

72nd MACAU GRAND PRIX

13th - 16th NOVEMBER 2025

GREATER BAY AREA GT CUP (GT 4)

SPORTING REGULATIONS

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FOREWORD

The Automobile General Association Macao - China (the ASN – “AAMC”) will sanction the 72nd Macau Grand Prix which is the property of the Sports Bureau of Macao SAR Government to FIA under the international sporting calendar. The 72nd Macau Grand Prix comprises various Competitions for different categories, including the GREATER BAY AREA GT CUP (GT4) (the “Competition”), organised by the Macau Grand Prix Organising Committee (the “Organizer”).

1) REGULATIONS

- 1.1** The final text of the present Sporting and 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 the present Sporting and the applicable Technical Regulations. For the sake of brevity, the masculine pronoun is used to represent a person of either gender.
- 1.2** Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the FIA ‘General Prescriptions’ and Specific Regulations, Sporting Code, Notifications and Bulletins shall be decided by the Panel of Stewards. Should any dispute arise, the Panel of the Stewards will be the only authority to make a decision (ISC-Art. 11.9).
- 1.3** Changes to the present Sporting Regulations could be made at least 30 days before the start of the Competition.
- 1.4** These Sporting Regulations come into force from the moment of their publication on the 72nd Macau Grand Prix website (www.macao.grandprix.gov.mo) and replace all previous Sporting Regulations.

2) GENERAL UNDERTAKING

All drivers, teams and officials participating in the Competition undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the International Sporting Code (the “Code”) and its Appendices, including 2025 Technical Regulations Article 253 of the Appendix J and driving conduct on circuits (ISC-Appendix L, Chapter IV), those clauses of the General Prescriptions that are not contrary to the present regulations, these Sporting Regulations and Technical Regulations and their relevant Appendices / Bulletins. In addition, drivers, competitors team personnel, officials, promoter/organizer and all the persons involved in any capacity whatsoever participating in the Competition undertake, on behalf of themselves, their employees and agents, to observe all the Instructions issued by the Organiser and AAMC.

3) GENERAL CONDITIONS

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

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

4) ELIGIBLE CARS

- 4.1 Every driver can only drive one car in the competition. This Competition is reserved exclusively for GT4 cars, as defined by the Technical Regulations following Article 253 of the Appendix J which clauses are not contrary to the present technical regulations in Appendix TWO.
- 4.2 It is the duty of each competitor to satisfy the Scrutineers and the Stewards that his car complies with these regulations in them entirely at all times during a Competition.
- 4.3 Eligible GT4 cars are listed in Appendix TWO. All cars must be in strict compliance with the official Balance of Performance (BoP) Chart. The BOP for GT4 cars will follow the decisions taken by the SRO GT Bureau which will be published before the Competition.
- 4.4 The Organizer reserves the right to adjust the Balance of Performance (BOP) until 120 minutes before the start of the Race.
The decision to admit such a car will be at the discretion of the Organizer.
- 4.5 The noise level generated by the car must not exceed 110 dB(A) at 4.000 r.p.m., the measurement is taken at a distance of 0.5 meter and at a 45-degree angle to the point of exit of the exhaust.
- 4.6 The competitors must use the data acquisition system as defined by AAMC (AIM EVO 5 or Stable GSpot G3). The sensors must be in their homologated position.

This system must be equipped with 2 SD cards in working condition. The SD cards used for each car should be clearly marked with the racing number and 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.

It is the responsibility of each Competitor to ensure that the logger is on the position installed and operated in good condition.

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 Competition. Race officials will collect the SD cards after each session and will return them to the teams after data checking is completed.

Any car failing to comply (no data logger, logger of wrong type, logger cannot work properly) is not permitted to join the Competition and will be disqualified during the practice sessions or the race.

- 4.7 Cars may also carry an on-board camera provided by each driver for training or learning purposes.

AAMC may request cars to carry the official on-board camera provided by AAMC. The images may not be distributed, shared or uploaded on the internet unless specifically authorised by the Organizer.

It is the responsibility of each Competitor to ensure that the on-board camera are installed properly and operated in good condition.

- 4.8 The video footage and data from the on-board camera system may be used by Stewards, Race Director, or Organiser. The Competitor must provide the video footages and data from the on-board camera to the Officials promptly upon their request. Any request from an official for camera footage must be given priority and dealt with immediately, The Officials may recover the footage after any/all practice sessions and race. If necessary, the Race Director or the Stewards may requisition the camera images even if the car is in Parc Fermé.
- 4.9 The Organizer reserves the right to adjust the Technical Regulations throughout the competition. Changes for safety reasons may be made without notice. All such changes will come into effect after their publication.

5) ELIGIBLE DRIVERS AND COMPETITORS

- 5.1 All drivers and competitors participating in the Competition must hold current and valid licences (minimum requirement a grade “ITD1” or “ITD-C” FIA International Driver’s licence) and 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.
- 5.2 All documents must be presented at the Competition at the times stated in the appropriate Appendix.

6) COMPETITION

- 6.1 The Competition will have the status of a RESTRICTED INTERNATIONAL Competition, and the participation is by INVITATION ONLY.
- 6.2 The Competition will take place in Macao at Guia Circuit from 13th – 16th November 2025, with all practice sessions and races taken at the same period.
- 6.3 The Competition comprise all practices and race. Every competition includes one 30-minute free practice session, one 30-minute qualifying practice session and one race of 9 laps or maximum 35 minutes.
- 6.4 Each lap is 6.2km and is run in a clockwise direction. If the leading rider has not covered the defined race distance after the schedule time elapsed (35 minutes), the leader will be shown the chequered flag the next time he passes the Finish Line.
- 6.5 Should the race be suspended (see Article 34), the length of the suspension may be added to these periods.
- 6.6 Participation in Qualifying Practice is mandatory in order to be able to take part in the Race.
- 6.7 Should a car be unable to take part in qualifying practice session due to technical damage or damage sustained in an incident or accident, and the Chief Scrutineer has confirmed that this damage cannot be repaired in time; with the approval of the Stewards, it will start the Race from the back of the grid. If two or more cars are concerned, their order will be determined by the Stewards.
- 6.8 The Macau Grand Prix Organizing Committee reserves the right to postpone, abandon or cancel the Competition or part thereof. In the event of abandonment, cancellation or of postponement, the

Entrant/Competitor or any other person involved in any capacity whatsoever participating in the Competition will have no right of claim against the Macau Grand Prix Organizing Committee, the Sports Bureau of Macao SAR Government or the AAMC in respect of any prize money or loss of expenses that he may have incurred or may incur as a result.

7) INSURANCE

- 7.1** The Organizer of the Competition must procure 30 days before the Competition that all competitors, their personnel, sponsors, agents and drivers are covered by adequate third-party insurance, details of the risks covered by the insurance which must comply with the national laws in force.
- 7.2** Third party insurance arranged by the Organizer shall be in addition and without prejudice to any personal insurance policy held by a competitor or by any other natural person or legal entity taking part in the Competition.
- 7.3** Drivers taking part in the Competition are not third parties with respect to one another.
- 7.4** This insurance certificate, written in the language of the country as well as in English, shall be made available to the competitors on demand.

8) OFFICIALS

- 8.1** The following officials will be nominated by the AAMC:

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

The Race officials list will be defined in appropriate Appendix.

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

- e) The use of the safety car.
- 8.3** The Clerk of the Course and his Deputies, the Chief Scrutineer and the Stewards must be present at the Competition from 9:00 am on 10th November, the date of the initial scrutineering.
- 8.4** The Race Director must be in radio contact with the Clerk of the Course and the Chairperson of the Panel of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be in race control and in radio contact with all marshals' posts, during these times.
- 9) ENTRIES**
- 9.1** Only the top 32 drivers ranking in Race Classification in GREATER BAY AREA GT CUP (GT4) in 2025 MACAO TOURING CAR SERIES (MTCS) organized by the AAMC, are eligible to enter in this competition with the same car they participated in the MTCS.
- 9.2** Each entry is one driver to drive one competing car.
- 9.3** Applications to compete in the Competition must be submitted to the AAMC by using the entry form available from the AAMC, from 25th August to 19th September 2025.
- 9.4** Applications shall include:
- a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Competition, to observe them;
 - b) Declaration to agree to save harmless and keep indemnified the Macau Grand Prix Organizing Committee, officials and the Automobile General Association Macao-China, from and against all actions, claims, costs, expenses and demands in respect of death, injury, loss, damage or delay to the person and property of the Competitor, drivers, or team members.
 - c) The name of the competitor.
 - d) The physical address of the competitor corresponding to his license.
 - e) Copies of the licenses for both, driver and competitor as well as copies of the related documents according to Article 5.1.
 - f) The name of the driver.
 - g) An undertaking by the applicant to participate in the Competition with the car and driver entered;
 - h) Racing results of the driver as required in Article 9.1
 - i) Photos and the information of the competitor, the driver and the mechanics, as required in Article 10.3.
 - j) Technical Information of the car.
 - k) Entry fee MOP6,000.00.
- 9.5** All applications to be sent to Automobile General Association Macao – China (AAMC), at Avenida da Amizade, Edifício do Grande Prémio de Macau.

Telephone: (853) 28726578
Fax: (853) 28726579

- 9.6 The Organizer may cancel the related class of the Competition if less than 10 cars are entered for it by the closing date for entries.
- 9.7 All applications will be reviewed by the Organizer and accepted or rejected at its absolute discretion.
- 9.8 The Organizer will publish the list of drivers and cars accepted together with their race numbers, having first notified unsuccessful applicants.
- 9.9 The Organizer has the right to accept or reject any entry and is not required to provide the reason for such acceptance or rejection.
- 9.10 The maximum entries in the Competition is 30.
- 9.11 Any driver entered who is unable to take part in the Competition must inform the AAMC in writing before 1st November 2025.
- 9.12 Multiple entries are prohibited. Each driver is only permitted to enter in one Competition in the 72nd Macau Grand Prix with the same car.
- 9.13 Once the application is concluded, any changes before the Competition week needs to be justified, in writing, with the requirement to pay MOP2,000.00 as administration fee, should it be approved by the AAMC.
- 9.14 Change of driver is not permitted.

