2026-2027 SPORTING REGULATIONS – V2

1. GENERAL PROVISIONS

1.1 Foreword

The Asian Le Mans Cup (hereinafter "the Series"), reserved for prototypes (LMP3 Pro, LMP3) and GT (GT3) cars is the result of cooperation between the Automobile Club de l'Ouest (ACO) and Asian Le Mans Endurance Management (ALMEM or "the Promotor").

The Series is governed by the FIA International Sporting Code and its appendices (hereinafter "the Code" (with the exception of Article 251 of Appendix J – Classification and definitions of cars) those clauses of the Circuit General Prescriptions that are not contrary to the present regulations, the present Sporting Regulations specific to the Series, the applicable Technical Regulations and their appendices (FIA GT3 and LMP3), and the specific regulations applicable to the Competitions.

All the participating parties (ACO, ALMEM, ASN, organisers, competitors and circuits) undertake to apply as well as observe the rules governing the Series.

The parent ASN is the Automobile General Association Macau-China (AAMC), Avenida Da Amizade, Edificio Do Grande Premio de Macau R/C 999078 Macau.

1.2 Regulations

1.2.1 Interpretive clause

No Competitor, driver, participant, tyre manufacturer, chassis manufacturer may demand the literal application of these Regulations if its behaviour is deemed contrary to good sportsmanship and fair competition.
The same principles apply to the interpretation of the Technical Regulations in effect.

1.2.2 Date of application

These Sporting Regulations come into force on July 1st of each year and replace any previous Sporting Regulations of the Series.

1.2.3 Alignment with the Sporting Regulations of the FIA World Endurance Championship

These Sporting Regulations are based on those of the FIA World Endurance Championship, and thus use their structure and numbering.

For the avoidance of doubt, any provision from the FIA World Endurance Championship not appearing in these Regulations is not applicable to the Series.

1.2.4 Amendment of the Sporting Regulations

In accordance with Article 13, appendix P of the Code, the current Sporting Regulations can be modified by the Asian Le Mans Cup Committee or the Panel of Stewards of a Competition of the Series.

1.2.5 Appendices

Certain specific aspects of these Regulations are detailed in dedicated appendices. These are an integral part of these Regulations and may be sanctioned by the sporting authorities.

1.3 General conditions

1.3.1 General responsibility of the Competitor

It is the Competitor's obligation, as per Article 9.15.1 of the Code, to:

- Ensure that all persons and participants concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the applicable Technical Regulations, the present Sporting Regulations, and Appendix 1 of each Competition; as well as in all activities related to the Series organised by or on behalf of the promotor. This includes and is not limited to: any testing, press conference(s), presentation(s), activities of interest of the promotion of the Series.

- Ensure that all measures and decisions have been taken internally in relation to the safety of the drivers and of the personnel when sporting services are provided.

1.3.2 Competitor's representative

Each Competitor must nominate his representative in writing at the time of entering the Series (see Article 2.6.4 of the Code). Throughout the duration of the Competition, a person having charge of an entered car during any part of the Competition is, at all times during the Competition, responsible jointly and severally with the Competitor for ensuring that the requirements are observed.

1.3.3 Responsibility for the conformity and safety of the cars

Competitors must ensure that their cars satisfy the conditions of eligibility, compliance with the technical regulations, and safety throughout the Competition. The presentation of a car for scrutineering will be deemed an implicit statement by the Competitor of the conformity of the car.

1.3.4 Considered as Competitor

For the purposes of these Sporting Regulations, the entities listed below may be considered as Competition participants in accordance with Article 1.3 of the Code and, as such, must adhere to the obligations imposed on them and abide by the decisions of the sporting authority.
- Single suppliers of common parts and systems recognized as such by ACO
- Chassis constructors
- Fuel suppliers
- Tyres suppliers
- Lubricant suppliers

- Powertrain suppliers
- Car manufacturers

1.4 Series Competitions

1.4.1 Definition

Each Competition will have the status of a restricted international Competition.

"Competition" means any race registered on the annual calendar of the Series, including administrative checks and technical scrutineering, all official practice sessions, whether qualifying or not, the warm-up if there is one and the race itself. The start and end of each Competition are determined in accordance with Article 2.1.7 of the Code.

Subject to the provisions of Appendix 1 of each Competition (see Article 2.2), the format will be:

For Free Practices

- 2 timed free practice sessions each of 60 or 90 minutes;

For Qualifying

- 1 qualifying session of 20 minutes determining the starting grid;
  - The first fastest lap of each Competitor will determine its starting position on the grid of the first race;
  - The second fastest lap of each Competitor will determine its starting position on the grid of the second race.

Or

- 2 qualifying sessions of 20 minutes each to determine the starting grid of each race:
  - Q1 determining the starting grid for Race 1;
  - Q2 determining the starting grid for Race 2.

For Race

- 2 races, with a duration of 2 hours. In case of force majeure, the duration of the race may be adjusted by the Committee or by the Stewards at their sole discretion.

No warm-up session will be scheduled in the Competitions, unless otherwise specified in Appendix 1 of each Competition or by decision of the Panel of Stewards on proposal of the Race Director for safety reasons.

In the event of a warm-up session, the list of cars and drivers allowed to take part in the warm-up will be posted after the qualifying practice.

1.4.2 Cancellation

A Competition may be cancelled if fewer than 10 cars are entered.

2. ORGANISATION

2.1 Organiser

Any application to organise a Competition must be made, by the entity (Organiser) that has obtained the exclusive and necessary rights to organise the Competition on the circuit concerned, to the ASN of the country in which the Competition is to take place, which will forward the application to the FIA and ALMEM.

2.2 Organisation of Competitions

Each Organiser, via its ASN, shall supply to ALMEM ~~the FIA~~, in English, the information set out in Appendix 1 to the present Regulations, at least one month before the Competition. Each Competition must be organised in strict compliance with these documents.

A visa is issued by the ASN for each of the Competitions, provided that all the documents required by the present regulations have been duly sent and that they are in conformity with the regulations applicable to the Series.

2.3 Insurance

2.3.1 Obligations and procedures regarding coverage

The organiser of a Competition must ensure that all Competitors, their personnel and drivers are covered by third party insurance.

Third party insurance arranged by the organiser shall be in addition and without prejudice to any personal insurance policy held by a Competitor or by any other natural person or legal entity taking part in the Competition.

Drivers taking part in the Competition are not considered third parties with respect to one another.

2.3.2 Mandatory administrative formalities

Thirty days before the Competition, the Organiser, via its ASN, must send to ALMEM, in English, details of the risks covered by the insurance (see Appendix 1 – Part E), which must comply with the national laws in force. This insurance certificate shall be made available to the Competitors in English.

3. ENTRIES, CATEGORISATION, CREWS

3.1 General provisions

3.1.1 Entry for the season

The entry procedure is placed under the aegis and the responsibility of ALMEM.
Entry in the Series is for the season, which concerns all the Competitions registered on the calendar of the said Series.

The participation of the Competitors officially registered in the Series in all the Competitions counting towards the Series is imperative.

3.1.2 Transfer of entries and withdrawal

The transfer of an entry to a third party is formally prohibited.

Any withdrawal from the Series or from participating in a Competition must be notified to ALMEM by email to the following addresses: j.renaudin@lemanscup.com and c.ong@asianlemansseries.com ~~in writing, by registered letter with acknowledgement of receipt~~.

Any Competitor withdrawal for any reason other than:

- A case of force majeure (poor weather conditions, social unrest...)
- An accident during the previous Competition in the Series, as a result of which the car sustained damage, noted by the Series Technical Delegate, that could not be repaired within the given time;

may be penalised by a fine of €5,000 for each Competition missed, except in special circumstances at the discretion of the Panel of Stewards.

Any withdrawal is irrevocable and will not result in any reimbursement of the entry fees or of the advances on technical costs or fuel costs.

3.1.3 Licences

All drivers, Competitors and officials participating in the Series must hold valid licences.
For drivers, the license must comply with Article 2 of Chapter I of Appendix L of the Code and, if necessary, valid authorizations issued by their ASN (see Article 3.9.4 of the Code).

3.1.4 Competitor's licence

The wording of the Competitor's licence submitted will be the only wording used for the official documents. The only licences accepted will be those of the "Entrant" type (i.e: delivered to a legal entity). The maximum number of characters authorised is 25, with spaces counting as characters.

After the date specified in Appendix 2, no further modification will be accepted.

3.1.5 Driver's licence

Minimum FIA GRADE C Internationale Driver's Licence.

3.2 Entry procedure

3.2.1 Selection Committee and admission to the Series

The selection of the competitors is carried out by a Selection Committee composed of:

- Pierre Fillon
- Frédéric Lequien
- Thierry Bouvet
- Gaëlle Chouteau
- Colin Ong

The date at which the Selection Committee, called upon to rule on applications, will meet is available in Appendix 2 to the present Regulations.

The decisions taken by the Selection Committee are not subject to appeal.

Competitors will not be considered as definitively admitted to the Series, or to its Competitions, until payment of the entirety of the participation fees have been received by ALMEM.

During a season, a competitor who does not honour its financial commitments towards ALMEM may be denied participation in one or several rounds of the Asian Le Mans Cup.

The Selection Committee, at its entire discretion, will be able to establish a reserved list if it deems necessary.

No change of category, chassis model, car model, power unit type or tyre manufacturer is permitted during the season.

3.2.2 General case : entry form, dossier, deadline

The entry form is available in Appendix 2 to the present Regulations together with the official opening date for entries in the Series and the application submission deadline.

Each application dossier must be accompanied by all the documents and information required by the online form (in particular and without limitation: payment certificate, copies of the applicable licenses, etc...).

ALMEM reserves the right to request additional information from the Competitors in order assist the decisions of the Selection Committee.

The list of Competitors in the Series is validated by the Selection Committee (see Article 3.2.1 of the present Regulations).

3.2.3 Specific conditions of entry in the LMP3 Pro and LMP3 ~~Pro/Am~~ categories

Parts produced by manufacturers having cars homologated must imperatively be offered for sale, and be able to be delivered, to all the teams entered in the Series using this same model of car.
The ALMC Committee may demand a technical description of the parts concerned.
Any breach of this rule may result in the imposition of a sanction by the ALMC Committee.

3.2.4 Entry of « additional » competitors

Exceptionally, and depending on the interest that they might represent for the Series, the Selection Committee may admit, for one or more Competitions, one or more additional cars ("Supplementary Cars"), subject to their conformity with the applicable Technical and Homologation regulations.

The additional cars will appear in the classification of the Competition but will be invisible for the different classifications for this Series.

Any competitors entering Supplementary Cars must register in accordance with the entry procedure described in Article 3.2.2.

However, these Competitors must send their full dossier at the latest two weeks before the beginning of the Competition concerned.

The Competitors must also provide certification of payment of the advance on supplies and other technical costs.

3.2.5 Innovative car

The Selection Committee, at its sole discretion, may invite a Competitor wishing to enter an "Innovative Car". The car must be the product of an innovative project, which will be assessed by the Selection Committee;

- The Competitor will take part in the Series outside the Classifications;
- Technical aspects: defined according to the requirements and at the discretion of the ACO technical department, who may request the FIA opinion regarding the vehicle security;
- Sporting aspects: defined according to the requirements and at the discretion of the Asian Le Mans Cup Committee;
- A decision from the Asian Le Mans Cup Committee will detail all specific conditions of an innovative car entry to one or more Competitions and will be released to all entrants Competitors;
- The Asian Le Mans Cup Committee may, at any time, revoke the assigned invitation to a Competitor entering an innovative car.

3.3 Participation and financial conditions

Participation fees are available in Appendix 2 of these Regulations.

Participation fees for the Series are composed of entry fees and advances on technical costs and supplies.

Any participation fee received by ALMEM remains acquired and will not be reimbursed for any reason whatsoever. If one or more cars are not selected by the Selection Committee, the entire payment corresponding to the amount of the entry fee will be reimbursed, except for a sum of €1000 which will be kept as handling costs.

4. GENERAL DISCIPLINE AND COMPETITORS' OBLIGATIONS

4.1 General discipline

4.1.1 Unsporting conduct

The Race Director and/or the Clerk of the Course may bring before the Panel of Stewards any unsporting behaviour on the part of a manufacturer, Competitor or driver that is deemed contrary to the spirit of sport and fair play, even if the person concerned demands the literal application of the present regulations.

Any person in possession of a FIA international Licence and any participant of the Series commits to respect the Appendix B of the CSI.

4.1.2 Passes and accreditations

As defined in Article 3.21 of the Code, any participant as defined in Article 20 of the Code, present in any capacity whatsoever in the reserved areas (see Article 20 of the Code), must wear his or her pass in such a way that it is clearly visible.

ALMEM alone is empowered to issue and remove passes.

A pass is nominative and may be used only by the person whom it has been issued and for the purpose for which it was issued.

4.1.3 Medical control

The Stewards, the Clerk of the Course and the Chief Medical Officer may require a Driver or an official to undergo a medical examination at any time during the Competition.

4.1.4 Competitor's promotional obligations

Competitors and all their team members, if requested, must be present and take part to all promotional and commercial events organised by the Promoter.

This is, without limitations:
- Press conference before the event
- Autograph session
- Podium(s) and ceremonies
- Mixed zone - interview
- Press conference after qualifying
- Press conference after the race

In case of non-compliance or late arrival, penalty at the Stewards' discretion.

4.1.5 Signage affixed to the cars

Before the start of scrutineering, Competitors must put the advertising imposed by the Organiser, as well as the race numbers and the identification stickers on their car (see sizes and positions in Appendix 6).

Additionally, Competitors must leave available the spaces which are exclusively reserved for the Competition Organiser (see diagram in Appendix 6 of these Regulations).

4.2 Competitor's equipment

4.2.1 Mandatory equipment for drivers

During practice and the race, the drivers must always wear equipment in conformity with the safety standards established by the FIA for international Competitions on circuits, in the conditions defined by Appendix L to the Code.

