

# FIA FORMULA 3 INTERCONTINENTAL CUP 2011



MACAU

17<sup>TH</sup> - 20<sup>TH</sup> NOVEMBER 2011

## SPORTING REGULATIONS



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The FIA will sanction the Intercontinental Cup for Formula 3 which is the property of the FIA and comprises two titles, one for drivers and one for engine manufacturers. All the participating parties (FIA, ASN's, Organisers, competitors and circuit) undertake to apply as well as observe the rules, governing the Cup.

Articles from the General Prescriptions that are applicable to the FIA Intercontinental Cup for Formula 3 have been included in these regulations.

**Both races at this event are qualifying rounds of the 2011 FIA Formula 3 International Trophy.**

The Associação Geral de Automovel de Macau-China will sanction the **2011** Macau Grand Prix which is the property of the "Comissão do Grande Prémio de Macau" (Macau Grand Prix Committee) and comprises (approximately) seven races for different categories.

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

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

## **1) REGULATIONS**

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

Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the FIA 'General Prescriptions' and Specific Regulations, Sporting Code and Technical Regulations shall be decided by the stewards of the meeting.

## **2) GENERAL UNDERTAKING**

**2.1** All drivers, competitors and officials participating in the Event undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the International Sporting Code (the Code), the **2011** FIA Formula 3 Technical Regulations (the Technical Regulations) FIA Official Bulletins and the present Sporting Regulations.

## **3) GENERAL CONDITIONS**

**3.1** It is the competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations. If an entrant is unable to be present in person at the Event he must nominate his representative in writing. The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.

**3.2** Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice sessions and the races.

**3.3** The presentation of a car for scrutineering will be deemed an implicit statement of conformity.

**3.3 a)** All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass at all times.

**b)** The entrant shall declare that to the best of his belief his driver(s) possess(es) the standard of competence necessary for an event of the type to which the entry relates, that should his driver(s) at the time for the event be suffering from any disability whatsoever he shall declare the disability to the Stewards prior to the

driver(s) driving on the track, that the vehicle entered is suitable and roadworthy for the event having regard to the track and the speed that will be reached and that he, his driver(s) and team members enter upon and use the track and its facilities entirely at his or their own risk.

#### **4) ELIGIBLE DRIVERS AND COMPETITORS**

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

All documents must be presented at the event.

The event will be by invitation with priority given to those drivers having achieved the highest positions in the **2011 FIA Formula 3 International Trophy and National Formula 3 Championships** and ~~Formula 3 Euro Series~~ being organised to the 2011 FIA Technical Regulations.

#### **5) EVENT**

- 5.1** The Event shall include all practices and races.
- 5.2** The Event will have the status of a full international competition.
- 5.3** There will be two races :

Race 1 : A qualification race for the Macau Grand Prix run over 10 laps ;

Race 2 : The Macau Grand Prix run over 15 laps.

Each race, from the start signal referred to in Article 38.10 to chequered flag, being of a distance of 61.17km and 91.755km respectively. **Each lap is 6.2 kms (3.8 miles) and is run in a clockwise direction.**

- 5.4** The Event will take place in Macau from **17-20** November **2011**.

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

#### **6) FIA FORMULA 3 INTERCONTINENTAL CUP FOR DRIVERS**

- 6.1** The award for the FIA Formula 3 Intercontinental Cup will be presented to the driver who completes Race 2 in the shortest time having completed the maximum possible number of laps in that race. In the event that Race 2 is unable to take place, the award will be presented to the winner of Race 1 on **19** November **2011**.

#### **7) FIA FORMULA 3 INTERCONTINENTAL TROPHY FOR ENGINE MANUFACTURERS**

- 7.1** The award for the FIA Formula 3 Intercontinental Trophy for Engine Manufacturers will be awarded to the manufacturer supplying the engine to the winner of the FIA Formula 3 Intercontinental Cup for Drivers.

#### **8) DEAD HEAT**

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

## **9) INSURANCE**

- 9.1** The promoter of the Event must procure 90 days before the event that all competitors, their personnel, sponsors, agents and drivers are covered by adequate third party insurance.
- 9.2** The promoter must send before the Event the FIA details of the risks covered by the insurance policy which must comply with the national laws in force.
- 9.3** Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event. Drivers taking part in the Event are not third parties with respect to one another.
- 9.4** Sight of the policy must be available to the competitors on demand.

## **10) FIA DELEGATES**

- 10.1** The FIA may nominate the following delegates :

- technical delegate ;
- software analyst.

and may nominate :

- representative of the President of the FIA ;
- an observer ;
- a medical delegate.

- 10.2** The role of the FIA delegates is to help the officials of the Event in their duties, to see within their fields of competence that all the regulations governing the Event are respected, to make any comments they judge necessary and to draw up the various reports required by the FIA concerning the Event.
- 10.3** The technical delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national scrutineers.

## **11) OFFICIALS**

- 11.1** The following officials will be nominated by the ASN :

- three stewards of the meeting one of which must be a national steward ;
- the race director ;
- the clerk of the course.

- 11.2** The race director, the clerk of the course, the technical delegate and the stewards must be present at the Event from 10:00 on the date of initial scrutineering.