10) PASSES – TEAM IDENTIFICATION

- 10.1 No pass may be issued or used other than with the agreement of the Organizer. A pass may be used only by the person and for the purpose for which it was issued.
- 10.2 Identification passes will be issued for each competing car on the following basis:

Driver	1
Mechanics	4

If the Competitor is a team, an additional pass will be given. For such, a Team Licence is required in entry application.

- 10.3 Identification will not be issued unless names, photos and identity cards or passport numbers are provided.
- 10.4 Identification passes will be issued at the track office to the competitor, or to his representative authorized in writing.
- 10.5 Passes must be properly worn by its holder at all the time in the Paddock, Pits, Pit lane and on the Track during the Competition. The Organizer has the right to check the passes at all the time during the Competition, to confiscate the pass issued in case of verifying that it is not worn by the person who should hold it, and not allow the person who doesn't have the pass worn to enter to the paddock, garage, pit, track and any places related where the Competition is organised.

11) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 11.1 The Stewards, Race Director or Chief Scrutineer may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.
- 11.2 All classifications and results of practices and races will be posted on the digital notice board electronic apps and on the official website to be communicated to the competitors.
- 11.3 Any decision or communication concerning a particular competitor should be communicated to him forthwith in writing within 30 minutes of such decision and receipt must be acknowledged.
- 11.4 Official instructions and communications to competitors, as well as all decisions issued by the officials, may also be given via a dedicated channel or through the timekeeping screens.

12) INCIDENTS

- 12.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which can be reported to the stewards by the race director (or directly noted by the stewards) which:
 - a) Necessitated stopping of the practice or the suspension of a race under Article 34.
 - b) Constituted a breach of these Sporting Regulations, the Race Director's Competition's Notes or the Code.
 - c) Caused a false start by one or more cars.
 - d) Caused an avoidable collision.
 - e) Forced a driver off the track.
 - f) Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
 - g) Illegitimately impeded another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the session.

- 12.2 The Race Director may report any incident to the Stewards. After reviewing it shall be at the discretion of the Stewards to decide whether or not to proceed with an investigation. The Stewards may also investigate any Incident by themselves. It shall be at the discretion of the Stewards to decide if any driver involved in an incident should be penalised.
- 12.3 If an incident is under investigation by the Stewards, a message informing all teams of which driver or drivers are involved will, where possible, be displayed on the timing monitors (if the circuit facilities so permit).

Provided that such a message is displayed within 60 minutes of the end of the race, or if a message is delivered to any Competitor concerned within this time limit, the driver or drivers concerned may not leave the circuit without the consent of the Stewards. Breach of this requirement may inflict on the Competitor or Driver, a Fine of MOP5,000.00 (five thousand Patacas).

- 12.4 The Stewards may impose one or more of the penalties below on any competitor or driver involved in an incident:
 - a) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping at his pit.

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

If either of the two penalties are imposed during the last three laps, or after the end of a race, Article 12.5 below will not apply, and 30 seconds will be added to the elapsed race time of the driver concerned in the case of a) above and 40 seconds in the case of b).

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

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

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

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

- a) The Stewards will give written notification of the penalty which has been imposed to the competitor concerned and will ensure that this information is also displayed on the timing monitors where possible.
- b) From the time the Stewards' decision is notified on the timing monitors and/or on the Start/Finish Line, the relevant driver and his car may cross the Start/Finish Line on the track no more than once before entering the pit lane.
- c) For the avoidance of doubt, the display of the boards of penalties "Drive Through" or "STOP & GO" will be shown at the Line and the MP19 at the same time.

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

The period behind the Safety Car will only end once the Safety Car has entered the pit lane and all the cars have crossed the Line.

- d) Whilst a car is stationary in the pit lane as a result of incurring a time penalty under Article 12.4 b) above it may not be worked on. The car may be parallel to the pit lane. However, if the engine stops it may be started after the time penalty period has elapsed.
- e) When the prescribed stop time has elapsed, the driver may rejoin the race.
- f) Any breach of failure to comply with art. 12.5 d) may result in the car being disqualified.

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

13) PROTESTS AND APPEALS

- 13.1** Protests shall be made in accordance with the Code (ISC- Art. 13) no later than thirty minutes after the publication of the Provisional Classification, accompanied by a deposit in cash of MOP10,000.00 (ten thousand Patacas). This deposit may only be returned if the protest is upheld.
- 13.2** In the case of protests referring to the alleged non-compliance of cars with the regulations and requiring the dismantling and re-assembly of clearly defined parts of a car, an additional deposit of MOP10,000.00 (ten thousand Patacas) is required. This additional deposit must be paid by the protester within one hour upon notification of the stewards, otherwise, the protest will be deemed inadmissible (ISC- Art. 13.4.3).
- 13.3** Competitors who are addressees of a stewards' decision or that are individually affected by such a decision, shall have the right to appeal against that decision before the AAMC.
- 13.4** They must, however, under pain of forfeiture of their right to appeal, notify the stewards in writing of their intention to appeal within one hour of the publication of the decision (ISC- Art. 15.4.2 a).
- 13.5** An appeal deposit of MOP60,000.00 (sixty thousand Patacas) becomes due from the moment the appellant notifies the stewards of the intention of appealing and remains payable even if the appellant does not follow up the declared intention to appeal (ISC- Art. 15.5.2).
- 13.6** Appeals may not be made against any decision concerning the following:
- a) The penalties imposed under Article 12.4 a), b), c), d), e) and f), including those imposed during the last three laps, or after the end of the race.
 - b) Any penalty imposed under Article 27.14 and 28.10.
 - c) Any decision taken by the Stewards in relation to Article 30.4.
 - d) Any penalty imposed under Article 31.6 or Article 35.3.

14) SANCTIONS

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

15) DRIVING

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

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

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

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

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

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

16) COMPETITION NUMBERS AND DRIVER'S NAME

- 16.1** Each car must carry the competition number, and the windscreen strip provided for its driver by the Organizer. All numbers and the windscreen strip must be affixed before scrutineering.

The placing of the numbers and the windscreen strip are indicated in the Appendix One.

- 16.2** Every competitor must display the name of the drivers and their national flag on the bodywork or on the outside of the cockpit. These must be clearly legible. (See Appendix One).
- 16.3** Any car not complying with the requirement stated in Appendix One is not permitted to join the Competition.

17) PROMOTION

- 17.1** Drivers must comply in full of the requirements to participate in certain promotional activities including but not limited to the activities referred in articles 40 and 42, requested by the Organizer, such as autograph sessions, prize giving, press conferences, pit road walkabouts, photo shooting, social events and pre-race parades.
- 17.2** Podium caps provided by PIRELLI are requested for drivers on podium.
- 17.3** The drivers, competitors and manufacturers give the right to the Organizer to use their name and images and racing car images for any promotional, advertising, publicity, products and public relations purpose, for the promotion of the Competition and the Macau Grand Prix, at all the promotional activities of the Macau Grand Prix in Macau and worldwide, at the Macau Grand Prix building, merchandising shop and Museum.
- 17.4** Use of the MACAU GRAND PRIX logo by the competitors, manufacturers and drivers or their agents or representatives is prohibited other than with prior written permission from the Organizer.

18) PIT ENTRY, PIT LANE AND PIT EXIT

- 18.1.** The section of track between the first safety car line and the beginning of the pit lane will be designated the “pit entry”.
- 18.2.** The section of track between the end of the pit lane and the second safety car line will be designated the “pit exit”.
- 18.3.** The pit lane will be divided into two lanes, the lane closest to the pit wall will be designated the “fast lane” and the lane closest to the garages will be designated the “inner lane”.

Other than when cars are at the end of the pit lane under Articles 31.3 or 34, the inner lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.

- 18.4.** Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the Competitor's designated garage area to the end of the pit lane.
- 18.5.** Any car(s) driven to the end of the pit lane prior to the start or re-start of a practice session, or any car(s) required to stop at the pit exit during a safety car period, must form up in a line in the fast lane and leave in the order they got there unless another car is unduly delayed.
- 18.6.** Any driver required to start the race from the pit lane may not drive his car from his competitor's designated garage area until the 10-minute signal has been given and must stop in a line in the fast lane. Failure to comply with this requirement is subject to inflict with a fine of MOP2,000.00 (two thousand Patacas).
- 18.7.** Under these circumstances, working in the fast lane will be permitted, but any such work is restricted to:
 - a) Starting the engine and any directly related preparation.
 - b) Changing of wheels when a climatic change has been confirmed.

When cars are permitted to leave the pit lane, they must do so in the order they arrived at the end of the pit lane under Article 31.3, unless another car is unduly delayed. At all times, drivers must follow the directions of the marshals.

- 18.8.** Other than drying or sweeping of any tyre rubber left when cars leave their pit stop position, competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed upon by the Chief Scrutineer.
- 18.9.** Competitors must not paint lines on any part of the pit lane or otherwise mark their position with tape or other means.
- 18.10.** Other than in Article 18.7 above, no equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position even when the car is being pushed.
- 18.11.** Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as possible afterwards.
- 18.12.** In all of the following cases, a car will be deemed to have been released either when it has been driven out of its designated garage area (when leaving from the garage) or after it has completely cleared its pit stop position following a pit stop:
 - a) It is the responsibility of the competitor to release his car from his garage or a pit stop position only when it is safe to do so.
 - b) If a car is deemed to have been released in an unsafe condition during any practice session, the Stewards may penalize the driver as they consider appropriate.
 - c) If a car is deemed to have been released in an unsafe condition during a race, the driver concerned will receive a penalty of drive-through.
 - d) An additional penalty may be imposed on any driver who, in the opinion of the Stewards, continues to drive a car knowing it to have been released in an unsafe condition. In all of the above cases, a car will be deemed to have been released either when it has been driven out

of its designated working area or after it has completely cleared its pit stop position following a pit stop.