The wearing of full-face helmets homologated to the FIA standard 8860 – Advanced Helmet Test Specification (Technical Lists n°33 and n°69) is mandatory.

4.2.2 Mandatory equipment for personnel in the pit lane

Minimum safety clothing for Competitors' personnel in the pit lane (the limit is the line in front of the pit shutter) during all practice sessions and the race:

The refueller, vent, fire extinguisher and the cut off valve attendant must wear the following FIA homologated gear:

- FIA 8856 homologated fireproof overalls
- FIA 8856 homologated fireproof gloves
- FIA 8856 homologated fireproof balaclava
- FIA 8856 homologated fireproof long underwear (shirt, trousers and socks)
- FIA 8856 homologated fireproof shoes
- FIA homologated (as listed in FIA Technical List 25) full face helmets of a uniform colour without decoration, with closed full visors (the visor may be opened before the car enters the pit lane).

~~Personnel allowed on the pit wall:~~
- ~~FIA 8856 homologated fireproof overalls~~

Any other operator:
- FIA 8856 homologated fireproof overalls
- FIA 8856 homologated fireproof gloves
- FIA 8856 homologated fireproof balaclava that protects the whole face
- ~~fireproof~~ fire-resistant goggles
- FIA 8856 homologated fireproof long underwear (shirt, trousers and socks)
- FIA 8856 homologated fireproof shoes
- Helmet

Except for refuelling operations: in exceptional circumstances a mechanic may remove the FIA homologated fireproof gloves if absolutely necessary.

Any non-fireproof equipment is prohibited.

Personnel allowed on the pit wall
- FIA 8856 homologated fireproof overalls

4.2.3 Competitors' cameras

Images collected may only be used by the Competitor for private use or under reserve of the Promotor's approval.
The images may not be broadcast in any way via the internet or any other means. They may not be given to third parties.

The images filmed by a Competitor may, subject to the prior and discretionary with approval of the Stewards', be used by the Competitors as evidence in their defence in case of an inquiry, provided that the Competitor owns or is responsible for using the camera and owns the video or still material within.

A camera may only be used to film the team which made the request for that camera.
Any camera that is found to be filming the activities of third parties may be seized and may result in the team having all its permits for cameras revoked.

Under no circumstances may a camera recording be used to form the basis of any kind of protest, complaint or action against another Competitor or a third party.

Competitors must surrender any images requested by a race official or the Series TV rights holder.

4.2.4 On-board cameras

At the discretion and with the written permission of the Promotor, a Competitor may install one On Board camera in accordance with the applicable Technical Regulations or homologated by the car manufacturer. The camera must be set up by the Competitor before scrutineering and is allowed for all the sessions.

4.2.5 Armbands associated to the pit lane personnel

The promotor will distribute to each competitor 3 types of armbands:

- Green armband (PIT LANE): the armband must be worn by any person accessing the pit lane in presence of the car that needs to intervene on its and on the grid in a case of a race suspension from the 10 minutes signal.
    - 3 PIT LANE armbands will be distributed.
- Blue armband (TYRE & BRAKE): the armband must be worn by any person accessing the pit lane in presence of the car that needs to control brakes / tyres.
    - 2 TYRE & BRAKE armbands will be distributed.
- Red armband (RED): the armband must be worn by the person authorised on the grid in case of a race suspension.
    - 1 RED armband will be distributed.

4.3 Means of communication

4.3.1 Competitor radio communications

For each entered car, the Competitor must provide the person designated by ALMEM with the radio frequency used for the communication between the car's engineer and its driver(s) in the car.

Each Competitor authorises the TV production company appointed by ALMEM to use selected recordings of radio conversation between the team and drivers.
Such material may be used without limitation for the television coverage of the Competition.

The ACO officials are allowed to listen, record and transcript, car and pit crew channels conversations at any time and for any purpose by any electronic means available.

In case of infringement: penalty at the Stewards' discretion.

4.3.2 Race control radio

Race Control Radio is also referred as "Pit-wall radio".

Listening to the Race Control Radio channel is mandatory for all Competitors entered in each Competition of the Series.

Unless instructed otherwise, from 10 minutes before the cars are allowed on track until 10 minutes after the last car has crossed Safety Car Line 1 after a session or has entered the "Parc Fermé" after the race, the radio frequency will be active.

Each Competitor must ensure that for every car entered, someone is listening to the Race Control Radio during the periods detailed above.

Competitors must ensure that safety information is passed on to the drivers immediately.

Solely at the Stewards' discretion (whose decision cannot be appealed), failure to adhere to instructions given via Race Control Radio may be considered an infringement of Article 12.2.1.i of the Code.

Teams must immediately inform Race Control of any problems with the reception of this radio channel by any means available to them.

4.3.3 Electronic means of communication

The officials and the Promoter may use electronic means of written communication.
The principal electronic mean of communication will be Discord. A user policy is set out below and must be abided by. Clerical mistakes from officials cannot be opposed in any way or form.

The Competitors must be connected to these means of communication at all times and signal any malfunction.

When they receive a communication, Competitors must immediately acknowledge receipt.

Discord will be used in accordance with the following guidelines (which are not limitative):

- A maximum of two connections are allowed per car number: one dedicated for technical purposes and one for the declared Team Manager;
- Competitors' ID's must be labelled as follows: 'aa_bbbb_cccc', with aa= the car number, bbbb= the team name and cccc= TECH or TM;
- Private conversations outside of identified 'individual' channels can only take place at the initiative of an official, who may choose to interrupt the conversation at their discretion;
- No regulatory inquiry from Competitors will be handled in private conversations. Any such inquiry from a Competitor during a session must be dealt with during an in-person appointment, at the Officials' discretion.
- Competitors can only report an incident once, using template published by Race Control at the beginning of the Competition.

Any failure to comply with the above, or any other behavior deemed inappropriate will result in removal from the Discord Server.

4.4 Operational obligations

4.4.1 Signalling

Official information is communicated to the drivers by means of the signals provided for in the Code: Competitors must not use flags or lights that are similar to those of the Organiser.

Also, it is prohibited to affix cameras, video systems, timing equipment and other measuring instruments to ALMEM's installations or at the trackside, including on service roads.

4.4.2 In case of withdrawal from the Competition

Competitors who, for whatever reason, cannot take the start, either of the race or of the free or qualifying practice, Will have to follow the Promotors instructions with regards to organisation and to vacate the pits.

5. ADMINISTRATIVE CHECKS AND SCRUTINEERING

5.1 Administrative checks

Competitors must declare all required information on the Series technical platform in an accurate and timely manner and keep it updated it throughout a Competition, as well as, if required, and following the instructions of the Technical Delegates, their assistants and Scrutineers.

5.1.1 General provisions

Each Competitor and each driver must present valid Competitor and driver's licences, as defined in Article 3.1.3.

The drivers must also be in possession of a current medical certificate of aptitude which accompanies the international licence.

For drivers and Competitors whose licences do not grant permanent authorisation to take part in the international Competitions registered on the FIA calendar: an authorisation to race in the country of the Competition, issued by the National Sporting Authority (ASN) must be obtained and presented before in said Competition.

During the administrative checks, the Competitors must confirm in writing their official representative(s) specified in Article 1.3.2 of the present Regulations and their deputy(s).

They must also proceed to nominate the official crews, comprising a maximum of 2 drivers per car, knowing that:

- A driver cannot be assigned to more than one car;
- Any driver must be at least 16 years old (sixteenth year completed at the beginning of the Competition) to take part in any Competition of the Series;
- Substitute drivers are not accepted;
- Modification of a crew: (see Article 13.2 of these Regulations).

A Competitor may be penalised by the Stewards if he does not report on time for the administrative checks for a Competition for any reason other than:

- A case of force majeure (poor weather conditions, social unrest, etc.);
- An accident during the previous Competition in the Series, as a result of which the car sustained damage, noted by the Series Technical Delegate, that could not be repaired within the given time.

5.1.2 Starting driver's declaration

For the Competitors in all the categories, the name of the driver who will take the start must be declared at the time of the administrative checks by filling in the appropriate form.

Unless a notification of a change of Driver is made in writing to startingdriver@asianlemanscup.com and the Panel of the Stewards (stewards@asianlemanscup.com), at the latest 1h after the end of the qualifying session, the Driver who takes the start must be the one declared during the administrative checks.

5.2 Scrutineering

5.2.1 General provisions

A maximum of 4 people of a Competitor is authorised per car during scrutineering. Scrutineering involves a number of checks, decided at the discretion of the Scrutineers, and focusing primarily on safety.

No car can take part in the Competition unless it has been approved following the initial scrutineering. This approval is shown by a dedicated sticker.

The fact that a car, part or Competitor has satisfied its obligations concerning pre-race scrutineering does not imply its conformity to the applicable Technical Regulations, which is of the exclusive responsibility of the Competitor (see Article 1.3.3).

Pre-race scrutineering concerns as a minimum:

- Documents, such as (non-exhaustive): the equipment declaration online forms (which must be continually updated during the Competition), the Homologation Form of the cars.
- Safety features and devices of the cars.
- Safety features and devices of the drivers, such as (non-exhaustive): the homologation of the overalls, helmets and frontal head restraint devices (in the conditions defined in Appendix L to the Code). No modification to the helmet and frontal head restraint device is authorised apart from those homologated. Drivers of the same crew must wear racing overalls that are identical in design.

5.2.2 Random checks

At any time during the Competition, the Scrutineers may select a car at random and carry out checks.

5.2.3 Change of chassis or changes on the car

Any change of chassis on a car, during the Competition, will entail a new inspection by the Scrutineers.

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

5.2.4 Equipment declaration

Competitors must declare all required information on the Series' technical platform no later than the start of the Administrative Checks as defined in the Competition timetable, unless otherwise specified by the Technical Delegates through an official communication. They must also make any changes requested y the Technical Delegates and their deputies or that they may deem necessary on their own initiative as soon as possible.

Equipment declarations must be done on ACO-TECH: https://aco-tech.online

5.2.5 Post practice sessions and race checks

Whenever a car is called for scrutineering, all the authorised personnel must report immediately to the designated scrutineering area with all required documentation and equipment.

6. TECHNICAL PROVISIONS

6.1 Eligible cars

6.1.1 Eligible homologations

The Competitions are reserved exclusively for "Le Mans Prototype" cars (hereafter LMP3) and FIA GT3 cars (hereafter GT3) as defined in the applicable Technical Regulations and homologated by the FIA and/or the ACO, in accordance with the applicable Technical Regulations:

- LMP3: homologated from 2025
- GT3: homologated FIA GT3

Cars cannot change configuration during the season.

6.1.2 Appeal

The decision of the FIA, like that of the ACO, as to the validation (or not) of the homologation form, is a technical decision taken in the last resort, and consequently cannot be appealed by any party before any jurisdiction whatsoever.

6.1.3 Reserve cars

Reserve cars as defined below are not admitted.

A reserve car is a car that is not intended to take part in the Competition but to substitute for the one registered by the Competitor as the principal race car.

"Car" means an automobile (in the sense of Article 20 of the Code) resulting from the assembly of components of various kinds (mechanical, electrical, electronic, etc.), with a view to forming an identified object in itself, likely to meet the purpose for which it was designed and built.

However, in case of major accident, left at the appreciation of the Technical Delegate, the Competitor may be allowed by the panel of Stewards to use a complete car, ready-to-race (e.g.: a car entered by the Competitor in another Championship or series or a car supplied by the chassis manufacturer).

Among others, the Competitor will have to give a detailed explanation regarding the origin of the vehicle.
The car must be presented to the Technical Delegate by the Competitor and successfully go through all checks carried out by the latter.

6.2 Equivalence systems

6.2.1 General principle

The Asian Le Mans Cup Committee is the only body competent to design and make changes to equivalence systems. As such, the Committee will have the final decision as to how these systems should be implemented. It will make the various adjustments through specific decisions.

Cars in the GT3 categories are subject to an equivalence system called “Balance of Performance” (BoP). The BoP aims to allow cars of different engineering designs to compete within the same category.

The Balance of Performance is established and adjusted using data and information supplied by the Competitors, Manufacturers to ACO, to the Committee; the declaration of these data and information constitutes a commitment and is binding.

The Committee is entitled to ask (including through technical components or sensors) competitors and manufacturers for any data or information that it would deem useful for devising equivalence systems. These information or data may be shared with third parties for performance analysis purposes. The data and information provided must be accurate.

Manufacturers, Competitors, drivers and any persons or entities associated with their entries must not seek to influence the establishment of the BoP or comment on the process and/or the results, in particular through public statements, the media and social networks.

Any infringement to the above principles will be penalised by the Stewards, at any time during any Competition, post-race included.

6.2.2 For cars in the LMP3 Pro ~~Pro/Am~~ and LMP3 categories

The ACO does not wish to encourage LMP3 manufacturers to pursue performance developments. The main goals for LMP3 cars must be reliability, safety and low maintenance costs.

The Asian Le Mans Cup Committee may impose any performance adjustments.

6.2.3 Pit stop handicap time (PSHT)

At the Asian Le Mans Cup Committee discretion, the performance of Bronze drivers may be taken into account to determine an additional duration to be added to the reference pitstop time.

The handicap time will be specific to each Competitor and adjusted after each race.

This mechanism will be detailed in an Asian Le Mans Cup Committee decision. The Committee will also publish the applicable adjustments.

6.3 Systems and equipment

6.3.1 Data recorder

All cars must be equipped with the data recorder homologated by the ACO. It must be installed and successfully tested before the car reports for scrutineering. For each car, the supplier of the data recorder must provide a document certifying that the system, installed in accordance with the diagram in the homologation form, has been successfully tested in the car.

Each Competitor must make sure :

- That his system works correctly throughout the Competition
- That the USB-Stick is delivered to the Technical Delegate at the end of each practice session, after each race and after each mandatory pit stop during each race, no later than 25 minutes after the car enters the pit lane.
- That the USB-sticks are collected again in time after the sessions, no later than 1 hour they are delivered.

