

2026 FIA FORMULA REGIONAL WORLD CUP SPORTING REGULATIONS

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1. REGULATIONS

- 1.1 The FIA has appointed the Associação Geral de Automovel de Macau-China as the Promoter of the FIA Formula Regional World Cup, hereinafter “the Promoter”, within the Macau Grand Prix, which is the property of the Sports Bureau of Macao SAR Government and comprises several races for different categories.
- 1.2 The FIA will sanction the FIA Formula Regional World Cup (the Cup), (abbreviated as FIA FRWC), which is the property of the FIA and comprises two titles, one for drivers and one for teams. It consists of a Formula Regional Competition, which is included in the FIA International Calendar. All participating parties (the FIA, ASNs, organisers, competitors, and circuits) undertake to apply and observe the rules governing the Cup and must hold the appropriate FIA Licences, which are issued to drivers, competitors, officials, organisers and circuits.
- 1.3 The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Changes to these Sporting Regulations must be made per Article 18.2 of the International Sporting Code, hereinafter “the Code”, or at least 30 days before the start of the Competition, provided by the FIA.
- 1.4 Bulletins that temporarily modify and/or supplement the Sporting Regulations and/or the Technical Regulations may be issued by the FIA to apply at the Competition, and such bulletins shall be binding on all Competitors in relation to the relevant Competition.
- Each such Bulletin shall be countersigned as follows:
- a) technical bulletins by the Technical Delegate and the Chairperson of the Stewards;
 - b) sporting bulletins by the Race Director and the Chairperson of the Stewards.
- 1.5 These Sporting Regulations come into force from the moment of their publication on the FIA website (www.fia.com) and replace all previous Sporting Regulations.
- 1.6 These Sporting Regulations apply to the competition referred to in the title, and to the Cup taking place within that calendar year. Any changes made by the FIA for safety reasons may come into effect without notice or delay.
- 1.7 Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the FIA ‘General Prescriptions’ and Specific Regulations, Sporting and Technical Regulations shall be decided by the Stewards.

2. GENERAL UNDERTAKING

- 2.1 All drivers, competitors and officials participating in The Cup undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the 2026 International Sporting Code, the Technical Regulations, Homologation Regulations and the present Sporting Regulations, together referred to as “the Regulations”. In addition, drivers, competitors and officials undertake to observe all provisions of any Supplementary Regulations for the Competition.
- 2.2 The Cup and its Competition are governed by the FIA in accordance with the Regulations.
- 2.3 Competition means the competition entered into the FIA Formula Regional World Cup Calendar for any year commencing at the start of Scrutineering and ending at the time for the lodging of a protest under the terms of the Code or the time when a technical or sporting certification has been carried out under the terms of the Code, whichever is the latter.
- 2.4 Any special national regulations must be submitted to the FIA with the original application for the inclusion the Competition on the international calendar. Only with the approval of the FIA can such special regulations come into force for the Competition.

3. GENERAL CONDITIONS

- 3.1 It is the competitor's responsibility to ensure that all persons concerned by their entry observe all the requirements of the Regulations. If a competitor is unable to be present in person at the Competition, they must nominate their representative in writing. The person having 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.
- 3.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Cup, including any form of official track activity.
- 3.3 The presentation of a car for initial scrutineering (see Article 25.3 below) will be deemed an implicit statement of conformity.
- 3.4 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pit lane or track must wear an appropriate pass.

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.

- 3.5 During the Competition, competitors (and/or anybody associated with the entry of a car) are not permitted to produce or order to produce images or any moving pictures of competition cars on the track. Any exception to this must be approved in writing by the FIA and the Promoter.

Teams are not allowed to film without the previous consent of the FIA and the Promoter. The Promoter has the rights on any footage obtained during the testing and the Competition. Teams are not allowed to: film other teams, film the scrutineering area and/or its installations, position cameras on the pit wall side pointing at other teams. Teams, if allowed by the promoter, may only film their own cars, on the conditions below:

- No footage may be used as base or support to lodge any protest or complaint against third parties / other teams.
- The footage remains at the disposal of the Officials at all moments even after the end of the Competition.
- At the sole discretion of the Stewards, team's footage may only be used for defence of the team that has collected the images.

Failure to comply with the above will be reported to the Stewards of the Competition and may result in a fine or the disqualification of the relevant team from the Competition and a maximum fine of €10,000.

4. LICENCES AND ELIGIBLE DRIVERS

- 4.1 All drivers participating in the Cup must be at least 16 years old (the date of the birthday being binding) and hold current and valid licenses (minimum requirement a Grade C FIA International driver's licences), in compliance with Appendix L, and, where applicable, valid authorisations issued by their ASN.

A driver must also be in possession of a current medical certificate of aptitude, either included on the competition licence or on an attached document.

No driver entered in the 2026 FIA Formula Regional World Cup may have participated in any round of a championship with any type of single seater car that was designed and/or built to achieve a weight-to-power ratio less than 1.5 kg/bhp. As an exception, drivers having participated in a maximum of 3 competitions of the 2026 FIA F2 Championship are eligible to enter the 2026 FIA Formula Regional World Cup.

All drivers must have participated in a minimum of 3 competitions in a single seater car that was designed and/or built to achieve a weight-to-power ratio less than 3.0 kg/bhp.

The event will be by invitation with priority given to those drivers having achieved the highest positions in the 2026 Formula Regional Championships. Any decision as to whether a driver has the necessary experience will be made at the absolute discretion of the FIA.

Drivers entered in the 2026 FIA Formula Regional World Cup are not allowed to participate in any other prior track activity and/or competition on the same racetrack in 2026.

- 4.2** Prior to the competition, the FIA will notify each entered driver of specific training which is required to be completed before competing in the Cup. Drivers will not be allowed to take part in any session until such training is completed.

An additional specific briefing may also be requested by the Race Director.

- 4.3** All drivers and competitors must hold valid FIA Licences and authorisations issued by their National Sports Authority (ASN) in accordance with Article 3.9.4 of the International Sporting Code.
- 4.4** Each team/competitor selected for the Cup must have a single competitor's licence valid for all its cars entered.
- 4.5** Any driver application to participate in the Cup will be studied by the FIA and accepted or rejected at its absolute discretion.

5. COMPETITION

- 5.1** Competition is reserved for Formula Regional cars as defined in the current FIA Technical Regulations (Appendix J – Article 275A) and FIA Homologation in place, complying with the below type specifications:

CHASSIS	TATUUS T 326
ENGINE	ATM163T-FR
TYRES	PIRELLI

- 5.2** Cars must conform at all times with the conditions of eligibility set out in the FIA Technical Regulations (Appendix J – Article 275A) and Homologation Regulations published as part of the general rules of the Cup.

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

All cars will be duly marked with a proper identification as being scrutineered in accordance with the Technical and Sporting Regulations.

Competitors may be requested to carry on-board cameras on their cars, this request will be made and may not be refused.

- 5.3** The Competition of the 2026 Cup will have the status of an international competition and is planned as follows:

<i>Date</i>	<i>Circuit</i>	<i>Name</i>
19-22/11	Guia Circuit	Macau Grand Prix

5.4 There will be two races:

Race 1: A qualifying race for the Macau Grand Prix run over 10 laps or a maximum of 60 minutes, whether or not the race is suspended.

Race 2: The Macau Grand Prix run over 15 laps or a maximum of 60 minutes, however, should the race be suspended the length of the suspension will be added to this period (also see Article 43).

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 6.2km (3.8 miles) and is run in a clockwise direction.

Any driver who cannot take part in Race 1 may make a request to the stewards to participate in Race 2, permission not being unreasonably withheld.

5.5 If the formation lap is started behind the safety car (see Article 35.16) the scheduled race time will be reduced by the time carried out by the safety car minus the first formation lap.

5.6 The Competition shall include all practice sessions, qualifying sessions and races.

5.7 The Macau Grand Prix Organizing 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 Organizing Committee or the Sports Bureau of Macao SAR Government in respect of any prize moneys or loss of expenses that he may have incurred or may incur as a result.

5.8 The Cup may be cancelled if fewer than 16 cars are available as a result of the entry selection process described in Article 7.1.

6. CUP

6.1 The Driver's Cup title will be awarded 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.

7. DEAD HEAT

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

8. COMPETITORS' ENTRIES

8.1 Before 30 June of the year of the relevant Cup, applicants will be required to:

- a) Properly complete and return a valid Entry Form to the FIA at the following email address: smartin@fia.com.
- b) Pay the entry fee of €6,000 per car to the FIA.

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

8.2 Applications shall include:

- a) No more than twenty-six (26) cars will be admitted to The Cup, two (2) per Competitor.
- b) Confirmation that the applicant has read and understood the Regulations and agreed, on its own behalf and on behalf of everyone associated with its participation in The Cup, to observe them.
- c) The name of the Competitor.
- d) The physical address of the competitor corresponding to his licence.
- e) Copies of the licences for both the driver and the competitor, as well as copies of the related documents according to Article 4.
- f) The Driver can be registered until the 15 of September 2026, the FIA can extend the deadline upon request.
- g) Copyright free, high-resolution photographs sent by e-mail of the driver(s) and biography of the driver(s).
- h) An undertaking by the applicant to participate in the Competition with the number of cars and drivers entered.
- i) In order to preserve the competitive and sporting nature and structure of The Cup, where any material change in the identity or control of a team occurs, any application or entitlement to participate in any part of The Cup will be cancelled automatically.

However, the Promoter and FIA may suspend the operation of that general rule where they give their prior consent to the change of identity or control. That consent shall not be unreasonably withheld.

The grant of such consent shall be conditional upon the Promoter and FIA being satisfied that the change of identity or control shall not materially alter the economic and sporting entity that is the team.

Factors which may be considered by the Promoter in determining whether the economic and sporting entity will be maintained may include (but shall not be limited to) the composition and structure of the team, the team's name, the team's logos, the team's colours and fairness to other competitors.

Nothing in these regulations shall prevent new Competitors from entering The Cup in the normal way.

- j) Entitlement to participate in any part of The Cup is given to a competitor personally, and is non-transferable. No assignment of the above entitlement by a competitor is authorised without the express written approval of the Promoter. If a competitor fails to follow that specific rule, the Promoter may automatically and with immediate effect cancel that competitor's entry into The Cup.
- k) Integrity of the Cup: Team Independence and Non-Affiliation to preserve the integrity, fairness, and independence of the Cup, each Competitor (Team) must, as of 1 June 2026, and continuously throughout the competition, comply with the following provisions regarding team ownership and affiliations:
 - No Team participating in the Cup may, either directly or indirectly:
 - hold or deal in the shares, securities, or any ownership interest of another Team entered in the Cup;
 - be a member, partner, or shareholder of another Team entered in the Cup;

- be involved in any capacity whatsoever—contractual, operational, sporting, or advisory—in the management, governance, engineering, or on-track performance of another Team;
- possess or exercise any power or influence over the operational, strategic, or sporting decisions of another Team competing in the Cup.

No individual or legal entity may be simultaneously involved, either directly or indirectly, in any capacity whatsoever, in the ownership, management, decision-making, or sporting operations of more than one Team participating in the Cup.

For the purpose of this Article, "control or influence" shall be understood to include, but not be limited to:

- holding a majority of the voting rights in another Team's ownership structure;
- having the right to appoint or remove a majority of the directors, managers, or equivalent decision-making personnel of another Team;
- being party to a shareholder or partnership agreement that grants de facto control over another Team's decisions;
- exercising significant operational, financial, or technical influence over another Team's structure, operations, or competitive performance.