- 18.13.** Starting an engine with an external device will be considered working on the car; consequently, this will not be permitted in the fast lane of the pits and shall not apply in the Competition of race suspension as defined in Article 34.
- 18.14.** For all practice sessions and race, the cars are allowed to drive in the fast lane only after the pit exit is open (except in Article 31.3) and/or when a race is suspended. Furthermore, no car may be moved to a position in the slow lane which is closer to the pit exit than the pit area which has been assigned to the relevant Team.
- 18.15.** In exceptional circumstances, the Race Director or the Clerk of the Course may ask for the pit entry to be closed during practices or the race for safety reasons. At such times, drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car. A penalty of fine may be imposed on any driver who, in the opinion of the stewards, entered the pit lane for any other reason whilst it was closed.
- 18.16.** Cars must be angle-parked in formation in all free practice and qualifying session (front of the car toward the Pit Exit at an angle of approximately 45 degrees), even in the case of a change of one or more wheels. Only in this position can cars be worked on when stopped in the pit lane working area.
During the course of all practice sessions, all competing cars must remain in the pit lane whilst not on the track. At no time will competing cars be allowed in their garage or the paddock area until such time as each practice or the qualifying session has ended and the car has been cleared from any post-qualifying scrutineering checks and released from the Parc Fermé, except with the express permission of the Chief Scrutineer. Failure to comply with this requirement, may be fined MOP2,000.00 (two thousand Patacas).
- 18.17.** If the track conditions are changing from wet to dry, it is the team's and driver's responsibility to change tyres whenever they consider it appropriate. In these cases, the following rules will apply:
- The change of tyres is only allowed in the right side of the inner lane, called the “working lane”.
 - In this case, Art. 18.16 is no longer valid.
 - Until a car has come to a complete standstill, no team members other than car controller is allowed in the working lane.
 - No material and tyres may be taken into the pit area until a car has come to a complete standstill.
 - Handing over any materials such as Air Guns, Battery Guns, tyres, etc, will be deemed as working in the pit lane.
 - The team has to take care that no tyres may roll into the fast lane.
 - At no time during the pit stop shall more than one air gun / battery gun per car be used or be within the working lane (the change to a second air/battery gun is allowed).
 - All materials and tyres must be removed from the working lane before a car exits the pit stop area after a pit stop; at this time, no team members other than the car controller shall be allowed in the working lane.
 - Gantries are not allowed.
 - Boards statically placed in the working lane to indicate the driver where to stop are forbidden.

- Once the tyre change has been completed, removing all material out of the working lane or conducting repairs or other work is allowed.
- Bottles with compressed air are forbidden from being carried on the backs of mechanics.
- Only the area in front of the teams assigned pit garages can be used.

Any violation of these pit stop regulations will be reported to the Panel of the Stewards.

19) SPORTING CHECKS

- 19.1** During initial scrutineering, and at any time during the Competition, each competitor must have available all documents required by Article 5.1 above, in addition to the car's technical passport.
- 19.2** Unless a waiver is granted by the Stewards, competitors who do not keep to the time limits will not be allowed to take part in the Competition.

20) SCRUTINEERING

- 20.1** Initial scrutineering of the car will take place at the time indicated in the appropriate Appendix. Failure to attend the initial scrutineering in scheduled time may be fined MOP3,000.00 (three thousand Patacas).

- 20.2** All measurements must be taken while the car is stationary on an assigned location or as stated in the Sporting Regulations or supplementary regulation of the Competition.

Before the start of the Competition, the Chief Scrutineer stipulate the place where the ride height and weights will be checked.

The competitor has the possibility, during the time set up by the organiser, to ensure the conformity of his car by using the official control equipment, at the official place of scrutineering.

- 20.3** It is the responsibility of the competitor to present the engine ready to be sealed in accordance with Article 24.3 a)iii hereunder.
- 20.4** During scrutineering, competitors must produce all items of clothing including helmets and head retaining device intended to be used. All items must comply with Appendix L Chapter III.
- 20.5** Race numbers and any official advertising must be affixed to the car for inspection during scrutineering and competitors must therefore comply with the requirements of Articles 16 and 43.
- 20.6** Data acquisition system must comply with the requirements specified by the AAMC.
- 20.7** No car may take part in the Competition until it has been passed by the scrutineers.
- 20.8** The scrutineers may:
- a) Check the eligibility of a car or of a driver's equipment at any time during the Competition.
 - b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
 - c) Require a competitor to pay the reasonable expenses for the exercise of the powers mentioned in this Article.
 - d) Require a competitor to supply them with such parts or samples as they may deem necessary.

- e) Require a competitor to replace a used part/s with the new part/s taken from original packing or other reference parts.
 - f) Require at any time during the Competition for any checks considered necessary (e.g. engine performance, fuel quantity, etc.). They will have the right to seal cars or parts and make the check in appropriate location.
- 20.9** Any car which, after being passed by the Scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- 20.10** The Race Director, the Clerk of the Course or the Chief Scrutineer may require that any car involved in an accident be stopped and checked.
- 20.11** After qualifying practice session and race, at least four classified cars will be selected and must undergo scrutineering. All other cars will be held under Parc Fermé conditions in the competitor's designated garage area until further notice.
- 20.12** Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.
- 20.13** The Stewards will publish the findings of the scrutineers each time cars are checked during the Competition. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.
- 20.14** All competitors must declare the use of radios and their frequencies to the Organizers and seek the necessary permissions and pay for the permits, by two weeks before the Competition.

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

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

21) MEETINGS

- 21.1** A Drivers' meeting will take place on the venue and time noted in the appropriate Appendix, all drivers entered for the Competition and their team managers must be present. Any driver or team not attending and not signing the attendance sheet at the meeting will be brought before the Stewards for their consideration and subject to a penalty of MOP5,000.00 (five thousand Patacas).
- 21.2** A further meeting, if deemed necessary by the Race Director or the Clerk of the Course may take place and at a time to be notified to the competitors.

22) TYRE LIMITATION DURING THE COMPETITION

- 22.1** Only the tyres as supplied by the Manufacturer appointed may be used throughout the Competition. The tyres must be used according to the instructions supplied by the Manufacturer appointed. Any chemical and/or mechanical treatment of the tyres is prohibited, except the use of water and detergents for washing and the removal of debris picked up from the track (only after the end of the session in which the tyres have been used). The original tyre tread and profile may not be modified or cut.
- 22.2** All tyres must be collected during the Competition from the tyre Manufacturer appointed. Failure to comply with the use of control tyre provided by the appointed supplier in free practice session

will be fined MOP30,000.00 (thirty thousand Patacas) and may result in disqualification if the infringement is verified in qualifying session or race.

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

22.4 Tyre limitation during the Competition:

- a) The official tyre is PIRELLI.
- b) Each car may use no more than two sets of new dry-weather tyres in the Competition and two sets of new wet-weather tyres.
- c) In order to ensure that tyres are provided by the appointed supplier, the tyres supplied will be marked.

22.5 Dry-weather tyres:

Slick / Dry Tyres must have no tread grooves, moulded or hand-cut, other than a reasonable number of tread depth marker holes moulded or hand-cut by the manufacturer of the tyre at the source of manufacture. These are the only slick / dry tyres that may be used for practice sessions or race. Any modification or treatment including cutting, grooving, applying of water solvents or softeners are prohibited.

22.6 Wet-weather tyres:

A wet-weather tyre is a grooved tyre that is designed for use on a wet track. Any modification or treatment including cutting, grooving, applying of water solvents or softeners are prohibited.

22.7 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 or the Clerk of the Course for the practice sessions (Free Practice, Qualifying) and the race.
- 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.
- e) Dry-weather tyres and Wet-weather tyres may not be mixed on a race car.
- f) One set new tyre is permitted to be used in Race.
- g) The use of tyre warmers is permitted.

23) WEIGHING

23.1 During and after qualifying practice session and after the race, cars may be weighed.

23.2 All drivers entered in the Competition must be weighed, wearing their complete racing apparel, no later than the end of scrutineering. The weights of the drivers will then be entered into a list which is under the control of the Chief Scrutineer.

23.3 The relevant car may be disqualified should its weight be less than that specified in the Technical Regulations when weighed under Article 23.1 and 23.2, save where the deficiency in weight results from the accidental loss of a component of the car.

23.4 The competing car will be weighed under the following:

a) During the qualifying practice session, cars will be weighed as follows:

- i) A weighing platform will be set in the pit lane under the control tower. Red light at the pit lane entrance is the signal to the driver that his car has been selected for weighing.
- ii) Having been signalled that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop the engine.
- iii) The car will then be weighed, and the result given to the driver.
- iv) If the car is unable to reach the weighing area under its own power, the Chief Scrutineer will advise the team to take the car to be weighed or the car will be placed under the exclusive control of the marshals who will take the car to be weighed.
- v) A car or driver may not leave the weighing area without the consent of the Chief Scrutineer.
- vi) If a car stops on the circuit and the driver leaves the car, he must contact the scrutineers immediately on his return in order for his weight to be established.

b) After qualifying practice session, the weight of the cars may also be checked during parc fermé.

c) After 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 Chief Scrutineer to weigh him in order that this weight may be added to that of the car. The Chief Scrutineer will then tell the driver his weight and, once the driver leaves parc fermé, this will be deemed implicit acceptance of the figure.

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

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

23.7 In the event of any breach of these provisions for the weighing of cars, the stewards may drop the driver such number of grid positions as they consider appropriate or disqualified him from the race.

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

24) GENERAL CAR REQUIREMENTS

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

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

24.3 During the Competition, it is forbidden to replace the following parts on pain of a sanction which may go as far as disqualification:

- a) Engine:
- i. No car may use more than one engine during the Competition. The engine is associated with the driver's race number.
 - 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 Chief Scrutineer 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 and camshaft driving system covers. Any breaking of one or more seals must be approved beforehand by the Chief Scrutineer on pain of a sanction which may go as far as disqualification. 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 Chief Scrutineer. 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.
 - 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 Chief Scrutineer 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 Chief Scrutineer. 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.