At all times when a car is moving in the fast lane or on the track, it must carry a multifrequency transponder of the "Le Mans" type (allowing the identification of the drivers) supplied by the official timekeepers and in perfect working order. Each Competitor is responsible himself for obtaining this transponder, at his own expense, and for the correct installation and functioning thereof. This transponder must be installed in strict compliance with the relevant instructions.

Any transponder change must be declared to the Timekeeping at least 15 minutes before the start of a session.

It is the Competitor's responsibility to ensure at all times that the driver's name shown on the timing screens is the name of the driver who is inside the car. If the name displayed on the timing monitors is not that of the driver who is inside the car, the team manager must inform Timekeeping and Race Control immediately.

6.3.2 Accident data recorder (ADR)

This unit must be used by each Competitor taking part in a Competition. This unit must be installed in strict compliance with the relevant instructions and must work at all times during the Competition.

All Competitors are themselves responsible for obtaining this system from the Technical Delegate, and for the correct installation and functioning thereof.

The weight of the unit and its equipment is included in the minimum weight of the car.

6.3.3 Location system

The use of any system specific to the Competitors, with a view to situating a vehicle on the track and following its progression by means of satellite link-ups, and possibly broadcasting this information via the internet, is subject to ALMEM's and the Technical Delegate's approval. All requests must be accompanied by the operating specifications.

6.3.4 Mandatory systems and equipment

Mandatory systems and equipment are provided either in appendix 3, either published by the Asian Le Mans Cup Committee.

These systems and equipment must be installed in strict compliance with the relevant instructions and must work at all times during the Competition.

It is the responsibility of each Competitor to obtain the systems or equipment from nominated suppliers, to install them and to make them work correctly.

6.3.5 Marshalling display

It is the Competitor's responsibility to ensure that the Marshalling Display is installed within the Driver's field of vision, in accordance with the homologation of the car. The Driver must be able to easily see and recognize the signs or messages displayed. In the absence of a proven technical failure, the Stewards will consider that the screen was visible in accordance with the requirements.

6.4 Lights

6.4.1 Main headlights

Two main headlights (as indicated on the homologation form) and rear lights must be switched on permanently, both by day and by night, when the car is in motion on the track or on the pit lane.

None of the headlights are allowed to flash when the car is in motion on the pit lane.

Each sequence of flashing headlights on the track needs to be individually activated by the driver without any assistance. A sequence cannot last more than 2 seconds and cannot have more than 4 flashes.

6.4.2 Rain light

The rear rain light must be switched on permanently when the track has been declared wet, unless the Race Director gives instructions to the contrary.

All LMP3 cars must be regulated in such a way that if a car is running in the fast lane at less than 55kph, the rear rain light will flash.

6.4.3 In case of malfunction

In case of malfunction of a car's lighting and light signalling system, whether on the track or in the pit lane, the Race Director shall immediately inform the Competitor, who must remedy the situation during the next pit stop, unless the Race Director, for safety reasons at his own discretion, decides to order the immediate stopping of the car in order for repairs to be carried out.

6.5 Tyres

6.5.1 Definitions and general conditions

Each tyre must be identified barcode (Technical list n°54). Competitors are responsible of getting the equipment needed to read these identification labels. ~~For the purposes of these regulations, "carry-over tyres" means tyres from the Competitor's allocation (as mentioned in Article 6.5.4), already declared to the Technical Delegate and scanned by RFID gate during a previous Competition of the Series.~~

Competitors must declare to the tyre manufacturer any ~~carry-over tyres and~~ wet tyres, no later than five (5) days before the start of the Competition.

All references (included ~~carry-over tyres and~~ wet tyres) must be declared by the tyres manufacturer to the Technical Delegate at least 48 hours before the start of the Competition. This list of designated tyres will be notified to the Stewards at the beginning of the Competition. The list must comply with list according to Appendix 5.

Removing markings, logos and labels from the tyres is prohibited.

All tyres must be identifiable at any time (including when tyres are fitted on the car). When tyres are fitted on the car, barcodes must be on the outer side of the tyre.

During and directly after the practice and race, after a tyre change the Competitor must leave the complete wheels that have just been removed from the car in his pit, at the disposal of the officials. The wheels may be withdrawn only with the agreement of an official.

The use of undeclared tyres is prohibited in all Competitions of the Serie.

6.5.2 Designated suppliers

Michelin has been appointed as the single tyre supplier of the Series.

The tyre manufacturer shall provide to the ACO, upon request, with information about the use of tyres by each Competitor during each Competition.

6.5.3 Specifications

The tyre manufacturers are contractually committed with the Promoter to provide a limited number of tyre specifications for dry and wet weather.

6.5.4 Allocations

The maximum number of dry-weather tyres that can be used during a Competition not limited.

During reconnaissance lap(s), the tyres used can be either dry-weather tyres or wet-weather tyres.
From the start of the race, or the formation lap, any tyres used must be new.

Wet-weather tyres
The number of wet-weather tyres usable during a Competition is not limited.
Their use is only permitted during practice and the race if the track has been officially declared wet by the Clerk of the Course or the Race Director.
The tyres used must meet a specification declared by the manufacturer and can be new or already used.

6.5.5 Heating, treatment and modifications

Only the Technical Delegate and their Assistants are responsible for determining a breach of the below.

Any chemical and/or mechanical treatment of the tyres is prohibited except for the removal of debris collected on track. It will be permitted to use a heating tool to remove debris or clean the wheels except for slots beginning two hours before a session until the end of that session.

During a session, using a heating tool to remove debris from a tyre is allowed as long as it is only on a portion of the tyre; tyre cannot have exceed heat when being fitted in the car.

In any case, the heat gun cannot be used to add heat in the tyre in order to gain performance.

The tread or the profile of the tyres must not be modified or recut.

Any process that would involve a direct or indirect attempt at modifying the temperature of a tyre (compared to the ambient temperature) is forbidden. This includes but is not limited to: warming of the cars suspension components, wheel hub assembly, braking system, modification to the filling medium, water heating system / element when washing the wheels.

Use of any thermal or heat retention device, as well as the chemical treatment or use of chemical component for tyres, rims, wheels are forbidden. Competitors are forbidden to have any of the previous in their possession throughout a Competition.

Further restrictions may be applied regarding qualifying tyres by the Technical Delegate.
In any case, instructions of the officials must be respected.

6.5.6 Applicable penalties

Penalty for breaching the tyre rule:

- Declaration infringement (list not declared, list declared late): 1000 € per infringement.
- Eligibility infringement (tyre used but not declared): € 1000 per tyre.
- Infringement to tyre heating or storage rule: Stop and Go of 3 minutes during the race.

Any other violation at the discretion of the Stewards.

6.6 Cranking operations

For the purpose of these regulations, any cranking operation is considered as starting the engine.

7. OFFICIALS AND PENALTIES

7.1 Asian Le Mans Cup Committee

Certain aspects relating to the application of the Series Regulations have been entrusted to the Asian Le Mans Cup Committee (hereinafter "the Committee or the ALMC Committee"), whose composition is:

- TBC
- Gaëlle Chouteau
- Lisa Weishard

The decisions of the Asian Le Mans Cup Committee are taken in the last resort and cannot be appealed.

Any Competitor, manufacturer or driver wishing to obtain a clarification on a point of the Regulations between two Competitions, may submit the matter to the Committee. Any interpretation given by the Committee shall not be binding on the sporting authority represented by the Race Director and the Panel of Stewards.

To do so, the competitor, manufacturer or driver must send the Committee a request, duly motivated, no later than the Monday preceding the week of the Competition at comite.almc@lemans.org, clearly specifying the points on which they are requesting an interpretation.

7.2 Stewards

7.2.1 General competence of the stewards

The competence of the Stewards is as defined by the Code

7.2.2 Penalisation of drivers

It shall be at the discretion of the Stewards to decide, upon a report or a request by the Race Director, whether a driver or drivers involved in an incident should be penalised.

7.2.3 Instigation of an investigation

If an incident is under investigation by the Stewards, a message informing all Competitors as to which car or cars are involved shall be displayed on the official messaging system (official timing screens provided by the Official Timekeeper, hereinafter “the Monitors”).

7.2.4 Drivers under investigation prohibited from leaving the circuit

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

7.2.5 Notification of decisions

All fines must be paid to the Promotor.

Asian Le Mans Endurance Management
HSBC Hong Kong (1 Queen’s Road Central, Hong Kong)
Account Name: ASIAN LE MANS ENDURANCE MANAGEMENT LIMITED
Account Number: 801-445297-838 (HSBC Business Direct Account)

Bank Code: 004 (optional)
Swift Code: HSBCHKHHHKH

Decisions from the Stewards are given to the Competitors in writing.

Competitors must acknowledge receipt: the signature of the Competitor or of his designated representative is mandatory. This also applies to cases in which decisions are sent to the Competitor in electronic format. Any decision sent electronically which has not received an acknowledgement of receipt will be deemed to have been received 30 minutes after transmission.
Officials' notifications and decisions and the results (practice and race) will be posted on the official notice board and/or virtual equivalent.

7.2.6 Right to protest, appeal and right of review

Right to protest
Protests must be made in conformity with the Code and accompanied by a deposit defined by the local ASN, paid in cash.

Right of appeal
The competent sporting tribunal for an appeal is the one from the ASN, save the right to appeal the decision directly before the International Court of appeal in accordance with the FIA juridical and Disciplinary Rules
The appeal fees are defined by the ASN and will be specified in the appendix 1 of each Competition.
Any decision taken by the Asian Le Mans Cup Committee is not subject to appeal as well as the penalties listed under Articles 7.4.

Right of review
The right of review will have to respect the conditions defined in Article 14 and following of the FIA International Sporting Code and be supported by a deposit fixed in Appendix 1 of each Competition.

7.2.7 Revision at the organiser's request

The Organiser will be able to lodge a request to the Panel of Stewards to review the classifications should an error of a purely technical nature be subsequently revealed when drawing them up.

The Organiser will be able to exercise this right of review within the month following the publication of the classifications.

The Stewards will have to give their decision within fifteen (15) days from the moment the request was lodged. Should they be unable to meet physically, they will be able to communicate with each other and to deliberate using all available means of communication.
Their decision may be appealed in compliance with the forms, delays and conditions stipulated by the Code.

7.3 Official and delegates

7.3.1 Permanent officials

ALMEM will appoint the permanent officials of the Series who will officiate at each of its Competitions, namely:

- The Chairperson and the International Steward of the Panel of Stewards,
- The Race Director

- The Technical Delegate,
- The Chief pit lane Marshal
- The official timekeeper.

7.3.2 Non-permanent officials and delegates

Officials appointed by the ASN

The following officials will be appointed by the ASN and their names notified to ALMEM at the same time as the application to organise a Competition:

- At least one of the Stewards shall be nominated by the ASN promoting the Competition or granting the Organising Permit
- The Clerk of the Course.

Delegates appointed by ALMEM and ACO

ALMEM and ACO may also appoint for each Competition:
- A driver adviser to the panel of the Stewards whose status and role are defined in Article 7.3.3 of the present Regulations,
- A non-permanent Medical Delegate,
- A deputy Race Director
- A Sporting Delegate,
- A Media Delegate
- An Observer.

The role of the ACO/ALMEM delegates is to help the officials of the Competition in their duties, to see within their fields of competence that all the Regulations governing the Series are respected, to make any comments they deem necessary, and to draw up any necessary reports concerning the Competition.

7.3.3 Driver adviser to the panel of the Stewards

The Adviser to the Stewards is necessarily an experienced former endurance driver. His role is to assist the Panel in its decisions by providing advice on all questions pertaining to motor sport in general and in particular those relating to:

- The behaviour of the drivers and the Competitors on the track,
- The categorisation of the drivers when the Panel is required to give a decision on this point.

The Adviser may attend the meetings of the Panel of Stewards, without having the right to vote.

7.3.4 The technical delegate and scrutineers

The Technical Delegate will be responsible for scrutineering and will have full authority over the National Scrutineers.

At any time, the Scrutineers may:

- Check the conformity of a car, part, item of equipment (and its correct functioning) or Competitor with the applicable Regulations;
- During scrutineering, require a car to be dismantled by the Competitor;

- 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;
- Draw up an infringement report, which the Technical Delegates will forward to the Stewards.

Carry out checks. They are in charge of operations in the Parc Fermé and are empowered to give instructions to the Competitors and to the Drivers.;

7.3.5 Relations between the Clerk of the Course and the Race Director

The Clerk of the Course shall work in permanent liaison with the Race Director. Subject to the powers conferred upon the Stewards by the Code, the Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- The control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposal to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,
- The stopping of any car in accordance with the Code or Sporting Regulations,
- The stopping of practice,
- The starting procedure,
- The use of the Safety Car,
- The use of the Full Course Yellow,
- The suspending and resuming of the race,
- The definitive stopping of the race.

7.3.6 General obligations of the officials

The Race Director, the Clerk of the Course and the Technical Delegates must be present at the circuit at the latest from the beginning of the Competition, and the FIA Stewards before the end of scrutineering.

The Race Director must be in permanent radio contact with the Clerk of the Course, the Technical Delegate and the Chairman of the Panel of Stewards when cars are permitted to run on the track.

Additionally, the Clerk of the Course must be at Race Control and in radio contact with all the marshal posts during these times.

7.4 Type of the penalties in force

7.4.1 General principles

The penalties applicable are those provided for under Article 12 of the Code, together with the provisions of these Regulations and their appendices.
The Stewards will be able to adapt at their discretion the penalties provided for by these Regulations and their appendices.

7.4.2 Drive through

Once the Drive-Through penalty has been notified on the Monitors, the car cannot cross the Line more than four times on track, except if provided for under these Regulations.

The driver must enter the pit lane and re-join the track without stopping.

Drive-Through penalties are not subject to appeal.

