

HONG KONG TOURING CAR CHAMPIONSHIP

2010

SPORTING REGULATIONS



香港汽車會

HONG KONG AUTOMOBILE ASSOCIATION

Est. 1918



**HONG KONG TOURING CAR CHAMPIONSHIP 2010
SPORTING REGULATIONS**

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HONG KONG TOURING CAR CHAMPIONSHIP 2010
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1. Type of Meeting

A Motor Sport event organised by the Hong Kong Automobile Association (defined as an event of National status under the F.I.A Sporting Code Article 18) and run under the said F.I.A International Sporting Code, and HKAA National Competition Rules, together with these Regulations and any bulletins, supplementary regulations, and final instructions issued by the Race Committee.

2. Date and Venue

For N2000cc, Super Production 2000cc

14 – 16 May	Guangdong International Circuit (Round 1 & 2)
28 – 30 May	Guangdong International Circuit (Round 3 & 4)
18 – 20 June	Zhu Hai International Circuit (Round 5 & 6)
17 – 19 September	Zhu Hai International Circuit (Round 7 & 8)

For Road Sport Challenge

14 – 16 May	Guangdong International Circuit (Round 1 & 2)
28 – 30 May	Guangdong International Circuit (Round 3 & 4)

3. Promoter

Hong Kong Automobile Association

4. Organizing and Race Committee

Organizing Committee Wesley Wan, Dr. Laurence Hou, James Kong, Aldo Yung, Kendy Chan, Julian Cheung, Wilson Mok, K.C.Kan, Edwin Chung

Race Committee:

Steward of Meeting	James Kong, Aldo Yung, Danny Stacy Chau, Danny Wong, Wilson Mok
Race Director	TBA
Clerk of Course	Mr. Kendy Chan
Deputy Clerk of Course	TBA
Secretary of Meeting	Mr. Edwin Chung
Chief Medical Advisor	TBA
Series Medical Advisor	TBA
Chief Scrutineer	Messrs. Julian Cheung (Chief), (Assistants:Manuel Lopes da Costa, & Yau Wing Keung)
Chief Observer	TBA
Chief Marshal	TBA

5. Description of Competition

- | | |
|--------------------------------------|--|
| a. N2000cc Touring Car Race | 10 laps for rounds at ZIC
18 laps for rounds at GIC |
| b. Super Production Touring Car Race | 10 laps for rounds at Zhu Hai
18 laps for rounds at GIC |
| c. Road Sport Challenge | 18 laps at GIC |

The above races are open for all Hong Kong competitors holding a valid license for the race concerned; accepted by HKAA and approved by the Motorsport Council. Competitors with the status as Hong Kong permanent resident holding a valid HKID will be invited to participate in the selection process for the year-end Macau GP event. The above races will be competing separately and will be mass started from a standing grid.

6. Entries

- a. Entries must be submitted forthwith on the official entry form; otherwise, they will be rejected.
- b. Entries will be rejected unless accompanied by the following:
 - (i) The full entry fee.
 - (ii) Valid Year 2010 competition license.
 - (iii) Medical certificate for 2010.
 - (iv) Passport photo
- c. Entries to be sent to the following address before the closing date :
Hong Kong Automobile Association: 391 Nathan Road, Yaumatei, Kowloon.
Deadline for entry will be 5:00 p.m. on 30th April 2010, or upon receipt of the maximum number permitted to start the race.

d. Entry fees

N2000cc Race	HK\$ 27,000 for 8 rounds
Super Production Race	HK\$30,000 for 8 rounds
Entry by rounds: each round	HK\$4,000.

Competitors participating in the full year 8 rounds and complying with the provision of clause 5. shall be considered for selection to the Macau GP event.

Road Sport Challenge	HK\$ 10,000 for 4 rounds
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Payment should be made by crossed check made payable to HKAA or cash in Hong Kong dollars. Entry fees are not refundable, except under the conditions specified.

e. Conditions for entry

- (i) The entrant on his own behalf and on behalf of all members of his team, shall declare that he has read these Regulations and the Appendices attached here-to and shall agree to be bound by them and the provisions of the FIA International Sporting Code. The entrant shall agree to save harmless and keep indemnified the Hong Kong Automobile Association, the Organising and Race Committees, their respective officials, servants, representatives and agents including any military or civil authority or any firm or individual connected with the administration or

sponsorship of the race meeting from and against all actions, claims, costs, expenses and demands in respect of death, injury, loss, damage or delay to the person and property of the entrant, his driver(s), passenger(s), mechanic(s) or team members (as the case may be) howsoever caused, arising out of or in connection with participation in the race meeting or transportation to or from the race meeting and notwithstanding that the same may have been contributed to or occasioned by the negligence of the said bodies, their officials, servants, representatives or agents.

- (ii) The entrant shall declare that he and all other persons in any way connected with his entry recognise and accept that the sole jurisdiction in all matters arising out of this race meeting is vested in the Hong Kong Automobile Association Organising Committee and that none of them will contest before the judicial, Civil or Commercial Powers.
- (iii) The entrant shall declare that to the best of his knowledge, 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.

f. Acceptance and refusal of entries

All entries received will be considered by the Race Committee, having regard to the suitability of the vehicle and the nominated driver. The Race Committee may refuse to accept an entry, or vehicle, or driver without assigning a reason and their decision will be final. Where an entry is not accepted the entrant will be advised by the Secretary of Meeting on or before 7th May and the fee will be returned in full.

g. Change of entry

- (i) A change of vehicle will be permitted up to closure of scrutineering, provided that the substitute vehicle complies fully with these regulations.
- (ii) The panel of Stewards reserves the right to permit by proposition a change of driver. A change of driver will only be considered before the start of the first qualifying session. The decision of the panel should be final.