Compliance with this Article shall be subject to verification by the Cup Promoter or the FIA. Any breach, or failure to adequately demonstrate compliance upon request, may result in sanctions, including but not limited to exclusion from the Cup.

9. CAR LIVERY, COMPETITOR EQUIPMENT AND COMPETITION NUMBERS

9.1 Car Livery

- a) The provisions of the Code relating to national colours shall not apply to The Cup.
- b) All the cars entered by a competitor must have the same livery at the Competition (i.e. same basic colours and/or overall appearance), however drivers who are part of a Formula 1 programme or, using a different appearance, may be allowed to use a different livery on their cars. This will be subject to the approval of the Promoter and the FIA.
- c) In order that the cars of each competitor may be easily distinguished from one another whilst they are on the track, the mirrors and halo of the first car must be predominantly black, and the second car must be predominantly fluorescent yellow, and any additional elements of the car could be requested to simplify the distinction of the cars.

9.2 Competitor equipment

- a) Every competitor must display the name of the driver, his national flag and his blood group on the bodywork, on the outside of the cockpit or on the driver's helmet. These must be clearly legible.
- b) Each car must be fitted according to APPENDIX 3: FRWC BRAND GUIDELINES AND RESERVED AREAS.

9.3 Competition numbers

- 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 (see Appendix 3).

- b) The competition numbers, visible from both sides and the front of the car, should be of a clearly contrasting colour to their background.

10. TRACK RUNNING OUTSIDE THE COMPETITION

Track running outside The Cup with a current Formula Regional car as defined in the Technical Regulations (Appendix J – Article 275A) is not permitted except for FIA or certified by FIA Championship/Trophy.

- 10.1** Competitors or drivers must inform the FIA of any planned track activity outside the competitions at least seven days before it is due to commence, and the following information must be provided:
 - i) The precise specification of the car(s) to be used.
 - ii) The name(s) of the driver(s).
 - iii) The nature and location of the activity.
 - iv) The date(s) and intended duration of the activity.
 - v) The purpose of the activity.
- 10.2** Any breach of the provisions 10.1 may result in the following sanctions, applied cumulatively or individually at the discretion of the Stewards:
 - a) Disqualification from the Competition.
 - b) A financial penalty.
 - c) Any other sanction deemed appropriate under the International Sporting Code.
- 10.3** The burden of proof for demonstrating compliance rests with the competitor. Upon request, the competitor must provide to the FIA all relevant documentation, timing data, or other evidence relating to any single-seater activity in which a driver entered in The Cup has participated.
- 10.4** The FIA may grant a written waiver to any provision to teams not participating in a championship running with the current Formula Regional Technical Regulations article 275A Appendix J. Any such waiver will be issued prior to the activity taking place and will be made available to all competitors, subject to the following rules:
 - Agreed, private tests using the Formula Regional T326 will be limited to a number of days. The number of days should not exceed three (3) days.
 - The private tests can be carried out between the 1st of July 2026 and the 30th of September for testing outside of a Competition.
 - It will be limited to teams not being part of a Championship between the 1st of April and the day of the start of the Cup.
 - For all drivers, the FIA reserves the right to implement a self-declaration platform to monitor all testing requests.

11. PROMOTER

- 11.1** An application to promote a Competition must be made to the ASN of the country in which the Competition is to take place, which will apply to the FIA. It must be accompanied by written evidence that the promoter has made arrangements to secure the participation of

Competitors, which arrangements are conditional only upon the FIA entering the Competition on The Cup calendar.

12. PASSES

- 12.1 Ten passes per car (one driver pass and nine team passes) will be issued with pit lane and garage access.
- 12.2 Transferring of any pass is prohibited.
- 12.3 A specific allocation of passes for team personnel will be given by the FIA and the Promoter before the competition of The Cup.

13. ORGANISATION OF THE COMPETITION

- 13.1 The organiser shall supply the information set out in Appendix 1, part A hereto to FIA Formula Regional World Cup no later than 30 days before the Competition. The FIA, if satisfied with such information, shall complete part B and forward both parts to all competitors before the end of initial scrutineering.

14. INSURANCE

- 14.1 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.
- 14.2 The promoter must, 30 days before the Event, send the FIA details of the risks covered by the insurance policy which must comply with the national laws in force.
- 14.3 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.
- 14.4 Sight of the policy must be available to the competitors on demand.

15. DELEGATES AND OFFICIALS

- 15.1 For the Competition the FIA will nominate the following delegates:
 - a) A Technical Delegate
 - b) An Assistant technical delegate
 - c) A Representative of the President of the FIA
 - d) A Media Delegate.
 - c) An FIA Observer.
 - d) A Safety Delegate
 - e) A Medical Car Driver
 - f) A Medical Delegate
 - g) A Safety Car Driver
 - h) A Deputy Race Director
 - i) A Driver Advisor
- 15.2 The role of the FIA delegates is to help the officials of the competition in their duties, to see within their fields of competence that all the regulations governing The Cup are respected, to make any comments they judge necessary and to draw up any necessary reports concerning the Competition.

- 15.3** The Technical Delegate nominated by the FIA is responsible for scrutineering. In this respect, they may carry out, or have carried out by scrutineers, at their discretion, any checks to verify the compliance of the cars entered in the Competition, at any time until the end of the competition, without prior request from the Stewards or clerk of the course. The FIA Technical Delegate has full authority over the national scrutineers.
- 15.4** For the Competition the FIA will nominate the following officials:
- Two Stewards one of whom will be appointed chair.
 - A Race Director
- 15.5** For the Competition the following officials will be nominated by the ASN and their names will be sent to the FIA.
- One Steward from among the ASNs nationals.
 - The clerk of the course.
- 15.6** The clerk of the course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the clerk of the course may give orders in respect of them only with his express agreement:
- The control of free practices, qualifying sessions, and the races, 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.
 - The stopping of any car in accordance with the Code or Sporting Regulations.
 - The stopping of free practices, qualifying sessions, suspension of the races in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
 - The starting procedure.
 - The use of the safety car.
- 15.7** The Stewards, the Race Director, the clerk of the course and the Technical Delegate must be present at the start of the Competition.
- 15.8** In exceptional circumstances, should any Steward not be present at the start of the Competition, they must be available and contactable at all times to fulfil their duties.
- 15.9** The Race Director must be in contact with the clerk of the course and the chairperson 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.
- 15.10** The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact.
- The FIA reserves the right to increase or reduce the number of staff to the above as it deems necessary.

16. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 16.1** 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.

- 16.2** All classifications and results of free practices, qualifying sessions, and the races, as well as all decisions issued by the officials of the Competition, will be posted on the official notice board.

LINK

- 16.3** Any decision or communication concerning a particular competitor should be given to them within 25 minutes of such decision, and receipt must be acknowledged.
- 16.4** Official instructions and communications to competitors may also be given via a dedicated radio channel or through the timekeeper screens.

17. PROTESTS AND APPEALS

- 17.1** Protests must be made in accordance with the Code and accompanied by a fee of €2,000 in cash to the Secretary of the Stewards.
- 17.2** Appeals shall be made in accordance with the Code and accompanied by a fee of €6,000.
- 17.3** Appeals may not be made against decision concerning the following:
- a) Penalties imposed under Articles 37.3 a), b), c), d), e), f), g), h), or i), including those imposed during the last three laps or after the end of a race.
 - b) Any decision taken by the Stewards in relation to Article 33.3.
 - c) Any penalty imposed under Articles 35.4 or 41.3.
- 17.4** Petitions for a right of review shall be made in accordance with the Code and accompanied by a deposit of €2,000.

18. SANCTIONS

- 18.1** 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.

19. PRESS CONFERENCE & PROMOTION

- 19.1** 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.
- 19.2** 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 Supplementary Regulations.
- 19.3** Drivers must take part in any promotional activity requested by the organizers such as autograph sessions, prize giving, press conferences, pit road walkabouts, photo shooting, and pre-race parades. This is in addition to the above and article 45.
- A photo-shoot will take place at a time and location to be confirmed in the Supplementary Regulations, to which all qualified drivers must attend.
- 19.4** The drivers, competitors and manufacturers give the right to the Organisers to use their name and images and racing car images for any promotional, advertising, publicity and public relations purpose, for the promotion of the Event and the Macau Grand Prix.
- 19.5** 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.

20. MEETINGS

- 20.1 A meeting chaired by the race director will take place before the first practice session at a time and location to be advised, all drivers entered for the Event and their team managers must be present.

Should the race director consider another meeting necessary the competitors will be informed. All drivers and team managers must attend.

- 20.2 All drivers eligible to take part in the race must attend a photograph session wearing their racing apparel. Competitors will be notified of the time and location.

21. GENERAL CAR AND PERSONNEL REQUIREMENTS

- 21.1 The Cup Competition is reserved for cars fully complying with the 2026 FIA Formula Regional Technical Regulations (FIA ISC Appendix J, Article 275A), the 2026 FIA Formula Regional World Cup Part Classification and relevant Appendices, and using controlled fuel and tyres as supplied by the Organisers.

- 21.2 Only chassis, gearboxes and engine installation kits complying entirely with the following homologations may be used during the Competition.

Chassis Homologation No: FRG2-CH-01

Gearbox Homologation No: FRG2-TR-01

Engine installation kit Homologation No: FRG2-EK-01

- 21.3 Once supplied, the components may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations, a Technical Bulletin, 2026 FIA Formula Regional World Cup's Part Classification and relevant Appendices, or in the case of automobiles adapted for disabled drivers in possession of a Certificate of adaptations issued by the FIA, or with the written permission of the FIA after consultation with the manufacturer.

Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified. Modifications to the automobile in accordance with the adaptations specified in the Certificate of adaptations are authorized.

- 21.4 Only engines complying with the 2026 FIA Formula Regional Technical Regulations (FIA ISC Appendix J, Article 275A), the 2026 FIA Formula Regional World Cup Part Classification and relevant Appendix may be used during The Cup.
- 21.5 An approved Accident Data Recorder (ADR) must be fitted to the car and be in working order at all times during the Competition.
- 21.6 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.
- 21.7 The FIA may require entrants to fit an Electronic Self (Timekeeping Transponder) Identification Module for the purpose of accurate timing, the exact position of which will be advised prior to the Competition. These modules will have to be in place and switched on for all free practice sessions, qualifying sessions and the races.
- 21.8 Each competitor must install and maintain in working order (image, data recording and logging) an incident camera on the main roll structure Details of the system, including installation instructions, will be made available from the FIA.

- 21.9** Competitors must ensure the incident camera starts recording images before the car leaves its designated pit allocation or grid box position at any given time. Once the car is back in the pit lane or paddock area, the camera must continue to record images until the car completely stops at its pit allocation or at the position indicated by the officials, after the end of a track session.

Nothing may obstruct the camera picture and it is the responsibility of the competitor to ensure the functionality of the camera system at all times.

The required memory card (Micro SD) will be installed by each team. The memory card slot may be sealed by the scrutineers before the start of the qualifying sessions, and races. It is the competitor's responsibility to ensure that the seal remains intact and that the card is not removed until the end of the parc fermé of the relevant session.

Competitors may break the seal on the card slot after the end of parc fermé of each session. It is the responsibility of the competitor to ensure that the card and the video data of each session are available at any time during the Competition. The cards must be returned to the scrutineers at the end of each Competition with the video data of all sessions on them.