24.4 Each driver must use the timing transponder supplied by the Organiser throughout the Competition. All Competitors are responsible for obtaining this transponder and for its correct installation and operation. This transponder must be installed strictly following its instructions. The Organiser may set the location of the transponder in each car.

24.5 The Organizer may require the installation of an on-board camera in any car during the Competition and the competitor should comply with the related procedures.

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

25) SPARE CARS

Spare cars are not permitted.

26) FUEL

26.1. Only the controlled fuel as supplied at the Competition by the appointed Supplier may be used throughout the Competition. The fuel will be unleaded fuel of the commercial petrol which comes from a service station pump. Its specification will be advised to competitors in advance. Any alteration to the specification of the fuel as supplied by the appointed Supplier may result in disqualification from the Competition.

- 26.2. At any time during the Competition, the Chief Scrutineer may take a fuel sample from any car. Competitors must ensure that 2 litres sample of fuel may be taken from the car at any time during the Competition.
- 26.3. No refueling or removing of fuel is permitted during any practice session or race, or prior to the completion of post qualifying or race scrutineering. Refueling in the garage is only permitted using equipment complying with FIA safety regulations.
- 26.4. Failure to comply with this requirement may be penalised and can result in a disqualification.

27) GENERAL SAFETY

- 27.1 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.
- 27.2 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.
- 27.3 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.
- 27.4 During practice sessions and the race, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- 27.5 Other than by driving on the track, drivers are not permitted to attempt to alter the grip of any part of the track surface.
- 27.6 If a car stops on the track, it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. Under no circumstances may a driver stop his car on the track without justifiable reason.

No mechanical assistance can be used to help the driver re-join the practice or race (other than under Article 31.8).

- 27.7 A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place. Failure to comply with these requirements may result in penalty of fine of MOP2,000.00 (two thousand Patacas).
- 27.8 Repairs to a car may be carried out only in garage, paddock, pits and on the grid.
- 27.9 Competitors must ensure that when not in use, their cars remain in the garage or paddock space specifically allocated to them by the Organizer for the particular car, and that any work on or repairs to the vehicle is also carried out in the allocated garage or paddock space only. Breach of this requirement may entail disqualification.
- 27.10 The Organizer must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.
- 27.11 Refilling of liquids can only be carried out in the garage or paddock space specifically allocated for the particular car. It is forbidden to refill any kind of liquid during the sessions and race.
- 27.12 Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver, marshals or officials may touch a stopped car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.

27.13 At no time may a car be reversed in the pit lane under its own power, subject to be inflicted with a fine of MOP5,000.00 (five thousand Patacas).

27.14 At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry, the pit lane or pit exit.

Any driver taking part in any practice session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in the Articles 12 and 14.

27.15 During the periods commencing five minutes prior to and ending five minutes after every practice session and the periods between the commencement of the formation lap which immediately precedes 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 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.

27.16 During a race, the engine may only be started with the starter except in the pit lane or the teams designated garage area where the use of an external starting device is allowed, under the conditions provided for in Article 31.3 and Article 12.4 b) if stop-and-go penalty is added.

27.17 Drivers taking part in practice session, qualifying session and the race must always wear the clothes and helmet specified in the Code. (See Appendix L, Chapter III of the Code.)

27.18 A speed limit of 50km/h will be imposed in the pit lane during the Competition.

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

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

27.19 Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants.

In accordance with Articles 4 and 6 of Chapter IV - CODE OF DRIVING CONDUCT ON CIRCUITS of Appendix L to the ISC, drivers must follow the procedures at pit entry and pit exit.

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

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

27.20 If a car has serious mechanical difficulties during a practice session or a race the driver must leave the track as soon as it is safe to do so.

- 27.21** 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 Competition when the fault has been remedied.

- 27.22** Only two team members per participating car (all of whom shall have been issued with and wearing special identification) are allowed to work in pit wall signalling area, during practice sessions and the race.

- 27.23** People under 18 years of age are not allowed in the paddock, pits/garages, pit lane, on the pit wall and on the starting grid.

- 27.24** Animals, except those which may have been expressly authorised by the Organizer for use by security services, are forbidden in the pit area and on the track and in any spectator area.

- 27.25** The Race Director, the Clerk of the Course or the Chief Medical Officer can require a driver to have a medical examination at any time during a Competition, this medical examination may include an anti-doping test. (ISC – Appendix L, Chapter II)

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

- 27.26** All drivers and all team members reported for speeding on the streets used for the racing circuit, when these streets are open to normal traffic, will be brought before the Stewards for their consideration.

- 27.27** Smoking is prohibited in all areas where the Competition is held, including Garage/Paddock/Pit lane/ GP Building/ spectators stand.

- 27.28** Failure to comply with the general safety requirements of the Code or these Sporting Regulations, may result in the penalties stated in this Article or additional penalties related in Article 12, under the decision of the Stewards.

28) PRACTICE SESSIONS

- 28.1** The practice sessions include free practice and qualifying practice sessions under Article 6.3.

- 28.2** Save when these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.

- 28.3** During Free Practice & Qualifying Sessions, all cars can only stop in Competitor's designated area in the inner lane until the conclusion of the session. Only after the approval of the Chief Scrutineer has been given, cars may be returned to the inside of their respective garages.

- 28.4** All cars will line up in Paddock for going out to Free Practice session. There will be a draw after the driver's meeting for the order of cars line up in first free practice session.

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

- 28.6** Pit lane discipline is applied during all sessions.

- 28.7** During all practice sessions, there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag or a flashing blue

light will be shown at the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.

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

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

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

- 28.9** Any overtaking under yellow flags in free practice session may be fined MOP5,000.00 (five thousand Patacas). Ten seconds time penalty will be added to the fastest time of the driver should the infringement be detected during qualifying practice session.

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

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

Unless it is completely clear that a driver committed a driving infringement, any such incident will normally be investigated after the relevant session; any penalty imposed shall not be subject to appeal.

Where appropriate, regard will also be given to the provisions of Article 14.

- 28.11** The Race Director or the Clerk of the Course may interrupt a practice session as often and for as long as he thinks necessary to clear the track or to allow the removal of a car. Whenever possible, the time lost by the suspension of a practice and qualifying session shall be recovered so that the minimum scheduled period for the session may be accomplished. However, it is not compulsory to resume the session or re-run the session to achieve the time criteria. The decision of the Stewards in this matter shall be final. No protest will be accepted as to the possible effects of the interruption/shortened session on the qualification of any Driver. If in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from the session cancelled (or in addition to other available penalties).

- 28.12** Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted starting.

- 28.13** All laps covered during qualifying practice will be timed. With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.

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

In this case, the classification will be ordered in accordance with the fastest time the driver has achieved. Should two or more drivers have set identical times, or no time at all, in Qualifying session, their positions will be determined in order of who set the better time in free practice.

29) STOPPING THE PRACTICE

- 29.1** Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director

or the Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

- 29.2 When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to Competitor's designated area in the inner lane, and all cars abandoned on the track will be removed to a safe place.
- 29.3 At the end of each practice session, no driver may cross the Line more than once. Failure to comply with this requirement, may be fined MOP5,000.00 (five thousand Patacas).

30) THE GRID

- 30.1 At the end of the qualifying practice session, the fastest time achieved by each driver in qualifying practice session will be officially published.
- 30.2 The provisional starting grids for the race will be published no less than four hours before the start of the formation lap. The grid 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.
- 30.3 The grid will be in a 2 x 2 formation and the rows on the grid will be separated by 7.2 metres. Pole position of the grid is on the left. The fastest driver will start the race from the pole position.
- 30.4 Any driver whose best qualifying lap exceeds 115% of the pole position time will not be allowed to take part in the race. Under exceptional circumstances, the stewards may permit the car to start the race. For such, application by the competitor should be made no later than thirty minutes after the "Qualifying - Provisional Classification" has been published.

Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied.

Should there be more than one driver accepted in this manner, their order will be determined by the Stewards. In either case, no appeal against the Stewards' decision will be permitted.

- 30.5 Any driver who is unable to start for any reason whatsoever must inform the clerk of the course at the earliest opportunity and in any case, no later than ninety minutes before the start of the formation lap.

If one or more cars are withdrawn, the starting grid will be closed up accordingly and the revised final starting grid will be 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.

- 30.6 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 31.3.

31) STARTING PROCEDURE/ ROLLING START

- 31.1 The race will use a rolling start.
- 31.2 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. 31.3.

- 31.3** 12 minutes before the start of the formation lap, a warning signal announcing the closing of the pit exit in 2 minutes will be given.

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

Any car which is still in the pit lane can start from the pit lane, provided it reached the end of the pit lane 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 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.

- 31.4** 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.

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

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

At the three-minute signal, the cars must be resting on their wheels and the wheels must have been tightened.

The penalty under Article 12.4 will be imposed on any driver whose car did not have all its wheels fully fitted at the five-minute signal or was not resting on its wheels at the three-minute signal.

- 31.7** 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 31.3. A Drive-through penalty 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 raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane.

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

- 31.8** When the green lights are illuminated, all 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.

- 31.9** During the formation lap, practice starts are forbidden and the formation must be kept as tight as possible.
- 31.10** 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 31.3.

A drive-through penalty 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.

- 31.11** The speed of the Organizer's Official Leading Car (as which a Safety Car might be used) must be around 80kph 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 70kph and a maximum of 90kph. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90kph) before the start is given will result in a drive-through penalty.

During the formation lap the red light will be on. No car may overtake another one before the starting signal is given.

The starting signal will be given by extinguishing all red lights.

- 31.12** Cars must not accelerate early or unevenly and must maintain its allocated grid position as it traverses the grid travelling within its lines or grid boxes until the Start signal is given. Failing to comply with these requirements will be considered a false start. A drive-through or time penalty may be imposed for a false start if so, reported by start line judges, judges of fact, the Race Director or the Start.
- 31.13** During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.
- 31.14** 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 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.