7. Postponement / Abandonment / Cancellation

The Organizing Committee reserves the right to postpone, abandon or cancel the Meeting or part thereof. The entrant/competitor will have no right of claim against the Promoters or Organizing Committee in respect of any loss of expenses that he may incur as a result. The portion of relevant entry fee(s) will be refunded in case of cancellation of a race.

8. Protests and Inquiries

- (i) Protests as to the validity of any entry, qualification of competitor or driver shall be

- lodged at the latest by the scheduled start of un-timed practice of each event.
- (ii) Protests over mechanical details must be precise. Cost of dismantling consequent upon a protest of this nature shall be paid by the entrant making the protest, if his protest is not upheld, or the Entrant of the vehicle being protested, if it is upheld.
 - (iii) A protest as to the make up of the grid shall be lodged within one hour after posting of the grid formation.
 - (iv) A protest against any mistake or irregularity occurring while a competition is taking place shall be lodged within half an hour after finish of the competition or within such further time as the Stewards of the Meeting may think justifiable in order to make the lodging of the protest physically possible.
 - (v) All protests must be made in writing by the entrant and delivered to the Race Director, or his Deputy, within the time prescribed above. The protest fee of HK\$ 5,000 cash must accompany the protest and in event of a technical protest a bond of HK\$ 8,000 must also accompany the protest.
 - (vi) Inquiries may be made to the Secretary of the Meeting on the appropriate form, who will endeavor to answer them as quickly as possible.
 - (vii) The decision from the Stewards of Meeting will be final.

Appendix A

AWARDS

a. N2000cc and Super Production 2000cc Race

1. Trophies will be presented to first three competitors in each individual round.
2. Trophies will be presented to the first five drivers after the overall finish of the series
3. N2000 Races: points will be allocated to the drivers who have taken part at the whole series in the Championship. The first 14 finishers in each round will be allocated points as per the list below

Position	1	2	3	4	5	6	7
Point	40	35	32	30	28	26	24
Position	8	9	10	11	12	13	14
Point	23	22	21	20	19	18	17

4. Super Production Races: points will be allocated to the drivers who have paid the full entry fee before the closing date, or who pay the full entry fee later at the discretion of the Organizers. All races started thereafter will count towards the Championship. For MGP invitation, it will be based on the drivers total points gained in the best 4 rounds of the championship. The first 8 finisher in each round will be allocated points as per the list below:

Position	1	2	3	4	5	6	7	8
Points	10	8	6	5	4	3	2	1

5. Points will only be allocated to the drivers who have completed 75% of each round concerned.
6. In the event of a tie between two or more competitors, the highest number of wins achieved by the competitors involved will be used to determine the overall placing in the final standing. Should a tie still exit, the driver who had the first win shall be

declared the winner.

7. All N2000cc Race Drivers, the 18 finalists will be invited for N2000cc Race at this year's Macau Grand Prix. Tentatively, the first 10 finalists in the Super Production Race will be invited for the Macau Cup Race.
8. All points will be counted for all rounds.

Appendix B

1. Race Car Transportation

Race car transportation between Hong Kong --- Zhu Hai & Hong Kong --- Zhao Qing

The entrants should arrange their own competing vehicles transportation to and from HK / ZhuHai and ZhaoQing.

2. Scrutineering

- a. All competing cars will have to be presented at the appointed time and place for examination by official scrutineers, who may, at their absolute discretion, require any entrant to comply with their request. Any entrant who refuses to comply will be excluded from the race by decision of the Stewards of the Meeting.
- b. The entrant of any car who fails to present the car for scrutineering within the allotted time in the programme shall be penalised by a HK\$ 1,000 fine, failure to pay before practice starts will result in exclusion from the race.
- c. No vehicle which fails to pass scrutineering will be allowed to join the official practices and race.
- d. Any competing car modified after official scrutineering or which has involved in any accident must be presented to the official scrutineers, whose approval must be obtained before the car can take part in the official practices and race. Breach of this rule will automatically result in exclusion or disqualification.
- e. A competing car may be subject to impounding for scrutineering or dismantling after practice or races to ensure conformity with the regulations. An entrant must give advanced written notification to the Championship Secretary should he decide to withdraw from the remaining races of the Championship, and the driver concerned must deliver his car to the scrutineering centre for inspection after completion of the last round, failing which his previous results will be declared null and void.
- f. The entrant must declare before the event whether or not the competing car is fitted with an in-car camera, which must be inspected during scrutineering on safety grounds.
- g. The organizers reserve the right at any time during the duration of a meeting to demand that a competing vehicle be impounded and stripped for inspection for eligibility by the Chief Scrutineer. If found to be in breach of the regulations, maximum penalty will be exclusion from the championship with all previously earned points deleted.
- h. Engines of all racecars will be sealed by the scrutineer after the first scrutineering. All entrants are required to prepare suitable holes for lock-wiring the cam cover to the cylinder head . If this seal is found to be broken or

tampered with after scrutineering, without prior notice to the Race Secretary, the driver concerned will have his/her previous results removed.