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

- 21.10** During the entire Competition, 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, tent, 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:

- a) Engine, gearbox or radiator covers whilst engines are being changed or moved around the garage.
- b) Covers over spare wings when they are on a stand in the pit lane not being used.
- c) 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:

- d) Covers which are placed over damaged cars or components.
- e) A transparent tool tray, no more than 50mm deep, placed on top of the rear wing.
- f) A cover over the car in the team's garage overnight.
- g) A cover over the car in the pit lane or grid if it is raining.

- 21.11** The noise generated by the car must not exceed the value set by the National Authority.

- 21.12** Wind tunnel testing ban:

Wind tunnel testing is the testing by a team or any related party of that team, or any agent or sub-contractor of the team or any of its related parties, in a test environment of a representation of an Formula Regional car or subcomponent in order to measure, observe or infer any forces, displacements, pressures or air flow direction resulting directly or indirectly from the incident air flow.

Any wind tunnel testing is forbidden. This also applies for wind tunnel testing using a scale model of a Formula Regional car or subcomponent.

It is forbidden to use any results from wind tunnel testing obtained by a team or any related party of that team, or any agent or sub-contractor of the team, any of its related parties or any

other third party other than the wind tunnel testing results supplied by the rolling chassis manufacturer.

- 21.13** No team/competitor entering two cars may have more than 9 operational staff members, which will be identified with a specific armband, at the Competition with access to the paddock, the pit garages and the pit lane from the start of preliminary scrutineering until the end of the last race of the Competition.

If in case of force majeure, the team/competitor enters only one car, the squad may have no more than five operational staff members at the competition with access to the paddock, tent, the pit garages and the pit lane from the start of preliminary scrutineering until the end of the last race of every competition.

The following ones are not considered as operational staff:

- the staff exclusively connected with hospitality, sponsors, team motorhomes, marketing, public relations, or/and security
- a medical doctor, a physiotherapist, a massage therapist,
- a driver manager, a "driver coach"
- the team owner or managing director.

Non-operational staff will neither be allowed to work on a car entered by the team/competitor nor to make any kind of technical operation (data acquisition, parts repair, parts maintenance, etc.) related to a car entered by the team/competitor.

Working on the car means to physically handle tools, equipment or parts which are in connection with the operation of the car, or to directly manipulate any part of the car itself with or without tools or equipment.

A list of the staff must be submitted to the Steering Committee 10 days prior to the Competition.

The team manager must be the team/competitor representative at the briefing and he will also be summoned as the competitor representative by the Officials during the Competition of The Cup. However, the competitor may appoint another representative other than the team manager.

21.14 Technical passport:

All competitors must be in possession of a technical passport for each of their respective cars which will be issued by The Cup's Technical Delegate, as per the FIA template (see APPENDIX 5 of the FIA FRWC Sporting Regulations) and must accompany the car at all times. The technical passport must include the serial number of the chassis and the serial numbers of both engines for each entry. Furthermore, all competitors must be in possession of an FIA chassis test report (see Appendix to the Formula Regional Technical Regulations) for their car which the relevant rolling chassis manufacturer must provide together with each survival cell. No car will be permitted to take part in a Competition unless the passport and the FIA chassis test report are available for inspection at initial scrutineering.

21.15 Race Mode System (RMS)

The Race Mode System is a driver-activated function that enables an additional level of engine performance for a limited period of time when the dedicated control button is pressed by the driver.

For the avoidance of doubt:

- "Race On" is the mode providing the Push-to-Pass System.

- “Race Off” is the standard operating mode of the car.

The correct use of the Race Mode System at all times remains under the sole responsibility of the Competitor.

Conditions for the Use of Race Mode

a) Free Practice Sessions

Activation of Race Mode is permitted without limitation.

b) Qualifying Sessions

The car must remain in Race Off at all times.

Activation of Race Mode is not permitted.

c) Race

During the Race, the car must be in Race On, subject to the following conditions:

- The total available activation time is set by the FIA and the Promoter.
- The driver may activate Race Mode at any time during the Race, except:
 - During the Formation Lap.
 - During any standing start, and until the completion of the first racing lap, defined as the moment the car has crossed the Finish line at the end of that lap.
 - When the Safety Car is deployed. Following a Safety Car procedure during the Race, Race Mode must not be activated again until the driver has crossed the Finish line for the second time after the Safety Car has returned to the pit lane.
 - When the message “RACE MODE DISABLED” is displayed on the official messaging system.

For the avoidance of doubt, to disable means to prohibit the activation of the system.

The Competitor is not required to electronically deactivate the system. It remains the sole responsibility of the driver not to activate the system once it has been disabled.
 - The Race Director may, at his sole discretion, disable the use of the Race Mode System at any time.

Any breach of the provisions relating to the use of the Race Mode System will be reported to the Stewards.

22. GENERAL SAFETY

- 22.1** Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags or lights similar in any way whatsoever to these. In accordance with Appendix H of the Code, the light signals displayed on the trackside light panels have the same meaning as flag signals.
- 22.2** Save where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all free practice sessions, the qualifying sessions, as for the races.

- 22.3** Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 22.4** 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 reasons. If any physical assistance received during the races results in the car re-joining the Stewards may disqualify him from the races (other than under Articles 22.7 (d) or 35.6).
- 22.5** A driver who abandons his car must leave it in neutral and with the steering wheel in place.
- 22.6** 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.
- 22.7** 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 races 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.
 - e) Team personnel working on a car on the grid during a race suspension in accordance with Article 40.4.
- 22.8** 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 35.14(i).
- 22.9** Drivers taking part in free practices, qualifying sessions, and the races including when making their way from pre-grid to pit lane or track must always wear flame-resistant clothing, helmets, and Frontal Head Restraints (FHR) specified in the Code (Appendix L – Chapter III and (APPENDIX 4: DRIVERS’ SAFETY KIT of the Formula Regional Sporting Regulations). It is the responsibility of all competitors to acquaint themselves fully with these requirements and any changes that may be made to them by the FIA.
- 22.10** If a driver has serious mechanical difficulties during a free practice session, qualifying session, the races he must leave the track as soon as it is safe to do so.
- 22.11** The car’s rear lights must be illuminated at all times when using wet-weather tyres or at any time upon the request of the Race Director. All lights must be in working order when the car leaves the pit lane for the first time for any free practice session, qualifying session, or race. It shall be at the discretion of the race director to decide whether or not a driver should be stopped if the light is not working. Should a car be stopped in this way the driver may re-join when the fault has been remedied.
- 22.12** Only three (3) team members per participating car (all of whom shall have been issued with and wearing special identification) are allowed in the signalling area during free practice, qualifying sessions, and the races.

- 22.13** People under 18 years of age are not allowed in the paddock and the pit lane with the exception of drivers and working team staff.
- 22.14** The Race Director, the clerk of the course, FIA Medical Delegate 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 (FIA ISC – Appendix L, Chapter II, Article. 4).
- 22.15** The organiser must make two fire extinguishers of 5kg capacity available at each competitor’s designated garage area and ensure that they work properly.
- 22.16** 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.
- 22.17** Competitors are not permitted to install and/or to use any electric devices or time-recording-instruments on the pit wall within 25 metres of the line. Any equipment installed by a competitor on the pit-wall must not protrude from the pit-wall and over the track.
- 22.18** 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.
- 22.19** 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.
- 22.20** During free practices, qualifying sessions, and the races, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- 22.21** Repairs to a car may be carried out only in the allocated pit garage, the paddock, pits and on the grid.
- Competitors must ensure that when not in use, their cars remain in the garage, tent or paddock space specifically allocated to them by the Promoter for the particular car, and that any work on or repairs to the vehicle is also carried out in the allocated garage, tent or paddock space only. Breach of this requirement may result in disqualification.
- 22.22** The replenishment of any liquids is forbidden following the start of the race until after post-race scrutineering.
- 22.23** 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 or the pit lane.
- 22.24** Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the disqualification of the car and driver concerned from the Competition.
- 22.25** All team and technical personnel must wear long trousers in the pit lane during all free practice sessions, qualifying sessions and races.
- 22.26** 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.

23. ENGINES AND TURBOCHARGERS

- 23.1** Only engines complying entirely with the following homologations may be used during competition:

Engine Homologation No: FRG2PU-01

Once supplied, the engine may not be modified in any way whatsoever except where specifically permitted by the Technical Regulations or with the written permission of the FIA after consultation with the supplier. Any such modifications will only be permitted if they are deemed absolutely necessary after a problem has been clearly identified.

Each engine must be uniquely identifiable by the serial number and the numbers of the seals listed in the Engine Homologation Document.

Only engines which have been dyno tested 3 months prior to the registration in the Competition by the homologated engine supplier may be used during the Competition. The FIA can request the dyno test results from the engine supplier.

A waiver can be granted in writing by the FIA for any engine deemed equalised.

- 23.2** Each car may use no more than one engine for the entire Cup, in which its team competes.

The registration of an additional engine beyond the registered unit, or the replacement of an engine after the initial scrutineering during a Competition, will result in a ten-place grid penalty for the car.

However, a penalty will not be incurred if the FIA Technical Delegate is satisfied that an engine has been genuinely damaged following an accident on the track or due to failures which are in the responsibility of the engine supplier.

- 23.3** Competitors are allowed to request a turbo charger replacement during the Competition. However, the turbo charger replacement is only allowed when the FIA Technical Delegate is satisfied that the turbo charger was operated or is operating out of normal running conditions.

Should a car have any further turbo charger changes, ten-place grid penalties will be imposed for the next race it takes part in. The only exception to this is a turbo charger change in line with Articles above.

- 23.4** Other than the straightforward replacement of one engine or turbocharger unit with another, a change will also be deemed to have taken place if any of the seals are damaged or removed from the engine or turbocharger after it has been used for the first time in The Cup. If a seal is broken, the engine needs to be dyno tested and checked by the engine supplier before it can get resealed.

- 23.5** An engine or turbo charger will be deemed to have been used once the car's timing transponder has shown that it has left the pit lane.

- 23.6** If a driver is replaced at any point during The Cup the replacement driver must use the same engine and turbo charger which the original driver had been using. In this latest matter, in the event of exceptional circumstances which could cause the necessity to change the engine, and only in these circumstances, the FIA reserves the right to review the situation and may give its prior authorization to change it without any penalty.

- 23.7** The FIA may organise a dyno test for an engine before the start of The Cup as per defined in the Technical Regulations.

In any case, dyno tests will be always carried out once per season before the start of The Cup for all cars as a collective dyno test.

- 23.8** The FIA Technical Delegate may require the replacement of a complete engine, any part of the engine or ECU with parts coming from the supplier's stock or the check of the complete engine on the test bench.

24. SUPPLY OF TYRES IN THE CUP AND TYRE LIMITATION

- 24.1** Supply of Tyres

- a) The single tyre manufacturer (the appointed tyre supplier) appointed by the FIA must undertake to provide at the Competition, the following allocation per registered car.
- b) No set of tyres shall be used outside of the zone and/or region of The Cup where they were distributed and the other way around.
- c) Any additional tyre set can be allocated for special track condition.
- d) Dry and wet-weather tyres may not be used as part of a mixed set.

