



RICHBURG CUP RACES

SPORTING REGULATIONS

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Richburg Corporation Limited will organize the 2019 RICHBURG CUP RACES and it comprises 2 races. It consists of the “Hong Kong GT” (HKGT) and “Richburg TC Cup Challenge” (TC) comprises two titles of the Winner.

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

Should any dispute arise, the panel of the stewards of the meeting will be the only authority to make a decision.

1) Regulations

1.1 The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation.

1.2 The Event is governed by the 2019 FIA International Sporting Code and its Appendices, the circuit General Prescriptions, the National Competition Rules of the ASN, as well as these Sporting Regulations, Technical Regulations and their relevant Appendices/Bulletins issued for this Event.

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

2) General Undertaking

All the participating parties (ASN, Organizers, Competitors and Circuit) undertake, on behalf of themselves, their employees and agents, to observe all the provisions, as supplemented or amended of the International Sporting Code, the Technical Regulations FIA Official Bulletins and present Sporting Regulations governing the event.

3) Eligible Drivers and Competitors

All drivers and competitors must hold current and valid FIA INTERNATIONAL LICENCES, (accept One-time International Licences) as well as authorizations issued by their ASN(s). A driver must also be in a possession of a current medical certificate of aptitude, either included on the competition licence or on an attached document. All documents must be presented at the Event during the sporting checks.

4) Event

4.1 The Event will take place in Zhaoqing – Guangdong International Circuit with the following date:

Date	Circuit	Round (s)
17-18 AUG 2019	Guangdong International Circuit	1 - 3

4.2 The Event shall include all practices and race.

4.3 TC is Group A, and HKGT is Group B. Two groups will be race together in same track.

4.4 Race 3 is a Penalty Kick, which is similar to the concept of football match, not more than 4 cars from each group will be participated and the selection of entry will be as follows:

Group A: from overall result of R1 & 2, the 3rd position to 6th position

Group B: from overall result of R1 & 2, The 9th position to 12th position

When less than 2 cars of each group, there will be no participation to Race 3. For example, if HKGT has no 10th position competitor, the Group B will not be taking part to the Race 3.

4.5 There will be run over 12 laps or 30 minutes in Race 1 & Race 2 and run over 4 laps or 15 minutes in Race 3.

5) Officials

The Event will be run by the Officials nominated by GIC.

6) Schedule

The Scrutineering Schedule, Equipment / Document Checks/ Drivers Meeting / Practice / Qualifying sessions / Race Start Time are specified at the appropriated Appendix.

7) ENTRIES

7.1 Entry must be submitted before the closing date which will be announced in the bulletin before the event.

7.2 The entry fee is HKD 14,500 for HKGT and HKD 11,500 for TC.

7.3 Entry fee is non-refundable.

7.4 The maximum number of cars allowed to start each race and practice is limited to 36.

8) RACE FORMAT

8.1 30 minutes practice session.

8.2 One 30 minute qualifying session.

8.3 All races will be Rolling Start.

8.4 HKGT will be the first grid position and TC after.

8.5 12 laps for Race 1 and Race 2. 4 laps for Penalty Kick.

8.6 Grids shall be determined on times achieved in official timed practice session, the fastest competitor taking pole. For event with two races, the first grid position will be determined by the fastest time achieved during the qualify session. The result of the first race will form the grid position for the second race of the event.

9) Passes – Team Identification

9.1 Identification passes will be provided for each competing vehicle in due time by Organizer.

9.2 Identification must be properly worn. Abuse of the privileges will result in these privileges being withdrawn completely.

10) Instructions and Communication to Competitors

10.1 By written on the application form, a Team Principal is nominated by the Team, as defined in Article 2.6.4.b.i from the ISC, who is responsible for all races communication in the Team Communication System by WeChat.

10.2 The nominated person must be able to be contacted throughout the whole duration of the event. Failure to comply may be penalised with a fine of HKD 5,000.

11) Protest and Appeals

11.1 Protests and Appeals shall be made in accordance with the Code and accompanied by a deposit in cash of the amount established in General Regulations of the Federation of Automobile and Motorcycle Sports of People’s Republic of China (CAMF).