7.4.3 Stop & go

Once the Stop & Go penalty has been notified on the timing monitors, the car cannot cross the Line more than four times on track, except if provided for under these Regulations.

The Stop & Go is completed in the working area, under the sole responsibility of the car controller. The car must enter the pit lane and come to a complete stop and may be released either immediately, or if a Stop & Go with time penalty is specified, the car must remain motionless for this time. The engine can be kept running (unless otherwise stated in the decision), but no operation is authorized on the car, and the driver must remain on board.

After the Stop & Go the car must leave the working area to rejoin the track

Stop & Go penalties are not subject to appeal.

7.4.4 Time added to the pit stop

Time (specified in the decision) will be added at the start of the pit stop. No operation is authorised, the driver must remain on board and the time will be counted from the moment the car is immobilised in its working area.

Unless otherwise indicated in the decision, the penalty must be served the next time the car makes a pit stop after the notification of the penalty on the timing monitors

If the penalty is attributed after a practice session (free or qualifying), it must be observed the first time the car pits in the race.

Pit lane time penalties are not subject to appeal.

In the case where the Competitor does not perform any pit stop after the penalty is announced, the time will be added at the end of the race.

<u>When the pit stop is done with a reference time:</u>
If a competitor of a category where pit stops are defined in Article 12.4.1, receives a “time added to the pit stop” penalty, then the penalty time will be added to the reference time of the pit stop and, in addition, the pit stop cannot start before the time penalty has been served.

7.4.5 Stop and hold

A Stop & Hold penalty is a Stop & Go penalty that must be served at the start of a session. In this case, the car must remain in its stopping area for the duration of time indicated in the decision. The engine may be started. The driver is not obligated to be on board and may enter or exit the car. No other operation is authorised.

Stop and Hold penalties are not subject to appeal.

7.4.6 Time, lap(s) penalties and removal of lap(s) penalties

In addition to those penalties specified as not be subject to appeal under the Code, penalties of Time Added to the Pit Stop, time added to the end of the race, Stop and Hold penalties, Grid Penalties, Deletion of Lap times, Reprimands and Warnings are also not subject to appeal.

Penalty points imposed in addition to any of the aforementioned penalties are also not subject to appeal.

7.4.7 Conversion of time penalties

Time penalties applied after a race which are longer than the time of a lap may be converted to a penalty of deleting a number of whole laps (Lap Penalty), as determined by the Stewards, plus the remaining time applied as a Time penalty.

This penalty is not subject to appeal.

7.4.8 Points system

Each driver will have a reserve of 8 points.
As soon as the reserve of 8 points has been expended, the driver concerned will be automatically suspended for the next Competition of the Serie and will regain the reserve of points at the end of the suspension period.

The withdrawal of points is a secondary penalty.
In addition to any penalty imposed on a Competitor sanctioning the behaviour of a driver, the Stewards may order the withdrawal of points, up to a maximum of 4 points per Competition.

Decisions regarding withdrawal of points remain in effect until the end of the Series season in which they were declared.

When the withdrawal of points is in addition to a penalty which is not subject to appeal, the decision to withdraw points is equally not subject to appeal.

7.5 Special cases for application of penalties

7.5.1 Pit lane penalties

Penalties that have to be served in the pit lane can only be done so after they have been displayed on the Monitors.
Unless the car was already in the pit entry road when the neutralisation was declared, pit lane penalties cannot be served in the following situations:

- if the Safety Car procedure is deployed.
- If the Virtual Safety Car procedure is announced or deployed
- if the track is under FCY.
- If a Red Flag is deployed.

The number of laps covered by the neutralisation will be added to the number of times the car may cross the Line on track, after the driver has been notified on the Monitors.

In case of a Safety Car, a pit lane penalty may only be served from the lap following the end of the neutralisation, unless the track is neutralised again.

7.5.2 For penalties notified at the end of the race

If a penalty is notified on the Monitors during the last 15 minutes, and the car does not fulfil the penalty, the latter shall be converted into a time or lap penalty and can be revised upwards.

The time added for a Drive Through penalty or a Stop and Go penalty will be specify in the first Bulletin of the Stewards for each Competition.

8. TESTING

8.1 Official collective testing

8.1.1 Definition

Official collective testing means any official testing organised by the Promotor.

8.1.2 Calendar

The official collective testing for the season comprises:

- Pre-season testing: pre-season collective testing session may be organised by the Promoter. Each competitor must enter at least 1 car per category in which it is entering the season. Official test session's entry fee is included in the full season registration entry fee and it cannot be refunded.

The present Sporting Regulations must be respected at all times during these tests, unless decided otherwise by the Committee, which may decide at its entire discretion.

8.2 Private testing

8.2.1 Applicable restrictions

Private testing is not regulated in Asian Le Mans Cup, except for those provisions listed under this Article 8.

8.2.2 Collective testing organised by the Promotor

The Promotor will organize collective testing on the some of the circuits of the Serie.
Participation in collective test sessions is not mandatory and the collective testing are not considered part of the current Competition.

The Competitor will have to pay specific entry fees and to sign a liability waiver to take part in these collective testing.
The Competitor will be authorised to participate to these tests only if it has a season entry or if it does not enter the FIA WEC Championship.

Articles 4.2.1, 4.2.2 and Article 12 of the present Sporting Regulations must be respected at any time during those tests.

8.2.3 Ban on wind tunnel testing

For LMP3 Pro~~/Am~~ and LMP3 Competitors, it is forbidden to perform any wind tunnel testing.

9. RUNNING OF THE COMPETITIONS

9.1 General discipline and safety

9.1.1 Driving direction

It is prohibited to drive a car in the opposite direction to that of the race (under penalty of disqualification), except on the only condition, it is in order to move the car from a dangerous position and following the instructions of the track marshals.
The driver must drive the car alone and unaided.

9.1.2 Track limits

The drivers must imperatively respect at all times the requirements detailed in Article 2 c) and d) of Chapter IV of Appendix L to the Code.

Penalties in case of infringement:

- During practice: at the Stewards' discretion: penalty that may go as far as disqualification of the driver.

- During the race: at the Stewards' discretion: penalty that may go as far as disqualification of the driver.

These penalties are not subject to appeal.

9.1.3 Clearing a stopped car

During all sessions, any car that is stopped will be cleared from the track by the marshals so as not to constitute a danger or hamper the running of the session in question:

- If the driver is unable to move its car from a dangerous position by himself, the marshals will assist him;
- The driver must not benefit from that assistance to restart the engine: Penalty: at the Stewards' discretion: disqualification of the Competitor is possible;
- If the driver strays more than 10 metres from its car, the car may be considered as having retired from the session (at the Stewards' discretion);
- Nobody except the marshals may come within 10 metres of the car and/or driver;
- Whenever a driver leaves his car on the track, its must leave it in neutral or with the driveline disengaged, and the steering wheel in place. This provision also applies to the Parc Fermé. Penalty: at the Stewards' discretion: disqualification of the Competitor is possible.

In the event of failure of the towing system, the track marshals will pull the car into a safe position using any part whatsoever of the chassis or the bodywork that they judge strong enough. In the event of any damage to the car, the Organiser's / Promoter's liability shall not be engaged.

9.1.4 Pushing of the car by the driver

Under no circumstances may the driver push its car, including in the pit lane.

Penalty: disqualification of the Competitor.

9.15 Replenishment on the track

Any replenishment of any energy or liquid on the track is prohibited.

Penalty: disqualification of the Competitor.

9.1.6 Operations on a stopped car

Save as specifically authorised by the Code or the present Regulations, only the driver may touch a stopped car unless it is in front of its garage or on the starting grid.

Penalty: disqualification of the Competitor.

9.1.7 Human presence on the track

As soon as the grid is clear and until the cars have entered the Parc Fermé after the finish, nobody may be on the track with the exception of the marshals, officials or medical personnel in the exercise of their duties, officials or drivers either racing or under the orders of the marshals.

9.1.8 Restarting the engine during the race

During the race, if a car stops, the engine must be restarted with the starter or any other on-board equipment by the driver alone.

An external starting system is authorised only during a pit stop and within the limits established in Appendix 7.

9.1.9 Car presenting a potential danger

Any car presenting a potential danger (excessive deterioration or deterioration of a safety component) must be stopped for repairs.

The car may not re-join the race without the consent of the Scrutineers.

9.1.10 Withdrawal during the competition

Any competitor whose car(s) is(are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the Race Director the Stewards and the Technical Delegate accordingly at the earliest opportunity.

The registration fee will not be refunded.

9.1.11 Applicable penalty for infringement to general discipline and safety rules

Any infringement to the provisions of the International Sporting Code or of the present regulations concerning general discipline and safety will be liable to a sanction from the Stewards.

For informational purposes only, but not exhaustive, and without prejudice to the discretion of the Stewards:

-- During practice, in the event of non-compliance with flags and/ or unsportsmanlike conduct, the times recorded from the start of the session until the infraction may be cancelled.

-- During the race, the following offenses may result in a penalty:

- a false start,
- practice starts during the formation lap,
- non-observance of the imposed distances during the formation lap preceding a start,
- overtaking on the formation lap preceding the rolling start or under the safety car,
- non-observance of flags,
- collision caused by the driver
- unsporting conduct.

9.1.12 Discipline regarding the chequered flag

At the end of all sessions, a car cannot cross the finish line again once having been shown the chequered flag, unless contradictory instructions are given by the Race Director, on pain of a sanction at the discretion of the Panel of the Stewards.

9.1.13 General discipline during practice

During practice, the discipline applicable in the pits and on the track, as well as all the safety measures, are the identical to those applicable during the race.

9.2 Briefings and track walks

9.2.1 Drivers' briefing

A Drivers' Briefing held by the Race Director will take place preferably before the first free practice. All drivers entered in the Competition, and their Team Manager or the official representative of Competitor, must be present throughout the Briefing.

If the Race Director considers that another briefing is necessary, this will be held at a time and place defined by him in agreement with the Stewards. The drivers and the Team Manager or the official representative of Competitor will be informed accordingly.

Penalty: at the Stewards' discretion, up to disqualification from the Competition.

9.2.2 Team managers' briefing

A Team Managers' briefing held by the Race Director will take place on every Competition.
All Team Managers must be present throughout the Briefing.

Penalty: at the Stewards' discretion, up to disqualification from the Competition.

9.2.3 Track walks

At each Competition, ALMEM will make its best endeavours to allocate a time window when drivers and Competitors are allowed on track. This will be communicated to all the Competitors for each Competition and detailed as "track walk" on the official timetable.

The track is part of the reserved areas defined in Article 20 of the Code.

Only during the above-mentioned time window drivers and Competitors will be authorised on the track, provided that they are using a non-motorised means of locomotion.

Any other means of transport are prohibited unless expressly authorised.

10. FREE PRACTICE AND QUALIFYING PRACTICE

10.1 General provisions

10.1.1 Drivers and cars eligible

Only drivers and cars that have passed the administrative checks and scrutineering are authorised to take part in free practice and qualifying practice.

At the end of free practice and qualifying, on the proposal of the Race Director, the Stewards may prohibit a driver from taking part in the rest of the Competition for safety reasons.

10.1.2 Drivers' obligations

Unless expressly authorized by the Stewards:

- Drivers may only drive the car for which they are designated.

- A Driver will not be permitted to start the race unless they meet all of the following conditions:

    - Having participated in at least one free practice or qualifying session and achieved a time at least 110% of the fastest time set by the fastest car in their category in that session ;
    - If the race is held in whole or in part at night, having completed at least 3 night practice laps and have crossed the Control Line at least once on the track under these conditions.

For the GT3 and LMP3 ~~Pro/Am~~ categories, only Bronze drivers can qualify in the qualifying sessions.
For the LMP3 Pro category, only Silver drivers can qualify in the qualifying sessions.

10.2 Qualifying practice

10.2.1 Principle

The results of the qualifying practice sessions shall be used to establish the starting grid for the race. Cars shall be classified according to the best time achieved during the qualifying practice session, within their respective categories.

10.2.2 Procedures applicable to the qualifying session

<u>During the qualifying practice session, it is prohibited:</u>

- for a car to go into its garage (or awning); it must stay on the pit lane (on pain of cancellation of the times set before the car entered its garage).
- To refuel

10.2.3 Specific cases

If a car does not participate in the qualifying practice session, the car will be placed on the grid behind the cars of its category, except exceptional circumstances at the discretion of the Stewards.

If a car participates in the qualifying session but does not set a time or has its times cancelled during the qualifying practice session, it will be placed on the grid behind the cars in its category.
If a car is disqualified from the qualifying session, the car will be placed behind all the cars. In this case, the fastest driver in the crew must start the race.

In the event that several cars are placed on the grid behind all the cars or behind the cars in their category, the Stewards will determine the appropriate order at its discretion.

10.2. 4 Lap time cancellations

Any car causing a red flag in a qualifying session will have its lap times until the moment of the deployment of the red flag deleted from that qualifying session, except under exceptional circumstances at the Stewards' discretion.

Furthermore, any car causing a red flag may not be allowed to re-join the qualifying session.

10.2.5 End of session and parc fermé

Cars will be placed under Parc Fermé. The cars must go under their awning, except those which must proceed to scrutineering.

Only for the cars which are in their awning, Competitors are allowed only to check tyre pressure, tyre temperature and remove the data logger USB sticks, and the driver may exit the car. No other checks may be completed.

Lifting of the Parc Fermé rules will be confirmed to the Competitors on the orders of Race Control.

10.2.6 Exceptional circumstances during qualifying

In case of exceptional circumstances during qualifying practice, the Panel of Stewards, at the request of the Race Director, may, for safety reasons, disregard the result of qualifying to establish the starting grid.

A Stewards' decision that is made for safety reasons will be applicable notwithstanding any form of recourse.

11. START OF THE RACE

11.1 Starting grid

11.1.1 Starting grid

The starting grid is established after the end of qualifying.

A provisional starting grid is created after the publication of the final classification of the qualifying practices and a final starting grid will be established before the start of the race.