- 11.3** The race director must be in radio contact with the clerk of the course and the chairman of the stewards at all times when cars are permitted to run on the track. Additionally, the clerk of the course must be in race control and in radio contact with all marshals' posts during these times.

- 11.4** The clerk of the course shall work in permanent consultation with the race director. The race director shall have overriding authority in the following matters and the clerk of the course may give orders in respect of them only with his express agreement:

- a) the control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the stewards to modify the timetable in accordance with the Code or Sporting Regulations ;

- b) the stopping of any car in accordance with the Code or Sporting Regulations ;
- c) the stopping of practice or 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.

## **12) ENTRIES**

**12.1** All Entries must be submitted no later than **30** September **2011**.

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

**Entries are to be sent to:**

**Motor Race Consultants Ltd**

**Pinelands**

**Glenwood**

**Dorking**

**Surrey RH5 4BY**

**UK**

**Email:** [barrybland@mrcuk.org.uk](mailto:barrybland@mrcuk.org.uk)

Applications shall include :

- a) An official entry form which, by signing, shall confirm that the applicant has read and understood, the Code, the Technical Regulations and the Sporting Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Event to observe them.
- b) The name of the team and the entrant.
- c) The make and model of the competing car(s).
- d) The name of the driver(s).
- e) Copyright free, high-resolution photographs sent by e-mail of the driver(s) and biography of the driver(s).
- f) The name of the manufacture of the engine.

## **13) PASSES**

**13.1** Ten passes per car will be issued with pit lane and garage access of which three passes will give access to the signalling area.

## **14) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

**14.1** The stewards or race director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.

**14.2** All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board **situated on the ground floor of the Race Control Tower.**

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

## **15) INCIDENTS**

**15.1** Incident means any occurrence or series of occurrences involving one or more drivers or any action by any driver, which is reported to the stewards by the clerk of the course (or noted by the stewards and referred to the clerk of the course for investigation) which :

- necessitated the suspension of a race under Article 41 ;
- constituted a breach of these Sporting Regulations or the Code ;
- caused a false start by one or more cars ;
- caused an avoidable collision ;
- forced a driver off the track ;
- illegitimately prevented a legitimate overtaking manoeuvre by a driver ;
- 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 race.

**15.2 a)** It shall be at the discretion of the stewards to decide upon a report or a request by the race director or clerk of the course, if a driver or drivers involved in an incident shall be penalised.

b) If a driver is involved in a collision or Incident (see Article 15.1), and his team have been informed of this by the stewards no later than five minutes after the race has finished, he must not leave the circuit without their consent.

**15.3** The stewards may impose any one of **the penalties below** on any driver involved in an Incident:

- a) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping at his pit;
- b) A ten second time penalty. The driver must enter the pit lane, stop at his pit for at least ten seconds and then re-join the race;
- c) A time penalty**
- d) A reprimand;**
- e) Exclusion from the results;**

However, should either of the penalties under a) and b) above be imposed during the last five laps, or after the end of a race, Article 15.4b) below will not apply and 20 seconds will be added to the elapsed race time of the driver concerned in the case of a) above and 30 seconds in the case of b).

**15.4** Should the Stewards decide to impose either of the penalties under Article 15.3 a) or b), the following procedure shall apply :

- a) The Stewards will give written notification of the time penalty which has been imposed to the competitor concerned and will ensure that this information is also displayed on the timing monitors where possible ;
- b) From the time the stewards' decision is notified on the timing monitors the relevant driver may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 15.3b), proceeding to his garage where he shall remain for the period of the time penalty.

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 the maximum number of times he may cross the Line on the track.

Whilst a car is stationary in the pit lane as a result of incurring a time penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.

- c) When the time penalty period has elapsed the driver may rejoin the race ;
- d) Any breach or failure to comply with Article 15.4b) or c), may result in the car being excluded.

**15.5** Any determination made or any penalty imposed pursuant to Article 15 shall be without prejudice to the operation of Article 160 and 161 of the Code.

## **16) PROTESTS AND APPEALS**

**16.1** Protests shall be made in accordance with the Code and accompanied by a fee in cash of 1,000 (one thousand) US Dollars or its equivalent in local currency.

**16.2** Appeals must be made in accordance with the International Sporting Code. Appeal fee will be in cash of US\$6000 (six thousand US Dollars) or its equivalent in local currency.

## **17) SANCTIONS**

**17.1** 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.

## **18) CHANGES OF DRIVER**

**18.1** Changes of driver after **30** September **2011** will only be permitted in agreement with the Organisers.

A change of driver after the publication of the programme will require the consent of the Stewards.

## **19) DRIVING**

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

**19.2** **Manoeuvres liable to hinder other drivers, such as more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.**

**19.3 Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.**

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

**Should a car leave the track for any reason the driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.**

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

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

## **20) RACE NUMBERS AND DRIVER'S NAME**

- 20.1 a)** Each car must carry the race number of its driver as published by the Organisers. The number panel as supplied by the organiser may not be modified without the organisers approval and must be placed on the nose of the car and on each rear wing end plate which must be left clear of other identification unless specifically provided by the organiser.
- b)** Every competitor must display the name of the driver and his national flag on the bodywork, on the outside of the cockpit or on the driver's helmet. These must be clearly legible.