If additional formation laps are necessary, only the first formation lap will not count toward the total distance of the race. The start of the race will be considered to have been given at the end of the first 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.

- 31.15** Only in the following cases will any variation in the start procedure be allowed:
- a) If it starts to rain after the five minutes signal but before the race is started and, in the opinion of the race director or clerk of the course, competitors should be given the opportunity to

change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten minutes point.

- b) If the start of the race is imminent and, in the opinion of the race director or 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 and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes warning will be given.
- c) If the race is started behind the safety car, Article 33.15 will apply.

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

32) THE RACE

32.1 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.

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

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

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

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

33) SAFETY CAR

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

33.2 25 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 Article 33.15 below) it will cover a whole lap of the circuit and take up position.

33.3 The safety car may be brought into operation to neutralize a race upon the order of the Race Director or the Clerk of the Course.

It will be used only if competitors or officials are in immediate physical danger, but the circumstances are not such as to necessitate suspending the race.

33.4 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.

33.5 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.

- 33.6** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 33.7** All competing cars must then reduce speed and form up in line behind the safety car no more than five car lengths apart.
- 33.8** 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 control 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 33.14 will apply.

The exceptions are:

- a) If a driver is signalled to do so from the safety car;
 - b) Under Article 33.15 below.
 - c) When entering the pits, a driver may pass another car including the safety car remaining on the track, after he has reached the first safety car line.
 - d) When leaving the pits, a driver may overtake or be overtaken by another car, on the track before he reaches the second safety car line.
 - e) When the safety car is returning to the pits, it may be overtaken by cars on the track once it has crossed the first safety car line.
 - f) Whilst in the pit entry or pit exit, a driver may overtake another car which is also in one of these two areas.
 - g) Any car stopping in its designated pit area whilst the safety car is using the pit lane (see Article 33.11 below) may be overtaken.
 - h) If any car slows with an obvious problem.
- 33.9** When ordered to do so by the Race Director, the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.
- 33.10** 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 33.12 below) and all remaining cars must keep the formation as tight as possible.
- 33.11** Under certain circumstances, the Race Director may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated pit area.
- 33.12** When the Race Director or the Clerk of the Course decides it is safe to call in the safety car, it must extinguish its orange lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap.

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

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

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

- 33.13** Each lap completed while the safety car is deployed will be counted as a race lap.
- 33.14** 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.
- 33.15** Under certain circumstances the race may be started behind the safety car. In this 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 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. 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 re-join) the race once the whole field has passed the end of the pit lane.

A drive-through penalty 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.

34) SUSPENDING A RACE

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

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

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

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

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

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

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

- 34.4** Whilst the race is suspended:
- a) Neither the race nor the timekeeping system will stop.
 - b) The Race Director may extend the total racing time to any time he considers appropriate, after gaining the agreement of the local organizer, not going over the original race distance.
 - c) Cars may be worked on once they have stopped in the fast lane, but any such work must not impede the resumption of the race.
 - d) Refuelling, or removing fuel from the car, is forbidden.
 - e) Only team personnel and officials will be permitted in the pit lane.

- 34.5** Unless asked to do so by the officials, cars may not be moved from the fast lane whilst the race is suspended. A drive-through penalty 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 when there are cars in the pit lane (see Article 34.3), a penalty will only be imposed on any driver whose car is moved from the fast lane to any other part of the pit lane.

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

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

35) RESUMING A RACE

- 35.1** 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.
- 35.2** Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.
- 35.3** When the three-minute signal is shown, all cars must have their wheels fitted and the car must be resting on their wheels, after this signal wheels may only be removed if the car has been moved out of the fast lane or during a further race suspension.

The penalty under Article 12.4 may be imposed on any driver whose car did not have all wheels fully fitted and the car must be resting on its wheels at the three-minute signal or has any of its wheels changed before it leaves the pit lane after the race has resumed.

When indicated to do so by the official, two 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.

- 35.4** When the one-minute signal is shown, engines should be started, and all team personnel must leave the fast lane by the time the 15-second signal is given taking all equipment with them. If any driver needs assistance after the 15-second signal he must signal to the marshals and when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car into the slow lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.
- 35.5** 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 deems more than one lap necessary.
 - b) All cars are not yet in a line behind the safety car.
 - c) A further incident occurs necessitating another intervention.

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

- 35.6** 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.

- 35.7** The penalty of drive-through may be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap. During this lap, Articles 33.12, 33.13, 33.14 and 33.15 will apply.
- 35.8** If the race cannot be resumed, the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

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

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

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

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

36) FINISH

- 36.1** A chequered flag will be the end-of-race signal and will be shown at the Line as soon as the leading car has covered the full race distance in accordance with Article 6.3.

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

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

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

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

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

37) PARC FERMÉ

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

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

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

38) CLASSIFICATION

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

- 38.2** 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 $9 \text{ laps} \times 90\% = 8.1 \text{ laps} = 8 \text{ laps}$ in Race), will not be classified.

39) PODIUM CEREMONY

- 39.1** The drivers classified in 1st, 2nd and 3rd positions in the Race, must attend the prize-giving ceremony on the podium.

- 39.2** They abide by the podium procedure as directed by the Organizer and immediately thereafter make themselves available for a period of 90 minutes for the purpose of television interviews and the press conference in the media centre situated on the first floor of the pit building.

40) PRESS CONFERENCES

- 40.1** Upon request, all registered drivers are obliged to attend all press conferences organised by the Organizer.

- 40.2** The drivers must wear their closed overalls and designated caps during the press conferences.

- 40.3** The following obligations must in addition be respected:

- a) Post qualifying practice session press conference. All drivers are required to make themselves available to attend a press conference in the media centre. This will normally take place 15 minutes after the end of the qualifying practice session.
- b) Post Podium Press Conference. After the podium ceremony of the Race, the drivers classified in 1st, 2nd and 3rd positions, will be required to make themselves available for a press conference in the media centre.

41) AWARDS

41.1 Drivers classified first, second and third in the Race will be awarded Trophies on Podium.

41.2 The following Prize Money will be awarded to the drivers classified in the Race:

- 1st HKD\$16,000
- 2nd HKD\$11,000
- 3rd HKD\$6,000

42) PRIZE GIVING

42.1 All drivers are requested to attend the Official Prize Giving Ceremony on the 16th November 2025 at a location and time to be notified.

42.2 Trophies will be presented to drivers classified 1st, 2nd and 3rd in the Race.

43) ADVERTISING AND RIGHTS

43.1 All advertising on/in cars, drivers' and teams' equipment must comply with the legal requirements of the Macao SAR and comply with any national restrictions required to permit the host broadcaster to transmit the Competition. If required by the Organizer, all cars must have the official sticker on the dashboard, visible to a forward-facing camera. These restrictions preclude the use of any content or website of cigarette, electronic cigarette, pornography, betting, gambling, alcoholic beverages and the word 'Casino' and casino-related logos etc., as well as any wordings or graphics related to Politics etc. The sponsor's name and type of operation must be noted on the entry form. Any advertising on cars not complying with the legal requirements/regulations may result in disqualification of the car and driver concerned from the Competition. The livery of the car should be presented to the Organizer for approval before the Macau Grand Prix.

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

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

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

In accordance with Article 17.4, the official logos of the MACAU GRAND PRIX must not be used by a competitor or a driver unless prior permission has been given by the Organizer. These logos include, but not limited to, the outline of the Guia Circuit.

- 43.2** All audio/visual rights in accordance with the FIA Regulations, and trademarks and copyrights relating to the Competition are the property of the Macau Grand Prix Organizing Committee and Sports Bureau of the Macao SAR Government.
- 43.3** 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.
- 43.4** Any identification of a conflicting company to the appointed official company must be immediately removed both from the car and the drivers' overalls.

44) SIGNALS

Due to the Guia Circuit's configuration, the following signals will be used throughout the meeting at Melco hairpin (MP18.9) and the Finish Line.

Black flag
(motionless)

with number in white on blackboard.
Signal for the vehicle bearing that number to stop at the pits on the same lap.

Black & White divided diagonally flag
(motionless)

with number on blackboard.
Warning of unsportsmanlike behavior.

Black with Orange disc flag
(motionless)

with number on blackboard.
Warning that vehicle has mechanical problem likely to cause danger. Must stop at the pits on same lap.

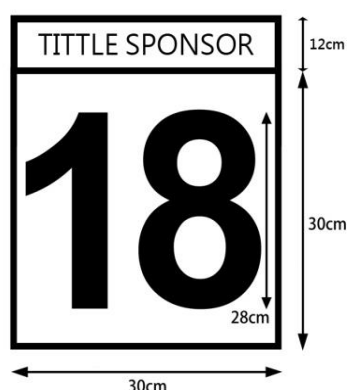
APPENDIX ONE

GREATER BAY AREA GT CUP (GT4)