It is set out in a 2 x 2 formation in the order of the times set by the fastest drivers in each crew during qualifying practice.

If two or more crews set identical times, priority is given to the one who set it first.

Cars will be placed on the grid per category in the following order:

1) LMP3 Pro
2) LMP3 ~~Pro/Am~~
3) GT3

11.1.2 Pole position

Pole Position, reserved for the car that set the best time in qualifying, determined in application of the rule mentioned above, is situated on each circuit according to the FIA track homologation.

The Competitor of each category that realised the best time of its category during the qualifying session will be positioned on the starting grid on the side of the homologated pole position on this circuit.

11.1.3 Cars missing from the starting grid

Cars which, for whatever reason, cannot take the start from the place reserved for them on the starting grid must, on pain of disqualification at the Stewards' discretion, inform the Stewards and the Race Director of this in writing.

In all cases, cars starting from the pit lane will follow the instructions of the Officials.

The driver and the car must leave their position in the pit lane and proceed to the pit lane exit under their own power.

11.1.4 Starting the engine on the grid

It is strictly prohibited to start the engine of a car or having the engine running during the national anthems, on pain of a fine of €1000 per infringement.

When a car is on the starting grid with its wheels fitted, it is strictly prohibited to start the car's engine if nobody is at the steering wheel.

11.1.5 General safety on the grid

Any operation carried out by the competitor on the starting grid; either technical starting operations or heating of car elements; must be conduct with a total safety for the driver, for the competitor and for the whole persons presents on the starting grid.

11.1.6 Access to the grid

Access to the grid closes 10 minutes before the scheduled time for the start of the formation lap*.

Any car that is not in its place on the grid 5 minutes after the pit lane closes, as defined in the official program and detailed starting timetable, may no longer go there and must take the start from the pits.

After the "5 minutes" board is shown, any unoccupied places on the grid shall remain vacant.

* *The details shall be specified in official programme and the detailed starting timetable of each Competition.*

11.2 Starting procedures

11.2.1 General procedure

From the moment indicated during the briefing, drivers must assume their relative grid positions on track.

Drivers in their cars must keep the formation as tight as possible maintaining the distance from the cars in front until they have crossed the start line after the start signal has been given, following one or more formation laps.

At the end of the (last) formation lap, the Leading Car will pull off before the start line.

The car in Pole Position must maintain its speed until the start signal is given. Unless otherwise specified in the briefing, the start signal will be given by turning off the red lights. All the cars will keep their position until they have passed the start line.

There will be a rolling start, given by means of lights.

Any car not starting from the starting grid, and any car that does not cross the start line on track at the end of the (last) formation lap, cannot join the race until the last car on track crosses Safety Car Line 2.

A car starting from the pit lane may be allowed by the Race Director to join any of the formation lap(s), when the last car on track crosses Safety Car Line 2 under the condition that the car rests on its wheels at the 5 minutes signal and that no change of tyre will be operated before the start of the formation lap(s). In this case, the car must stay at the back of the queue for the formation lap(s), and, at the latest, at the end of the last formation lap, this car must enter the pit lane, drive directly to the end of the pit lane without stopping in the working area and will be allowed to rejoin the track when pit exit will open.

At the time of the start, nobody is allowed in the "Signalling Area" except for officials and fire marshals wearing their passes in full view.

11.2.2 Reconnaissance lap(s)

At least 10 minutes before the start of the formation lap, the cars will leave their pits to cover one or more reconnaissance laps. The times for the opening and closing of the pit lane before the start of the formation lap will be specified in the Starting Timetable of each Competition.

After the closing of the pit lane exit, any car that is still in the pits will start the race from the pit lane exit.

If a car covers several reconnaissance laps, between each lap and the next it must use the pit lane at a maximum speed of 60 kph. It is prohibited to use the grid on pain of a one- minute Stop & Go penalty.
At the end of the reconnaissance lap(s), the cars must take up their place on the starting grid, the drivers remaining under the marshals' orders.

It is prohibited to use the grid on pain of a one-minute Stop & Go penalty.

Any car which does not complete the reconnaissance lap and does not reach its position on the grid or the pit lane under its own will not be permitted to start the race from the grid.

11.2.3 Countdown

The approach of the start will be announced by signal given to the competitors:

These signals mean:

- "5 minutes" signal: drivers on board, no further work allowed on the cars. Tyre change is forbidden, cars must be resting on their wheels.

- "3 minutes" signal: start of the grid evacuation: only officials, drivers in the cars and one Competitor's personnel per car, next to the car, are allowed on the grid.

- "1 minute" signal: the doors of cars must be closed, and the Competitor personnel must leave the grid. The engines are started by the drivers without external assistance.

- "30 seconds" signal: only 30 seconds remaining before the formation lap.

- Showing of the green flag: start of the formation lap(s) behind the Leading Car: the cars must maintain their grid positions.

The details will be specified at each Competition.

11.2.4 Assisted start

A driver who is unable to start the formation lap must signal it to the marshals. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any personnel standing beside the track.

Marshals will be instructed to push any car(s) remaining on the grid into the pit lane by the shortest route as soon as all cars able to leave the grid have done so. Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

Once the car is in the pit lane, it may be worked on. If the driver is then able to join the race, he will do so only when the Race Director will instruct so.

11.2.5 Leading car and medical intervention car

During the formation lap(s), the cars will be preceded by a Leading Car and followed by a Medical Intervention Car.

11.2.6 Car delayed on the formation lap

If a car is delayed during the formation lap(s) the car may regain its position before crossing the Intermediate Line 2 in the course of the second formation lap.
However, if the car is unable to regain its position, it must drop back to the rear of the grid immediately by allowing all cars behind to pass.

Any car that is unable to be ahead of the Intervention Car before reaching the Intermediate Line 2 before the end of the second formation lap, must enter the pit lane and start from the end of the pit lane when pit exit will open.

In all cases, if a car is delayed on the formation lap, the Competitor must follow the Race Director's instructions.

11.2.7 Formation lap(s)

Before the start of the race, there will be two formation laps.

If conditions so require, the Clerk of the Course or the Race Director may ask the Leading Car to cover one or more additional formation laps.

In that case, the start of the race, for the sole purpose of race distance, is considered as having been given at the end of the second formation lap.

Furthermore, the Race Director may decide, at his sole discretion, to carry out only one formation lap.

This decision, as well as the resulting terms and conditions, will be communicated to the Competitors in its briefing.

If, for an unforeseeable reason, it is impossible to cover one or more additional formation laps, the procedure will be as follows:

- The Race Director will suspend the race and all cars will stop behind the Leading Car.
- Once stopped behind the Leading Car, all cars will turn off their engines.

The Race Director will order that the race is resumed following the principles in Article 14.4.

11.2.8 Start delayed by the Race Director

If for an unforeseen reason it is unsafe to start, the Race Director will delay the start by presenting a "Start Delayed" signal.

As soon as the Race Director considers the conditions are safe and a start can take place, information will be displayed on the timing monitors, with the new time of the start of the formation lap.

This information will always be displayed at least 10 minutes before the start of the formation lap.

From 5 minutes before the start of the formation lap, Article 11.2.3 will apply.

11.3 Starting the race behind the Safety Car

11.3.1 General procedure

In exceptional circumstances, the race may be started behind the Safety Car. In this case, at any time before the one-minute signal, its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the Safety Car. When the start signal is given, the Safety Car will leave the grid with all cars following in grid order no more than 5 car lengths apart. There will be no formation lap and the race will start. In this case, Article 14.6 will apply.

A Safety Car may be used as the official car for a rolling start in conformity with Article 8.3 of the Code and Article 2.10.19 from Appendix H: in this case, the Supplementary Regulations governing the start will apply to it until it resumes its Safety Car function after the start has been given.

11.3.2 Overtaking when starting behind the Safety Car

If a car is delayed during the first lap behind the Safety Car, the car can return to its position before crossing "Intermediate" Line 2, during the first lap.
If the car is unable to return to its position, it must remain at the back of the line.

In any case, if a car is delayed during the first lap behind the Safety Car, the Competitor must follow the instructions of the Clerk of the Course.

11.3.3 Starting from the pit lane when starting behind the Safety Car

Soon after the last car in line behind the Safety Car passes the end of the pit lane, when the Race Director will decide the pit exit light will turn green; any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

12. PIT LANE, PIT STOPS AND INTERVENTIONS ON THE CAR

12.1 General prescriptions concerning safety

12.1.1 General safety in the pit lane

The Competitor must ensure that the installations and the work in the pit and the pit lane:

- Are safe;
- Respect the prescriptions stated by the Promoter and the Officials;
- Do not obstruct the other Competitors.

These elements are left to the sole discretion of the pit lane Officials and are not subject to appeal before the Sporting Power.

Access to the working lane and the fast lane will be given by the Race Director via the official communication channels. From that moment on, the requirements of Article 12 will apply.
Cars may not enter or leave their pit stop position in a way that could endanger pit lane personnel or another car and driver.

It is allowed to use skates.

Cars may be released only if it is safe to do so. An additional penalty may be assessed if, in the opinion of the stewards, a driver continues to drive a car knowing it to have been released in an unsafe condition.

12.1.2 Pit lane areas

When the circuit allows, the pit lane is to be divided into three areas:

- The fast lane: this is the lane closest to the pit lane wall. A car can access the fast lane only under its own power.

- The acceleration and deceleration lane (or blending lane): this is the central lane reserved exclusively for the transition of a car joining:
    - its dedicated stopping area, when coming from the fast lane;
    - the fast lane, when it leaves its stopping area.

This lane is not intended for circulation.

- The working area: this is the part closest to the garages, where work on the cars is allowed from the 2.5m Line, as defined in Drawing n°1, on one side, to the blending lane on the other. The presence of people is only authorised during interventions on the car.

Cars in the fast lane have priority over cars in the acceleration lane or working area.

Except in special circumstances or otherwise specified in the applied regulations, the pit lane must be used, in complete safety, exclusively to allow cars to stop in their dedicated stopping area.

In particular, it is not allowed to use the pit lane for the purposes of overtaking or to stop elsewhere than in its dedicated stopping area.

Penalty at the discretion of Stewards.

12.1.3 Pushing the car in the pit lane

A car can be pushed by a maximum of four persons only under the following circumstances:

- From the positions indicated by the Race Director during the briefing as far as its pit;
- To position the car in its stopping area.

The use of the reverse gear is prohibited in the pit lane.

12.1.4 Speeding in the pit lane

Speed (rounded to the higher km per hour) is limited to 60 kilometres per hour in the pit lane.

For practice sessions, as soon as cars are allowed in the fast lane, any infringement will be penalised as indicated in the table below:

Speed S (Kph)	**Penalty**
60 < S < 65	Fine of 100 € per kph over the limit
S ≥ 65	Fine of 100 € per kph over the limit
	Cancellation of the times set by the Driver in question during the practice session up to the time of the infringement.

During the race, any infringement will be penalised as indicated in the table below:

Speed S (kph)	**1st et 2nd infraction**	**3rd infringement and more**
60 < S < 70	Drive through penalty	Penalty at the Stewards ' discretion. Disqualification possible
70 ≤ S	Stop & Go of 5 seconds per kph in excess of 70 kph	

12.2 Pit stops

12.2.1 General obligations regarding pit stop

For safety reason, at any moment during a session or during the race, the Race Director will have the power to close the pit entry.

During a pit stop, the only places where work can be carried on the cars are either in its allocated stopping area or in its allocated garage.
The presence of equipment and personnel (excluding the official(s)) in the working area is only authorised when the car is stopped and its engine is off.

Before the car is totally immobilised and the engine is stopped, drivers are prohibited:
- to release or unbuckle their harness,
- to remove the headrest
- and when applicable, to start remove the racing net.

Before leaving the working area, only after the car is resting on its wheels, the car must be restarted, by the driver, without external assistance.

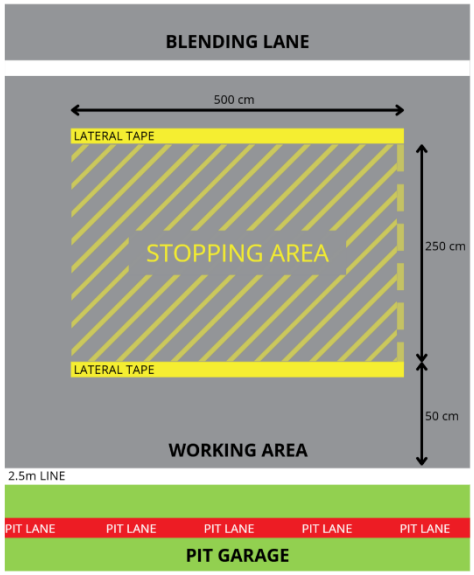
12.2.2 Pit stop procedure

a) Arrival of the car in the working area

Only one person, the car controller, is responsible for stopping the car safely in its working area and for general safety throughout the length of the pit stop.

This person must be in the working area before the car stops.
This person must remain in the pit lane throughout the stop and supervise but may perform no other function.

For operating a pit stop, the car must stop in its dedicated stopping area as defined per the drawing n°1:



When the car is stopped in its dedicated stopping area, no part of the car must cover the lateral tape defining the area in top view.

b) Driver change

A driver change may be completed at any time during a pit stop, under the condition the car is properly stopped, engine off, in its dedicated stopping area.

Drivers may not take part in any other intervention than directly related to the drivers' change.

The driver help must be administered, by a driver of the crew concerned (who will then assume the exclusive role of driver help) and/or by a dedicated person (who will then assume the exclusive role of driver help), and/or by one or more persons, wearing the appropriate armband, authorised in the working area.

c) Refuelling

Refuelling is not allowed in the pit lane during free practices, or qualifying sessions.

During the race, refuelling is authorised at the beginning of a pit stop and exclusively in the stopping area, unless the car has entered the garage for repairs, in which case the refuelling can be done at the end of the pit stop, only in the stopping area.