- i. After each timed practice and race, the first six cars must be checked and weighed at the scrutineering centre. Entrants are to send at least one mechanic to accompany the car. The mechanic(s), if necessary, must follow the Chief Scrutineer's instructions to remove required parts for inspection.
- j. In case an engine rebuild is felt to be necessary between races, the entrant may apply to the organizer for an unscheduled inspection. The organizer shall try its best to arrange such an inspection but do bear in mind that it may not be always possible due to resource allocation.

3. Competition Numbers

- a. All numbers will be allocated before the meeting and must be in position before scrutineering. The numbers shall be durable and must be shown during practice and racing. The Chief scrutineer will reject any vehicle whose numbers do not meet the specification below:
 - (1) The size of number shall be minimum 28cm high with a minimum stroke 5cm wide.
 - (2) The size of the background plate, if not supplied by the organiser, shall be a minimum of 38cm high and 50cm wide and there shall be a minimum 5cm clearance between the edges of the number and the edges of the plate.
 - (3) The colour of the number shall be black and the background white.
 - (4) In case of the background plate being the same colour as the bodywork, a 5cm wide continuous black line must delineate the background.
 - (5) The numbers must be displayed on each side of the vehicle-front doors; on the bonnet or nose and on the rear off centre on the right.

The above information are for reference only. The number stickers will be provided by the organiser.

- b. The timekeepers may decline to record the performance of any vehicle whose competition number is not readily apparent to the lap recorders.

4. Team identification (Pit Passes)

- a. Identification will be issued for each competing vehicle on the following basis:

Driver	1
Mechanics	2
Timing	2
TOTAL	5

They will be issued at secretariat office to the driver, or his representative, when his vehicle has passed scrutineering.

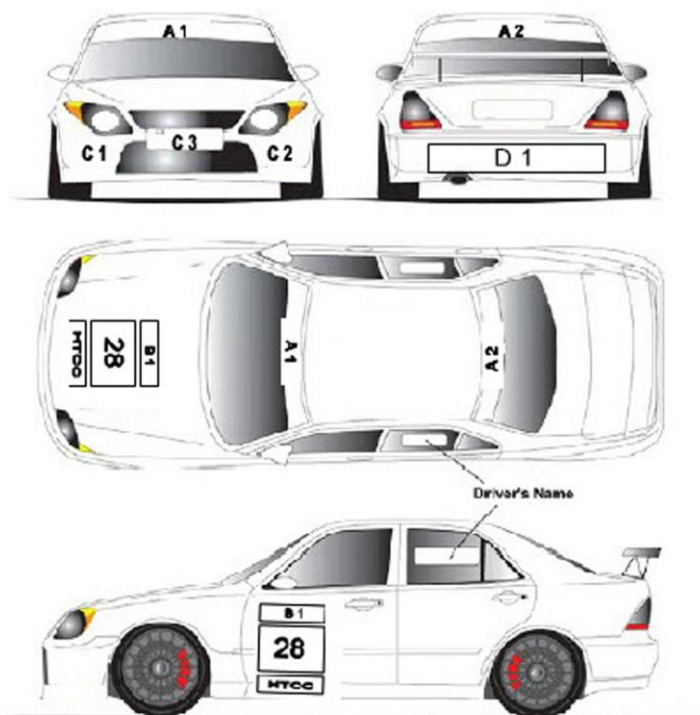
- b. Identification must be properly worn. Abuse of the privileges conferred by the issue of this identification will result in these privileges being withdrawn immediately.

5. Fuel

Petrol must be of the type approved by the Organising Committee, if not supplied by the organiser. Fuel must be commercially available 98 octane unleaded petrol. No additives of any kind are allowed. Fuel checks may be carried out any time during the duration of any of the meetings. Any driver found to have either additives or illegal fuel of any kind will be excluded immediately from participation in the championship and his previous results declared null and void.

6. Advertising on Vehicle

a. All cars will be required to carry Organiser’s advertising. Details are as follows:



- A1 - Front Winscreen 16cm high running the whole width of the windscreen
- A2 - Back Winscreen 22cm running the whole width of the windscreen

- B1 - One on each side of door & front bonnet 50cm high x 45 cm wide
- C1& C2 - One on each side of front bumper 10cm high x 50 cm wide
- C3 - Middle of front bumper 10cm high x 105 cm wide
- D1 - Middle of rear bumper 13 cm high x 150 cm wide

Additionally all vehicles must carry a minimum of 2 sponsor logos, one on front and one on rear bumper of the car, and two HKAA logos on each side of the car –all to be supplied by the organizer. Any entrant whose title sponsorship is in conflict with the series title sponsor may, upon payment of a HK\$30,000 fee to the organizer, use their

title sponsor's identification instead of the series sponsor's.

- b. Advertising is permitted, provided that, in the opinion of the Chief Scrutineer, it does not impair the legibility of competition numbers or the safety of the vehicle, or is not in bad taste. The Chief Scrutineer may refuse to pass a vehicle until the offending advertisement is removed or obliterated.
- c. Failure to comply with the above rules will result in exclusion or disqualification.

7. Alcohol and Drugs

The organizers reserve the right to test for the presence of alcohol and IOC prohibited substance at any time during the duration of an event. Any competitor who fails such test will be automatically suspended and subject to a disciplinary hearing of the Executive Board of the Motorsports Council of the HKAA for further penalty. Additionally if the test failure is during a race meeting before driving on the track in practice, qualifying or racing, the competitor involved shall be disqualified from racing on that day with immediate effect and no appeal. The Race Stewards decision in this matter will be final.