24.2 Quantity of tyres during the Competition

a)

DATE	COMPETITION	TYPE	RACES	NEW SETS	CARRY OVER SETS
19-22 November	Macau Grand Prix	COMPETITION	2	4	N/A
TOTAL			2	4	N/A

- b) A complete set of tyres will be deemed to comprise two (2) front and two (2) rear tyres all of which must be of the same specification and as allocated by the FIA.
- c) Before initial scrutineering, the FIA Technical Delegate will allocate dry and wet-weather tyres to each car and driver combination.
- d) Distribution of tyres to all competitors shall be carried out under the supervision of the FIA Technical Delegate. Once distributed, the tyres must always be visible inside the paddock during the Competition. In a case of force majeure, the Stewards may alter this programme.
- e) An individual driver may not use more than four sets dry-weather tyres and three sets of wet-weather tyres throughout the entire duration of the Competition.
- f) No sets allocated to a team can be sold to another competitor. If a set is found to be resold, the team that sold the set will be disqualified from the current Cup, and the other team will be penalised adequately.
- g) A total of 6 dry tyres sets, and 3 wet tyres sets will be allocated to each car of competitors which meet the criteria set out in article 10.4.

24.3 Control of tyres

- a) The outer sidewall of all tyres which are to be used at the Competition must be marked with a unique identification.
- b) With the exception of the races, wet-weather tyres may only be used after the track has been declared wet by the race director, following which wet or dry weather tyres may be used for the remainder of the relevant session.
- c) A competitor wishing to replace one unused tyre by another identical unused one must present both tyres to the Technical Delegate.
- d) The use of tyres without appropriate identification may result in a race grid position penalty or disqualification from the the races as appropriate.

24.4 Use of Tyres

- 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 only sets of tyres which may be used during a Competition are those which are defined in Article 24.2 a).
- c) Tyres will only be deemed to have been used once the car's timing transponder has shown that it has left the pit lane.
- d) If a new driver is used (see Articles 26.2, and 26.4) he must use the tyres allocated to the car of the nominated driver he replaced.

24.5 A secure area for the storage of tyres during the Competition will be provided by the tyre manufacturer and will be located in the paddock area. All dry-weather tyres allocated for use at a Competition must be stored in this area during the times specified by the FIA Technical Delegate at the start of the Competition. Competitors are not permitted to access to this secure storage area during the above specified times without the consent of the FIA Technical Delegate.

Wheels removed from a car during a qualifying session, or a race will be deemed to be in parc fermé and, unless the same wheels are used for a second time during the same qualifying session or race, no work on the wheels is permitted (with the exception of pressure checks conducted by the competitor immediately after the wheels have been removed from the car). Under these circumstances tyre pressures may not be adjusted after such a pressure check.

Tyres may be stacked flat on top of each other in the pitlane. Skateboards or similar devices are not considered to be tyre trolleys and are therefore forbidden.

- 24.6** No tyre allocated for one Competition may be used at another Competition unless this tyre is re-allocated by the FIA Technical Delegate.
- 24.7** During all free practice sessions, qualifying sessions and races only allocated tyres are allowed in the pits.
- 24.8** During all free practice sessions, qualifying sessions, all allocated tyres must be clearly visible to scrutineers in the pit lane.
- 24.9** If, in the opinion of the tyre technicians and FIA appointed officials, the nominated tyre specification proves to be technically unsuitable, the Stewards may authorise the use of additional tyres to a different specification or a change of tyres during a race to be made compulsory.
- 24.10** The tyre manufacturer will be entitled to deem any tyre unsafe for use at any time during a Competition, under such circumstances the FIA Technical Delegate will be informed.
- 24.11** If the formation lap is started behind the safety car because of rain (see Article 35.16) or the race is resumed in wet conditions (see article 44), the use of wet-weather tyres until the safety car returns to the pit lane is compulsory.
- A penalty under Article 37.3(d) will be imposed on any driver who does not use wet weather tyres whilst the safety car is on the track at such times.
- 24.12** The scrutineers appointed for marking will supervise tyre changes in the pits. Cars will not be stopped for tyre checking at pit exit.

25. SPORTING CHECKS AND SCRUTINEERING

25.1 Each competitor must have all documents required by Article 4 available for inspection at any time during The Cup.

25.2 At the Competition of The Cup the FIA will check all licences.

25.3 On the days before the first free practice initial scrutineering of all cars will take place in the area assigned to each competitor.

In order that scrutineers have the required access, all pit lane garage doors must be left open during every Formula Regional practice and qualifying session.

Race numbers and any official advertising must be on the car for inspection during scrutineering and competitors must therefore comply with the requirements of Articles 9 and 46.

25.4 Unless a waiver is granted by the Stewards, Competitors who do not keep to these time limits will not be allowed to take part in the Competition.

25.5 No car may take part in the Competition until it has been passed by the scrutineers.

25.6 The scrutineers may:

- a) Check the eligibility of a car or a competitor at any time during the Competition.
- b) Require a car to be dismantled by a competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- c) Require a competitor to pay the reasonable expenses which exercising 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.

25.7 Any competitor whose car has a change of survival cell after initial scrutineering (see Article 25.3 above), must be re-presented for scrutineering approval.

25.8 The Race Director may require that any car involved in an accident be stopped and checked.

25.9 After each race and all qualifying sessions at least five classified cars will be selected and must undergo complete scrutineering. All other cars will be held under parc fermé conditions in the teams' designated garage area until released by the FIA Technical Delegate.

25.10 Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the parc fermé and who alone are authorised to give instructions to the competitors.

25.11 The Stewards will publish the findings of the scrutineers each time cars are checked during a Competition. These results will not include any specific figures except when a car is found to be in breach of the Technical Regulations.

25.12 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.

26. DRIVERS AND CHANGES OF DRIVER

26.1 Each competitor must have nominated its two drivers to the Promoter at least 2 months prior to the competition, the Promoter will then publish a complete list.

26.2 The replacement driver must use the engines, chassis and tyres which were allocated to the original driver.

- 26.3** Drivers may only change from one competitor to another if:
- a) They have been released by their original competitor for whom they drove; or
 - b) Their original competitor for whom they were driving nominate another driver.
- 26.4** Additional changes for reasons of force majeure will be considered separately.
- 26.5** During the event, the driver can participate in only one category in the Competition. Drivers are not permitted to participate in any additional free practice, qualifying or race within the frame of the Event.

27. DRIVING

- 27.1** The driver must drive the car alone and unaided.
- 27.2** Drivers must observe the provisions of the Code relating to driving behaviour on circuits at all times.
- 27.3** Drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason.
- Drivers will be judged to have left the track if no part of the car remains in contact with it and, for the avoidance of doubt, any white lines defining the track edges are considered to be part of the track but the kerbs are not.
- Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. At the absolute discretion of the Race Director a driver may be given the opportunity to give back the whole of any advantage the driver gained by leaving the track.
- 27.4** 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.
- 27.5** 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.
- 27.6** Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his. Whilst defending in this way the driver may not leave the track without justifiable reason.
- 27.7** Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.
- 27.8** 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.

28. PIT ENTRY ROAD, PIT LANE AND PIT EXIT ROAD

- 28.1** Unless otherwise defined by the Race Director, the section of track leading to the pit lane, between the first safety car line and the beginning of the pit lane, will be designated the “pit entry road”.
- 28.2** Unless otherwise defined by the Race Director, the section of track from the end of the pit lane leading to the track, between the end of the pit lane and the safety car line 2, will be designated the “pit exit road”.

28.3 At no time may a car be reversed in the pit lane under its own power.

28.4 The pit lane will be divided into two lanes, the lane closest to the pit wall will be designated the "fast lane", and may be no more than 3.5 metres wide, 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 35.2 or 39, 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 enter or leave the pit lane.

28.5 The FIA will allocate garages and an area in the pit lane on an equal basis where each competitor may work and, within each of these designated garage areas, one position where pit stops during any free practice, qualifying, or the races may be carried out. For safety reasons, no car should be driven from its pit stop position at any time unless:

- a) It has first been driven into the pit lane position having just entered the pit lane from the track; and
- b) It is then driven immediately back onto the track from the pit lane position.

The position in the pit lane for teams participating in the Macau Grand Prix will be based on the previous year classification. New Teams pit lane position will be allocated based on the completion of the application.

28.6 No powered device may be used to lift any part of a car in the pit lane.

28.7 A speed limit of 50km/h will be enforced in the pit lane. Except in the race, any driver who exceeds the limit will be fined €50 for each km/h above the limit and will be rounded up.

However, in accordance with Article 18, the Stewards may inflict an additional penalty if they suspect a driver was speeding in order to gain any sort of advantage.

During the race, the Stewards may impose either of the penalties under Article 37 a) or b) on any driver who exceeds the limit.

28.8 Unless a car is pushed from the grid at any time during the start procedure, it may only be driven from the competitor's designated garage area to the end of the pit lane.

28.9 With the exception of reconnaissance laps permitted by Article 35.1, any driver that is required to start a race from the pit lane may not drive the car from their competitor's designated garage area until the pit lane exit is closed before the scheduled start of the formation lap and must stop in a line in the fast lane.

Under these circumstances working in the fast lane will be permitted for a period ending 90 seconds after the commencement of the Formation lap, after which all personnel and equipment must be clear of the fast lane. Any such work is restricted to :

- a) Starting the engine and any directly associated preparation.
- b) The fitting or removal of permitted cooling devices.
- a) Changes made for driver comfort.
- b) Changing wheels and tyres.

When cars are permitted to leave the pit lane they must do so in the order that was established under Article 35.2 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

28.10 Other than by drying or sweeping, or by laying tyre rubber left when cars leave their pit lane 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.

- 28.11** Competitors must not paint lines on any part of the pit lane.
- 28.12** Other than under Article 28.9 above, no equipment may be left in the fast lane.
- 28.13** All team personnel carrying out any work on a car in the pit lane while the engine is running when the car is in its pit stop position for the purpose of adjusting or replacing components, or serving a penalty during the qualifying session, or the race, must be wearing helmets which meet or exceed the requirements of ECE 22.05 – European motorcycle road helmet, DOT – USA motorcycle road helmet or JIS T8133-2015, class 2 – JPN protective helmets for automobile users. The use of appropriate eye protection is compulsory.

Wheels are not permitted to be thrown or dropped, and they must be placed either flat on the ground or stored in the wheel transportation trolley while in the pit lane.

- 28.14** In all 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 lane position following a pit lane stop.
- a) Cars must not be released from a garage or pit lane position in way that could endanger pit lane personnel or another driver.
- Competitors must release a car by an obvious and unmistakable hand signal, which shall be clearly visible when being viewed from both above and in the front of the car.
- b) If a car is deemed to have been released in an unsafe condition during any practice session, the Stewards may drop the driver such number of grid positions as they consider appropriate.
- c) If a car is deemed to have been released in an unsafe condition during a race a penalty under Article 37.3(d) will be imposed on the driver concerned. However, if the driver retires from the race as a result of the car being released in an unsafe condition a fine may be imposed upon the Competitor.
- d) An additional penalty will be imposed on any driver who, in the opinion of the Stewards, continues to drive a car knowing it to have been released in an unsafe condition.
- e) Leaving the pit lane and rejoining the track must be done without endangering or hindering other participants.

- 28.15** In exceptional circumstances the Race Director may ask for the pit entry to be closed during the races for safety reasons.
- a) 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.
- b) A penalty under Article 37.3(d) will be imposed on any driver who, in the opinion of the Stewards, entered the pit lane for any other reason whilst it was closed.

- 28.16** Cars may not enter the fast lane until the pit exit is opened at the start or re-start of each free practice or qualifying session and the start of races. Furthermore, no car may be moved to a position in the inner lane.