RACING NUMBERS AND STICKERS

- 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

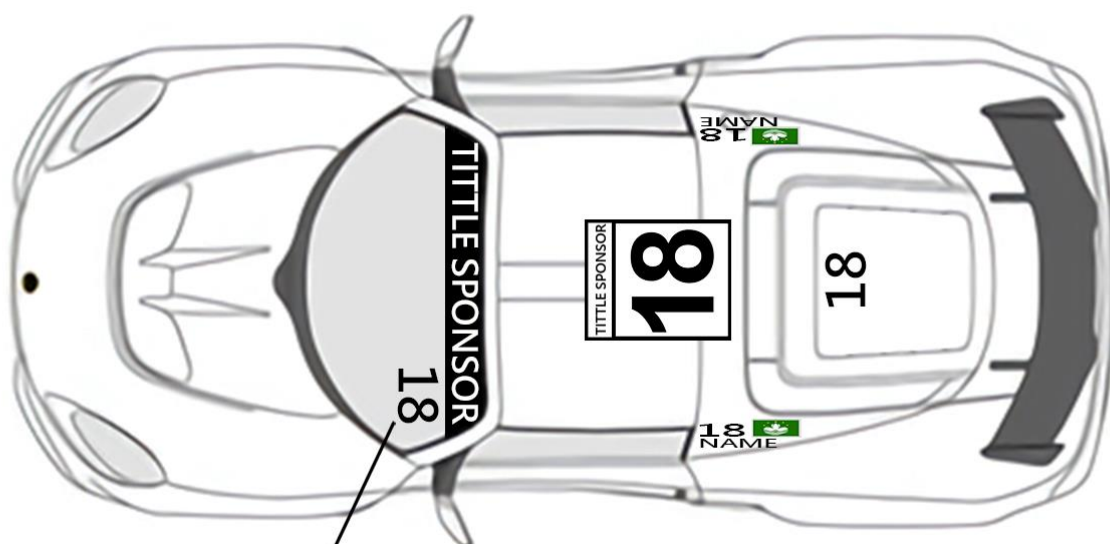
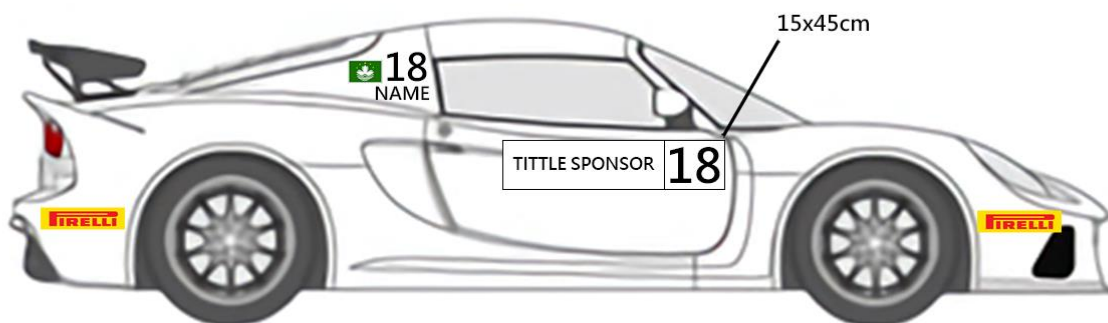
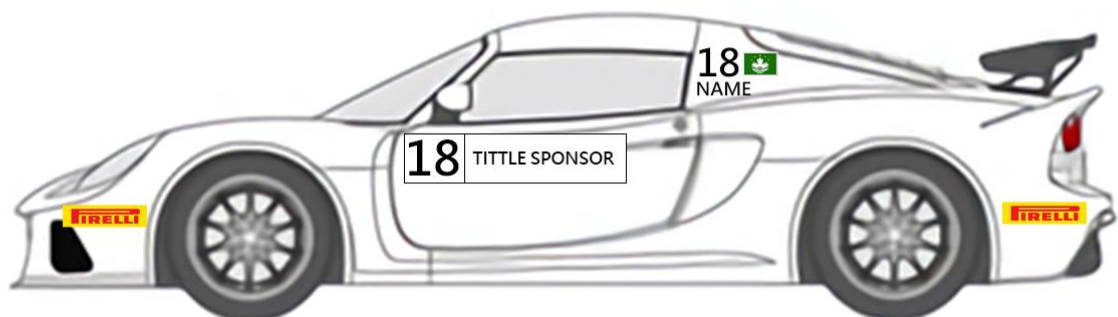
賽車手名字貼紙, 位於左及右後側玻璃的號碼貼紙下方: 高8cm, 白色

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

上述房車賽號碼貼紙由中國-澳門汽車總會提供, 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 AAMC, each team/driver must put them on to the car accordingly before scrutineering.



與駕駛者相反方向
Opposite the driver side

GREATER BAY AREA GT CUP (GT4)

TECHNICAL REGULATIONS

ARTICLE 1: REGULATIONS

1.1 Regulation and eligibility amendments

The Organiser reserves the right to adjust the Technical Regulations throughout the Competition. All such changes will come into effect after their publication.

Changes for safety reasons may be made without notice.

1.2 Compliance with the regulations

It is the duty of each competitor to satisfy the Scrutineers and the Stewards that his car complies with these regulations in them entirely at all times during an event.

A car, the construction of which is deemed to be dangerous, may be excluded by the Stewards of the meeting.

1.3 Measurements

All measurements must be taken while the car is stationary on an assigned location or as stated in the Sporting Regulations or supplementary regulation of the relevant Competition.

Before the start of an Event, the Chief Scrutineer stipulate the place where the ride height and weights will be checked.

The competitor has the possibility, during the time set up by the organiser, to ensure the conformity of his car by using the official control equipment, at the official place of scrutineering.

ARTICLE 2: DEFINITIONS

2.1 Car

Any GT4 class cars registered to race in Greater Bay Area CUP, as defined by these technical regulations.

2.2 Bodywork

All entirely sprung parts of the car in contact with the external air stream, except the parts definitely associated with the mechanical functioning of the engine, transmission and running gear.

Any air intake shall be considered to be part of the bodywork.

2.3 Weight

Is the weight of the car without the driver at any time during the event and its eventual ballast.

2.4 Racing weight

Is the weight of the car in running order with the driver aboard and the quantity of fuel in its tank.

2.5 Wheel

Wheel: Flange and rim.

Complete wheel: Flange, rim and tyre.

2.6 Cockpit

Closed car: The interior volume of the main structure which is reserved for the occupants.

Its limits are defined by the roof, the floor, the doors, the lateral parts, the glazed parts and the front and rear bulkheads.

2.7 Supercharging

Increasing the weight of the charge of the fuel/air mixture in the combustion chamber (over the weight induced by normal atmospheric pressure, ram effect and dynamic effects in the intake and/or exhaust system) by any means whatsoever.

The injection of fuel under pressure is not considered to be supercharging.

2.8 Semi-automatic gearbox

One which, when the driver calls for a gear change, takes over the control of one or more of the engines, clutch and gear selectors momentarily to enable the gear to be engaged.

2.9 Location

A site defined relative to the original: centre line of the car, axles centre (middle of the wheelbase on the centre line), cockpit, luggage compartment and engine compartment.

Location within the engine compartment is a site defined relative to the crank case and cylinder head(s).

2.10 Position

The site defined by dimensions from the original vehicle data, e.g. axles centre and centre line of the car.

2.11 Orientation

Is the relationship of the component to the longitudinal and transversal axes of the vehicle. If the components is turned 180° , this will be regarded as a change in orientation.

2.12 Telemetry

The transmission of data between a moving car and anyone connected with the entry of that car.

2.13 Technical Form

All cars approved by AAMC will be the subject of a descriptive form called Technical Form issued by the Promoter which shall be entered all data enabling identification of the said model. The presentation of the forms at scrutineering and/or at the start may be required by the organizers who will be entitled to refuse the participation of the entrant in the event in case of non-presentation.

In case of any doubt remaining after the checking of a model of car against its Technical Form, the scrutineers should refer either to the maintenance booklet published for the use of the make's distributors or to be general catalogue in which are listed all spare parts.

In case of lack sufficient accurate documentation, scrutineers may carry out direct scrutineering by comparison with an identical part available from a concessionaire.

It will be up to the competitor to obtain the Technical Form concerning his car from the Promoter.

ARTICLE 3: ELIGIBLE VEHICLES

3.1 Vehicle type eligibility

GT4, as well as any vehicle approved by the Organiser eligible in the Greater Bay Area GT4 CUP type Grand Touring class can participate in the Competition.

The following are Eligible Cars Model:

GT4 Car Model

1. Aston Martin AMR Vantage GT4 EVO
2. Audi R8 LMS GT4
3. Audi R8 LMS GT4 EVO
4. BMW M4 GT4 F82

5. BMW M4 GT4 G82
6. Ginetta G55 GT4
7. KTM X-BOW GT4
8. Lotus Emira GT4
9. McLaren 570S GT4
10. Mercedes-AMG GT4
11. Porsche 718 Cayman GT4 RS CS
12. Toyota GR Supra GT4
13. Toyota GR Supra GT4 EVO II

All cars must be in strict compliance with the official Balance of Performance (BoP) Chart. The BOP for GT4 cars will follow the decisions taken by the SRO GT Bureau which will be published before the Competition.

3.2 Material

Titanium is not permitted unless used in the original parts of explicitly authorized by these regulations. This restriction does not concern the parts homologated with the standard vehicle. The use of magnesium sheet less than 3mm thick is forbidden.

3.3 Telemetry

The use of telemetry is forbidden.

ARTICLE 4: BODYWORK

4.1 Bodywork

All bodywork dimensions and shape must remain original, as homologated by the Manufacturer. Any non-movable element must be attached with the use of tools. The front and rear overhangs must remain original.

Material used for the bonnet and boot lids, bumpers, doors and wings must remain original or as described on the technical form of the car. Where an element is being replaced, it must be attached in a way which is at least as strong as the original method, and any non-moveable element shall be attached with the use of tools.

4.1.1) Bonnet and boot lids

They must have at least two safety fasteners, both of which are clearly indicated by red (or contrasting colour) arrows. It must be possible to remove or open them without the use of tools.

4.1.2) All bodywork joints in the vicinity of the refuelling connections must be designed in such a way as to prevent any leakage of fuel into the engine compartment and/or cockpit during refuelling.

4.2 Windscreen and windows

In order to protect the windscreen, the addition of a maximum of 4 translucent films on its external face is permitted.

Additional fastenings may be used for securing the windscreen.

The side and rear windows may be replaced with polycarbonate.

Protective nets:

a) Net

A protective net is compulsory if the car is not equipped with racing net complying with art 15.7.

It must meet the following specifications:

- The nets must be made up of woven strips at least 19 mm (3/4") wide;
- The meshes must be a minimum of 25 x 25 mm and a maximum of 60 x 60 mm.

The woven strips must be non-flammable and sewn together at each point of crossing. The net must not be of a temporary nature.