11.2 Appeals may not be made against decisions concerning the following:

- a. Stop & Go Penalties
- b. Drive Through Penalties;
- c. Down-grading starting grid positions; and,
- d. Cancellation of the related qualifying lap(s), at the end of the qualifying session by the Stewards or Race Director

12) Sanctions

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

13) Race Numbers and Driver’s Name

13.1 Race numbers are to be allocating to the first come first confirming policy, and limit to double digits.

13.2 All numbers must be in position before scrutineering. The placing of the numbers are indicated in the appropriate Appendix.

13.3 Every competitor must display the name of the driver and his national flag as indicated in the appropriated Appendix.

14) Promotion

14.1 Drivers must take part in any promotional activity requested by the Promoter/Organizer such as autograph sessions, prize giving, press conferences, pit road walkabouts and pre-race parades.

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

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

15) Fuel

15.1 Only the controlled fuel as supplied at the Event by the Promoter may be used throughout the Event. The fuel specification will be advised to competitors in advance. Any alteration to the specification of the fuel as supplied by the Promoter's appointed Supplier may result in disqualification from the Event.

15.2 The appointed Supplier is R+ Racing Fuel (102ron) and the fuel will be supplied in a sealed container in 60 litre packing.

15.3 Sampling check will be done at the Parc Ferme'. For such, the competitors' responsibility to ensure that at the end of each official session and/or race that his automobile has in its fuel tank at least 3 litres of fuel for the purpose of fuel controls.

15.4 Failure to comply the instructions, the competitor will be disqualified from the event.

16) Sporting Checks

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

16.2 The Promoter may require competitors to fit an Electronic Self Identification Module for the purpose of accurate timing, the exact position of which will be advised prior to the race. These modules will have to be in place and switched on for all practice sessions and the race.

17) Scrutineering Checks

17.1 The presentation of a car for scrutineering will be deemed an implicit statement by the Competitor of the conformity of the car.

17.2 No car may take part in the Event until it has been passed by the scrutineers.

17.3 During the entire duration of the Event, the Scrutineer, or Race Director, may check:

- a. Check the conformity of a car, documents or Competitor with the applicable Regulations;
- b. During scrutineering, require a car to be dismantled by the Competitor to verify the conditions of eligibility;
- c. Require a Competitor to pay the expenses resulting from the exercise of the above powers, or to provide any samples deemed necessary to their exercise. A deposit of at least HKD10,000 may be requested.
- d. Draw up an infringement report, which the Technical Delegates will forward to the Stewards.

17.4 Any car which, after being passed by the scrutineers, is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

17.5 The Race Director or Clerk of the Course may require that any car involved in an accident be stopped and checked.

17.6 After each race and qualifying session, some classified cars will be selected and must undergo scrutineering. All other cars will be held under Parc Fermé conditions in the teams' designated garage area until further notice.

17.7 After the chequered flag of an official qualifying session and/or race, all the classified automobiles will be under Parc Fermé regulations, and must make their way directly to Parc Fermé following the officials' instruction. Parc Fermé regulations will apply in the area between the Start/Finish Line (the Line) and the Parc Fermé entrance.

17.8 Failure to comply the instructions, the competitor will be disqualified from the event.

18) Meetings

A Drivers' meeting will take place on the venue and time noted. All drivers entered for the competition and their team managers, as well as the nominated Team Principal, must be present throughout the meeting. Any absence and not signing the attendance sheet at the meeting will be brought before the Stewards for their consideration and subject to penalty of HKD2,000 and / or disqualify from the race.

19) Tyre limitation during the Event

19.1 Only the tyres as supplied by the service team the Promoter appointed may be used. AVON is the exclusive tires (Slick/Wet) suppliers for Group A. Hankook is the

exclusive tires (Slick/Wet) suppliers for Group B.

19.2 The approved specification of tires are being specified on the Tires Ordering Form.

19.3 Teams and competitors are mandatory to sign the disclaimers of tires issued by the Tires Suppliers.

19.4 Tires supplied to the specified team, or competitors are not transferrable, but can be used in the next racing events.

19.5 The use of tyre warmers is allowed.

19.6 The sales of tires by Team and competitors, no refund will be done, no matter collected, or not collecting from the organizer's inventory.

19.7 AVON Tires are being sold without import duties, and therefore, after the events in China, the teams and competitors have to return the tires to the Promoter. If they want the used tire back, they need to inform the Promoter in writing, and any return will be done.