No cars to be driven behind cars being moved in the pit lane.

Before the opening of the pit exit for any session and during any of the free practice and qualifying sessions, any car arriving to the pit lane to stop at the competitor's allocated work area must be first positioned at an angle of 45 degrees with the back of the car facing the garages and the front of the car facing the pit lane exit. On the grounds of sporting equity, it is only allowed to work on the car after it has been first positioned in this manner, even if the team has more space available in either direction. For the avoidance of doubt, during the

starting procedure and the race, the car having stopped at the allocated work area may be worked on without first being further positioned by the team.

If there is a red flag at any time during a free practice or qualifying session, all cars must return to their team's designated area in the inner lane.

Overtaking is not allowed on the pit entry road after crossing safety car line 1, unless in exceptional circumstances e.g., a slow car with an obvious mechanical problem.

28.17 a) During qualifying, drivers leaving their pit position and returning to the track must do so without delay in the fast lane.

b) In all sessions drivers entering the pit lane from the track must return to their pit position without delay.

28.18 For safety reasons, during free practice and qualifying sessions, drivers must not do burn outs from their pit lane position, for the avoidance of doubt this also applies when the pit exit is open for reconnaissance laps.

It is not permitted to do burn outs or clutch bite-point checks in the paddock, support pit lane, garage areas and in the pit lane at any time during the Competition.

For safety reasons, any driver released from their pit lane position must move to the fast lane as quickly as possible, drivers must not drive side by side with another car.

For safety reasons and sporting equity, drivers must not drive through another team's pit bay at any time.

At no time may wheel nuts be left on the ground in the pit lane.

28.19 All pit road garage doors must remain open during all FR sessions.

29. MINIMUM CAR WEIGHT AND WEIGHING

29.1 The weight of a car, when referred in this document, is without fuel, and with the driver aboard wearing his complete racing apparel and will be defined after the weight of all drivers has been checked. However, the minimum weight must be respected at all times during the Competition.

29.2 The minimum weight of the car must be no less than **695kg**. This figure will take precedence over the Technical Regulations

29.3 a) During each qualifying session cars may be weighed as follows:

- I. In the pit lane or paddock the organiser will provide an appropriate surface, this area will be used for the weighing procedure. After a qualifying session the weight of the cars may also be checked during parc fermé.
- II. Cars will be selected at random to undergo the weighing procedure. The FIA Technical Delegate will inform the driver at the pit entrance that his car has been selected for weighing.
- III. Having been signalled, that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine.
- IV. The car will then be weighed and the result given to the driver in writing.
- V. 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.

- VI. A car or driver may not leave the weighing area without the consent of the FIA Technical Delegate.
 - VII. 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 FIA Technical Delegate to weigh him in order that this weight may be added to that of the car. The FIA Technical Delegate will then tell the driver his weight and, once the driver leaves parc fermé, this will be deemed implicit acceptance of the figure.
 - c) The relevant car may be disqualified should its weight be less than that specified in Article 29.2 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.
- 29.4** 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 disqualify him from the race.

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

30. FUEL, FUEL SAMPLING

- 30.1** Only the controlled fuel provided at the Event by the appointed supplier may be used throughout the Competition.
- Any alteration to the specification of the fuel provided by the appointed supplier may result in disqualification from the relevant Competition.
- 30.2** It must be possible to take a 1.0kg sample of fuel from a car at any time during the Competition according to the procedure described in Article 30.3.
- 30.3** All cars must be fitted with a self-sealing FIA approved connector which can be used by the scrutineers to take a fuel sample from the tank. Competitors must also provide a fuel line approximately 1.5m long, with a tap, which can be used to transfer the samples into the sampling vessels.
- 30.4** During all refuelling or fuel handling operations:
- a) The relevant personnel must be wearing appropriate eye protection and outer garments and undergarments compliant with either FIA Standard 8867-2016 or FIA Standard 8856-2000 : overall, gloves, shoes, balaclava, and socks.
 - b) An assistant equipped with a suitable fire extinguisher of appropriate capacity must be present and must be wearing eyes protection and outer garments and undergarments compliant with either FIA Standard 8867-2016 or FIA Standard 8856-2000 : overall, gloves, shoes, balaclava, and socks.

- c) All cars, refuelling equipment and containers must be suitably grounded where necessary.
 - d) Any powered pumping system used to transfer fuel must be operated by a non-latching switch or be turned off automatically if the operator leaves.
- 30.5** No refuelling, or removal of fuel, is permitted :
- I. During any qualifying session.
 - II. Between qualifying sessions if the interval between them is 15 minutes or less.
 - III. The race or at any time prior to the completion of post-qualifying or post-race scrutineering.
 - IV. From a car at any time on the grid.
 - V. During any free practice sessions
- Refuelling in the pits is only permitted using equipment complying with FIA safety regulations.
- 30.6** Refuelling, or removal of fuel, is only allowed via self-sealing dry-break connectors and may only be carried out in the paddock, or in the garage.
- 30.7** The driver may remain inside the car throughout refuelling but the engine must be stopped.
- 30.8** Fuel samples will be taken during the Competition as follows :
- a) A reference sample will be taken at random from the stock of the designated fuel supplier. Gas and fuel-tight locking containers will be used for the fuel samples.
Three samples will be placed into labelled containers, they will then be sealed and delivered as follows :
 - One container to the scrutineers for testing.
 - One container to the FIA.
 - One container to the fuel supplier.
 - b) At any time the FIA Technical Delegate may take a fuel sample from any car. Gas and fuel-tight locking containers will be used for the fuel samples.
Three samples will be placed into labelled containers, they will then be sealed and delivered as follows :
 - One container to the scrutineers for testing.
 - One container to the FIA.
 - One container to the competitor.

31. PRACTICE SESSIONS

- 31.1** Save where these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all free practice and qualifying sessions, as for the races. In this context, free practices and qualifying sessions are both considered practice sessions.
- 31.2** No driver may start in a race without taking part in a practice session at the relevant Competition.
- 31.3** 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 and/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.

- 31.4** The interval between the second free practice session and the qualifying session, in addition to the interval between the qualifying session and the first race or between two races, may not be less than three hours.

The intervals between races may not be less than three hours.

- 31.5** 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 them. Any driver whose car stops in any area other than the Pit Lane during the practice sessions and receives physical assistance will not be permitted to take any further part in that session.
- 31.6** In the event of a driving infringement during any practice session the Stewards may delete a driver's lap time (or lap times) or drop the driver such number of grid positions as they consider appropriate.
- a) Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session.
 - b) Any such penalties apply to both races.
 - c) Where appropriate, regard will also be given to the provisions of Article 18.
- 31.7** 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 31.6. Any such penalties apply to both races.
- 31.8** The Race Director may interrupt a practice session as often and for as long as they think necessary to clear the track or to allow the recovery of a car. In the case of free practice session only, the Race Director, with the agreement of the Stewards, may decline to prolong the practice period after an interruption of this kind.
- 31.9** 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.
- 31.10** 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 Race Director shall order a red flag 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 the pit lane, 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.

- 31.11** From the beginning of the Practice & Qualifying Sessions, all cars must be in front of their garages until the conclusion of the session. Only after the approval of the Technical Delegate has been given cars may be returned to the inside of their respective garages.

32. FREE PRACTICE SESSIONS

- 32.1** On each of the first two days of the Event, there will be one free practice session of 40 minutes.

33. QUALIFYING SESSIONS

- 33.1** On each of the first two days of the Event, there will be one qualifying practice session of 40 minutes.
- 33.2** All laps covered during the qualifying session will be timed to determine the driver's position at the start of the race.

33.3 Drivers will be considered to be “unclassified” in the following circumstances:

- I. If their best session lap exceeded 107% of the fastest time set during that session, unless the track was declared wet by the Race Director.
- II. If they failed to set a time in qualifying, or all their laps were deleted.
- III. If they got disqualified by the Stewards from the qualifying sessions.

The relative classification of such drivers will be determined as follows:

- Drivers who are unclassified because of conditions (i) or (ii) will be allocated the top positions arranged on the grid in the order in which they were classified in the last Free Practice session.
- Drivers who are unclassified because of condition (iii) will be allocated the lower positions arranged in the order in which they were classified in the last Free Practice session, but behind the drivers classified using (i) and (ii) above.

The participation of unclassified drivers in the remainder of the Competition will be determined in each case by the Stewards following a formal request, who may exceptionally consider parameters such as:

- A suitable lap time being set in another practice session
- The gravity of the offence which caused the driver’s disqualification

33.4 Any driver whose car stops in any area other than the Pit Lane during the qualifying session and receives physical assistance will not be permitted to take any further part in that session.

33.5 At the end of the qualifying session the times achieved by each driver will be officially published.

33.6 Any driver who in the opinion of the Stewards is the sole cause of the issuance of a red flag or a full course yellow during the qualifying session will not be permitted to take any further part in the session and their fastest lap time during the session may be deleted.

33.7 If a qualifying session is stopped with less than four (4) minutes remaining, it will not be restarted.

34. GRID – GENERAL

34.1 At the end of the last qualifying session, the fastest time achieved by each driver will be officially published.

34.2 The driver having pole position will start the following race from the position on the grid so designated by the circuit licence.

34.3 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 at least two hours 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 60 minutes 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.

34.4 The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by at least twelve (12) metres.

- 34.5** Starting from a nominally empty grid, drivers will be allocated their grid positions in the following sequence of steps:
- a) Classified drivers who have received grid penalties will be allocated a temporary grid position equal to their qualifying classification plus the sum of their grid penalties. If two or more drivers share a temporary grid position, their relative order will be determined in accordance with their qualifying session classification, with the slowest driver keeping their allocated temporary grid position, and the other drivers getting temporary grid positions immediately ahead of them.
 - b) Following the allocation of temporary grid positions to penalised drivers in accordance with (a), unpenalised classified drivers will be allocated any unoccupied grid position, in the sequence of their qualifying session classification.
 - c) Following the allocation of grid positions to unpenalised classified drivers, penalised drivers with a temporary grid position, as defined in (a), will be moved up to fill any unoccupied grid position.
 - d) Classified drivers who have been penalised to start at the back of the grid, will start behind any other classified driver. Their relative position will be determined in accordance with their qualifying session classification.
 - e) Unclassified drivers who have been permitted to participate by the Stewards will be allocated grid positions behind all the classified drivers. Their relative positions will be determined in accordance with Article 33.3. Grid penalties will then be applied.
 - f) Disqualified drivers who have been given permission to start will be allocated grid positions behind all drivers in paragraphs (a) to (e) based on their times set in free practice or in the absence of such in the order that they stand in The Cup. Grid penalties will then be applied.

35. STARTING PROCEDURE

- 35.1** Twenty (20) minutes before the start of the formation lap for Race 1 and Forty (40) minutes before the start of the formation lap for Race 2 the pit exit will be opened and all cars, including any that are required to start the race from the pit lane, will be permitted to leave the pit lane to cover maximum of two reconnaissance laps. For clarity a driver must not exit the pit lane more than two times before the start of the formation lap, this must be done by driving through the pit lane at greatly reduced speed and within the speed limit, between each of the laps.

All drivers going to the pit exit at this time must do so at a constant speed and with constant throttle, this applies over the whole of the pit lane whether a driver is going to the pit exit from their garage or travelling through the pit lane between reconnaissance laps.