- viewed from the side, it must reach from the centre of the steering wheel to the B-pillar.

b) Fixation:

The net must be attached either to the safety cage or to a fixed part of the bodywork, above the driver's window, by means of a rapid release system that will function even if the car turns over.

It must be possible to detach the net with one hand.

To this end, the handle or lever must have coloured markings ("Day-Glo" orange).

A push-button release system is authorized provided that it respects the prescriptions of this article.

The push buttons must be visible from the outside, be of a contrasting color and be marked "press".

ARTICLE 5: WEIGHT

5.1 Minimum weight

The Promoter reserves the right to adjust the minimum weight of any car in order to maintain the Fairness of performance between the cars. The minimum weight must be respected at all times during the event, in particular when the car crosses the finish line. It is permitted to complete the weight of the car by one or several units of ballast.

5.2 Ballast

Ballast must be secured according to the specifications of Article 253-16 concerning the dimensions and characteristics of the fixations.

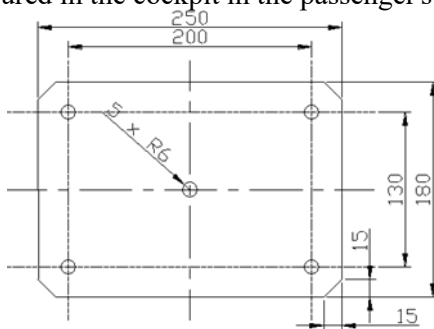
The securing system must allow seals to be affixed to the ballast by the scrutineers and must be designed such that tools are required for its removal.

Any movable ballast system when the car is in motion is forbidden.

5.3 Levelling Ballast / Crew handicap / Success Ballast

The levelling ballast and/or crew handicap and/or Success Ballast (only the weight of the stacking metallic plates) must, in addition to the requirements of Article 5.2, comply with the following points:

- It must be made from stacking metallic plates according to Drawing n° 257A-1
- The plates must be firmly attached inside a housing by means of 5 M12 screws.
- The height of the stacking plates is limited at 15 cm.
- This ballast must be secured in the cockpit in the passenger's location.



257A-1

5.4 Adding during the race

The adding to the car during the race of any solid material whatsoever, and the replacement during the race of any part of the car with another which is materially heavier, are forbidden.

5.5 Liquids

The weight may be checked at any time during the event with the quantity of liquids remaining in the tanks, except after the race when the car may be emptied of all the fuel before weighing.

ARTICLE 6: ENGINE

6.1 Intake system

6.1.1) The intake system is defined by the assembly comprising the restrictor(s) (if applicable) and the manifold up to the intake ports on the cylinder head(s).

6.1.2) All the air feeding the engine must pass through the homologated air restrictors (if applicable), and no pipe containing air is permitted to enter or to exit from the intake system.

The restrictor(s) must be made of metal or metal alloy and must be entirely visible once the bonnet is open and without dismounting any element or cover.

Sealing the restrictors must cause the engine to stop immediately.

This check must be carried out at an engine speed of 2500 rpm, the pressure sensors present inside the intake system being disconnected.

The depression measured in the intake system when the engine stops must be at least equal to the atmospheric pressure in the place where the check is carried out minus 150 millibar, maintained during at least 0.5 seconds.

6.1.3) The Organiser reserves the right to adjust the diameter of these air restrictors (if applicable) in order to maintain the Fairness of performance between the cars.

6.2 Exhaust

6.2.1) The noise generated by the car must not exceed 110 dB (A) at 4000 rpm, or at three-quarter maximum revs if this is less.

This measurement will be taken at a distance of 0.5 m and at a 45-degree angle to the point of exit of the exhaust.

All measures taken to ensure that the maximum noise limits are not exceeded must be permanent in nature and must not be cancelled out by the exhaust gas pressure.

Exhaust gas may only exit at the end of the system.

Parts of the chassis must not be used to evacuate exhaust gases.

ARTICLE 7: FUEL SYSTEM, REFUELLING

7.1 Refuelling

Refuelling the car is NOT allowed during the practice, qualifying and the race.

7.2 Fuel tanks

All fuel tanks must be standard or rubber bladders conforming to or exceeding the specifications of FIA/FT3 1999 and must comply with the prescriptions of Article 253-14. They must be placed in the original location or in the luggage compartment.

All fuel lines must comply with the specifications of Article 253-3.

It is recommended that the tank be filled with MIL-B-83054, SAE-AIR-4170 (MIL-F87260 recommended in case of quick refuelling) type safety foam.

Any fuel fitting which is part of the tank walls (air vents, inlets, outlets, tank fillers, inter tank connectors and access openings) must be made of metal or composite and bonded into the fuel tank.

The fuel tank must be contained in a flameproof and liquid-proof housing that has no other mechanical function.

This housing must include a crushable structure on all surfaces, unless positioned within and protected by the main structure/chassis.

7.3 Fuel samples

All cars must be fitted with a self-sealing connector which can be used by the Scrutineers to obtain samples of the fuel feeding the engine.

This connector must be of the type approved by the FIA.

7.4 Fuel Supplier

Fuel is standardized officially supplied by the Organiser.

ARTICLE 8: LUBRICATION SYSTEM

8.1 Catch tank

When a car's lubrication system includes an open type sump breather, it must vent into a catch tank of at least 3 litres capacity fitted with a visible level gauge.

ARTICLE 9: ELECTRICAL EQUIPMENT

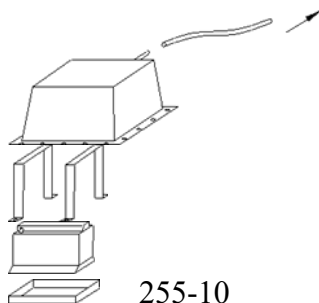
9.1 Battery

Batteries may be situated in the cockpit but without obstructing the exit of the driver. Dry battery is required. If the battery is situated in the cockpit.

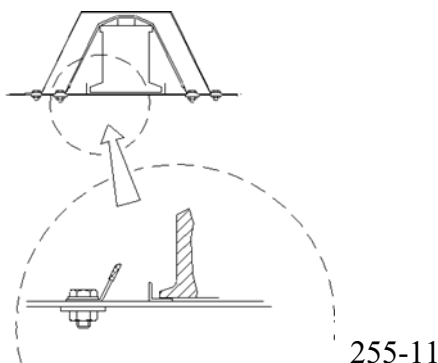
Batteries must be securely fixed to the body shell and completely surrounded by a box made of insulating material that includes an air vent which exits outside the cockpit.

If the battery situated in the cockpit is a dry battery, it must be protected electrically by a cover which covers it completely. The attachment to the body shell must consist of a metal seat and two metal clamps, with an insulating covering, fixed to the floor by bolts and nuts.

For attaching these clamps, bolts with a diameter of at least 10 mm must be used, and under each bolt, a counter plate at least 3 mm thick and with a surface of at least 20 cm² beneath the metal of the bodywork (see Drawings 255-10 and 255-11).



255-10



9.2 Windscreen wiper

The car must be fitted with a windscreen wiper system, which must be in working order throughout the event. Only the blades may be replaced.

9.3 Starting

A starter must be fitted and be in working order at all times during an event.

The driver must also be able to operate the starter when seated normally.

9.4 Lighting equipment

9.4.1) All lighting equipment must be in working order throughout the event.

9.4.2) The exterior lighting equipment must at least ensure the following functions: Headlights, direction indicators, stop lights, rain light (see 9.4.4) and rear sidelights.

9.4.3) Reversing lights:

The bulbs of the reversing lights must be removed.

9.4.4) Rain lights:

One rain light approved according to the ECE R38 road standard (or an equivalent or stricter standard from another country) or approved by the FIA (Technical List n°19) is compulsory at the back of the car and it must be in working order throughout the event.

It must be:

- a model approved by the FIA (Technical list n°19), or an original third stoplight,
 - directed to the rear at 90° to the car centre line
 - clearly visible from the rear,
 - mounted not more than 10 cm from the car centre line,
 - at least 35 cm above the reference plane,
 - at least 45 cm behind the rear wheel centre line, measured to the face of the lens and parallel to the reference plane, or as on the series-produced car,
 - able to be switched on by the driver when seated normally in the car,
- The three measurements are taken to the centre of area of the lens.

ARTICLE 10: TRANSMISSION

10.1 Transmission system

For cars fitted with a semi-automatic or automatic gearbox are permitted.

10.2 Reverse gear

All cars must have a reverse gear which, at any time during the event, can be selected while the engine is running and be used by the driver when seated normally.

ARTICLE 11: AXLES, SUSPENSION AND STEERING

11.1 Ride height

The Organiser reserves the right to adjust the ride height in order to maintain the Fairness of performance between the cars.

For the checking of the ride height, the pressure of the tyres must not be less than 1.5 bars. If the pressure is less than 1.5 bars when scrutineering, the pressure may be raised to maximum 1.5 bars.

11.2 Suspension type and mounting

11.2.1) All suspension components, with the exception of parts specifically mentioned below must be original equipment supplied by the manufacturer and comply with the Technical Form.

11.2.2) The position of the suspension and the steering box (rack or other) anchorage points on the chassis must be as original.

11.2.3) The addition of an anti-roll bar (adjustable or not) in the front as in the rear is permitted. Those will be mentioned in the Technical Form.

11.2.4) Shock absorbers are mentioned in the Technical Form and must comply with it. The working principle (adjustable (maximum 2 ways) or not) is free. A maximum of 3 spring sets (front/rear) can be homologated.

The shock absorber reservoir and its possible line must be completely isolated from the cockpit or covered and may not be located in a compartment giving access to the ventilation system of the car.

No electrical, hydraulic or pneumatic connection between the shock absorbers is permitted.

The modification of spring, shock absorber and anti-roll bars adjustments from the cockpit is prohibited.

11.3 Steering

The steering lock must be dismantled and the column adjusting system must be locked.

The steering wheel may be fitted with a quick release system.

The quick release mechanism may consist of a flange concentric to the steering wheel axis, coloured yellow through anodizing or any other durable yellow coating and installed on the steering column behind the steering wheel. The release must be operated by pulling the flange along the steering wheel axis.