## **21) PROMOTION**

**21.1** Drivers must take part in any promotional activity requested by the organizers such as autograph sessions, prize giving, press conferences, pit road walkabouts and pre-race parades. This is in addition to Article 35.

The drivers, competitors and manufacturers give the right to the Organisers to use their name for any promotional, advertising, publicity and public relations purpose, for the promotion of the Event.

Use of the Organisers logo by the competitors, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from the Organisers.

## **22) NUMBERS OF CARS PARTICIPATING**

**22.1** The number of cars allowed to start each race is limited to 32.

For all practice sessions the number of cars is limited to 34.

## **23) ELIGIBLE CARS**

**23.1** The Event is reserved for cars complying with the **2011** FIA Formula 3 Technical Regulations in their entirety and using a controlled fuel and tyres as supplied by the Organisers.

In accordance with Articles 5.6.3 and 5.6.4 of the Technical Regulations, silencers and catalytic converters are not required. Only one engine may be used by each driver during all practice sessions and the race. Should it become necessary for a driver to use another engine he will drop ten places on the starting grid of the first race each time one is used. However, should an engine change be carried out after the final qualifying practice session, any drivers concerned will be required to start the first race from the back of the starting grid. If more than one car is involved they will line up at the back of the grid in qualifying order. Should an engine change be carried out after the first race, any drivers concerned will be required to start the second race from the back of the starting grid. If more than one car is involved they will line up at the back of the grid in race one finishing order.

FIA Technical Delegate will attach seals to each engine in order to ensure that no significant moving parts can be rebuilt or replaced. The teams must provide the necessary drilled holes locations for the engine seals.

Other than the straightforward replacement of one engine unit with another, a change will also be deemed to have taken place if any of the FIA seals are damaged or removed from the original engine after it has been used for the first time in any practice session.

An engine will be deemed to have been used once the cars timing transponder has shown that it has left the pit lane.

**23.2** The approved Accident Data Recorder (ADR) must be fitted to the car and be in working order.

**23.3** ~~No additional aerodynamic components may be fitted to the front wing main plane of the car in the area 250mm either side of the car centre line.~~

**No bodywork is allowed inside a volume formed by the reference plane, two longitudinal planes which run normal to the reference plane and 250mm parallel to the car centre line either side and two planes which run normal to the reference plane and parallel to and 330mm and 1000mm forward of the front wheel centre line, except for the following components:**

- homologated frontal impact absorbing structure,
- homologated front wing hangers,
- homologated front wing hanger covers,
- homologated front wing main plane (as per homologation drawing).

**Spacers or shims between the front wing hangers and the front wing main plane or the frontal impact absorbing structure are allowed for the sole purpose to bring the front wing main plane to its legal position.**

## **24) FUEL AND REFUELLING**

**24.1** It must be possible to take three litres of fuel at any time during the Event.

**24.2** Only the controlled fuel as supplied by the Organisers may be used throughout the Event. The fuel specification will be advised to competitors in advance. Any alteration to the specification of the fuel as supplied by the organisers may result in exclusion from the Event.

**24.3** No refuelling is permitted during any practice session or the race or prior to the completion of post qualifying or race scrutineering. Refuelling in the pits is only permitted using equipment complying with FIA safety regulations. The fuel attendants must wear flameproof overalls, gloves, balaclavas and footwear.

- 24.4 a) Three 200ml samples will be taken at the Event and sealed and labelled. One will be sent for analysis by the Macau University of Science and Technology Foundation – Racing Laboratory, one retained by the competitor and one retained by the FIA.
- b) The Racing Laboratory will check the fuel samples taken during the Macau Grand Prix for conformity by using a gas chromatographic technique, which will compare the sample taken with the fuel approved for use at the Macau Grand Prix. Samples, which differ from the approved fuel in a manner consistent with evaporative loss, will be considered to conform. However, the FIA retains the right to subject the fuel sample to further testing at an FIA approved laboratory.
- c) GC peak areas of the sample will be compared with those obtained from the reference fuel. Increases in any given peak area (relative to its adjacent peak areas) which are greater than 12%, or an absolute amount greater than 0.1% for compounds present at concentrations below 0.8%, will be deemed not to comply.
- d) If a peak is detected in a fuel sample that was absent in the corresponding reference fuel, and its peak area represents more than 0.10% of the summed peak areas of the fuel, the fuel will be deemed not to comply.
- e) If this first sample gives a result that indicates that the fuel is not in conformity with the master reference sample the competitor will be informed and will be given the opportunity to have his sealed sample tested in his presence at an FIA approved laboratory.
- f) If both samples are found not to be in conformity then the results will be passed to the Stewards.

## 25) PIT LANE

- 25.1 a) For the avoidance of doubt and for description purposes, 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 38.2 and 41.5, 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.

- b) ~~Except when~~ **Unless** a car is pushed from the grid at any time during the start procedure, cars may only be driven from the teams designated garage area to the end of the pit lane.

**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.**

- c) Any driver that is required to start the race from the pit lane may not drive his car from his teams designated garage area until the 10 minute signal has been given and must stop in a line in the fast lane. Under these circumstances working in the fast lane will be permitted, but any such work is restricted to :
- starting the engine and any directly related preparation ;
  - the fitting or removal of permitted cooling and heating devices ;
  - changes made for driver comfort ;

- changing of wheels if there is a change of climatic conditions.