19.8 Tires records are to be marking, despite there is no limit on the use of tires in the racing weekend.

19.9 HKGT Sizes (AVON) of the tires are one of the technical specifications and it is not disputable. Teams are required to find the suitable wheels to fit the expected tire sizes for their car models.

20) Weighting

20.1 Competition cars must be complying with the minimum weight requirement as published 7 days before the event. This application is applying separately to HK GT and Touring Car 2.0 Turbo

20.2 The Stewards, and the Technical Delegate can examine any racing cars at any times in the event, and failure to comply the weighting requirement may result in the Steward's discretion to drop as many grid position, or disqualify the driver to the event.

20.3 Cars that are successful must carry ballast (additional weight) in their cars. Ballast is given to the top 6 runners in the following allocations:

1st: 54kg, 2nd: 48kg 3rd: 42kg, 4th: 36kg, 5th: 30kg, 6th: 24kg

The ballast is allocated according to first 6 positions after the Races.

20.4 Success Ballast Application and Arrangement if the execution will be on the discretion of the Promoter, for the only intention of safety purpose, using the fuel load as a substitute weight ballast of overloading lead is acceptable.

- 20.5 Race 1 starts to race with the Minimum Weight in accordance with Technical Regulations Article 5.
Race 2 starts to race with the first 6 positions Success Ballast in Race 1.
Race 3 – No Success Ballast

21) General Safety

- 21.1 Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.
- 21.2 Competitors out of the track boundary is allowed to re-join only if it is safe so doing, and without gaining advantage in competition positioning.
- 21.3 A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 21.4 A speed limit of 60 kph will be enforced in the pit lane. Except in the race, any driver who exceeds the limit will be fined HKD\$5,000. During the race, the stewards may impose penalties on any driver who exceeds the limit.
- 21.5 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.
- 21.6 At any time in the event, the medical officer at site or Race Director may require a driver to attend medical examination at site, and stop him from taking part to the event if he thinks the driver is unfit to race.
- 21.7 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 Event.

22) Practice Sessions

- 22.1 No driver may start in the race without taking part in the qualifying session unless the Stewards agree to take free practice times into consideration.
- 22.2 Only cars passed the scrutineering procedures, published in the list of drivers admitted to the event can participate in the Practice sessions.
- 22.3 During the Unofficial Practices in the Event, it is allowed to have testing of the cars.
- 22.4 During the Free Practice in the Event, change of tires are permitted but re-fuelling is not allowed.
- 22.5 Should competitors be absent of the Free Practice session, a request in writing shall be submitted for approval, 2 days before these practices session take place.

22.6 Any red flag is shown, competitors must immediately and safely return to the pit lane, and can be queuing up at the white line before Pit Exit.

22.7 It is not allowed to change tires or re-fuelling during the Qualifying Session.

22.8 Any qualifying lap happens under the red flag, it shall not be counted as the qualified lap.

23) The Grid

23.1 Driver is not permitted to take part in the Race if he is absent from the Qualifying session in the same weekend, unless with the written consent from the Stewards of the Meeting.

23.2 At the end of the qualifying practice, the fastest time achieved by each driver will be officially published.

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

The starting grid will be published no less than one hour and thirty minutes before the start of the formation lap. Competitors whose cars are unable to start for any reason whatsoever (or who has good reason to believe that their cars will not be ready to start) must inform the Clerk of the Course accordingly at the earliest opportunity and in any case, no later than ninety minutes before the start of the formation lap.

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

23.4 The fastest driver will start the race from the position on the grid which has been designated as such by the Circuit License.

23.5 Any driver whose best qualifying lap exceeds 130% of the pole position time will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, the Stewards may permit the car to start the race. Application should be made no later than ONE hour after the "Qualifying- Provisional Classification" published. Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied.

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

23.6 The grid will be in 2 x 2 formation and the rows on the grid will be separated by 9 metres.

24) Race Starting Procedure / Rolling start will be used

24.1 15 minutes before the time for the start of the formation lap, the cars will leave the paddock exit to cover one or more reconnaissance laps. After the completion of the reconnaissance laps they will stop on the grid in starting order with their engines stopped.