At the end of these laps all cars starting the race from the grid should stop on the grid in starting order with their engines stopped.

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.

- 35.2** Twelve (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 (10) 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 arrived there under its own power. If more than one car is affected they must line up in the order in which they qualified for that race. 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.

- 35.3** The approach of the start will be announced by signals shown ten (10) minutes, five (5) minutes, three (3) minutes, one-minute (1) and fifteen (15) seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the ten (10) minutes signal is shown, everybody except drivers, officials and team technical staff must leave the grid.

- 35.4** Except for cars in the pit lane, 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 during a race suspension upon the instruction of the Race Director.

Team personnel and equipment trolleys must commence leaving the grid

A penalty under Article 37.3(d) will be imposed on any driver whose car did not have all its wheels fully fitted at the three-minute (3) signal.

- 35.5** When the one-minute (1) signal is shown, engines should be started and all team personnel must leave the grid by the time the fifteen-second (15) signal is given taking all equipment with them.

If any team personnel are touching a car or team equipment is connected to a car on the grid after the fifteen (15) second signal has been shown the driver of the car concerned must start the race from the pit lane as specified in Article 35.2. A penalty in accordance with Article 37.3d) 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 they must raise both arms 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.

- 35.6** When the green lights are illuminated, all cars should 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.

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 cars able to do so have left the grid. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

Once the last car able to do so has left the grid and passed the pit exit any cars required to start the race from the pit lane may also join the formation lap.

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

- 35.8** 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 the driver reaches the first safety car line, must enter the pit lane and start from the end of the pit lane as specified in Article 35.2.

A penalty under Article 37.3(d) will be imposed on any driver who fails to enter the pit lane if the driver has not re-established the original starting order before the driver reaches the first safety car line.

- 35.9** When the cars come back to the grid at the end of the formation lap (or laps), see Article 35.11, they must stop within their respective starting grid positions, keeping their engines running.

All cars required to start the race from the pit lane, and who completed a formation lap, must enter the pit lane at the end of the lap and start from the end of the pit lane as specified in Article 35.2.

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

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.

- 35.10** Unless specifically authorised by FIA, during the start of a race the pit wall must be kept free of all persons with the exception of the team personnel permitted under Article 22.12, officials and fire marshals.

- 35.11** 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 their hands above their head and the marshal responsible for that row must immediately wave a yellow flag.
- b) If the Race Director decides the start should be aborted, the abort lights will be switched on, a board saying "EXTRA FORMATION LAP" will be displayed and all competitors will be informed using the official messaging system. At the appropriate time the green lights will be illuminated, and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved
- c) When leaving the grid all drivers must respect the pit lane speed limit until they pass pole position.
- d) The competitor may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane.
- e) Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane.
- f) Every time this happens the race will be shortened by one lap.
- g) Any cars that were starting the races from the pit lane must join the extra formation lap once the whole field has passed the end of the pit lane for the first time. Any such cars may complete the extra formation lap but must enter the pit lane and start the races from the end of the pit lane in the order they get there.

- 35.12** If another problem arises which does not necessitate a delay to the start (see article 35.14) below, drivers will be asked to carry out an extra formation lap as set out in 35.11 above.

- a) Any driver who caused the start to be aborted, and is then able to start the extra formation lap must enter the pit lane at the end of the lap and start the race as specified in Article 35.2.
 - b) A penalty under Article 37.3(d) will be imposed on any driver who fails to start the race from the pit lane.
- 35.13** Should Article 35.11 apply, the races will nevertheless count for The Cup no matter how often the procedure is repeated, or how much the races are shortened as a result.
- 35.14** If the Race Director decides the start should be delayed, the following procedures shall apply:
- i) If the race has not been started, the abort lights will be switched on, a board saying “DELAYED START” will be displayed, engines should be stopped and all competitors will be informed of the likely delay via the official messaging system. Once the start time is known at least five minutes warning will be given.

Every time this happens the scheduled race time will be shortened by one lap only if a formation lap has already been completed.
 - ii) 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.
 - iii) 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.
 - iv) Once the car is in the pit lane the team personnel may attempt to start it, if successful the driver may re-join the race. The driver and team personnel must follow the instructions of the track marshals at all times during such a procedure.
- 35.15** One of the penalties under Article 37.3 a), b) or c) will be imposed on any driver who is judged to have:
- a) Moved after the four (4) second light is illuminated and before the start signal is given by extinguishing all red lights, as defined in Article 35.9.
 - b) Any part of the contact patch of its front tyres outside of the lines (front and sides) at the time of the Start signal.
 - c) A significant portion of the car is located outside of its allocated grid box.
- 35.16** Only in the following cases will any variation in the start procedure be allowed:
- a) If it starts to rain after the five (5) minute signal but before the race is started and, in the opinion of the Race Director, 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-minute point.
 - b) If the start of the race is imminent and, in the opinion of the Race Director, 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 all competitors will be informed of the likely delay via the official messaging system. Once the start time is known at least ten minutes warning will be given.
 - c) If track conditions are considered unsuitable to start the race at the scheduled time the start of the formation lap may take place behind the safety car. If this is the case, at the five-minute signal, its orange lights will be illuminated, this being the signal to

drivers that the formation lap will be started behind the safety car. At the same time this will be confirmed to all competitors via the official messaging system.

When the green lights are illuminated the safety car will leave the grid and all drivers must follow in grid order no more than ten car lengths apart, and must respect the pit lane speed limit until they pass pole position. The safety car will continue until conditions are considered suitable for racing.

Any cars that were starting the race from the pit lane may join the formation lap once the whole field has passed the end of the pit lane for the first time. Any such cars may complete all formation laps but must enter the pit lane after the safety car returns to the pits and start the race from the end of the pit lane in the order they get there.

Any other car entering the pit lane during the formation laps may re-join the track but must enter the pit lane after the safety car returns to the pits and start the race from the end of the pit lane in the order they get there.

A penalty under Article 37.3 d) will be imposed on any driver whose tyre(s) are changed for a different specification before the safety car orange lights are extinguished and it returns to the pits.

Overtaking during the lap(s) behind the safety car is only permitted under the following circumstances:

- i) If a car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
- ii) If 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 formation lap was started.

Any driver delayed in either way, and who is unable to re-establish the original starting order before the driver reaches the safety car line 1 on the lap the safety car returns to the pits, must enter the pit lane and may only join the race once the whole field has passed the end of the pit lane after the start of the race.

A penalty under Article 37.3(d) will be imposed on any driver who fails to enter the pit lane if the driver has not re-established the original starting order before the driver reaches the safety car line 1 on the lap the safety car returns to the pits.

- d) When the Race Director decides it is safe to call in the safety car a message “ROLLING START” will be sent to all Competitors via the official messaging system, and the safety car's orange lights will be extinguished. This will be the signal to the Competitors and 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.

As the safety car is approaching the pit entry the light panels will be extinguished and replaced by waved green flags with green lights at the Line.

No driver may overtake another car on the track until they pass the Line (see Article **Erreur ! Source du renvoi introuvable.**) for the first time after the safety car has returned to the pits.

- e) The race will be deemed to have started when the leading car crosses the Line after the safety car has returned to the pits.

- g) If, after one or more formation laps behind the safety car, track conditions are considered unsuitable to start the race, the message “START PROCEDURE SUSPENDED” will be sent to all competitors via the official messaging system and all cars must enter the pit lane behind the safety car. The procedures described in Articles 3.0.140 and 3.0.141 must then be followed.

36. THE RACES

- 36.1** The 1st race will take place on Saturday. The second race will take place on Sunday.
- 36.2** A race having started in dry conditions may be stopped in the event of rain.
- 36.3** If a car stops during a 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 it shall be the duty of the marshals to assist them.
- 36.4** 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 under 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.
- 36.5** During the race a driver entering the pit lane must stop in their designated garage area. During any such pit lane stop:
- a) No more than six people may work on the car, plus one person assigned specifically to stop and release the car, all of whom must wear head protection and eye protection.
 - b) Pit gantries are not permitted, the only equipment permitted in the designated area to aid the arrival and release of the car is; a handheld board (to aid the driver to position the car).
- Connections between the principal elements of the pit stop equipment operated by a competitor are forbidden. For the avoidance of doubt, each wheel gun, each jack and any release system must all be operated autonomously of each other.
- A jack must be manually operated. No autonomous, robotic, or similar system are permitted.
- All pit stop equipment must be approved by the FIA before use at a Competition.
- 36.6** Unless a precautionary tyre change is necessary for clear and genuine safety reasons, or a change of climatic conditions necessitates the use of a different specification of tyre, only a punctured or damaged tyre may be changed after a car leaves the pit lane for the first time.

37. INCIDENTS DURING THE SESSIONS

- 37.1** The Race Director may report any on-track incident or suspected breach of these Sporting Regulations or the Code (an “Incident”) to the Stewards. After review it shall be at the discretion of the Stewards to decide whether or not to proceed with an investigation.
- The Stewards may also investigate an Incident noted by themselves.
- 37.2**
- a) It shall be at the discretion of the Stewards to decide if any driver involved in an incident should be penalised.
- Unless it is clear to the Stewards that a driver was wholly or predominantly to blame for an Incident no penalty will be imposed.
- b) If an Incident is under investigation by the Stewards, a message informing all competitors which driver or drivers are involved will be sent via the official messaging system.

Provided that such a message is displayed no later than 90 minutes after the race has finished, the driver or drivers concerned may not leave the circuit without the consent of the Stewards.

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

- a) A five-second time penalty. The driver must enter the pit lane, stop in their pit lane position for at least five seconds and then re-join the race. The relevant driver may however elect not to stop, provided the driver carries out no further pit lane before the end of the race. In such cases five seconds will be added to the elapsed race time of the driver concerned.
- b) A ten-second time penalty. The driver must enter the pit lane, stop in their pit lane position for at least ten seconds and then re-join the race. The relevant driver may however elect not to stop, provided the driver carries out no further pit lane before the end of the race. In such cases ten seconds will be added to the elapsed race time of the driver concerned.

In both of the above cases the driver concerned must carry out the penalty the next time the driver enters the pit lane and, for the avoidance of doubt, this includes any stop the driver makes whilst a FCY or safety car procedure is in use.

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

If any of the four penalties above are imposed upon a driver, and that driver is unable to serve the penalty due to being unclassified in the race in the case of a) or b) or due to retirement from the race in the case of c) or d), the Stewards may impose a grid place penalty on the driver at their next race.

If any of the four penalties above are imposed during the last three laps, or after the end of a race, Article 37.4b) below will not apply and five seconds will be added to the elapsed race time of the driver concerned in the case of (a) above, 10 seconds in the case of (b), 20 seconds in case of (c), and 30 seconds in the case of (d).

- e) A time penalty.
- f) A reprimand.
- g) A drop of any number of grid positions.
- h) A drop of any number of places in the classification.
- i) Deletion of a driver's lap time or times.

If any of the nine penalties above are imposed they shall not be subject to appeal.

- j) Disqualification from the results.

37.4 Should the Stewards decide to impose either of the penalties under Article 37.3 (a), (b), (c) or (d) the following procedure will be followed:

- a) The Stewards will give written notification of the penalty which has been imposed to the competitor concerned and will inform all competitors via the official messaging system.
- b) With the exception of Articles 37.3 (a) and (b) above, from the time the competitor concerned is notified of the steward's decision via the official messaging system 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 37.3 (d), proceed to their pit lane position where the driver shall remain for the period of the time penalty.