When cars are permitted to leave the pit lane they must do so in the order that was established under Article 36 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

- d) Other than drying, sweeping of any tyre rubber left when cars leave their pit stop position, competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the FIA safety delegate or race director.
- e) Competitors must not paint lines on any part of the pit lane.
- f) Other than in c) 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.
- g) 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.
- h) It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so.
- i) 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.
- j) Cars may not enter the fast lane of the pits until the pit exit is opened at the start or re-start of each practice or qualifying session. Furthermore, no car may be moved to a position in the slow lane which is closer to the pit exit than the garage which has been assigned to the relevant Team.
- k) All pit road garage doors must remain open during all F3 practice and qualifying sessions.

**25.2 Under exceptional circumstances the Race Director may ask for the pit entry to be closed during the race for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.**

## **26) SPORTING CHECKS**

**26.1** During initial scrutineering, and at any time during the event, each competitor must have available all documents required by Article 4.1 above in addition to the car's technical passport.

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

- 26.3**
- a) The organisers may require entrants to fit an Electronic Self Identification Module for the purpose of accurate timing, the exact position of which will be advised prior to the race. These modules will have to be in place and switched on for all practice sessions and the races.
  - b) A new (5mm) skid block must be fitted to the car and presented to the scrutineers for the event, which will be sealed by the technical delegate and must be a minimum of 2mm thick at any time, including post race scrutineering.
  - c) The Formula One type of rear light must be fitted/and be in working order.
  - d) Rear view mirrors must use the existing mounting points on the chassis, as provided by the manufacturer (and must not be mounted on the sidepods).

## **27) SCRUTINEERING**

- 27.1** a) Initial scrutineering of the car will take place in the garage assigned to each competitor when the technical passport for the car must be available.
- b) In order that scrutineers have the required access, all pit lane garage doors must be left open during every Formula 3 practice and qualifying session.
- 27.2** Race numbers and any official advertising must be on the car for inspection during scrutineering.
- 27.3** No car may take part in the Event until it has been passed by the scrutineers.
- 27.4** The scrutineers may :
- a) check the eligibility of a car or of a competitor at any time during the Event ;
- b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied ;
- c) require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail ;
- d) require a competitor to supply them with such parts or samples as they may deem necessary.
- 27.5** 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.
- 27.6** The race director or clerk of the course may require that any car involved in an accident be stopped and checked.
- 27.7** After each race and all qualifying practice sessions at least five classified cars will be selected and must undergo complete scrutineering. Work on all other cars may continue.
- 27.8** Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the parc fermé and who alone are authorised to give instructions to the competitors.
- 27.9** The Stewards will publish the findings of the scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.
- 27.10** All competitors must declare the use of radios and their frequencies to the organizers and seek the necessary permissions and permits prior to their use. Any infringements may result in the confiscation of such equipment for the duration of the Event.

## **28) TYRE LIMITATION DURING THE EVENT**

- 28.1** a) Only the tyres as supplied by the manufacturer appointed by the Organiser may be used. Any modification or treatment including cutting, grooving, the application of water, solvents or softeners, the use of heat retaining (and/or cooling) devices or pre-heating/cooling is prohibited. This applies to both wet-weather and dry-weather tyres.
- b) The same driver may not use more than a total of seven front and seven rear dry-weather tyres and three sets of wet-weather tyres throughout the entire duration of the Event.

- c) Wet-weather tyres may only be used if the circuit has been declared wet by the clerk of the course.
- d) A competitor wishing to replace an already marked unused tyre by another identical unused one must present both tyres to the FIA technical delegate.
- e) If FIA approved bar coding is not used on the outer sidewall of each tyre or, at the request of the competitor on both sidewalls, the scrutineers will paint the race number of the driver as well as a letter characterising the Event.
- f) In the case of *force majeure* the technical delegate may replace damaged tyres following qualifying.
- g) The organisers reserve the right to enforce parc fermé conditions on tyres at any time, details of which will be published in a separate stewards bulletin.
- h) The use of tyres without appropriate identification may result in a grid position penalty or exclusion from the race.
- i) Tyres may only be inflated with air or nitrogen.
- j) All tyres, when under the control of a team, must remain visible within the team's designated garage area at all times.

**28.2** The scrutineers appointed for marking will supervise tyre changes in the pits. Cars will not be stopped for tyre checking at pit exit.

## **29) WEIGHING**

- 29.1** a) During each qualifying practice session cars will be weighed as follows :
- 1) At the pit entrance the organiser will provide a flat horizontal surface measuring 6m x 3m, this area will be used for the weighing procedure. After qualifying practice the weight of the cars may also be checked in parc fermé.
  - 2) Cars will be selected at random to undergo the weighing procedure. The FIA technical delegate will inform the driver by means of a red light at the pit entrance that his car has been selected for weighing.
  - 3) Having been signalled (by means of a red light), that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine.
  - 4) The car will then be weighed and the result given to the driver in writing.
  - 5) If the car is unable to reach the weighing area under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed.
  - 6) A car or driver may not leave the weighing area without the consent of the FIA technical delegate.
  - 7) If a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.
- b) After the race each car crossing the Line may be weighed. If a driver wishes to leave his car before it is weighed he must ask the technical delegate to weigh him in order that this weight may be added to that of the car.
  - c) The relevant car may be excluded should it's weight be less than that specified in Article 4.1 of the Technical Regulations when weighed under a) or b) above, save

where the deficiency in weight results from the accidental loss of a component of the car.