Appendix C

Eligible competitors

1. Eligible competitors

- a. Entrants and drivers are required to hold a valid F.I.A competitors /drivers license.
- b. The Race Committee reserves the right to accept or reject, at their sole discretion, any entrant and /or driver without assigning a reason.

2. Nomination of Drivers

- a. The name of the driver shall be stated on the official entry form when the entry is submitted.
- b. The driver's name must be clearly displayed on both sides of the vehicle, on the side window behind the forward passenger compartment, along with the SAR flag. If the flag of the PRC is to be displayed as well as that of the SAR flag IT MUST BE OF A LARGE SIZE than that of the SAR flag. Additionally, the driver must display an organizer's sponsor's patch on the left of their racing overall and that of the HKAA on their right – to be supplied by the organizer.
- c. The only subsequent change of driver shall be under Race Stewards decision.

3. Qualified Starts

- a. All drivers in order to qualify as starters must have practiced during at least one official practice period and have completed one timed lap during the race.
- b. The maximum qualification times for the race in the meeting shall be calculated on the basis of 120% of the average of the best three practice times. Qualification must be done in the car to be driven in the race.
- c. The Race Director at his sole discretion may propose to the Stewards of the Meeting that a driver who has not so qualified to be allowed to take part in a race. The decision of the Stewards has no appeal.

4. The Grid

N2000cc Race and Super Production 2000cc Race

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

The final starting grid of each race will be published 30 minutes after the warm-up on race day.

5. No. of participating cars exceeding the Grid

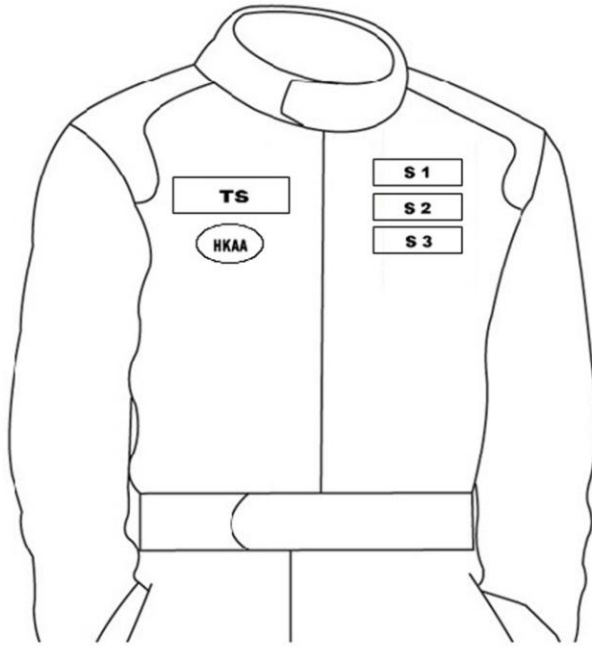
- a. If the number of participating cars exceed the grid, all participating cars will be arranged by lot to run qualifying practice in 2 separate groups. The result of the lot shall apply to qualifying practice of both rounds in the same weekend.
- b. The starting grid shall be based on the combined result of the qualifying practice, and to be arranged in 2 groups in alternate order. Even numbers on the combined qualifying practice will be in one group, and odd numbers in the second group. The positions and points of each round will be counted, based on the combined results of the two groups.

Appendix D

Safety Requirements

1. Personal protection

- a. Safety helmets – All drivers must wear helmets to the standards specified by the F.I.A current yearbook or as approved by the ASN, or a higher standard at the discretion of the Chief Scrutineer.
- b. All drivers must wear fire resistant garments, as per the FIA current yearbook, which cover the body, with the driver's name and blood group on the outside in a conspicuous place, fire resistant full length under wear, gloves, socks, head covering and shoes.
- c. The organiser's badge and the respective sponsor badges provided by the organiser must be stitched on the racing suit as shown in diagram below:



2. Safety Belt
In accordance with F.I.A Appendix J.Art 253 (6).
3. Fire Extinguishers
In accordance with F.I.A Appendix J Art 253 (7).
4. Safety Roll Bars
In accordance with F.I.A Appendix J Art.253 (8).
5. Windshields
The Windshield must be made of laminated glass.
6. General Circuit Breaker
In accordance with F.I.A Appendix J Art 253 (13).
7. All drivers and cars entered in the race must comply with the above rules, unless the Chief Scrutineer in his sole discretion has agreed in writing before the start of the race to a modification or waiver.

A fine of \$3,000 shall be imposed on drivers wearing helmets, shoes or garments not conforming to current homologation specifications.

Driver's window safety net must be secured in its designated position at all time when the car is running on the circuit. Otherwise, the following penalty shall apply :

During a race event - 30 seconds will be added to the competitor's total race time if the stop and go penalty has not been complied with before the race ends.

During qualify session – 10 seconds will be added to the competitor's best qualifying time.

During any other session – The driver will be presented with a mechanical flag and will need to return to his/her own pit to have the problem ratified, before he will be allowed to rejoin the session.

Appendix E

COURSE RULES

1. General Definitions

It is deemed that all entrants, drivers and team members are fully conversant with the provisions laid down in the International Sporting Code. All course rules for this event strictly adhere to the above mentioned codes.

2. Briefing

At a time and place to be announced by the Race Director, or his representatives, there will be a briefing for drivers and team managers only. No questions other than those relating to the actual conduct of the races will be entertained. Any other queries in connection with this meeting must be sent to the Secretary of the Meeting in writing no later than three days before the start of the event. The Organising Committee shall not be obliged to answer any subsequent query except where in their opinion to do so will assist in the conduct of the meeting. Any drivers who fail to attend or not being on time will be subject to fine of HK\$1,000 payable before practice starts.