However, unless the driver was already in the pit entry for the purpose of serving their penalty, the driver may not carry out the penalty if the FCY procedure is in use or after the safety car has been deployed. The number of times the driver crosses the Line behind the safety car or during the FCY procedure will be added to the maximum number of times the driver may cross the Line on the track.

- c) Whilst a car is stationary in the pit lane as a result of incurring a time penalty under Articles 37.3(a) or (b) above it may not be worked on until the car has been stationary for the duration of the penalty.
- d) Whilst a car is stationary in the pit lane as a result of incurring a time penalty under Articles 37.3(d) above it may not be worked on. However, if the engine stops any work necessary to re-start it may be carried out after the time penalty period has elapsed.
- e) Any breach or failure to comply with Articles 37.4 (b), (c) or (d) may result in the car being disqualified.

38. SAFETY CAR

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

38.2 Ten (10) minutes before the start of the formation lap the safety car will leave the pit lane and take up position at the front of the grid and remain there until the five-minute signal is given. At this point (except if the race is started behind the safety car) it will cover a whole lap of the circuit and take up position.

38.3 The safety car may be brought into operation to neutralise a race upon the order of the Race Director.

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

38.4 When the order is given to deploy the safety car the message "SAFETY CAR DEPLOYED" will be sent to all competitors via the official messaging system, and all marshal's posts will display waved yellow flags and "SC" boards for the duration of the neutralisation.

38.5 No car may be driven unnecessarily slowly, erratically or in a manner which could be 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.

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

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

38.8 With the exception of the cases listed under a) to h) below, no driver may overtake another car on the track, including the safety car, until the driver passes the Line (see Article **Erreur ! Signet non défini.**) for the first time after the safety car has returned to the pits.

The exceptions are:

- a) If a driver is signalled to do so from the safety car.

- b) Under Articles 38.9 and 38.12 below.
 - c) When entering the pits a driver may pass another car remaining on the track, including the safety car, after the driver 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 the driver 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 reached the first safety car line.
 - f) Whilst in the pit entry, pit lane or pit exit a driver may overtake another car which is also in one of these three areas.
 - g) Any car stopping in its designated garage area whilst the safety car is using the pit lane (see 38.11 below) may be overtaken.
 - h) If any car slows with an obvious problem.
- 38.9** When ordered to do so by the Race Director, the observer in the safety 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 control line of cars behind the safety car.
- 38.10** Except under 38.12 below, the safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind them.
- Once behind the safety car, the race leader must keep within ten car lengths of it (except under 38.13 below).
- 38.11** Under certain circumstances the Race Director may ask the cars and the safety car to use the pit lane. In these cases, a signal to use the pit lane will be displayed before the start of the pit entry and all competitors will be informed via the official messaging system, all cars must then enter the pit lane, drive through it and re-join the track. Any car entering the pit lane under these circumstances may however stop at its designated garage area. A penalty under Article 37.3 c) will be imposed on any driver who fails to enter the pit lane when required to do so.
- Other than when the cars and the safety car are required to use the pit lane, no car may enter the pits whilst the safety car is deployed unless it is for the purpose of changing damaged tyres, or a change of climatic conditions necessitates the use of a different specification of tyre or repairing a genuine accident damage.
- 38.12** At Race Director absolute discretion, they may send the message "LAPPED CARS MAY NOW OVERTAKE" to all competitors via the official messaging system. Any cars that have been lapped by the leader will be required to pass the cars on the lead lap and the safety car. This will only apply to cars that were lapped at the time they crossed the Line at the end of the lap during which they crossed the safety car line 1 for the second time after the safety car was deployed.
- Having overtaken the cars on the lead lap and the safety car these cars should then proceed around the track at an appropriate speed, without overtaking, and make every effort to take up position at the back of the line of cars behind the safety car. Whilst they are overtaking, and in order to ensure this may be carried out safely, the cars on the lead lap must always stay on the racing line unless deviating from it is unavoidable. Unless the Race Director considers the presence of the safety car is still necessary, once the last lapped car has passed the leader the safety car will return to the pits at the end of the following lap.

At Race Director absolute discretion, they may send the message "OVERTAKING WILL NOT BE PERMITTED" to all competitors via the official messaging system.

- 38.13** When the Race Director decides it is safe to call in the safety car, the message "SAFETY CAR IN THIS LAP" will be sent to all competitors via the official messaging system and the safety car's orange lights will be extinguished. This will be the signal to the competitors and 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 safety car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.

As the safety car is approaching the pit entry the "SC" boards will be withdrawn and, other than on the last lap of the race, as the leader approaches the Line the yellow flags will be withdrawn and a green flag will be displayed at the Line.

- 38.14** The time completed while the safety car is deployed will be counted as a race lap except the first lap when the procedure set out in 35.11 is followed (see also Article 5.5).
- 38.15** 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 pit lane at the end of the last lap and the cars will take the end-of-race signal as normal without overtaking.

39. FULL COURSE YELLOW (FCY)

- 39.1** The Race Director may declare a full course yellow (FCY) if he deems this necessary for safety reasons.

It will normally be used when double waved yellow flags are needed on any section of track and competitors or officials may be in danger, but the circumstances are not such as to warrant use of the safety car itself.

- 39.2** When an FCY is declared: a message is displayed on the official messaging system, and all marshal posts will display a waved yellow flag and may display a board with the indication FCY.
- 39.3** Once under FCY, cars will slow down safely, and remain in a single line, maintaining their distance to the car in front and the car behind. Overtaking is strictly prohibited under FCY. Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use 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 exit road.
- 39.4** When initiated during a race, no car may enter the pits whilst the FCY procedure is in use unless it is for the purpose of changing damaged tyres, or a change of climatic conditions necessitates the use of a different specification of tyre or repairing a genuine accident damage.
- 39.5** All competing cars must reduce speed to 80km/h.
- When initiated during a race, the Stewards may impose either of the penalties under Article 37.3 a), b), c) or d) on any driver who, in their view, failed to comply as required by the above.
- 39.6** With the exception of the cases listed under a) to d) below, no driver may overtake another car on the track whilst the FCY procedure is in use.

The exceptions are:

- a) When entering the pits a driver may pass another car remaining on the track after the driver has reached the first safety car line.
- b) When leaving the pits a driver may overtake, or be overtaken by, another car on the track before the driver reaches the second safety car line.
- c) Whilst in the pit entry, pit lane or pit exit a driver may overtake another car which is also in one of these three areas.
- d) If any car slows with an obvious problem.

39.7 Any driver causing an FCY is reminded not to speed once he re-joins the track.

39.8 Once the problem(s) is/are solved, the Race Director will return the track to green; a message will be displayed on the official messaging system and all marshal posts will replace the yellow flags and FCY boards with waved green flags. Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the Control Line.

39.9 Unless the driver was already in the pit entry for the purpose of serving their drive-through and/or Stop & Go penalty when the FCY procedure was deployed, he may not serve the penalty after the FCY procedure has been deployed.

39.10 The time completed whilst the FCY procedure is in use during a race will be counted as race time.

40. SUSPENDING A RACE

40.1 If competitors or officials are placed in immediate physical danger by cars running on the track, and the Race Director 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 will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

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

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

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

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

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

40.4 Whilst the race is suspended:

- a) Neither the race nor the timekeeping system will stop.
- b) Cars may be worked on once they have stopped in the fast lane but any such work is restricted to that listed in i) to vi) below and must not impede the resumption of the race.

- i) Starting the engine and any directly associated preparation.
 - ii) The fitting or removal of permitted cooling devices.
 - iii) Changes made for driver comfort.
 - iv) Changing damaged wheels and tyres or a change of climatic conditions necessitates the use of a different specification of tyre.
 - v) Repair of genuine accident damage
 - vi) Checking and adjusting tyre pressures
- c) Only team members, officials and duly accredited television cameramen will be permitted in the pit lane.
- 40.5** Unless asked to do so by officials, cars may not be moved from the fast lane whilst the race is suspended. Any driver whose car is moved from the fast lane to any other part of the pit lane will be arranged at the back of the line of cars in the fast lane in the order they got there. Any such cars will be permitted to leave the pit lane when the race is resumed but must re-enter the pit lane when the safety car returns and may join the race once the last car has passed the pit exit after the re-start.

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

41. RESUMING A RACE

- 41.1** The delay will be kept as short as possible and as soon as a resumption time is known competitors will be informed via the official messaging system, in all cases at least ten minutes warning will be given.

If the race is being resumed in wet conditions and the Race Director deems more than one lap necessary, in which case the use of wet-weather tyres as specified under Article 24.11 is compulsory. If this is the case, at the five (5) minute signal the orange lights of the safety car will be illuminated. At the same time this will be confirmed to all competitors using the official messaging system.

- 41.2** Signals will be shown five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.
- 41.3** When the three-minute signal is shown all cars must have their wheels fitted, 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.

A penalty under Article 37.3(d) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal or has any of its wheels changed before it leaves the pit lane after the race has been resumed.

- 41.4** At the two minute point, 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, enter the pit lane and then join the line of cars behind the safety car.
- 41.5** 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 team personnel are touching a car or team equipment is connected to a car in the fast lane after the fifteen (15) second signal has been shown the driver of the car concerned must start the race from the pit lane as specified in Article **Erreur ! Source du renvoi introuvable..**

A penalty in accordance with Article 37.3 d) 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 the driver must raise their arm and, when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car into the slow lane. In this case, marshals with yellow flags will stand beside any car concerned to warn drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

41.6 Overtaking behind the safety car is only permitted in the following cases:

- a) If a car is delayed when leaving its position in the fast lane and cars behind cannot avoid passing it by leaving the fast lane without unduly delaying the remainder of the field.
- b) Any driver who is delayed when leaving their position in the fast lane or during the lap(s) behind the safety car may overtake to re-establish their original re-starting position. Any driver delayed in this way, and who is unable to re-establish the original re-starting position before the driver reaches the first safety car line on the lap the safety car returns to the pits, must enter the pit lane and may only join the race once the whole field has passed the end of the pit lane after the resumption of the race. A penalty under Article 37.3(d) will be imposed on any driver who fails to enter the pit lane if the driver has not re-established the original re-starting position before the driver reaches the first safety car line on the lap the safety car returns to the pits.

41.7 The race will be resumed behind the safety car when the green lights are illuminated and leaves the pit lane. Drivers must follow the safety car no more than ten car lengths apart.

41.8 Either of the penalties under Article 37.3 c) or d) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.

During this lap Articles 35.11, 38.13, 38.14 and 38.15 will apply.

41.9 The safety car will enter the pits after one lap unless:

- a) All cars are not yet in a line behind the safety car.
- b) A further incident occurs necessitating another intervention.

41.10 If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

42. FINISH

42.1 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 **Erreur ! Source du renvoi introuvable.**

42.2 Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.

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

42.3 After receiving the end-of-race signal all cars must proceed on the circuit directly to the parc fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

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

43. POST QUALIFYING AND POST RACE PARC FERME

- 43.1 Only those officials charged with supervision may enter the parc fermé. No intervention of any kind is allowed there unless authorised by such officials.
- 43.2 When the parc fermé is in use, parc fermé regulations will apply in the area between the Line and the parc fermé entrance.
- 43.3 The parc fermé shall be secured such that no unauthorised persons can gain access to it.
- 43.4 Competitors are authorised to appoint one operational staff member to download data, and attach cooling devices in parc fermé. When the cars are in the parc fermé, this operational staff member must request authorisation to the FIA Technical Delegate on site and they are only authorized to perform the action specified above.

