

HKAA Hong Kong Motorsport Championship 2018

Technical Regulations

1. Conditions

For participation in the 2018, vehicles must comply with the following regulations.

- 1.1. FIA International Sporting Code: Safety Equipment, Appendix J, Articles and Articles 254.
- 1.2. The interpretation of Hong Kong Automobile Association Motor Sports Council will apply and any changes to the regulations will be published in an official bulletin.

2. The Race

- 2.1. The object of the championship is being to complete as many laps as possible within the race time of 60 minutes plus one lap with mandatory pit stop with 1 or maximum 2 drivers in the each car.
- 2.2. Each race meeting is consisted with 1 free practice section and 1 qualifying section, together with 1 race section.
- 2.3. The qualifying will be carried out in one session. All laps carried out during the official qualify will be timed to determine the position of the drivers at race start.
- 2.4. HKAA Motorsports Council reserves the final rights to accept or reject any entry.

3. Result Classification

- 3.1. There will be 1 Result Classifications, for which all teams will qualify:
 - 3.1.1. Class Overall - Based upon the total laps completed within the race time.
- 3.2. Classification divided into:
 - 3.2.1. Class I : Saloon / Sports Car cylinder capacity up to 1,600cc
 - 3.2.2. Class II : Saloon / Sports Car cylinder capacity 1,601cc to 2,000cc
 - 3.2.3. Class III : Saloon / Sports Car cylinder capacity up to 2,001cc to 3,000cc
 - 3.2.4. Class IV : Saloon / Sports Car cylinder capacity 3,001cc or above
- 3.3. For Supercharged and Turbocharged Vehicles the cylinder-capacity will be multiplied by 1.7

4. Penalties

- 4.1. In accordance with HKAA Sporting Regulations 2018

4.2. No pit stop – 2 laps penalty

4.3. Making a pit stop less than the required duration – 1 lap penalty

5. **Award** Champion, 1st runner up and 2nd runner up on each class

6. Tyre

Tyre is free.

7. Noise

7.1. The noise level generated by the car must not exceed 110dB(A) at 4,500 rpm.. The measurement is taken at a distance of 0.5 meter and at a 45 degree angle to the point of exit of the exhaust.

8. Pit Stop

8.1. Change of Driver

8.1.1. It will be compulsory, in each race, to carry out a stop in the pit box of the team and to change of driver in 2 drivers cars. For 1 driver team, the driver is requirement to exit the car, run around the car once and re-enter the car.

8.2. Operations

8.2.1. During the Compulsory Pit Stop, the following operations are permitted with no limitations:

8.2.1.1. Before starting any of the operations described below, engine must be switched off

8.2.1.2. For all permitted operations, the maximum number of mechanics / persons to operate shall be Two (2) who will be duly identified and equipped.

8.2.1.3. Teams may have an additional person (Team Manager), who will not be considered for the reckoning of maximum number of permitted operators; the exclusive task of this person will be to stop the car before the assigned box and let it go once the operations have concluded. Should the Team Manager not be available, this task may be done by one of the persons authorized and duly identified

8.2.1.4. The person assisting the change of driver, apart from the outgoing driver, must be one of the persons identified with a band arm

8.2.1.5. Strictly NO RE-FUELLING is allowed during any section of the event.

8.2.1.6. To push a vehicle in the Pit in order to start it is forbidden. It is authorized, in case of necessity, to start the car with an external battery triggered by a member of the team.

8.2.1.7. Should a car be unable to set off, it will be situated, as quickest as possible in a safer place to avoid troubling the rest of participants

9. Finish

9.1. The end-of-race signal will be given at the Line to the leader at the end of the lap in which the prescribed time has elapsed.

- 9.2. Should for any reason the end-of-race signal be given to any participant other than the first before the scheduled time has elapsed, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.
- 9.3. Should the end-of race signal be delayed for any reason, the race will be deemed to have finished when it should have finished
- 9.4. After receiving the end-of-race signal, all the cars will continue to cover a decelerating lap during which drastic speed reductions or unpredictable changes of direction must be avoided. Drivers behaviour must be, at all moment, the same observed during the race. Once this lap is finished all cars must directly proceed directly to the “Parc Fermé”.

Annex to these Regulations:

The International Automobile Federation (FIA) International Sporting Code Appendix J for Safety Equipment (Article 253) and Specific Regulations for Production (Group N) (Article 254)

2018/02/15