- d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the post race scrutineering or during the weighing procedure. (Except by a scrutineer when acting in his official capacity).
- e) Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.

**29.2** 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 exclude him from the race.

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.

### **30) GENERAL CAR REQUIREMENTS**

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

**30.2** During the entire Event, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons, which could, for example, include protecting against fire.

In addition to the above the following are specifically not permitted :

- engine, gearbox or radiator covers whilst engines are being changed or moved around the garage ;
- covers over spare wings when they are on a stand in the pit lane not being used ;
- parts such as (but not limited to) spare floors, fuel rigs or tool trolleys may not be used as an obstruction.

The following are permitted :

- covers which are placed over damaged cars or components ;
- a transparent tool tray, no more than 50mm deep, placed on top of the rear wing ;
- warming or heat retaining covers for the engine and gearbox on the grid ;
- a cover over the car in the team's garage overnight ;
- a cover over the car in the pit lane or grid if it is raining.

### **31) SPARE CARS**

**31.1** Spare cars are not permitted. However any part of the car (including the survival cell) may be changed at any time during the Event.

## 32) GENERAL SAFETY

- 32.1** 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.
- 32.2** Drivers are strictly forbidden to drive their car in the opposite direction to the circuits race direction 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.
- 32.3** 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.
- 32.4** a) During practice, qualifying 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.
- b) Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 32.5** a) If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If any mechanical assistance results in the car rejoining the stewards may drop the driver such number of grid positions as they consider appropriate if the incident occurs during a practice session or qualifying or exclude him from the race (other than under Article 32.13(d)).
- b) A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 32.6** Repairs to a car may be carried out only in the paddock, pits and on the grid.
- 32.7** The organiser must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.
- 32.8** Save as provided in Article 38.3, refuelling is allowed only in the pits. The driver may remain in his car throughout refuelling but the engine must be stopped.
- 32.9** Refuelling is not permitted during qualifying or the race.
- 32.10** The replenishment of any liquids is forbidden following the start of the race until after post race scrutineering. All orifices for oil filling must be designed in such a way that the scrutineers can seal them.
- 32.11** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.
- 32.12** At no time may a car be reversed in the pit lane under its own power.
- 32.13** ~~Any car being~~ **At no time may a car be** driven unnecessarily slowly, erratically or **in a manner** which is **could be** deemed potentially dangerous to other drivers **or any other person** ~~at any time will be reported to the stewards.~~ This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 32.14** During the periods commencing five minutes prior to and ending five minutes after every practice session and the periods between the commencement of the formation lap which immediately precedes each race and the time when the last car enters the

parc fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of :

- a) marshals or other authorised personnel in the execution of their duty ;
- b) drivers when driving or on foot, having first received permission to do so from a marshal ;
- c) team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap ;
- d) team personnel when assisting marshals to remove a car from the grid after the start of the race.

**32.15** During a race, the engine may only be started with the starter except :

- a) in the pit lane or the teams designated garage area where the use of an external starting device is allowed, or ;
- b) under Article 38.13(b).

**32.16** Drivers taking part in practice sessions and the races must always wear the clothes and helmet specified in the Code. Crash helmets complying with FIA Standard 8860-2004 are mandatory.

**32.17** A speed limit of 60km/h will be enforced in the pit lane. Except in the race, any driver who exceeds the limit will be fined US\$50 (fifty US Dollars) for each km/h above the limit. During the race, the stewards or race director may impose either of the penalties under Article 15.3 a) or b) on any driver who exceeds the limit.

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

**32.19** The car's rear lights must be illuminated at all times whenever they are running on wet-weather tyres. It shall be at the discretion of the Race Director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.

**32.20** Only three team members per participating car (all of whom shall have been issued with and wearing special identification) are allowed in the signalling area during practice and the race.

People under 16 years of age are not allowed in the pit lane.

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

**32.22** The race director, the clerk of the course or the FIA medical delegate can require a driver to have a medical examination at any time during an Event, this medical examination may include an anti-doping test. (ISC – Appendix L, Chapter II, Art. 4)

**32.23** From the Sunday before Race 2, all drivers and all team members which are reported for speeding on the streets used for the racing circuit, when these streets are open to normal traffic, will be brought before the stewards for their consideration.

**32.24** Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.

### **33) PRACTICE SESSIONS**

- 33.1** Save when these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.
- 33.2** No driver may start in the race without taking part in a practice session.
- 33.3** 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.
- 33.4** On each of the first two days of the Event, there will be one free practice session of 45 minutes and one qualifying practice session of 30 minutes, these being separated by at least three hours.
- 33.5** 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.
- 33.6** In the event of a driving infringement during any practice session, the stewards may drop the driver such number of grid positions as they consider appropriate. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session, any penalty imposed shall not be subject to appeal. Where appropriate, regard will also be given to the provisions of Article 17.
- 33.7** 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. In the case of free practice only, or an interruption during the last three minutes of a qualifying session, the clerk of the course with the agreement of the stewards may decline to prolong the practice period after an interruption of this kind. Any driver taking part in any practice session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 33.7.
- 33.8** Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.
- 33.9** All laps covered during qualifying practice will be timed to determine the driver's position at the start in accordance with Article 36.