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

Any car which has not taken up its position on the grid by the time the five minutes signal is shown will not be permitted to do so and must start from the pit lane in accordance with Article 24.2.

24.2 12 minutes before the start of the formation lap, a warning signal announcing the closing of the paddock and pit exit in 2 minutes will be given.

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

Any car which is still in the pit lane or at the paddock exit can start from the pit lane or paddock exit, provided it reached the end of the pit lane or paddock exit under its own power. If more than one car is affected, they must line up in the order in which they reached the end of the pit lane or paddock 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.

24.3 The approach of the start will be announced by signals shown ten minutes, five minutes, three minutes, one minute and finally 30 seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

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

24.4 When the five minute signal is shown, all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane, or if the car has been moved out of the fast lane during a race suspension. At the three-minute signal, the cars must be resting on their wheels and the wheels must have been tightened.

24.5 When the one minute signal is shown, engines should be started, tyre warmers removed and all team personnel must leave the grid by the time the 30 second signal is given, taking all equipment with them. If any team personnel or team equipment remain on the grid after the 30 second signal has been shown, the driver of the car concerned must start the race from the pit lane as specified in Article 24.2. If any driver needs assistance after the 30 second signal he must indicate this to the marshals, 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.

- 24.6 When the green lights are illuminated, the cars will begin the formation lap with the Organizer's official leading car leading, maintaining their starting order. When leaving the grid, all drivers must respect the pit lane speed limit until they pass pole position. Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after the cars able to do so have left the grid, the mechanics may then work on the car again. If successful the car may then start from the pit lane.
Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.
- 24.7 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.
- 24.8 Overtaking during the formation lap is permitted only if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and start from the end of the pit lane as specified in Article 24.2.
- 24.9 The speed of the Organizer's Official Leading Car (as which a Safety Car might be used) must be around 80kph during the formation lap. The Official Leading Car will pull off at the end of the formation lap. The cars will continue on their own with the pole position leading at a constant speed between 70kph and a maximum of 90kph. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90kph) before the start is given will result in a drive through penalty.

During the formation lap the red light will be on. No car may overtake another one before the starting signal is given. The starting signal will be given by extinguishing all red lights. However, the race shall not be considered to have started until the cars pass the control LINE and timing shall commence when the leading car passes that control LINE (as described in the Code)

- 24.10 a) During the start of a race, the pit wall must be kept free of all people, with the exception of properly authorized officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.
- b) If a problem arises when the cars reach the Finish Line at the end of the formation lap, the red light will stay on. Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap that will follow the same rules as above, as the Official leading car will no longer be on track, the driver in pole will be responsible for the speed, which must comply with the regulations governing speeds in the presence of the Official leading car.

- c) If additional formation laps are necessary, the start of the race will be considered to have been given at the end of the first formation lap. The Race Starter will be the Judge of fact.

All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be strictly observed. Cars starting from the pit lane will have completed their first lap as soon as they cross the Finish Line for the first time.

24.11 Only in the following cases will any variation in the starting procedure is allowed:

- a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the Race Director or the Clerk of the Course, Teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten minute point.
- b) If the start of the race is imminent and, in the opinion of the Race Director or the Clerk of the Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort sign will be shown on the Line. Once the start time is known at least ten minutes warning will be given.

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

25) Race Signaling Flags

Yellow Flags- When shown, it means danger ahead, the competitors must slow down his speed, and prepare to avoid obstacles/ anchored car, or come to stop/ braking prematurely. It is prohibiting to overtake any moving cars ahead unless it is stationary or at mechanically failing slow speed. When the Green Flag is shown, it means the yellow flag zone is over after the Green.

Red Flags - During the Race, the Race Director's discretion to suspend or to stop the race, it shall be shown at all marshals' posts and the red lights show on the circuit.

26) Resuming a Race

26.1 After the red flag, overtaking is prohibited, and the Pit Exit is closed in red signal. The race time keeping remains.

26.2 The Safety car will be deploying, and all drivers will follow the safety car returning to the pit fast lane, and standby in a single file. Or, following the instruction of the Safety Car to stop outside the circuit.

26.3 When all cars are being returned to the Pit lane standby, the sequence of race car position may be re-correcting under Marshal instruction. Display of the 5 Minutes, 3 minutes, 1 minutes, and 30 seconds will display to re-start the race under the Safety Car leading till the Safety Car returning to Pit Lane, and the first car crossing the start line again, with the Green light shows up.