A refueller can intervene to put fuel into the car (which must, during this time, be resting on its wheels) only when:

- The car is resting on its wheels;
- The engine is off ;
- The deadman valve attendant is in position and operating the valve;
- The fire extinguisher attendant is equipped with an extinguisher;
- The car has been grounded.

During this phase:
A maximum of three persons, wearing the appropriate armband may ground the car and perform manual cleaning or visual checks, provided that no bodywork panel is removed and that no part of any sort is brought to the working area.

Tools are not allowed during the refuelling phase.

It is allowed to bring equipment that is necessary to clean the windscreen or the car.

A maximum of two industry representatives and/or technicians, wearing the appropriate armband, are permitted to check the tyres and/or the brakes.

The measurement of tyre temperatures and pressures is allowed in free practices (with manual tools only).
~~During the race by night,~~ it will be allowed to bring a hand-held flashlight ~~to check the tyres/brakes~~ as long as its use does not jeopardize the other competitors.

Only the person(s) mentioned above are authorised in the working area.

d) Intervention

A maximum of three persons, wearing the correct armband, are authorised to intervene on the car, to conduct any type of operations.

A maximum of two industry representatives and/or technicians, wearing the correct armband, are permitted to check the tyres and/or the brakes, but may not perform any other function.

Tyre changing must be done with the help of at most one wheel gun ~~pneumatic~~.

At any time during pit stop operations, wheels cannot be left unattended. Detached wheels must always be either carried or laid flag on the ground.

e) Departure of the car from the working area

A car controller is responsible for allowing the car to leave the working area safely once the area will be free of materials or personnel.

12.3 Interventions on the car

12.3.1 Repairs under the awning

The car can return under its awning for any type of intervention only during free practices and the race, after having received the agreement of an Official. The restrictions regarding equipment and personnel do not apply when the car is under the awning.

Nevertheless, during sessions including the race, refuelling is not authorised under the awning and can only take place in the stopping area.

Furthermore, during the race, it is forbidden to proceed with the total or partial replacement of the following parts:
- The engine: cylinder head, block and/or components;
- The gearbox: main and differential housings;
- And the chassis: survival cell.

12.4 Pit stops peculiarities of the Asian Le Mans Cup

12.4.1 Installations of other Series

Competitors are not allowed to use any suspended equipment or structure to carry/suspend the air hoses for any of the allowed works in the pit lane.
The permanent suspended air structures from other Series, cannot be used in any circumstance by the Asian Le Mans Cup competitors at any moment their cars are allowed on the working lane.

12.4.2 Pit stop reference time – general case

Definition of the Pit Stop Reference Time :

The Pit Stop Reference Time refers to the minimum mandatory duration that a Competitor must comply with during any pit stop involving a driver change.

Scope of Application:

- The Pit Stop Reference Time applies exclusively to pit stops that include a driver change.

- Any pit stop involving a driver change must also include:
  - Refuelling;
  - Tyre changes, except in cases where wet tyres are permitted.

- Such pit stops must be carried out in front of the garage or within the designated area assigned to the Competitor, under the sole responsibility of the Competitor.

- At least one pit stop subject to the Pit Stop Reference Time must be completed before 1 hour, 39 minutes, and 59.999 seconds have elapsed from the start of the race.

Exclusions:

- The Pit Stop Reference Time does not apply to pit stops that do not involve a driver change, including stops conducted in the designated working area for the purpose of serving a Stop & Go penalty.

- Unless otherwise instructed by the Competition officials, the Pit Stop Reference Time is applicable solely during the race.

Calculation of the Pit Stop Reference Time**:**

The Pit Stop Reference Time is determined based on the following:
- The time required to traverse the pit lane at a speed of 60 km/h, measured from the pit lane entry loop to the pit lane exit loop;

- The standard time required to perform a driver change, a tyre change, and refuelling.

Notification:

The Pit Stop Reference Time applicable to each Competition will be communicated in the official briefing notes.

12.4.3 Case of a pit stop shorter than the reference time

In case the pit stop time of a car during the race, is under the "Reference Pit Stop Time", the car will receive a Stop & Go penalty, equivalent to the missing time (this will be rounded up to the next whole second).

12.4.4 Before or after the pit stop

Before or after the Pit Stop(s), all stopping outside of the boundaries of the cars allocated working area will entail a "Stop & Go" penalty.

After the Pit Stop(s), driving at abnormally slow speed and or, being jugged for obstructing other drivers will entail a "Stop & Go" penalty.

13. CATEGORISATION, CREWS AND DRIVING TIMES

13.1 Categorisation of drivers

13.1.1 General provisions

Unless specified in these Sporting Regulations, the Serie is organised in compliance with the drivers' categorisation regulations published on the FIA website.

https://www.fia.com/fia-driver-categorisation

For avoidance of doubt, the categorisation that will be used for the Asian Le Mans Cup season will be the categorisation published in 2026.
For the drivers not categorised in 2026, the categorisation that will be considered will be the latest one published prior to the administrative checks of the first Competition he/she is entering and will be applied until the end of the season.

13.1.2 Regulations relatives to the drivers' categorisation

In accordance with Article 1.12 of the categorisation regulations, the ALMC Committee reserves the right to give derogations at its entire discretion (only upgrade) to drivers – or to take any sporting measure in that spirit, such as time penalty added in the pit lane.

13.2 Race driving time

13.2.1 Definition

Actual time spent by each driver during the race of a Competition. This actual time spent excludes the time spent in the pit lane, between pit entry loop and pit exit loop (irrelevant of pit stop, drive through, stop and go, Safety Car by the pit lane), and the periods of race suspensions related to red flag.

13.2.2 Measure of the driving times

The driving time of a driver is a by the addition of each of its stint that will be driven during a race.

A stint is driven each time a car is going into the pit lane, with a driver change or not.

The driving time for each stint is measured as follows:

First stint: From the start signal for the pit lane entry loop;

First stint for cars starting from the pit lane: from pit exit loop to pit entry loop;

Following stints: Loop from the pit exit line to the pit entry loop;

Last stint: from the pit exit loop to the elapsed time of the race by car (individual passing on the control line once the chequered flag is presented).

13.2.3 Driving times required by driver

The minimum driving time per driver during the race is 50 minutes.

13.2.4 Possible adjustments of driving times

If the circumstances so require, the Stewards may adjust minimum and maximum driving times at their discretion at any time during any Competition.
The ALMC Committee could implement adjustments to the minimum driving times

These decisions are not subject to appeal.

13.2.5 Penalties

If a driver does not drive at all during a race, the car will be disqualified, except in cases of force majeure acknowledged as such by the Stewards.

If a driver does not achieve his/her minimum driving time, a penalty will be imposed by the Stewards, up to disqualification.

13.3 Composition of the crews

13.3.1 Rules governing the composition of the crews

The composition of the definitive crew (2 drivers mandatory) must be sent to ALMEM at least 15 days before the start of each Competition (opening of administratives checks), on pain of paying a fine of €500 to ALMEM for each driver not designated or not attending except in a case of force majeure. Any modification to a crew is prohibited after the end of the administratives checks, except in cases of force majeure acknowledged as such by the Stewards.

The definitive list of Competitors and drivers admitted to take part in the Competition will be published by the Stewards.

13.3.2 For the LMP3 Pro category

Competitors must respect the following:
- Driver 1: Silver
- Driver 2: Silver or Gold.

13.3.3 For the LMP3 ~~Pro/Am~~ category

Competitors must respect the following:
- Driver 1: Bronze
- Driver 2: Bronze or Silver or Gold.

13.3.4 For the GT3 category

Competitors must respect the following:
- Driver 1: Bronze
- Driver 2: Bronze or Silver or Gold.

14. STOPPING AND NEUTRALISATION OF A SESSION

14.1 General provisions concerning the red flag procedures

14.1.1 Responsibility

The decision to stop practice or the race lies with the Race Director.

14.2 Stopping of practice (red flag procedure)

14.2.1 Procedure

The Race Director:

- Will order the red flag to be shown simultaneously at the start line and at all marshal posts;
- Will order the red lights (if there are any) switched on around the circuit.

Drivers' obligations during a Red Flag:

- All drivers must reduce the speed of their car to a maximum of 80 kph whenever a red flag is deployed during a free practice, qualifying or warm-up session.
- Drivers are reminded that once a red flag is deployed, they must proceed with extreme caution to the pits (or any other place indicated by the Race Director).
- Timekeeping will not be suspended during a free practice session but will be suspended during a qualifying session.

14.2.2 Prolongation of an interrupted session

The Race Director, in agreement with the Stewards, is not obliged to prolong a practice session that has been interrupted.

14.2.3 Protests

If a practice session is interrupted, no protest will be admitted as to the possible consequences on the qualification of the drivers and cars.

14.2.4 Lap count

With the exception of a lap during which a red flag is shown, each time that a car crosses the start/finish line it will be considered as having covered a lap.

14.3 Suspension of the race (red flag procedure)

14.3.1 General provisions and conduct to adopt

Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all marshal posts and the abort lights to be shown at the start line.

When the signal to suspend the race is given, overtaking is prohibited, the pit entry and exit will be closed, and all drivers must drive their cars slowly to the red flag line (the location of which will be confirmed by the Race Director in the Drivers' Briefing), where they will line up in single file.

The order of cars that will be taken into account will be the order in which they stopped behind the red flag line.

The Safety Car will be placed in front of the cars lined up behind the red flag line.

While the race is suspended:

- Neither the race nor the timekeeping will be halted unless in the case specified below.

- If the circumstances so require and permit it, the Stewards may take the decision to stop and/or modify the race time set. This may not exceed the time of the race provided for in Appendix 1 of the Competition.

- Driving time during a red flag period will not be counted and the Stewards will confirm the updated driving times before the restart of the race. The driving time will re-start to count, at the resuming of the race, once the Safety Car will be deployed as defined in Article 14.4.4.

- Only officials and one person per car wearing a red armband are allowed on the grid.

- The drivers are allowed to leave their cars (but must not move away from them) and remove their helmets and gloves.

- Driver changes are prohibited.

- The drivers must obey the officials' instructions at all times.

- As Parc Fermé rules apply to all the cars, no repairs are authorised on the grid or in the pits.

14.3.2 Interventions allowed on the cars

All interventions on the cars are prohibited on the grid and in the pit lane, except with authorisation from Race Control and under the supervision of a Scrutineer solely for:

- connection of an external battery
- engine start for temperature control
- covering the car.

These interventions may be carried out by only 1 personnel from the Competitor per car, wearing the appropriate red armband.

14.4 Resuming a suspending race (end of the red flag procedure)

14.4.1 General provisions

The delay for resuming the race will be as short as possible and, as soon as a resumption time is known, the Competitors will be informed via the Monitors in the pits. In any case, ten minutes' audible warning will be given prior to resumption.

Before the race resumes, signals will be given to the Competitors.

14.4.2 Procedure concerning cars present on the grid

At the "10 minutes" signal

- The Race Director, for safety reason, may authorise a tyre change.

- a maximum of 3 additional personnel from the Competitors per car, wearing the appropriate armbands, will be allowed to access the grid to carry out exclusively the following tasks:

    - Assisting the driver,
    - Helping to start the car with an external battery,
    - Checking the tyres and brakes,
    - Changing the tyres if allowed by the Race Director,
    - Removing the cover from the car,
    - Demisting the windscreen.

- The same operations will be allowed for cars in the pit lane.

At the "5 minutes" signal

- The cars must be resting on their wheels, without any cooling device, no further work allowed on the cars.
- The cars must be uncovered

4 minutes before the resuming of the race

- "Wave-by": All cars located on the grid between the best overall classified car on track and the red flag line will be waved off to complete one lap without overtaking and join the rear of the line of cars behind the Safety Car.

At the "3 minutes" signal

- 3 minutes before the race resumes.
- The driver needs to be in the car.

At the "1 minute" signal

- engines must be started and the tyre and brake technicians must withdraw from the grid. If a driver needs assistance after the "30 seconds" signal, this shall be signalled by the marshals with the yellow flags.

14.4.3 Procedure concerning cars in the pit lane

At the "10 minutes" signal

- Work on the cars may resume, respecting the conditions set out in Article 12.

At the "3 minutes" signal

- The pit exit will open for one minute
- Any cars intending to resume the race from the pit exit may do so in the order in which they got there under their own power, unless another car was unduly delayed.
- These cars will be waved off to complete one lap without overtaking and join the back of the line of cars on track.

14.4.4 Concerning all cars at the resumption of the race

The race will be resumed under the Safety Car procedure.
When the green lights are switched on, the Safety Car will leave the grid, followed by all the cars in the order in which they stopped behind the red flag line.
At the resuming of the race, after the last car on track has crossed Safety Car Line 2, the pit exit will open.
If the race cannot be resumed, the results will be taken as they stood at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

14.5 Neutralisation of the race and practices: Full Course Yellow (FCY)

14.5.1 Placing under FCY

The Race Director may declare a Full Course Yellow period if he decides that this is necessary for safety reasons.

The FCY message will be displayed on the Monitors, and the FCY instruction will be announced to the competitors by Race Control radio after countdown.

Once the message Full Course Yellow is displayed on the timing monitors, all cars must immediately slow down to 80 kph, in single file, and maintain this maximum speed during the whole FCY procedure and maintain their distance to the car in front and the car behind.

Overtaking is strictly prohibited under the FCY, except if a car slows down because of an obvious problem.

All marshal posts will display a waved yellow flag and a board with the indication FCY.

Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use, will be reported to the stewards. This will apply whether any such car is being driven on the track, the pit entry road or the pit lane exit road.

14.5.2 Access to the pit lane under FCY

The pit lane entry and exit remain open and cars are free to pit.

Any Car entering the pit lane may overtake and be overtaken by on the track after it has crossed Safety Car Line 1.

Any car exiting the pit lane may overtake and be overtaken by other cars on the track before it has crossed Safety Car Line 2.