### **34) STOPPING THE PRACTICE**

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

### **35) PRESS CONFERENCES**

- 35.1** After final qualifying on Friday all the drivers are required to make themselves available to attend a press conference in the media centre. This will take place 15 minutes after the end of the second qualifying practice session.

Six drivers will be chosen during the Event and must make themselves available if required to the media for a period of one hour on the Saturday commencing at a time indicated in the Event Further Regulations.

A photo-shoot will take place at a time and location to be confirmed in the Final Instructions, to which all qualified drivers must attend.

### **36) THE GRID**

- 36.1** At the end of the last qualifying practice, the fastest time achieved by each driver will be officially published.

- 36.2** The grid for the first race will be drawn up in the order of the fastest qualifying time achieved by each driver and will be published four hours before the start of the formation lap. Any competitor who is unable to start for any reason whatsoever must inform the stewards at the earliest opportunity and in any case, no later than one hour and fifteen minutes before the start of the formation lap.

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

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

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

- 36.4** Any driver whose best qualifying lap exceeds 110% of the pole position time will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, the stewards may permit the car to start the race.

Should there be more than one driver accepted in this manner, their order will be determined by the stewards. In either case, a team will not be able to appeal against the stewards' decision.

- 36.5** The starting grid for the **58th** Macau Grand Prix will be published **at 10.00** on race day. Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the clerk of the course accordingly at the earliest opportunity and, in any case, no later than one hour and fifteen minutes before the start of the formation lap.

If one or more cars are withdrawn the grid will be closed up accordingly. The final starting grid will be confirmed one hour before the start of the formation lap.

Should a competitor use a replacement engine after the grid is published he will be put on the back of the grid and the starting grid will not be revised (the grid position will stay open).

- 36.6** The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 7.2 metres.

**36.7** 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 38.2.

### **37) MEETINGS**

**37.1** A meeting chaired by the race director will take place at 19.00 on the last day of scrutineering **at a location to be advised**, all drivers entered for the Event and their team managers must be present.

**37.2** A further meeting for drivers only, will take place before Race 1 at a time to be notified. All drivers eligible to take part in the race must attend this meeting wearing their racing apparel and afterwards are required to attend a photograph session. Competitors will be notified of the two locations.

### **38) STARTING PROCEDURE**

**38.1** 20 minutes before the start of the formation lap for Race 1 and 40 minutes before the start of the formation lap for Race 2 the pit exit will be opened and cars will be permitted to leave the pit lane to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

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

Any car which does not complete a reconnaissance lap and reach the grid under its own power will not be permitted to start the race from the grid.

**38.2** 12 minutes before the start of the formation lap for Race 1 and 32 minutes before the start of the formation lap for Race 2 a warning signal announcing the closing of the pit exit in two minutes will be given.

Ten minutes before the start of the formation lap for Race 1 and 30 minutes before the start of the formation lap for Race 2 the end of the pit lane will be closed and a second warning signal will be given.

Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power. If more than one car is affected they must line up in the order in which they qualified. However, any car reaching the end of the pit lane after the five minute signal must start behind any car already at the pit 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.

**38.3** Refuelling on the starting grid may only be carried out prior to the five minute signal and by using one unpressurised container with a maximum capacity of 12 litres. Any such container may not be refilled during the starting procedure and must be fitted with one or more dry break couplings connecting it to the car.

**38.4** 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.

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

**38.5** When the three minute 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. A ten second time penalty (see Article 15.3) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal.

**38.6** When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given, taking all equipment with them. If any 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 this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

**38.7** When the green lights are illuminated, the cars will begin the formation lap with the pole position driver leading. When leaving the grid, all drivers must **respect the pit lane speed limit until they pass pole position** ~~proceed at a greatly reduced speed until clear of any team personnel standing beside the track.~~ Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane 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.

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

**38.9** Overtaking during the formation lap is only permitted 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 38.2.

~~Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid.~~

~~If more than one driver is affected, they must form up at the back of the grid in the order they left to complete the formation lap.~~

~~Either of the penalties under Article 15.3 a) or b) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the formation lap.~~

**38.10** When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running.

There will be a standing start, the signal being given by means of lights activated by the starter appointed by the clerk of the course.

Once all the cars have come to a halt the five second light will appear followed by the four, three, two and one second lights. At any time after the one second light appears, the race will be started by extinguishing all red lights.

**38.11** During the start of a race the pit wall must be kept free of all persons with the exception of two people from each team and properly authorised officials and fire marshals all of whom shall have been issued with and shall be wearing the appropriate pass.

**38.12** Any car which is unable to maintain starting order during the entire formation lap or is moving when the one second light comes on must enter the pit lane and start from the pits as specified in Article 38.2.

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

**38.13** If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedures shall apply :

- a) If a car develops a problem that could endanger the start, the driver must immediately raise his hands above his head and the marshal responsible for that row must immediately wave a yellow flag.

If the race director decides the start should be delayed, the green lights will be illuminated two seconds after the abort lights are switched on, a board saying "EXTRA FORMATION LAP" will be displayed and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved into the pit lane.