Failure to pay will result in exclusion from the race.

3. Race Control

Race control is under the sole jurisdiction of the Race Director or his deputy. No person other than the Race Director and his Deputy and the other appointed officials, the Stewards, or persons expressly asked by the Race Director to perform some essential duty therein are permitted to enter Race Control during practice or racing.

4. Paddock

4.1 The situation of the MAIN paddock will be at the back of the mechanical pits. Such other places as shall be decided by The Organiser may be used as auxiliary paddocks.

4.2 All vehicles must be parked in the paddock or auxiliary paddock(s) as directed by the Marshals. Only competing cars will be allowed in the paddock.

5. Pits - There will be two sets of pits, the timing pits and the mechanical pits.

5.1 Timing Pits

5.1.1 Each entrant or his assistants solely for the control of, and signaling to, his car(s) may use timing pits.

5.1.2 Only Timing Crew wearing the Timing Pit Pass and/or bib is allowed in the Timing Pits. Breach of this rule shall carry a fine of HK\$1,000 for a first offence and disqualification for a second offence.

5.1.3 Signals displayed from any one timing pit shall be of such a size or description as not to obstruct the signals of any other timing pit.

5.1.4 Signals to or from competing cars by radio communication are **NOT** permitted for N2000 Races. The use of equipment, capable of receiving and/or transmitting messages from the track side, shall be construed as a breach of rule if not approved by the Chief Scrutineer and shall result in a fine of HK\$1,000 for a first offence and disqualification for a second

offence. There shall be no similar control over the Super Production Class as regards the use of radios. All radio equipment so used for the Super Production Class shall be properly licensed in the PRC by the entrant concerned for private use. Such license to be produced, on request, to the Chief Scrutineer. Failure to comply will result in the removal of the radio equipment, and its impounding, from the vehicle and a fine of HK\$1,000. The frequencies to be used must be notified to the Chief Scrutineer during scrutineering for monitoring purposes by the Race Director, the media, and the public. Scrambling devices are specifically banned and all such communications between pit and car must be in plain speech.

- 5.1.5 Signals from timing crews to competing cars may only be made from the timing pits.
 - 5.1.6 The form of signals used at the timing pits must not resemble the international track warning flags.
 - 5.1.7 Competing cars may not slow down, alter course or stop at the timing pits during official practice or racing. Penalty for breach, disqualification.
- 5.2 Mechanical Pits
- 5.2.1 The mechanical pits will be used solely for the refueling, servicing and maintenance of competing cars and the change of drivers. The maximum speed permitted in pit lane in both practice and racing sessions is 60KPH. Any driver found speeding beyond this limit during the un-timed practice will be fined according to Appendix G 10
 - 5.2.2 During racing only the mechanical pits will be used for the servicing and maintenance of competing cars.
 - 5.2.3 A competing car at the mechanical pits may be refueled, serviced and maintained by a maximum of four people excluding the driver. No other team personnel are allowed in the pit lane.
 - 5.2.4 Any competing car that is refueled, or has oil replenishment, is serviced or changes its driver at any place other than the mechanical pits during racing will be disqualified.
 - 5.2.5 Any car which enters the paddock or a Pit Box during a practice session or race is officially retired.
 - 5.2.6 Except during pit stops all pit equipment including tools and spares must be kept on or in the Pit Boxes.
 - 5.2.7 The pit frontage must be cleared of all equipment immediately following a pit stop.
 - 5.2.8 Pit personnel must remain within the working area and may not set foot upon the pit lane or the course during official practice or racing.
 - 5.2.9 Before refueling all engines must be switched off. Drivers are permitted to sit inside their car during refueling. Penalty for breach: disqualification.
 - 5.2.10 The car may not be restarted until refueling containers have been removed and replaced in their proper designated place in the pit and the petrol tank filler cap(s) properly secured, under penalty of disqualification.
 - 5.2.11 Pit personnel and drivers must take every precaution to avoid petrol or

- oil spillage. If a spillage occurs the Pit Marshals will supervise the adequate disposal of the spillage by the pit personnel concerned.
- 5.2.12 If there is a leakage or spillage of petrol in the pit area the car must be pushed clear of the danger area by hand as ordered by a Pit Marshal before engines may be restarted.
 - 5.2.13 Cars may not be driven, with engine running, in the wrong direction in the pit lane area (i.e. in the direction towards the pit after over shooting). The car must be wheeled back by hand by the driver or assisted by not more than four mechanics, under Appendix G 6.
 - 5.2.14 Competing cars must be parked at the pits so as not to block the entrance to, or exit from, the paddock.

 - 5.2.15 Drivers of cars intending to enter the pits must switch on the headlights, if any, and/or extend their arm in sufficient time to warn other cars, pit personnel and the Pit Marshals of their intention to enter. Cars intending to enter the pits must keep to the right side of the track. Failure to comply will result in disqualification.
 - 5.2.16 Competitors must rejoin the track from the end of the pit exit lane during practice or race. Competitors rejoining the track before the end of the Pit exit lane will be under penalty according to Appendix G 21. At all times competitors re-entering the racetrack do so at their own responsibility.
 - 5.2.17 Smoking is strictly forbidden in the mechanical pits, pit areas and in the paddock. Drivers as well as all team personnel must observe this Regulation.
 - 5.2.18 The penalty for breach of rules (5.2.3), (5.2.6) and (5.2.8) will be 30 seconds per person or per incident added to the time of the vehicle being serviced.