26.4 If any car has re-started problem, driver can signal the marshal to remove the car from the fast lane.

27) Finish

27.1 The Chequered Flag shows at the Finish Line, as the signal of the end of the Race.

27.2 Whatsoever reason, it shows before the scheduled time has achieved, the race is being classified as finished, when the leading car crossing the finished line, and the flag shown.

27.3 Or, Whatsoever reason, the Chequered Flag shown is being delayed, according to the stipulated time, it is deemed to have finished when it should have finished.

27.4 After the Chequered Flag shown, and the finished line crossed, the cars should immediately return to Parc Ferme'.

28) Parc Ferme' Authorization

Only the officials, and technical delegates are permitted to enter and to stay in the Parc Ferme'. Until the latest protest time limit set out is expired, all cars must remain therein.

29) Race Scoring System

29.1 The scoring points system will help to select the best GT and Touring Cars Competitors in 2019, and the best qualified pole driver of the year in both classes.

29.2 Score points will be awarded to all the classified competitors according to the following group-point system as listed:

Race Classification Group-Point

1st	A20
2nd	A15
3rd	A12
4th	A10
5th	A8
6th	A6
7th	A4
8th	A3
9th	A2
10th	A1
11th	B20
12th	B15

13th	B12
14th	B10
15th	B8
16th	B6
17th	B4
18th	B3
19th	B2
20th	B1
21st	C20
22nd	C15
23rd	C12
24th	C10
25th	C8
26th	C6
27th	C4
28th	C3
29th	C2
30th	C1
31st	D20
32nd	D15
33rd	D12
34th	D10
35th	D8
36th	D6
37th	D4
38th	D3
39th	D2
40th	D1

29.3 Competitors may score different groups of group-point in respect to their race classifications during the series. After each race of the event, the group-point(s) as earned by the driver will be added numerically with the same group of group-point accumulated earlier. The overall winner of the series is the one who accumulates the highest group-point both alphabetically and numerically.

29.4 In case of a tie in the first highest group of group-point, the next group in alphabetical order of group-point will determine the order. The same principle will be applied should another tie in next group of group-point occur until the winner as well as the final driver classification of the series emerges. If in any case, this procedure fails to produce a result, the Stewards of the Meeting will decide the final result according to such criteria as they think fit.

29.5 During the tournament, competitors can obtain different groups of components based on where they finish position of the race. After each race, the components obtained by the driver will be numerically added to the components of the same group previously accumulated, and the overall winner of the tournament will be in alphabetical order and numerically cumulative.

29.6 If there is a tie scores in the first group of highest components, the next group of components in the English alphabetic order determines the rankings; if equalization occurs again in the next group, the same principles will be used until the winners and final competitors in the championships. If the scores of the English alphabets in each group are the same, the highest score in the single-race event in English alphabetic order is the winner, and if there is another decimate, the winner have the highest score in the single-race event in the first race will be the winner.

29.7 If more than one entrant fails to obtain any component after the tournament is over, the ranking of the entrants from the lowest to the largest is on the score sheet.

30) Classification

30.1 The overall winner will be the car which completes the Race in the shortest time.

30.2 If a race is being stopped and cannot resume then, the following condition will apply;

- a. If the leading car has completed less than 2 laps, no points for all;
- b. If the leading car has completed 70% of the original race's time/Distance without safety car leading or full track yellow flag, then full scores for competitors.

30.3 The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and the General Regulations of the Federation of Automobile and Motorcycle Sports of People's Republic of China (CAMF).

31) Podium Ceremony

The drivers finishing the race in 1st, 2nd or 3rd positions of each race must attend the prize-giving ceremony on the podium, with full overalls, failing to do so, they will be prevented from attending the ceremony and reported to the Stewards.

32) Awards

1st Trophy

2nd Trophy

3rd Trophy

One Fastest Qualifying Lap Trophy

33) Advertising and Rights

33.1 The Promoter/Organizer reserves specific areas on the cars for the sponsorship display, and eligible cars are prohibited from displaying logos or messages having the conflict of interest to the Promoter's sponsorship.