The Team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved their starting order from the pit lane will be determined by the order in which they reached the end of the pit lane.

Every time this happens the race will be shortened by one lap.

- b) If any other type of problem arises and the race director decides the start should be delayed the following procedure shall apply :

- 1) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start five minutes later with the race distance reduced by one lap. The next signal will be the three minute signal. Every time this happens, the race will be shortened by one lap.

Tyre changing on the grid is not permitted during such a delay.

- 2) If the race has been started the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.
- 3) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. Any driver being pushed from the grid may not attempt to start the car.
- 4) Once the car is in the pit lane his mechanics may attempt to start it, if successful the driver may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such procedure.

**38.14** Should Article 38.13 apply, the race will nevertheless count towards the Formula 3 Intercontinental Cup no matter how often the procedure is repeated, or how much the race is shortened as a result.

**38.15** No refuelling will be allowed on the grid if more than one start procedure proves necessary under Article 38.13.

**38.16** Either of the penalties under Article 15.3 a) or b) will be imposed for a false start.

**38.17** Only in the following cases will any variation in the start procedure be allowed :

- a) If it starts to rain after the three minute signal but before the race is started and, in the opinion of the clerk of the course teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten minute point. If necessary the procedure set out in Article 38.13 will be followed.
- b) If the start of the race is imminent and in the opinion of the clerk of the course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights will be shown on the Line 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 40.14 will apply.

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

### **39) THE RACE**

**39.1** Team orders which interfere with a race result are prohibited.

**39.2** 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.

### **40) SAFETY CAR**

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

**40.2** 30 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 40.14 below) it will cover a whole lap of the circuit and take up position.

**40.3** The safety car may be brought into operation to neutralize a race upon the order of the clerk of the course.

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

**40.4** When the order is given to deploy the safety car, all marshal's posts will display waved yellow flags and "SC" boards for the duration of the intervention.

**40.5** ~~From this time, any car being~~ **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 ~~will be reported to the stewards.~~ This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

**40.6** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.

**40.7** All competing cars must then reduce speed and form up in line behind the safety car no more than ten car lengths apart.

With the following exceptions, no car may overtake until it has passed the first safety car 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 40.13 will apply.

- if a car is signalled to do so from the safety car;
- under 40.14 below;
- **When any car** entering the pits **any car** may pass another car or **including** the safety car remaining on the track after it has crossed the first safety car line ;
- **When any car** leaving the pits **any car, including the safety car** may **overtake or be overtaken** ~~be overtaken~~ by another car on the track before it crosses the second safety car line ;
- 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 ;
- any car stopping in its designated garage whilst the safety car is using the pit lane (see 40.10 below) may be overtaken ;
- if any car slows with an obvious problem.

**40.8** When ordered to do so by the clerk of the course, the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

**40.9** 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 ten car lengths of it (except under 40.11 below) and all remaining cars must keep the formation as tight as possible.

~~**40.10** Whilst the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.~~

Under certain circumstances the clerk of the course may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

**40.11** When 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 ten 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.

**40.12** Each lap completed while the safety car is deployed will be counted as a race lap.

**40.13** 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.

**40.14** Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 42.5(a). In either case, at the ten minute signal its orange lights will be illuminated, this being the signal to the drivers that the race will be started (or resumed) behind the safety car. At the same time a message confirming this will be displayed on the timing monitors.

When the green lights are illuminated the safety car will leave the grid with all cars following in grid order no more than ten car lengths apart. During a race start there will be no formation lap and race will start when the green lights are illuminated.

Overtaking, during the first lap only, is permitted if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

**Any driver 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 may only join (or rejoin) the race once the whole field has passed the end of the pit lane.**

~~Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.~~

Either of the penalties under Article 15.3 a) or b) will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another car during the first lap.

## **41) SUSPENDING A RACE**

**41.1** Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

**41.2** When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the starting grid. The first car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive.

If the safety car has been directed into the pit lane (see Article 40.10) cars should stop in line in the fast lane of the pits.

**41.3** If any cars are unable to return to the grid 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. The order will be taken at the last point at which it was possible to determine the position of all cars. Any such cars will then be permitted to resume the race.

The safety car will then be driven to the front of the grid.

**41.4** Whilst the race is suspended :

- neither the race nor the timekeeping system will stop ;

- cars may be worked on once they have stopped on the grid or entered the pits but any such work must not impede the resumption of the race ;
- refuelling is forbidden ;
- only team members and officials will be permitted on the grid.

**41.5** Cars may not enter the pit lane when the race is suspended. A drive-through penalty (see Article 15.3) will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty. However, if the cars have been directed into the pit lane (see Articles 40.10 and 41.2) 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, but any which were in the pit entry or pit lane when the race was suspended will be released before any others. 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.

## **42) RESUMING A RACE**

**42.1** 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.

**42.2** 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.

**42.3** When the three minute 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 further race suspension. If the race has been suspended in the pit lane (see Article 41.2) all cars in the fast lane must have their wheels fitted at the three minute signal.

A ten second time penalty (see Article 15.3) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal.

Three minutes before the race resumption time, any cars between the safety car and the leader, will be waved off to complete a further lap, without overtaking and join the line of cars behind the safety car.