6. Practicing

- 6.1 Practice periods will be as laid down in event program or as may be announced. All practice laps, except those stated to be untimed, will be timed, and the placing of cars on the starting grid will be decided on the best lap times achieved.
- 6.2 Only nominated drivers may drive during practice and then only on the cars for which they have been nominated.
- 6.3 All rules will apply for practices as for races, except in the case of Appendix E Rule 5.2.2, where, upon application to Race Control permission to receive mechanical assistance on the circuit during practice may be granted in certain circumstances.
- 6.4 Drivers of cars wishing to leave the paddock during practice to join the circuit must not proceed beyond the paddock exit gate, except on the instruction of a Pit Marshal.
- 6.5 The chequered flag held stationary will signify the end of a practice session for a group of cars. On receiving the chequered flag drivers must continue for one more lap and then enter the pit lane. Failure to do so may result in disqualification.

7. Start

- 7.1 Cars will be brought to the starting grid or starting area for their races in the order and as instructed by the Race Director or his Deputy.
- 7.2 The start of races will be by mass start from the starting grid. For all races positions will be based upon the best official practice times; i.e. the fastest official practice lap time will be allotted No 1 position.
- 7.3 Starting will be by colored light signals.
- 7.4 When the three minute board is up, all personnel apart from the race drivers and course officials concerned shall have left the track. At the same time, all wheels of the vehicles should be touching the ground. Failure to comply may result in race exclusion.

- 7.5 Start Procedure
 - 7.5.1 The start is a mass start from the grid with engines running. Push starting is permitted subject to compliance with Appendix E Reg. 7.5.2 below.
 - 7.5.2 Any car that fails to start must be pushed to the pit concerned and be clear of the circuit within one minute after the green start signal or flag is given. Drivers are warned that if a motorcar is pushed by anyone other than the driver over the start line after the green start signal has been given, it will be disqualified for receiving outside assistance. The only assistance that may be given to the driver, providing the start line is not crossed, until the car reaches its pit, is by course officials who will be acting to clear an obstruction.
 - 7.5.3 Any car entered in any race which stops on the circuit during the sighting or formation lap will automatically be excluded from the race and may not be moved other than to the nearest point of safety. Any car, which has mechanical trouble and has not stopped may enter the pits and start from the pit lane only after the race has started.
 - 7.5.4 During the formation lap, all drivers must ensure that the distance between his/her car and the car in front should not be excessive (not more than 3 car's length approximately). Failure to comply will result in a \$1000 fine.
 - 7.5.5 The penalty for jumping the start from a standing start shall be 30 seconds.

8. Finish

- 8.1 The finish of each race will be when the leading car, having completed the required number of laps or time, crosses the finish line, which will be marked and may not coincide with the start line.
- 8.2 The number of laps that a competitor has completed when the race ends will determine the remaining positions. A competitor must take the chequered flag in order to finish.
- 8.3 Pushing a car along the circuit or pushing it across the finish line is not allowed and will result in immediate disqualification.
- 8.4 Any car abandoned by its driver, for whatever the reason or for how short the period, shall be considered as withdrawal from the race.
- 8.5 The winner of each race will be flagged with a waved black and white chequered

- flag when he has crossed the finish line.
- 8.6 The chequered flag will then be shown stationary to competitors when they have crossed the finish line, signifying the end of the race irrespective of whether they have completed the full distance or not.
- 8.7 On receiving the chequered flag each car will continue round the circuit at greatly reduced speed for one more lap and return to the scrutineering area where all will stop. Any car that leaves the circuit, other than at the entry to the scrutineering area, during racing or on the slowing down lap will be immediately disqualified.
- 8.8 Any car that receives outside assistance with the exception of course officials on the slowing down lap will be disqualified.

9. Podium

- 9.1 The first four finishers are to come to the podium reception area within 5 minutes of being called for Prize presentation. Failure of the first three finishers to attend will entail disqualification from the results and the next place finisher(s) will be awarded the place and the prize on the podium.
- 9.2 Competitors are NOT allowed to bring guests or family onto the podium during presentation or afterward.
- 9.3 All podium finishers MUST wear the organizers supplied hats and their proper racing suits for prize presentation, failure to do so will result in a HK\$5,000 fine.
- 9.4 All podium finishers MUST attend the press conference held after the race. Failure to attend will result in a fine of HK\$5,000.

10. Stopping an Event and Restart

- 10.1 Should it become necessary to stop the race due to the circuit being blocked as the result of an accident or because climatic or other conditions make it impossible to continue the race at that time, a Red Flag will be shown at the direction of the Race Director at the Start/Finish line and simultaneously red flags will be shown at all observation posts. The decision to stop the race can only be taken by the Race Director (or in his unavoidable absence, the Clerk of the Course). When this signal is given all cars shall immediately stop racing, reduce their speed and return slowly to the pits or, according to the instructions of the track marshals, go to the dummy grid or the Parc Ferme in the knowledge that:
- Rescue and service vehicles may be on the track.
 - The circuit may be totally blocked because of an accident, or climatic conditions have made it un-drivable at racing speed.
- 10.2 The stopping of the race will be dealt with as follows:
Less than two full laps completed, the original start will be null and void. Cars will return to the pits, from where they will be sent onto the grid in the normal way for a start. The cars will take up their original grid positions. Should there be gaps the grids may be closed up. Cars may be serviced in the pits before the restart.