33.2 The Teams and Competitors must endorse The Consent Notes to the Promoter 2 days before the start of the official practices. Failure to comply will disqualify the Eligible Car(s) to the participation in the racing week event.

TECHNICAL SPECIFICATIONS

ARTICLE 1: ELIGIBLE CARS ARE LISTED IN THE FOLLOWING:

LOTUS Evora
LOTUS Exige V6
GINETTA G55
MERCEDES AMG GTS
BMW M4
ASTON MARTIN Vantage
AUDI R8 LMS V10
MC LAREN MC12
PORSCHE Cayman
KTM
VOLKSWAGEN 2.0 TURBO
AUDI 2.0 TURBO
HONDA 2.0 TURBO

ARTICLE 2 : DEFINITIONS

2.1 Car

Any cars, which have been registered as HK GT and are qualified to take part into the race series of Hong Kong GT.

2.2 Bodywork

All entirely sprung parts of the car in contact with the external air stream, except the parts definitely associated with the mechanical functioning of the engine, transmission and running gear.
Any air intake shall be considered to be part of the bodywork.

2.3 Weight

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

2.4 Racing weight

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

2.5 Wheel

Wheel: Flange and rim.

Complete wheel: Flange, rim and tyre.

2.6 Cockpit

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

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

2.7 Supercharging

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

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

2.8 Semi-automatic gearbox

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

2.9 Location

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

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

2.10 Position

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

2.11 Orientation

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

2.12 Telemetry

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

2.13 Technical Form

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

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

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

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

ARTICLE 3 : REGULATIONS

3.1 Vehicle type eligibility

Vehicles will be eligible in the Richburg Cup Races Grand Touring class.

For a vehicle to be eligible in the Richburg Cup Races type Grand Touring class, it must be a car approved by the Promoter.

3.2 Eligible cars

The list of approved cars will be published by the Promoter.

3.3 Regulation and eligibility amendments

The Promoter will publish any changes made to these regulations. All such changes will come into effect after their publication.

Changes for safety reasons may be made without notice.

3.4 Compliance with the regulations

The car entered by a competitor must conform strictly to its Technical Form as well as to any additional notification from the Promoter.

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

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

3.5 Measurements

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

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

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

3.6 Material

Titanium is not permitted unless used in the original parts of explicitly authorized by these regulations.

This restriction does not concern the parts homologated with the standard vehicle.

The use of magnesium sheet less than 3mm thick is forbidden.

3.7 Telemetry

The use of telemetry is forbidden.

ARTICLE 4 : BODYWORK

4.1 Bodywork

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

The front and rear overhangs must remain original.

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

4.1.1 Bonnet and boot lids

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

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

4.2 Windscreen and windows

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

Additional fastenings may be used for securing the windscreen.

The side and rear windows may be replaced with polycarbonate.

Protective nets :

a) Net

A protective net is compulsory if the car is not equipped with racing net complying with art 14.7.

It must meet the following specifications:

- the net must be made up of woven strips at least 19 mm (3/4") wide;
- the meshes must be a minimum of 25 x 25 mm and a maximum of 60 x 60 mm. The woven strips must be non-flammable and sewn together at each point of crossing. The net must not be of a temporary nature.
- viewed from the side, it must reach from the center of the steering wheel to the B-pillar.

b) Fixation:

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

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

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

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

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

ARTICLE 5 : WEIGHT

5.1 Minimum weight

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

5.2 Ballast

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

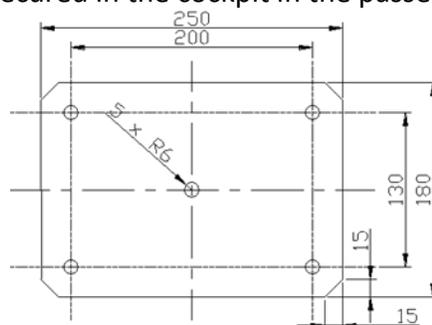
The securing system must allow seals to be affixed to the ballast by the scrutineers and must be designed such that tools are required for its removal.

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

5.3 Levelling Ballast / Crew handicap / Success Ballast

The levelling ballast and/or crew handicap and/or Success Ballast (only the weight of the stacking metallic plates) must, in addition to the requirements of Article 4.2, comply with the following points:

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



257A-1

5.4 Adding during the race

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

5.5 Liquids

The weight may be checked at any time during the event with the quantity of liquids remaining in the tanks.