On the pit lane entry and exit roads, the maximum speed is also limited to 80 kph.

14.5.3 End of the FCY period

Once the problem(s) is/are solved, the Race Director will return the track to green; this is done by posting a message on the timing monitors and by radio.

At this stage, all marshal posts will replace the yellow flags and FCY boards with waved green flags. Racing and overtaking will normally resume without restrictions, regardless of the positions of the cars relative to one another and to the Line.

14.5.4 FCY and Safety car

A FCY period may be followed by a Safety Car intervention if the problem remains unsolved and safety may be at risk.

14.6 Neutralising the race : Safety Car procedure

14.6.1 General provisions and conduct to adopt

Article 2.10 of Appendix H to the Code applies, except for the provisions listed below.

On the decision of the Race Director, the Safety Car may be brought into operation to:
- Neutralise a race if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race;
- Start a race in a exceptional conditions;
- Pace a rolling start;
- Resume a suspended race.

For Series Competitions, there will be one Safety Car, except if other provisions are specified in the Appendix 1 of the Competition.

When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and "SC" boards and the orange lights at the Line will be illuminated, for the duration of the intervention.

The Safety Car will start from the pit lane with its orange lights illuminated and will join the track regardless of where the race leader is.

The Safety Car shall be used at least until the car in the lead is behind it, and all remaining cars are lined up behind the leader (or, when there is more than one safety car, all the cars in that safety car's sector).

Once behind the safety car, the race leader (or leader of that sector) must keep within 5 car lengths of it (except as under Article 14.6.10) and all remaining cars must keep the formation as tight as possible.
From the moment the Safety Car is on track with its orange lights illuminated, all the competing cars must follow the Safety Car independently of the roads chosen.

All the competing cars must then form up in line behind the Safety Car no more than five car lengths apart, and overtaking, with the following exceptions, is absolutely forbidden until the cars reach the Line (or the next race neutralisation end point) after the Safety Car has returned to the pits.

Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the Safety Car is deployed will be reported to the Stewards. This will apply whether any such car is being driven on the track, the pit entry road or the pit lane.

14.6.2 Overtaking allowed under the Safety Car

Overtaking will be permitted under the following circumstances:

- If a car is signalled to do so from the Safety Car;
- Under Article 11.3.2;
- Any car entering the pit lane may overtake or be overtaken by another car on the track or the Safety Car after it has crossed Safety Car line 1;
- Any car exiting the pit lane may overtake or be overtaken by another car on the track before it has crossed Safety Car Line 2;
- When the Safety Car is returning to the pit lane, it may be overtaken by cars on the track once it has crossed the Safety Car line 1;
- Any car stopping in its designated garage area whilst the Safety Car is using the pit lane may be overtaken;
- If any car slows down with an obvious problem.

14.6.3 Overtaking signal given by the Safety Car

When ordered to do so by the Clerk of the Course, the observer in the Safety Car will use a green light to inform the cars about the Wave-By. In this situation, cars between the Safety Car and the race leader will have to overtake the Safety Car. These cars will continue at reduced speed and without overtaking among themselves until they reach the line of cars behind the Safety Car.

14.6.4 Access to pit lane under the Safety car

While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on.

It will be on at all times except when the safety car and the line of cars following it are about to pass or are passing the pit exit.

A car rejoining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the safety car.

14.6.5 Lap count

Each lap completed while the Safety Car is deployed will be counted as a race lap.

14.6.6 If the Safety Car is deployed or on track during the final lap

If the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the chequered flag as normal without overtaking.

14.6.7 If the Safety Car has to use the pit lane

Under certain circumstances, the Race Director may ask the Safety Car to use the pit lane. In this case, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking.
Any car entering the pit lane under these circumstances may stop at its designated garage area.

If the Safety Car is using the pit lane, any car that is in its working area cannot leave its position once the pit exit light turns red. In this case, a car may only leave its working area once the last car in line behind the Safety Car has passed in front of its garage.

14.6.8 End of the Safety Car procedure

When the Race Director calls in the Safety Car, its orange lights will be extinguished; this will be the signal that it will be entering the pit lane at the end of that lap. At this point, the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than five car lengths behind it.

In order to avoid the likelihood of accidents before the Safety Car returns to the pits, from the point at which the lights on the car are extinguished, drivers must proceed at a pace which involves no erratic acceleration, braking, or any other manoeuvre which is likely to endanger other drivers or impede the restart.

As the Safety Car is approaching the pit entry, the yellow flags and SC boards at the marshal posts will be withdrawn and replaced by waved green flags with green lights at the Line. These flags will be displayed until the last car crosses the Line.

Overtaking is absolutely prohibited until each car cross the Control Line, with a waved green flag / signal.

The pit lane exit will be closed from when the Safety Car crosses Safety Car Line 1 until the last car of the line of cars crosses Safety Car Line 2.

In the case of more than one Safety Car, their withdrawal must be precisely synchronised.

15. FINISH, CLASSIFICATIONS, TITLES AND POINTS

15.1 Finish of a race

15.1.1 Finish procedure

Chequered flag: when the scheduled time for the race has elapsed or the full race distance has been covered, the chequered flag will be shown to the car that is leading the general classification when it crosses the finish line on the racetrack.

When the chequered flag is shown, the pit exit will be closed.

After receiving the end-of-race signal, all cars must proceed on the circuit directly to the Parc Fermé without stopping and without any assistance (except that of the marshals, if necessary), under their own power. Team members must be available in the vicinity of the Parc Fermé in order to help the Scrutineers.

Penalty: possible disqualification of any car that does not proceed to the Parc Fermé as soon as possible.

15.1.2 Early or late finish

If for any reason the chequered flag is shown before the scheduled time for the race has elapsed (unless the race was suspended under Article 15.3.4), the race will be deemed to have finished when the leading car crossed the finish line for the last time before the chequered flag was shown.

If for any reason the chequered flag is shown late, the race will be deemed to have finished at the scheduled time.

15.1.3 Parc fermé after the finish

After the finish, the cars will go to the Parc Fermé under the supervision of the officials. A car that does not go immediately and directly to the Parc Fermé may be disqualified from the classifications by the Panel of Stewards.

A person from each Competitor must be present at the entrance to the Parc Fermé to be informed of any measures to be taken in case of scrutineering.

15.1.4 Conditions required in order for a car to be classified

To be classified, a car must:

- Cross the finish line on the racetrack when the chequered flag is shown, except in a case of force majeure at the Stewards' discretion. It is prohibited to stop on the racetrack pending the showing of the chequered flag;

- Have covered at least 70% of the distance covered by the car classified in first place in the overall classification.

- The official number of laps will be rounded down to the nearest whole number.

15.1.5 Car placed first

The car placed first is the one that covered the greatest distance up to the showing of the chequered flag (the position of the cars on the starting grid is not taken into account).

15.1.6 General criteria for classification

The cars are classified according to the number of complete laps covered during the race. For Competitors having covered the same number of laps, the time at which they crossed the finish line will determine the order of the classification.

15.1.7 Official results and classifications

The only official results and classifications are those published and posted by the Organiser on the official notice board.

15.2 Series classifications, prizes

15.2.1 Series classifications per competition

After each Competition, the general classification of the Competition will be drawn up, as well as the following classifications:

- Classification of the Asian Le Mans Cup for LMP3 Pro Teams
- Classification of the Asian Le Mans Cup for LMP3 ~~Pro/Am~~ Teams
- Classification of the Asian Le Mans Cup for GT3 Teams,

- Classification of the Asian Le Mans Cup for LMP3 Pro Drivers
- Classification of the Asian Le Mans Cup for LMP3 ~~Pro/Am~~ Drivers,
- Classification of the Asian Le Mans Cup for GT3 Drivers.

15.2.2 Titles of the Series

At the end of the Series, the following titles will be conferred:

- LMP3 Pro Asian Le Mans Cup Champion awarded to the Competitor winning the LMP3 Pro category

- LMP3 ~~Pro/Am~~ Asian Le Mans Cup Champion awarded to the Competitor winning the LMP3 ~~Pro/Am~~ category

- GT3 Asian Le Mans Cup GT3 Champion awarded to the Competitor winning the GT3 category

- LMP3 Pro Asian Le Mans Cup Champion(s) awarded to the winning driver(s) of the LMP3 Pro category

- LMP3 ~~Pro/Am~~ Asian Le Mans Cup Champion(s) awarded to the winning driver(s) of the LMP3 ~~Pro/Am~~ category

- GT3 Driver(s) Asian Le Mans Cup Champion(s) awarded to the winning driver(s) of the GT3 category

Drivers who, as two, have formed a permanent crew throughout the Series season, will all score the same number of points and, if applicable, may all be awarded the Drivers' title.

However, two or more drivers of different crews will be separated according to the provisions of Article 15.4 below.

15.2.3 In-kind prizes

LMP3 Pro
the 1st of the LMP3 Pro Competitor is invited to the 2027 Road To Le Mans in LMP3 Pro or LMP3 if a minimum of 6 LMP3 Pro cars are entering the Cup. the 2nd of the LMP3 Pro Competitor is invited to the 2027 Road To Le Mans in LMP3 Pro or LMP3 if a minimum of 6 LMP3 Pro cars are entering the Cup.
LMP3 ~~Pro/Am~~
the 1st of the LMP3 ~~Pro/Am~~ Competitor is invited to the 2027 Road To Le Mans in LMP3 Pro or LMP3 if a minimum of 6 LMP3 cars are entering the Cup. the 2nd of the LMP3 ~~Pro/Am~~ Competitor is invited to the 2027 Road To Le Mans in LMP3 Pro or LMP3 if a minimum of 6 LMP3 cars are entering the Cup.
GT3
the 1st of the GT3 Competitor is invited to the 2027 Road To Le Mans and 2027/2028 Asian Le Mans Series in GT3 if a minimum of 8 GT3 cars are entering the Cup. the 2nd GT3 Competitor is invited to the 2027/2028 Asian Le Mans Series in GT3 if a minimum of 8 GT3 cars are entering the Cup. the 3rd GT3 Competitor is invited to the 2027/2028 Asian Le Mans Series in GT3 if a minimum of 12 GT3 cars are entering the Cup.

15.3 Scale of points

15.3.1 Scales of points according to the length of the races

Points for the Drivers and Teams, are awarded at each race according to the following scale:

1st:	25 points
2nd:	18 points
3rd:	15 points
4th:	12 points
5th:	10 points
6th:	8 points
7th:	6 points
8th:	4 points
9th:	2 points
10th:	1 point

15.3.2 Point for pole position

For all the above classifications, an additional point will be awarded, at each Competition, to the "pole position" team in each category (best time achieved by the car in each category during qualifying with the exception of Supplementary Cars and Innovative Cars), as well as to all the drivers making up the crew of the car concerned.

15.3.3 Competitors eligible to score points

Only those competitors appearing on the official list of entries in the Series are entitled to score points for the Series titles.
"Supplementary Cars", as defined by Article 3.2.4 of these regulations as well as the “Innovative Cars” as defined by Article 3.2.5, will not be allowed to score points for the Series titles.

15.3.4 If the race is suspended and cannot resume

If a race is suspended by the Race Director and cannot be resumed, no points will be awarded to the crews if the leader has completed less than two laps without being under a Full Course Yellow (Article 14.5), Safety Car (Articles 14.6) procedure.

Half points will be awarded to the crews if the leader has completed more than two laps (without being under a Full Course Yellow (Article 14.5), Safety Car (Article 14.6) but less than 75% of the original race time. A minimum of two laps must have been completed by the leader outside of a Safety Car procedure.

Full points will be awarded if the leader has completed more than 75% of the original race time.

15.3.5 Presence at the Asian Le Mans Cup annual prize-giving ceremony

All Series Title, Trophy and prize winners of the Asian Le Mans Cup (Drivers and Team) will be invited to the prize-giving ceremony by ALMEM must attend the ceremony. Their attendance is mandatory.

In case of non-attendance, except case of force majeure, a 1000€ participation fee to be paid to the promotor can be requested to each person non-attending the prize ceremony.

15.4 Tied competitors

15.4.1 Awarding of prizes

Prizes awarded in accordance with the classification to Competitors who tie will be added together and shared equally.

Drivers belonging to the same Crew and having the same number of points will be classified together exclusively on the basis of the total number of points scored. For this purpose, a driver will be considered as part of a Crew if he didn’t participate in a race with a different Crew in the same category.

15.4.2 Allocation of the higher place in the Series

If two or more drivers and/or Competitors finish the season with the same number of points, the higher place in the Series shall be awarded to:

- The holder of the greatest number of first places.
- If the number of first places is the same, the holder of the greatest number of second places.
- If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.
- If this procedure fails to produce a result, the driver and/or team having achieved the best result earliest in the season will have the higher place in the Series.
- In case of a further tie, the criterion for breaking the tie is the best time set by each car in each race of each Series Competition in which they have taken part.
- In case of a further tie, the criterion for breaking the tie is the best time set by each car in each qualifying practice session of each Series Competition in which they have taken part.
- If this procedure fails to produce a result, the drivers or teams which, for example, are classified equal first, will occupy 2 rows in the Series classification. The next driver or team is then classified third in the classification concerned. ALMEM may nevertheless designate a winner, when circumstances so require and in the interest of the sport, according to such criteria as it sees fit.