More than two laps but less than 75% of full race distance. The race shall be deemed to be in two parts. The order at the end of the first part will be that at the end of the lap preceding the stopping of the race. The distance of the re-started race will be that required to make up the full distance less 2 laps. A new grid will be established from the order at the end of the first part. The second part will

start in the same manner as the original start. Any car that returns to the pits under its own power before the restart countdown commences is eligible, providing that it has not been officially retired at the time of stopping the race. Cars may be serviced in the pits between parts.

More than 75% of the full race distance. This shall be deemed a full race and there will be **no** restart. The classification shall be the order at the end of the lap preceding the stopping of the race.

11. **FLAG SIGNALS**

The following flag signals will be used throughout the meeting, and signals of the colour described will not be used for purposes other than those detailed in this article.

Blue flag: (waved)

Overtaking signal. You are about to be lapped, let the other car through.

Yellow with Vertical Red stripes	Take care, the track is slippery whatever the cause.
Yellow	This is a signal of danger and should be shown to the drivers in two ways with the following meanings:
Motionless	Reduce your speed, do not overtake, and prepared to change directions. There is a hazard beside or partly on the track.
Waved	Danger. Reduce your speed, do not overtake and be prepared to change directions or to stop. There is a hazard wholly or partly blocking the track.
Black and white divided diagonally with number on blackboard at the start line	Warning of unsportsmanlike behavior.
Black with orange disc with number on blackboard — At start line	Warning that vehicle has mechanical problem likely to cause danger. Must stop at the pit on the same lap.
White	Take care. An ambulance, a service vehicle, an official car or a slow vehicle is on the course.
Green	Road clear. Resume normal race condition.
Red (Displayed at all Marshal post)	Signal to drivers to stop racing immediately and proceed slowly to the pits exercising extreme caution and being prepared to stop if necessary.
Black & White Chequered	Signal for the end of race or practice.

Appendix F

Eligible Vehicle

a) Super Production Touring Car Race is for Super 2000 and Diesel 2000 cars as defined by FIA applicable Technical Regulations (Articles 263 and 263D of Appendix J). Plus the Super Production cars as defined by Article 261 of the Appendix J. The Honda DC5 cars homologated by AAMC (Homologation form No.ACMC-01-05 SP) and Honda Civic Type R FD2 cars homologated by AAMC (Homologation Form No. SP-5716-AAMC) as of National Super Production are also accepted. Vehicles other than the above will also be accepted upon the approval by the organiser. The Super Production Cars that complying with FIA–ISC, Article 261 of Appendix J with the following exceptions:

Article 5	The minimum weight for Honda DC-2 is 1050 kg.	
Article 7.1	Crankshaft, Connecting rods & Pistons	- Free
Article 7.2	Engine Speed (RPM)	- Free
Article 7.7.1	Compression Ratio	- Free
Article 7.7.2	Camshaft - Free (but not the number of camshafts) Valve lift V-Tech variable camshaft system	- Free - Free - Free
Article 7.8	Flywheel Complying with FIA– ISC, Appendix J – Article 261 Art.7.8 with minimum weight of 4000g.	
Article 7.9	Exhaust System Noise	- Free -Free
Article 8.1	Gearbox The production gearbox original HOUSING, must be retained, the gear RATIOS and the number of forward gears (5 or 6 gears) are FREE and it must have ONE engageable reverse gear in working condition. Sequential gearboxes are accepted with additional 30kg of weight must be imposed.	
Article 8.2	Clutch <i>Complying with FIA– ISC, Appendix J – Article 263 Art. 8.2</i>	
Article 8.3	Differential The final drive ratio is free provided that the original housing is retained.	
Article 10.1	Complete wheel The maximum dimensions of the 4 rims+flanges are 9" x 17" with no weight limitation. They must fit in tyre size (235/620R17) provided by the organiser. The upper part of the complete wheel (flange + rim + tyre), located vertically over the wheel hub centre, must be covered by the bodywork when measured vertically.	

- Article 11 Ground Clearance
No part of the car or its suspended parts must be less than 80 mm from the ground.
This check shall be carried out on one or several flat surfaces defined by the Chief Scrutineer, at any time during the event. If this check is carried out on a car taken from the parc fermé, the pressure of the tyres must be 1.6 bars minimum. No system for changing ground clearance when the car is in motion is allowed.
- Article 12 Brake
complying with FIA– ISC, Appendix J – Article 263 Art. 12

* For non-Honda cars, 30kg handicap will be offered

2. **N2000cc Touring Car Race** is for FIA Group N – 2000cc cars, plus_Honda DC5 cars homologated by AAMC (Homologation Form No.: AAMC-01-05 N) and Honda Civic Type R FD2 (Homologation Form No.: N-5716-AAMC) for National Group N – 2000cc cars, complying with FIA – GROUP N, specific Regulations, Appendix J – Article 254 –with the following exceptions:

- Article 6.1 Radiator
- The material for radiator is free provided that the original capacity, mountings and installation location are retained.
- Exhaust
- The exhaust system is free downstream the exhaust manifold provided that it is inside the car's perimeter and end at the original rear location.
- Noise is free.
- Article 6.4 Wheels & tyres
- The maximum rim size is 17" diameter and 7" width and must fit in tyre sizes (Dry: 215/615 R17and Rain: 200/620 R17) provided by the organizer.
- For FD2, The maximum rim size is 17" diameter and 7.5" width and must fit in tyre sizes (Dry: 215/615 R17and Rain: 200/620 R17) provided by the organizer.
- Article 6.4.3 Spare Wheel
- Installation of spare wheel is prohibited.
- Article 6.5 Braking System
- One circular flexible pipe without any air ram devices/accessories to bring the air to the brakes of each front wheel is allowed, but its inside section must not exceed 10cm in diameter throughout the whole pipe. The air pipes must not go beyond the perimeter of the car, seen from above.
- The front brake is free provided that they use original fixation points and that they comply with the following prescriptions:
- the maximum number of pistons per wheel is 4 (four).
- the maximum sizes of the brake disc are dia.320 x thickness 25mm.
- on a non standard brake caliper, piston bore size should not exceed 40mm.

Article 6.7.2.2 Dashboard

- The dashboard and the centre console must remain original. The trimmings situated below the dashboard and which are not a part of it may be removed. It is permitted to remove the part of the centre console which contains neither the heating controls nor the instruments.

Article 6.7.2.6 Heating System

- The original heating and air conditioning equipment including the ventilating fan, air duct(s) and grille(s) may be removed.

Article 6.9 Fuel Circuit

- An auxiliary tank with a maximum capacity of one litre is authorized.
- An auxiliary petrol pump installed between the auxiliary tank and fuel injection system is permitted. It must be separated from the cockpit by a fireproof and liquid-proof protective device.

Article 6.10 Jack

- Pneumatic jacks are permitted, but without the compressed air bottle on board.

Article 205 (Group N homologation form)

- Minimum height centre hub / wheel arch opening is no longer applicable.

All N2000 cars will only be measured their ground clearance. No part of the car or its suspended parts must be less than 100 mm from the ground. This check shall be carried out on one or several flat surfaces defined by the Chief Scrutineer, at any time during the event. If this check is carried out on a car taken from the parc fermé, the pressure of the tyres must be 1.6 bars minimum. No system for changing ground clearance when the car is in motion is allowed.

- Pneumatic jacks are permitted, but without the compressed air bottle on board.

3. Engine change is permitted subject to the presentation for re-scrutineering and approval of Chief Scrutineer who will proceed with the marking and identification of the replacement engine and submit a note on this subject to the Stewards.

However, should an engine change be carried out after the final qualifying practice session, the concerned drivers will be required to start the race from the back of the starting grid. If more than one car is involved they will line up at the back of the grid in the qualifying order.

4. All multiple entries of vehicles in more than one race are prohibited.

Fuel

- The control fuel that will be made available by the organizer can be provided through specific order submitted with the entry form.
- As an alternative, unleaded fuel complying with FIA International Sporting Code Appendix

J Article 252, 9.1 may be used through out the event.

Scrutineering

- For N2000cc Race, it will be compulsory for the removal of the engine cylinder head or an engine strip down for inspection after the completion of last round, number of racecars being inspected will be decided by the chief scrutineer (Two (2) mechanics must be provided for this task. Failure to do so will result in disqualification).

Appendix G

Offence Penalties Table

No.	Offence	Practice	Qualifying	Race
1	Not attending drivers/competitors briefing – 1 st time season		\$1,000	
2	Not attending drivers/competitors briefing – 2 nd time season		\$5,000	
3	Not attending press conference 1 st time season		\$5,000	
4	Not attending press conference 2 nd time season		\$10,000	
5	Practiced a start on the track		\$5,000	
6	Reversed the car under its own power in the pit lane	\$3,000	\$5,000 + Exclusion	\$8,000 + Exclusion
7	Failed to comply with the weighing procedure		Delete of best time + \$3,000	\$5,000 + Exclusion
8	Changing of engine		Start from rear of grid + \$300	Start from rear of grid + \$300
9	Chequered flag more than once	Blame	\$2,500	\$2,500
10	Speeding in pit lane	\$600	Drop 5 grid places + \$1,000	Add time 30 secs + \$1,500
11	Disrespected the Marshal's instructions	\$3,000	\$3,000	Add time 30 secs + \$5,000
12	Did not comply with blue flag – Appendix E11	Blame	\$5,000	Add time 30 secs + \$5,000
13	Pushing another car	Black Flag	Black Flag	Add time 30 secs + \$5,000
14	Caused an avoidable collision / contact (imprudence)	Black Flag	Add time + \$5,000	Dropping of 10 grid places + suspended for 1 round + \$5,000
15	Caused an avoidable collision / contact (not finishing the race) (intentionally)	Dropping of 10 grid places	Dropping of 10 grid places + suspended for 1 round + \$5,000	Dropping of 10 grid places + suspended for 2 rounds + \$8,000
16	Did not comply with red flag – Appendix E11	\$7,500	Dropping of 5 grid places + \$7,500	Exclusion + \$10,000
17	Did not comply with yellow flag – Appendix E11	\$2,000	Dropping of 5 grid places + \$3,000	Dropping of 5 grid places + \$5,000
18	Overtake before the start of the race			Add time 10 secs
19	Jump start			Add time 30 secs
20	Failing to clear out equipment in the pit lane after a car has left	\$1,000	\$2,000	\$3,000
21	Returning to track from any locations other than pit exit	\$1,000	Exclusion + \$5,000	Exclusion + \$10,000
22	Failed to return the steering wheel in place when abandoning the car	\$ 500	\$ 500	\$ 1,000