ARTICLE 6 : ENGINE

6.1 Intake system

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

6.1.2) All the air feeding the engine must pass through the homologated air restrictors (if applicable), and no pipe containing air is permitted to enter or to exit from the intake system. The restrictor(s) must be made of metal or metal alloy, and must be entirely visible once the bonnet is open and without dismounting any element or cover.

Sealing the restrictors must cause the engine to stop immediately.

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

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

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

6.2 Exhaust

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

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

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

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

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

ARTICLE 7 : FUEL SYSTEM, REFUELLING

7.1 Refueling

Refueling the car is NOT allowed during the qualifying and the race.

7.2 Fuel tanks

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

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

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

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

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

mechanical function.

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

7.3 Fuel samples

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

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

7.4 Fuel Supplier

Fuel is standardized officially supplied by the Promoter.

ARTICLE 8 : LUBRICATION SYSTEM

8.1 Catch tank

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

ARTICLE 9 : ELECTRICAL EQUIPMENT

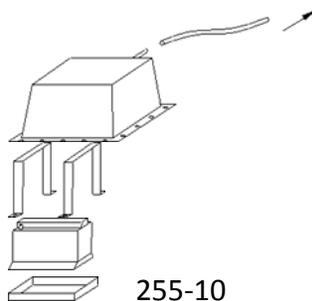
9.1 Battery

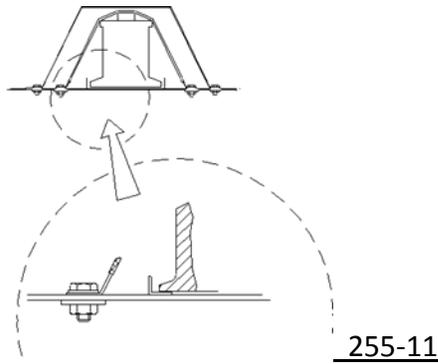
Batteries may be situated in the cockpit but without obstructing the exit of the driver. Dry battery is required If the battery situated in the cockpit.

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

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

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





9.2 Windscreen wiper

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

9.3 Starting

A starter must be fitted and be in working order at all times during an event. The driver must also be able to operate the starter when seated normally.

9.4 Lighting equipment

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

9.4.2) The exterior lighting equipment must at least ensure the following functions : Headlights, direction indicators, stop lights, rain light (see 8.4.4) and rear sidelights.

9.4.3) Reversing lights:

The bulbs of the reversing lights must be removed.

9.4.4) Rain lights:

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

It must be :

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

The three measurements are taken to the centre of area of the lens.

ARTICLE 10 : TRANSMISSION

10.1 Transmission system

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

10.2 Reverse gear

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

ARTICLE 11 : AXLES, SUSPENSION AND STEERING

11.1 Ride height

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

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

11.2 Suspension type and mounting

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

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

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

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

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

No electrical, hydraulic or pneumatic connection between the shock absorbers is permitted. The modification of spring, shock absorber and anti-roll bars adjustments from the cockpit is prohibited.

11.3 Steering

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

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

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

11.4 Power steering

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

ARTICLE 12 : BRAKES

12.1 Hydraulic circuits and tanks

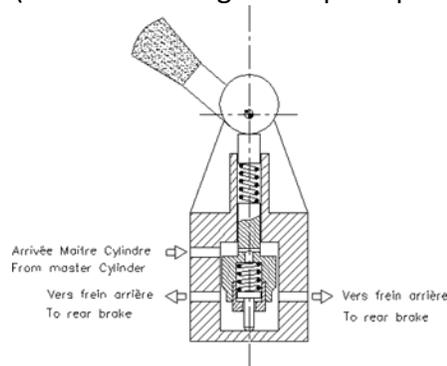
The complete braking system must incorporate at least two separate circuits operated by the same pedal.

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

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

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

- a direct and manual intervention on a mechanical system allowing the modification of the position of the centre of the joint, on the linkage lever of the hydraulic pumps of the front and rear circuits, mounted on the original pedal unit.
- a direct and manual intervention on a proportional valve, in which the intake pressure of the rear circuit is adjusted through a pre-loaded spring, variable according to the position of the manual linkage system (see the Drawing of the principle 263-9).