**42.4** 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 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 this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

**42.5** 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, in which case see Article 40.14 ;
- b) all cars are not yet in a line behind the safety car ;

- c) team personnel are still clearing the grid ;
- d) a further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the grid with all cars following no more than ten car lengths apart. Soon after the last car in line behind the safety car passes the end of the pit lane (including any cars which were waved off under 42.3 above) the pit exit light will be turned green, any car in the pit lane may then enter the track and join the line of cars behind the safety car.

- 42.6** Overtaking during the lap is permitted only if a car is delayed when leaving the grid 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 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 enter the pit lane and may only rejoin the race once the whole field has passed the end of the pit lane.**

~~Any driver who is delayed leaving the **grid** may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must form up at the back of the line of cars behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.~~

- 42.7** Either of the penalties under Article 15.3 a) or b) will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another car during the lap. During this lap Articles 40.11, 40.12, 40.13 and 40.14 will apply.
- 42.8** 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.

### **43) FINISH**

- 43.1** The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance in accordance with Article 5.3.
- 43.2** Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.
- 43.3** After receiving the end-of-race signal all cars must proceed on the circuit directly to the parc fermé without any unnecessary delay without overtaking (unless clearly necessary) without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).

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

### **44) PARC FERME**

- 44.1** Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorised by such officials.

- 44.2 When the parc fermé is in use, parc fermé regulations will apply in the area between the Line and the parc fermé entrance.
- 44.3 The parc fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it. **Parc Fermé is situated behind garage 1.**

#### 45) CLASSIFICATION

- 45.1 The overall winner will be the car which completes Race 2 in the shortest time.
- 45.2 Should it not be possible to run Race 2 for any reason, the overall winner will be the car which completed Race 1 in the shortest time.
- 45.3 Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.
- 45.4 The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

#### 46) PODIUM CEREMONY

- 46.1 The drivers finishing the race in 1st, 2nd or 3rd positions in both races must attend the prize-giving ceremony on the podium and abide by the podium procedure as directed by the Organisers 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.**

#### 47) AWARDS

- 47.1 Trophies will be awarded to the first three finishers in the qualification race and first ten finishers in the **58th** Macau Grand Prix.

The FIA Formula 3 Intercontinental Cup **2011** will be awarded to the winner of the **58th** Macau Grand Prix and the Manufacturers Trophy to the manufacturer of the engine supplier of the winning car.

The sum of US\$500 (five hundred US Dollars) to every starter and furthermore a prize scale as follows:

Qualification Race :

- 1st **1500** US Dollars  
2nd **1000** US Dollars  
3<sup>rd</sup> **750** US Dollars

The **58th** Macau Grand Prix :

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

- 1st 10000 US Dollars  
2nd 6000 US Dollars  
3rd 4000 US Dollars  
4th 3500 US Dollars  
5th 3000 US Dollars

6th 1500 US Dollars

7th 1400 US Dollars

8th 1250 US Dollars

9th 1000 US Dollars

10th 1000 US Dollars

Race One pole position :1000 US Dollars

Fastest lap in each race : 500 US Dollars

Speed Trap Award in each race :500 US Dollars

#### **48) PRIZE GIVING**

**48.1** If requested to do so, the winner of the FIA Formula 3 Intercontinental Cup must attend the annual FIA prize giving ceremony.

#### **49) ADVERTISING AND RIGHTS**

**49.1** All advertising on/in cars, drivers and teams must comply with the legal requirements of the country in which the race is taking place and comply with any national restrictions required in order to permit the host broadcaster to transmit the event. If required by the Organisers, all cars must have the official sticker on the dashboard, visible to a forward facing camera.

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

All competitors give the right to the Organisers to fit an on-board camera to any car provided that this meets the requirements of the technical delegate. All cars must provide space for the organisers stickers to be attached representing the tyre and fuel suppliers and Organisers sponsors. Any conflicting tyre company identification must be removed.

**49.2** All audio/visual rights are in accordance with the FIA regulations and trademarks and copyrights relating the Event are the property of the respective Event Organiser's.

No in-car cameras may be fitted other than those required by the Organisers.

**49.3** All cars must have the starting numbers fitted as supplied by the organisers and without modification unless agreed by the organisers. No additional material or advertising may be added to the start number panels. The outer sides of the front wing end plates and rear wing end plates must be left completely clear for the Organisers.

**49.4** The identification of the official tyre supplier must be displayed on both sides of the car plus forward facing as provided and required by the organisers. Any identification of a conflicting tyre company to the appointed official tyre company must be removed.

#### **50) KEY OFFICIALS**

##### **Stewards of the Meeting**

**- Chairman: Tony Scott-Andrews**

**- International Steward: Steven Kennedy**

**- National Steward: Lam Ka Chun**

<b>Race Director</b>	<b>- Charlie Whiting</b>
<b>Clerk of the Course</b>	<b>- Mario Ferreira Sin</b>
<b>Secretary of the Meeting</b>	<b>- Adriano das Neves</b>
<b>Chief National Scrutineer</b>	<b>- Daniel Tam</b>
<b>Chief National Medical Officer</b>	<b>- Dr. Chan Wai Sin</b>

**51) ASN**

**Automobile General Association Macao-China**

**Avenida da Amizade**

**Macau**

**ORGANISER**

**Comissão do Grande Prémio de Macau**

**Avenida da Amizade**

**Macau**