11.4 Power steering

For cars fitted with an automatically variable power steering, the Technical Delegate may at any time oblige the competitor to use the reference unit registered with the Organiser.

ARTICLE 12: BRAKES

12.1 Hydraulic circuits and tanks

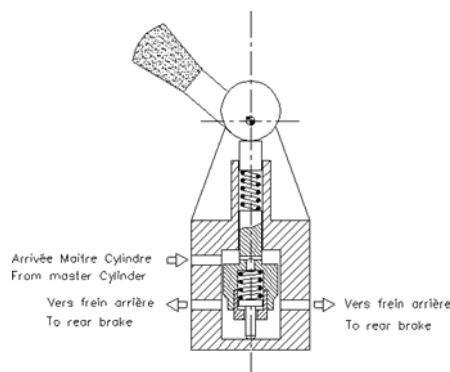
The complete braking system must incorporate at least two separate circuits operated by the same pedal.

This system must be designed so that if leakage or failure occurs in one circuit, the pedal shall still operate the brakes on at least two wheels.

The brake fluid tanks may be fixed inside the cockpit, on condition that they are securely fastened and protected.

The balance of the braking forces between the front and rear axles may (if homologated) be adjusted by the driver, through:

- a direct and manual intervention on a mechanical system allowing the modification of the position of the centre of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits, mounted on the original pedal unit.
- a direct and manual intervention on a proportional valve, in which the intake pressure of the rear circuit is adjusted through a pre-loaded spring, variable according to the position of the manual linkage system (see the following Drawing).



Only one of these two systems are permitted.

12.2 Anti-lock braking and power braking

For cars fitted with anti-lock and/or automatically variable power braking systems, the Technical Delegate may at any time oblige the competitor to use the reference unit registered with the Promoter.

12.3 Cooling of brakes

Only one flexible pipe to bring the air to the brakes of each wheel is allowed, but its inside section must be able to fit into a circle with a 10 cm diameter.

This pipe may be doubled, but in that case the inside section of each pipe must be able to fit into a circle with a 76 mm (3") diameter.

The air pipes must not go beyond the perimeter of the car, seen from above.

ARTICLE 13: WHEELS

13.1 Dimensions and materials

As listed in the Fairness of Performance table.

Forged magnesium wheels are forbidden.

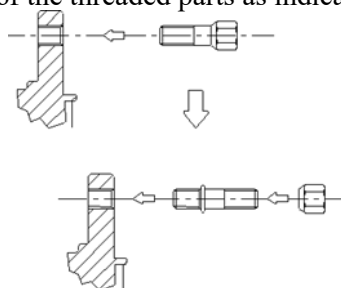
13.2 Wheel visibility

The complete wheel above the hub centre line must not be visible in plain view and when viewed from the front, with the wheels aligned for the car to proceed straight ahead.

13.3 Wheel attachment

Wheel attachment principle must remain original.

Wheels fixations by bolts may be changed to fixations by pins and nuts provided that the number of attachment points and the diameter of the threaded parts as indicated on Drawing 254-1 are respected.



254-1

The wheel nuts may be changed, provided that their material remains ferrous.

Alternatively, another method of retaining the wheels attachment system may be used provided it has been approved and homologated.

Air extractors added on the wheels are forbidden.

13.4 Pressure control valves

Pressure control valves on the wheels are forbidden.

13.5 Sensors

Sensors for measuring the pressure and the temperature of the tyres when the car is in motion are strongly recommended.

If these sensors are used, there must be at least one warning light to notify the driver of a probable failure.

13.6 Pneumatic jacks

Pneumatic jacks are recommended and may be attached to the safety cage, but compressed air bottles are not to be carried on board.

Minimum openings allowing the use of air jacks are authorized.

The bodywork may be modified over a maximum area of 100 cm² as to create a housing for this connector.

ARTICLE 14: COCKPIT

14.1 Equipment permitted in the cockpit

14.1.1) The only components which can be added in the cockpit are:

- Safety equipment and structures
- Tool kit
- Seat, instruments and any other controls necessary for driving including the brake
- power distributor switch
- Electronic and electrical equipment
- Driver cooling system
- Ballast
- Pneumatic jacks and their pipes
- Battery
- Driver ventilation equipment

14.1.2) None of the above items may hinder cockpit exit or the driver's visibility.

14.1.3) The above components must be covered where necessary by a rigid protective material to minimise injury, and their mountings must be able to withstand 25 G deceleration.

ARTICLE 15: SAFETY EQUIPMENT

15.1 Fire extinguishers

The use of the following products is prohibited: BCF, NAF

All cars must be equipped with an extinguishing system and comply with FIA App J Article 253-7.

For the automatic one, a means of triggering from the outside, possibly combined with the circuit breaker and operated by a single lever, must be present at the bottom of the windscreen on the left side.

It must be marked with a letter "E" in red inside a red-edged white circle at least 100 mm in diameter.

15.2 Safety belts

The wearing of two shoulder straps, one lap strap and two crotch straps is compulsory.

These straps must comply with FIA standard N°8853/98.

Safety harnesses in compliance with FIA Standard 8853-2016 (Technical List n°57) are recommended and will be compulsory as from 01.01.2025.

The wearing of two shoulder straps, one lap strap and two crotch straps is compulsory.

It must have a minimum of five (5) anchorage points.

The harness must be used in accordance with Article 253-6 of Appendix J.

Elastic devices attached to the shoulder straps are forbidden.

It is prohibited for the seat belts to be anchored to the seats or their supports.

15.3 Rear view mirrors

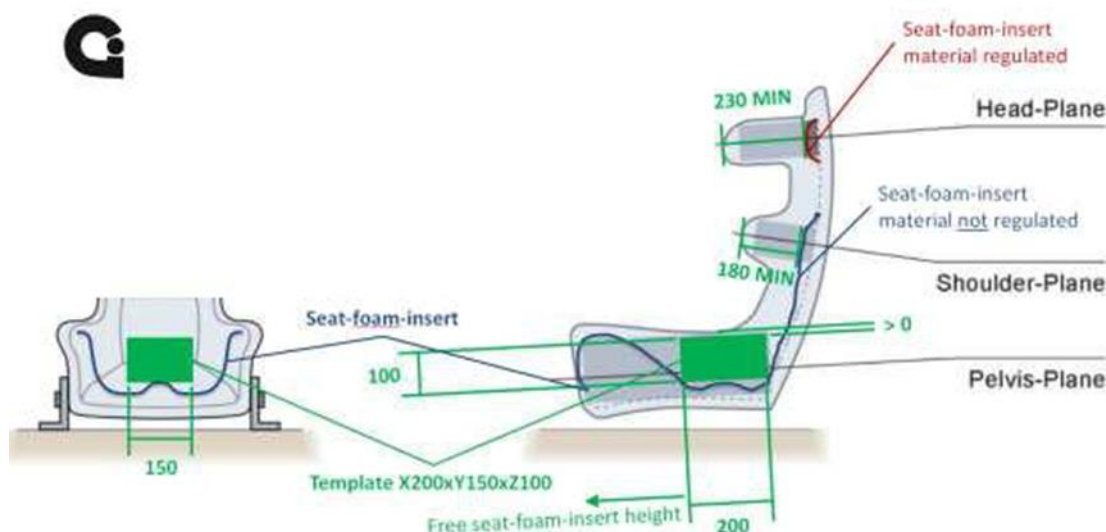
The car must be fitted with two rear view mirrors, one fitted on each side of the car, in order to give an efficient view to the rear. Each mirror must have a minimum area of 100 cm².

15.4 Seats and headrest

15.4.1) The driver's seat must be homologated by the FIA and not modified. If the seat is part of a safety structure approved by the FIA, seat and headrest will be defined in the homologation form. Energy-absorbing and non-flammable material must be situated around the driver's head.

If a foam insert is used between the homologated seat and the driver, minimum lateral support to the driver's head, shoulders and pelvis must be guaranteed as follows:

- 230mm min. at seat-side-head support along the head-plane.
- 180mm min. at seat-side-shoulder support along the shoulder-plane.
- 100mm min. in height at seat-side-pelvis support along the pelvis-plane over a length of 200mm min. This requirement must be verified using a parallelepiped template of dimensions X 200 x Y 150 x Z 100 mm.



If the original attachments or supports are changed, they must comply with the provisions of article 253-16.

15.5 Master switch

The driver, when seated normally with the safety belt fastened and the steering wheel in place, must be able to cut off all the electrical circuits and stop the engine by means of a spark-proof master switch.

This switch must be clearly marked by a symbol showing a red spark in a white-edged blue triangle and be accessible by the driver with his safety belt fastened.

There must also be an exterior switch, which is capable of being operated from a distance.

This switch must be located at the lower part of the windscreen pillar.

15.6 Towing eyes

All cars will be equipped with a rear and front towing device for all events.

It will be clearly visible and painted in yellow, red or orange.

It must allow the passage of a cylinder with a diameter of 60 mm.

It must allow the car to be towed on a dry surface (concrete or asphalt), by applying traction on a plane parallel to the ground, with an angle of plus or minus 15 degrees to the longitudinal centreline of the car.

15.7 Racing nets

They are not compulsory.

If fitted, they must be homologated according to FIA 8863-2013 standard (FIA Technical List n°48). They must be attached to the homologated mounting points (see the homologation form of the car) and must be installed in accordance with the installation specifications published by the FIA. Quick release systems of both nets must be able to be opened by both the driver when seated in racing position with tightened seatbelts as well as by rescue crews.

ARTICLE 16: SAFETY STRUCTURES

16.1 Safety cage

The safety cage must be complied with the FIA App J Article 253 or homologated by AAMC or homologated by the FIA.

Protective padding

Protective padding must be fitted in accordance with appendix J art 253 8.3.

The padding must comply with FIA standard 8857-2001, type A (see technical list n°23 "Roll Cage Padding Homologated by the FIA").