Only one of these two systems is permitted.

12.2 Anti-lock braking and power braking

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

12.3 Cooling of brakes

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

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

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

ARTICLE 13 : WHEELS AND TYRES

13.1 Dimensions and materials

As listed in the Fairness of Performance table.

Forged magnesium wheels are forbidden.

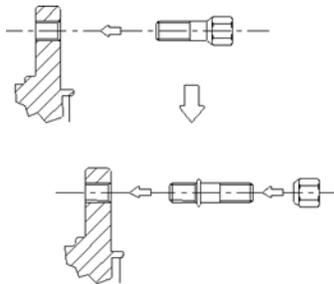
13.2 Wheel visibility

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

13.3 Wheel attachment

Wheel attachment principle must remain original.

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



254-1

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

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

Air extractors added on the wheels are forbidden.

13.4 Pressure control valves

Pressure control valves on the wheels are forbidden.

13.5 Sensors

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

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

13.6 Pneumatic jacks

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

Minimum openings allowing the use of air jacks are authorized

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

ARTICLE 14 : COCKPIT

14.1 Equipment permitted in the cockpit

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

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

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

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

ARTICLE 15 : SAFETY EQUIPMENT

15.1 Fire extinguishers

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

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

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

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

15.2 Safety belts

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

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

Safety harnesses in compliance with FIA Standard 8853-2016 (Technical List n°57) are recommended and will be compulsory as from 01.01.2023.

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

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

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

Elastic devices attached to the shoulder straps are forbidden.

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

15.3 Rear view mirrors

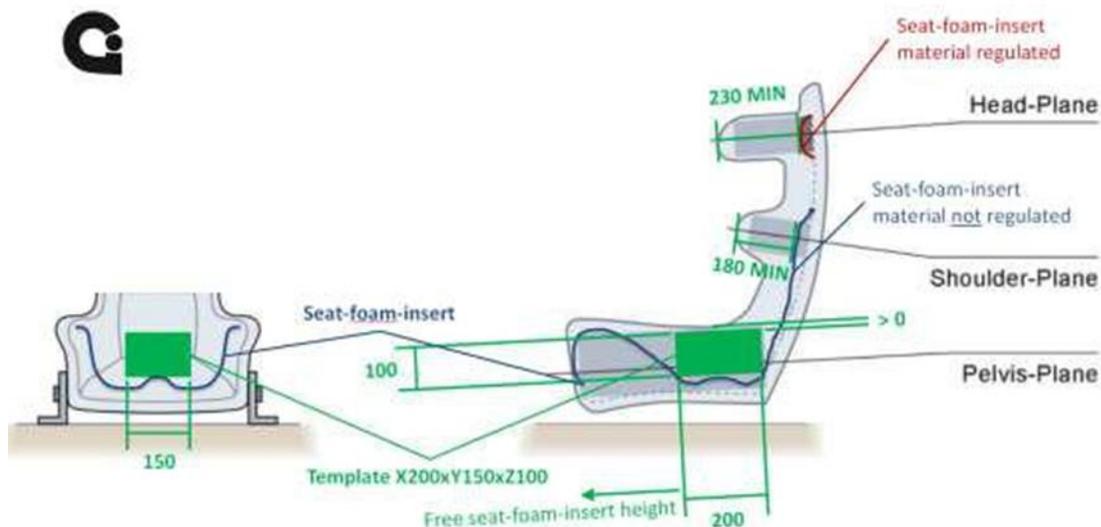
The car must be fitted with two rear view mirrors, one fitted on each side of the car, in order to give an efficient view to the rear. Each mirror must have a minimum area of 100 cm².

15.4 Seats and headrest

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

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

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



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

15.5 Master switch

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

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

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

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

15.6 Towing eyes

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

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

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

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

15.7 Racing nets

They are not compulsory.

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

ARTICLE 16 : SAFETY STRUCTURES

16.1 Safety cage

The safety cage must be complied with the FIA App j Article 253 or homologated by an ASN or homologated by the FIA.

Protective padding

Protective padding must be fitted in accordance to appendix J art 253 8.3.5.

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

ARTICLE 17 : FINAL TEXT

The final text of these regulations is the English version, which shall be used should any dispute arise over their interpretation.