44. CLASSIFICATION

- 44.1 The overall winner will be the car, which completes Race 2 in the shortest time.
- 44.2 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.
- 44.3 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.
- 44.4 The official classification will be published after the races. It will be the only valid result subject to any amendments, which may be made under the Code and these Sporting Regulations.

45. PODIUM CEREMONY, PRIZE GIVING AND AWARDS

- 45.1 The drivers finishing the race in 1st, 2nd or 3rd positions in both races and Team Representative of the winning team 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.
- 45.2 Trophies will be awarded to the first three finishers in the qualifying race and first ten finishers in the 73rd Macau Grand Prix (irrespective of class if classes are introduced).

The FIA Formula Regional World Cup 2026 will be awarded to the winner of the 73rd Macau Grand Prix and the Team Trophy to the Team having registered the winning car.

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

Qualifying Race:

1st 1500 US Dollars

2nd 1000 US Dollars

3rd 750 US Dollars

The 73rd 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 Qualifying Race)

1st 12000 US Dollars

2nd 10000 US Dollars

3rd 8000 US Dollars

4th 6000 US Dollars

5th 4000 US Dollars

6th 3000 US Dollars

7th 2000 US Dollars

8th 1500 US Dollars

9th 1250 US Dollars

10th 1000 US Dollars

Race One pole position: 1000 US Dollars

Fastest lap in each race: 500 US Dollars

Speed Trap Award in each race: 500 US Dollars

Team Prize: A trophy to the winning team

- 45.3** The first, second, third driver and team representative of the winning team in the Macau Grand Prix must attend the Prize Giving. If requested to do so, the winner of the FIA Formula Regional World Cup and team representative of the winning team must attend the annual FIA prize giving ceremony.

46. ADVERTISING AND RIGHTS

- 45.4** 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. 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. The sponsors name and type of operation must be noted on the entry form. Any advertising on cars not complying with the legal requirements/regulations may result in a decision by the Organiser for disqualification of the car and driver concerned from the event.

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 (see Appendix 3). Any conflicting tyre company identification must be removed.

In accordance with Article 21.1 the official logos of the Event must not be used by a team or a driver unless prior permission has been given by the organisers. These logos include the outline of the Guia Circuit.

- 45.5** 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. This applies also to cameras attached in any way to the car or the driver, or the drivers equipment and no visual receiving device is permitted other than those provided by the organisation.

- 45.6** 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.
- 45.7** 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.
- 45.8** The 'Macau' identification must be fitted to the barge boards.

APPENDIX 1: INFORMATION REQUIRED UNDER ARTICLE 13

<COMPETITION TITLE>

PART A

1 National Sporting Authority (ASN)	Name of the ASN
Address	Address
Telephone Number	Telephone number
Fax Number	Fax number
Email address	Email address
2 Organiser	Name of the Organiser
Address	Address
Telephone Number	Telephone number
Fax Number	Fax number
Email address	Email address
3 Date & Place of the Competition	Date range (e.g. 22 – 25 January 2026)
	Circuit name
	Venue and country
4 Start Time of the Races	Date and time of Race 1
	Date and time of Race 2
5 Contact Details for Enquiries	Name and job title or role of the representative
Address	Address
Telephone Number	Telephone number
Fax Number	Fax number
Email address	Email address

PART A (continued)

6 Details of the Circuit

Location	Address
How to gain access	Text only, no diagrams required
Length of one lap	Lap length in metres
Start line offset	Distance between start line and finish line (m)
Direction	Clockwise or anticlockwise
Scheduled time for the Races	Race 1 = Duration Race 2 = Duration
Location of the Line in the Pit Lane	Line closer to Pit Entry or Pit Exit

7 Precise Location at the Circuit of:

Stewards' Office	Text only, no diagrams required
FIA FRWC Office	Text only, no diagrams required
Parc Fermé	Text only, no diagrams required
Drivers' & Competitors' Briefing	Text only, no diagrams required
Winner's Press Conference	Text only, no diagrams required

8 List of any Trophies & Special Awards

List any trophies and awards here

9 Names of Officials of the Competition appointed by the ASN:

Stewards	Full name(s) of the ASN Steward(s)
Clerk of the Course	Full name of the CoC
Secretary of the Competition	Full name of the Secretary
Chief National Scrutineer	Full name of the Chief Scrutineer
Chief National Medical Officer	Full name of the Chief Medical Officer

10 Any other item specific to the Competition

Protest Fee	€2,000
Appeal Fee	€6,000
Right of Review Fee	€2,000

PART B (to be completed by the FIA)

1 FIA Stewards	Full name of the Chairperson of the FIA Stewards Full name of the second FIA Steward
2 Race Director	Full name of the FIA Race Director
3 Medical Delegate (if applicable)	Full name of the FIA Medical Delegate
4 Technical Delegate	Full name of the FIA Technical Delegate
5 Media Delegate	Full name of the FIA Media Delegate
6 Drivers' Adviser	Full name of the FIA Drivers' Adviser
7 Deputy Race Director	Full name of the FIA Deputy Race Director
8 FIA Observer	Full name of the FIA Observer
9 Safety Car Driver	Full name of the Safety Car Driver
10 Medical Car Driver	Full name of the Medical Car Driver

APPENDIX 3: TEAM OPERATIONAL STAFF DECLARATION TEMPLATE

Team Operational Staff Declaration Template

in accordance with article 21.13 of the FIA FRWC Sporting Regulations

Team:			Competition	
			:	

Section 1 : 9 Operational staff

N°	Name	Position in organisation	Count	Notes
1			1	Team Manager
2			1	
3			1	
4			1	
5			1	
6			1	
7			1	
8			1	
9			1	
TOTAL			9	

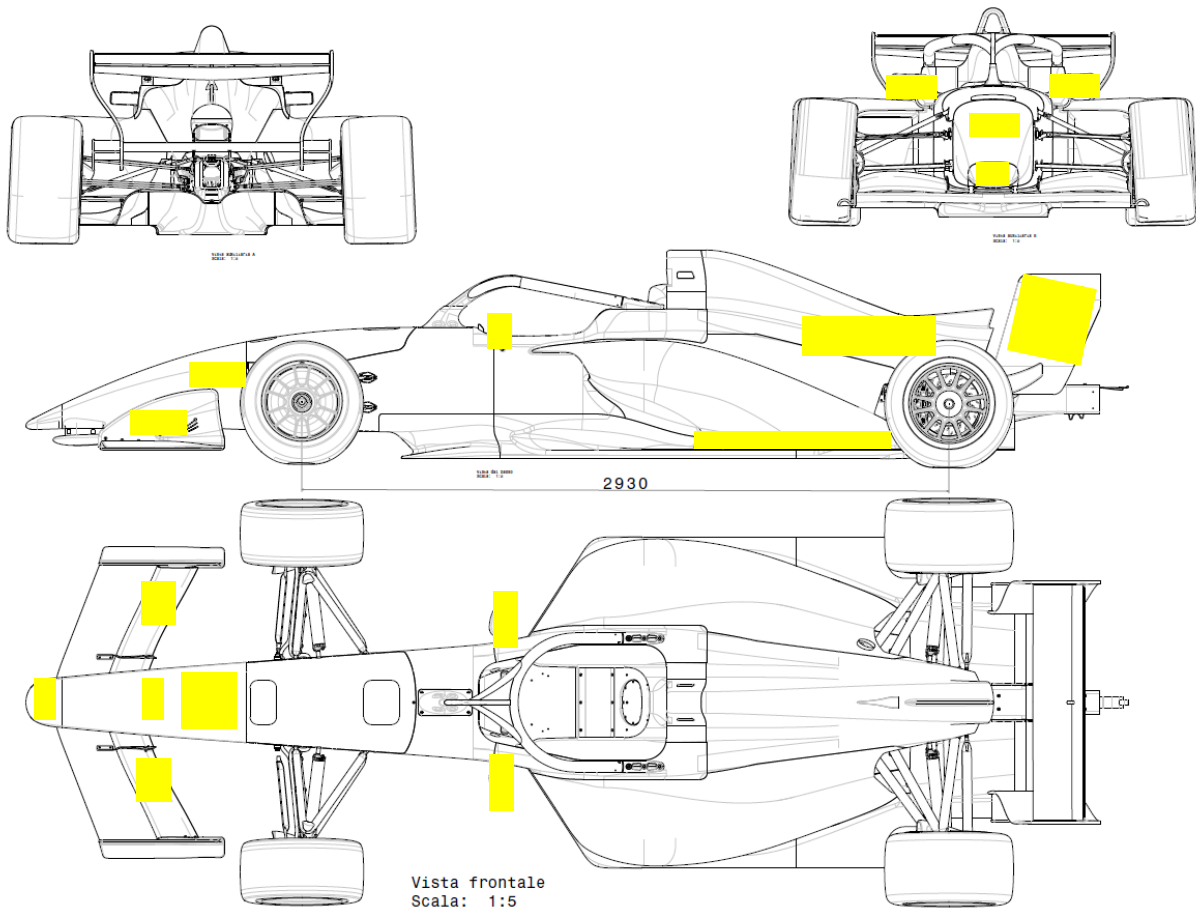
Section 2 : Non-Operational staff

N°	Name	Position in organisation	Count	Notes
1			1	Team Principal
2			1	Driver
3			1	Driver
6			1	Driver Guest
7			1	Driver Guest

For the avoidance of doubt it must be clear that except for drivers, Non-Operational staff in order to be considered as such should not be associated or attending:

- any mechanical operation of the cars
- any engineering operation of the cars
- any conversation with Race Director and Officials
- any sporting and technical meetings
- the summoning of drivers or team managers to the Stewards

APPENDIX 3: FRWC BRAND GUIDELINES AND RESERVED AREAS



The stickers are to be affixed on both the left and right sides of the trailer. The sticker consists of the FIA Formula Regional World Cup.

- (1) Unalterable, non-personalisable generic pattern
- (2) Championship logo
- (3) Title partner/engine partner logo
- (4) Geographical location (personalisable)

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.

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 FIA. Any identification of a conflicting tyre company to the appointed official tyre company must be removed.

APPENDIX 4: DRIVERS' SAFETY KIT

SPORTING REGULATIONS		
Equipment	FIA standard	FIA Regulations
Helmets	FIA standard 8860-2018-ABP	Article 1 "Helmets" Chapter III "Drivers' Equipment" Appendix L - ISC
Drivers' Clothing	FIA standard 8856-2018	Article 2 "Flame-resistant clothing" Chapter III "Drivers' Equipment" Appendix L – ISC
Frontal Head Restraint (FHR)	FIA standard 8858-2002 FIA standard 8858-2010	Article 3 "Flame-resistant clothing" Chapter III "Drivers' Equipment" Appendix L - ISC
Safety Belts	FIA standard 8853-2016	Article 4 "Safety Belts" Chapter III "Drivers' Equipment" Appendix L – ISC <u>Art. 14.4 of 274 appendix J</u>

APPENDIX 5: TECHNICAL PASSPORT UNDER ARTICLE 21.14

CHAMPIONSHIP	
SEASON (YEAR)	
TEAM IDENTIFICATION	
RACE NUMBER	
CHASSIS SERIAL NUMBER	
ENGINE 1 SERIAL NUMBER	
ENGINE 2 SERIAL NUMBER	
TECHNICAL DELEGATE	
DATE	