must be done in the car's correct grid position and must in no way impede the re-start.
- g) Refueling will be allowed until the five minutes signal is shown.

134) Case B.

- a) Other than the race order at the end of the lap two laps prior to that during which the signal to stop was given and the number of laps covered by each driver, the original race will be deemed null and void.
- b) The length of the re-started race will be three laps less than the original race distance less the number of classified laps completed by the leader before the signal to stop was given.
- c) The grid for the re-started race will be arranged in the race order at the end of the lap two laps prior to that during which the signal to stop was given.
- d) Only cars which took part in the original start will be eligible for the re-start and then only if they returned under their own power by an authorised route to either :
 - the pit lane or ;
 - to a position behind the last grid position as directed by the marshals.
- e) Cars may be worked on in the pits or on the grid. If work is carried out on the grid, this must be done in the car's correct grid position and must in no way impede the re-start.
- f) No refueling or removal of fuel will be allowed.

- 135)** In both Case A and Case B :
- a) 10 minutes after the stop signal, the pit exit will close.
 - b) 15 minutes after the stop signal, the five minutes signal will be shown, the grid will close and the normal start procedure will recommence.
 - c) Any car which is unable to take up its position on the grid before the five minutes signal will be directed to the pits. It may then start from the pits as specified in **Article 113**.
The organiser must have sufficient personnel and equipment available to enable the foregoing timetable to be adhered to even in the most difficult circumstances.

FINISH

- 136)** 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 10.
- 137)** Should for any reason (other than under **Article 131**) 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.
- 138)** After receiving the end-of-race signal all cars must proceed on the circuit directly to the parc fermé without stopping, 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.

PARC FERME

- 139)** Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorized by such officials.
- 140)** When the parc fermé is in use, parc fermé regulations will apply in the area between the Line and the parc fermé entrance.
- 141)** The parc fermé shall be sufficiently large and secure that no unauthorized persons can gain access to it.

CLASSIFICATION

- 142)**
- a) The overall winner will be the car which completes the second leg in the shortest time provided such car has completed the maximum possible number of laps from both legs.
 - b) Should it not be possible to run the second leg for any reason, the overall winner will be the car which completed the first leg in the shortest time provided such car has completed the maximum possible number of laps.
- 143)** If a car takes more than twice the time of the winner's fastest lap to cover its last lap this last lap will not be taken into account when calculating the total distance covered by such car.
- 144)** Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.
- 145)** 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.

PODIUM CEREMONY

- 146)** The drivers finishing the race in 1st, 2nd or 3rd positions in the second leg must attend the prize-giving ceremony on the podium and abide by the podium procedure as directed by the Organizers 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.

AWARDS

147) Trophies will be awarded for the overall Event positions.

2002 FIA Formula 3 Intercontinental Cup

The sum of US\$500 (five hundred US Dollars) to every starter in the first leg of the **2002 Macau Grand Prix** and furthermore a prize scale as follows:

Leg One:

1st	750 US Dollars
2nd	500 US Dollars
3rd	300 US Dollars

Subject to **Article 142(b)**, finishing positions in the second leg, with total completed laps from both legs being taken into account:

1st	10000 US Dollars
2nd	6000 US Dollars
3rd	4000 US Dollars
4th	3500 US Dollars
5th	3000 US Dollars
6th	1500 US Dollars
7th	1400 US Dollars
8th	1250 US Dollars
9th	1000 US Dollars
10th	1000 US Dollars

Leg One pole position 1000 US Dollars

Fastest Lap 500 US Dollars in each leg

Speed Trap Award 500 US Dollars in each leg.

PRIZE GIVING

148) If requested to do so, the winner of the FIA **F3** Intercontinental Cup must attend the annual FIA Prize Giving Ceremony.

ADVERTISING AND RIGHTS

- 149** (a) All advertising on/in cars, drivers and teams must comply with the legal requirements of the country in which the race is taking place and comply with any national restrictions required in order to permit the host broadcaster to transmit the event. If required by the Organizers, all cars must have the official sticker on the dashboard, visible to a forward facing camera.
The decision for the positioning of this sticker rests solely with the Organizers. Any other in-car advertising, including on the driver's helmet and overalls, will only be allowed at the discretion of the Organizers. In the event of a dispute, the final decision rests with the Organizers.
All competitors give the right to the Organizers to fit an on-board camera to any car provided that this meets the requirements of the Technical Delegate. All cars must provide space for the organizers stickers to be attached representing the tyre and fuel suppliers and Organizers sponsors.
- b) All audio/visual rights are in accordance with the FIA Regulations and trademarks and copyrights relating the Event are the property of the respective Event Organizer's.
No in-car cameras may be fitted without the permission of the Organizers.