APPENDIX 1: SUPPLEMENTARY REGULATIONS OF THE COMPETITION
Part A
1. Name and adress of the National Sporting Authority (ASN)
2. Name and address of the Organiser
3. Date and place of the Evet
4. Start of the administrative checks and scrutineering
5. Start time of the race
6. Address and telephone, fax number and e-mail to which enquiries can be addressed
7. Details of the circuit - Location and how to get there - Length of one lap - Race duration - Direction (clockwise or anti-clockwise) - Location of pit exit in relation to the Line
8. Precise location at the circuit - Stewards office - Race director's office - Administrative checks - Scrutineering, flat area and weighing - Parc Fermé - Official notice board (all classifications will be displayed as soon as possible after the end of the sessions or the race) - Winner press conference - Press centre - Media accreditation centre Drivers & competitors' briefing - Drivers briefing - Team managers briefings
9. List of any supplementary trophies and special awards (in addition to those specified in the Sporting Regulations of the Series)
10. Names of the following officials of the event appointed by the ASN: - Steward of the meeting - Clerk of the course - Assistant clerk of the course - Secretary of the meeting

- Chief national scrutineer - Chief national medical officer
11. Any other specific item Cf. Art 4.1 Cf. Art 1.4.1 Cf. Art 1.4.: there is no warm-up. Cf. Art 11.1.3 The “Pole Position” is on the (right/left-hand side to be confirmed) of the front row according to circuit homologation by the FIA. Cf. Art 11.2.2 Formation lap(s) will start(s) at hh:mm.
12. The protest fee set by the ASN is XXX€
13. The national appeal fee set by the ASN is XXX€
14. The Right of Review fee set by the ASN is XXX€.
Part B
Steward of the meeting chairman International steward Race director Technical delegate Press delegate Chief timekeeper Pit lane marshals
Part C
To be sent to the ASN together with the duly completed Appendix 1.
Part D – Insurance

APPENDIX 2: ENTRY FORMS AND FINANCIAL CONDITIONS

1. Entry form and deadlines

The entry form will be available under the following link:

https://team.lmem.com/en/login

The application dossiers must be finalised and validated on the date shared by the Promoter by email at the latest.

It is also requested to send a copy of the entry bulletin by email to j.renaudin@lemanscup.com .

All the amounts are excluding VAT. VAT may be added according to applicable tax rules in force.

2. Participation and entry fees**

The fees for taking part in the Series are €34 500 per car.

If a Competitor does not take part, these fees will be reimbursed only in exceptional circumstances, at the discretion of the Panel of Stewards.

3. Participation fees for "race-by-race" competitors**

The participation fees for "race by race" Competitors in a Series Competition are as follows:

- € 16 000 per car and per Competition
- € 8 000 as an advance on supplies and other technical costs
- € 5 000 as rental fee for Marelli Kit concerning Category GT3
- € 2 500 as rental fee for Marelli Kit concerning LMP3 Pro and LMP3 categories
- € 1 000 as refuelling tower deposit concerning LMP3 Pro, LMP3 and GT3 categories
- € 2 200 as rental fee for ORECA Support Fee concerning LMP3 Pro and LMP3 categories

4. Payment of participation fees

The participation fees for at least one car per Competitor and per category must be paid at the time of submitting the entry dossier, by bank transfer to the following account:

Asian Le Mans Endurance Management
HSBC Hong Kong (1 Queen's Road Central, Hong Kong)
Account Name: ASIAN LE MANS ENDURANCE MANAGEMENT LIMITED
Account Number: 801-445297-838 (HSBC Business Direct Account)
Bank Code: 004 (optional)
Swift Code: HSBCHKHHHKH

Any participation fee received by ALMEM remains acquired and will not be reimbursed for any reason whatsoever. If one or more cars are not selected by the Selection Committee, the entire payment corresponding to the amount of the entry fee will be reimbursed, except for a sum of €1000 which will be kept as handling costs.

5 Advance on technical costs and fuel**

All Competitors officially selected by the Selection Committee must pay the following sums to ALMEM as an advance on fuel and other technical costs such as marshalling services and positioning. Those payments must be done before the deadline imposed by email by the Promoter:

- € 20 000 as an advance on supplies and other technical costs
- € 4 800 as rental fee for Marelli Kit concerning LMP3 Pro and LMP3 categories
- € 12 000 as rental fee for Marelli Kit concerning GT3 category
- € 3 000 as refuelling tower deposit concerning LMP3 Pro, LMP3 and GT3 categories
- € 4 800 as rental fee for ORECA Support Fee concerning LMP3 Pro and LMP3 categories

ALMEM may ask an additional advance on technical costs before the last Competition of the Series.

The amounts not used as advance on technical costs and fuel will be returned after the last Competition in the season.

** *subject to final validation before the end of the registration date as shared by the Promoter by e-mail.*

APPENDIX 3: LIST OF MANDATORY SYSTEMS AND EQUIPMENTS

1. Transponder

1 main + 1 spare
LMP3 Pro and LMP3
Main = MyLaps X2 Plus: it must be connected on the CAN line of the "Marelli-scrutineering" loom to send data via Smart Antenna.

Spare =
- MyLaps TR2 Direct Power
- MyLaps X2 car/bike
- MyLapsCar Pro DP-I
-AMBTranX 260 DP
A driver ID kit must be connected to the spare transponder.

GT3
Main = MyLaps X2 Plus+ Driver ID Kit: it must be connected on the CAN line of the "Marelli-scrutineering" loom to send data via Smart Antenna
Spare =
- MyLaps TR2 Direct Power
- MyLaps X2 car/bike
- MyLapsCar Pro DP-I
- AMBTranX 260 DP

2. Data recorder

GT3
The mandatory logger will be provided by Magnetti Marelli.
The list of required sensors will be communicated at the same time as the purchase order.

LMP3 Pro and LMP3 ~~Pro/Am~~
There is no mandatory additional logger.
However teams will have to provide their logged ECU data.

3. Accident data recorder (ADR)

LMP3 Pro and LMP3 ~~Pro/Am~~
In order to ensure fair and safe races in LMP3 Pro and LMP3 ~~Pro/Am~~ categories it will be mandatory to fit:
- an accident data recorder as supplied by the ACO
- a GPS antenna connected to this logger.

4. GPS antenna

LMP3 Pro and LMP3 ~~Pro/Am~~

The GPS antennas must be individually sourced by each competitor.
The mandatory GPS antenna (Reference: GC-431M-011-2500X) can be supplied by:
http://www.g-media.fr/antenne-gps.html

5. Racing net for GT3

In accordance with article 14.9 of appendix J – ART 257A of the FIA:

They are compulsory and must be homologated according to FIA 8863-2013 standard (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.

6. Suppliers list

Transponders
ALKAMEL System, SL
c/ Priora Xixilona n°93
08530 La Garriga – BARCELONA
SPAIN
f.salvadori@alkamelsystems.com

IMSA Michelin Driver ID box with ASL 106-05PN connector conversion
MoTec Europe Ltd
Unit 14
Twifort Mill Industrial
Estate Oxford Road
Adderbury – Oxfordshire – OX17 3SX
UNITED KINGDOM
sales@moteceurope.co.uk

Telemetry / Marshalling ACO
MARELLI
Viale Aldo Borletti 61/63
20011 Corbetta – MI
ITALY
elms@mareill.com

Accident data recorder
SSP ACO
Circuit des 24 Heures
72019 Le Mans Cedex 2
FRANCE
adr@lemans;org

GPS Antenna
http://www.g-media.fr/antenne- gps.html

APPENDIX 4: DECISIONS FOR BREACHING THE TECHNICAL REGULATIONS

Nr.	Topic	Article	Free Practice	Qualifying	Race occurence	Race decision
GT3						
1	Overboost Limits (for each driver)	Committee Decision	Warning	Current & next lap time cancelled	1st time 2nd time 3rd time and +	Reprimand Stop & Go 5 seconds Stop & Go 30 seconds
ALL CATEGORIES						
2	Data not transfered within due time after pitstop	Art. 6.3.1 (SR) + Committee Decision	After FP1: 500€ fine After FP2: 1000€ fine	After Q: 1000€ fine and Stop & Go penalty to be served during the race	1st time 2nd time +	Warning Add 5 sec next pitstop
3	Team CAN channels not correct	Committee Decision	Stop & repair	Lap time cancelled	All times	Stop & repair
4	FIA/ACO sensor signal in error	Committee Decision	Stop & repair	Lap time cancelled	All times	Stop & repair
5	Use of non-homologated sensors in any session in any event	Art. 002.2 (TR–GT3) + Art.1.2 (TR-LMP3)	Stop and repair & 500€ fine	Lap time cancelled & 1000€ fine	All times	Stop & repair & Stop & Go at the Stewards' discretion

APPENDIX 5: SPECIFICATION FOR DECLARATION OF TYRE LIST

RFID stickers

All cars will need to be equipped with specific identity RFID stickers.
All the Competitors must ensure that their cars are equipped with their own stickers whenever they are on the track.

Information and recommendation

Sticker dimensions: 75*25*1.35mm
Stickers need to be located on each side of the car respecting "L" and "R" indications.
Stickers must be visible from the side.
Stickers must be positioned vertically (small side horizontal).

Positioning

Option 1: in front of the rear wheel, at a height close to the wheel axis (red area on the diagram below).
Option 2: in case option 1 is not possible (e.g. proximity with exhaust pipe), behind the rear wheel, at a height close to the wheel axis (green area on the diagram below).
Option 3: the Technical Delegate may specify an alternative position, depending on the shape of the car.
Spare parts must not be equipped with RFID stickers in advance if they can be used on different cars.
To preserve bodywork livery, RFID stickers may be covered with thin, non-metallic adhesive film provided that this does not interfere with RFID readability.



Specification for the declaration of the tyre list

Tyre list must be an Excel file (.xls).

A unique file must be provided including one sheet per category:

- LMP3 Pro
- LMP3 ~~Pro/Am~~
- GT3

For each sheet, the frame must be as follow:

Tyre Brand	Car Type	Teams	Tyre Type	Position	Barcode	TID	UII

Tyre brand: *code of the tyre manufacturer*
- M = MICHELIN

Car type: *category*
- LMP3 Pro
- LMP3 ~~Pro/Am~~
- GT3

Teams: *name of the car manufacturer if dedicated tyres (blank cell if not dedicated)*

Tyre type: *specification of the tyre*
- "A" for tyre spec A
- "B" for tyre spec B
- "C" for tyre spec C
- "D" for tyre spec D
- "I" for tyre spec Intermediate
- "W" for tyre spec Wet
- "FW" for tyre spec Full Wet

Position: *"Rear" or "Front" (Blank cell if all positions)*

Barcode: *barcode number*

TID: *TID reference*
UII: *UII reference*

In all cases, a blank cell must never be replaced by any character

APPENDIX 6: LOCATION OF ADVERTISING

1. Signage affixed to the cars

Cars must be presented:

With a flag measuring 14 x 10 cm of the nationality of the competitor's licence affixed to the front bonnet. This sticker is not provided by the Organisers.

The numbers and the category stickers as requested by ALMEM must be in place in their entirety (unless with written authorisation) before scrutineering.

For positioning the backgrounds of the race numbers and of all the other stickers (category, Series logo, website or sponsors) as described below, refer to the sticker installation plan appended hereto.

In case of non-compliance, the Competitor will have to follow the instructions given.

2. Backgrounds of the race numbers

The backgrounds of the race numbers must be produced and affixed by the Competitors before scrutineering. They must remain visible in all circumstances.

The 3 backgrounds of the numbers measuring 25 cm (height) x 35 cm (width) must imperatively respect the following colours:

LMP3 Pro: Gold HEX #BAA31E ~~Pantone 10117C~~ with white numbers
LMP3 ~~Pro/Am~~: ~~Purple Pantone 2613C~~ Orange Pantone 1655 C with white numbers
GT3: Green HEX #009639 with white numbers ~~White with black numbers~~

The 2 backgrounds of the lateral race numbers must be affixed as far as possible on a flat and vertical surface. They must be situated between the front and rear wheels.

The background of the race number situated on the front of the car must be situated in an area where it is easily visible to Race Control and the television cameras.

3. Race numbers

They are allocated by ALMEM for the whole season. They must be produced and affixed by each Competitor on the race number backgrounds described above and must respect the following rules:

Height: 21 cm
Thickness: 4 cm
Colour: white or black
Font: Helvetica Neue Bold Condensed

For races run at night or partly at night, the cars must be equipped with white electroluminescent supports (or equivalent) to ensure the race numbers are visible at any time at night.

If it is impossible to identify a car from its numbers (by day or by night), it will be stopped by Race Control.

4. Category stickers

These are allocated and supplied by ALMEM:

LMP3 Pro : Gold HEX #BAA31E ~~Pantone 10117C~~
LMP3 ~~Pro/Am~~ : ~~Violet Pantone 2613C~~ Orange Pantone 1655 C
GT3 : ~~White~~ Green HEX #009639

For LMP3 Pro and LMP3 ~~Pro/Am~~, the 3 category stickers must be in place before scrutineering. They must be affixed to each side of the car and to the front bonnet, close to the backgrounds of the numbers.

For GT3 cars, the 4 category stickers must be in place before scrutineering. They must be affixed to each side of the car, to the front bonnet and to the rear of the car, close to the backgrounds of the numbers (except for the sticker situated at the rear of the car).

5. Sticker with the Series' logo

The stickers with the Series logo will be supplied by ALMEM and must be in place before scrutineering.

Competitors cars must have three free locations measuring 20 cm (height) x 35 cm (width) for installing the stickers with the Series logo. They must be situated directly above the backgrounds of the numbers.

6. Stickers with sponsors of the Series or of the competition

If required by ALMEM, the stickers with the sponsor of the Series or of the Competition will be supplied by ALMEM and must be affixed by the Competitors to their cars before scrutineering, in place of the two stickers with the Series logo on the sides of the car.

Competitors must have three free locations measuring 10 cm (height) x 35 cm (width) for installing the stickers with the sponsor of the Series or of the Competition. They must be situated directly above the backgrounds of the numbers.

7. Scrutineering sticker

This will be affixed after pre-race scrutineering.

A car cannot take part in the Competition without this sticker

It must not be removed during the Competition and must remain visible at all times.

8. Signage affixed to the drivers' and mechanics' overalls

The Series' patches must be stitched/embroidered on the drivers' and mechanics' overalls in the respect of the FIA safety rules.

Any breach of this article may lead to sanctions imposed by the Stewards up to the disqualification of the car.

The position of the patches on the drivers' and mechanics' overalls must respect the positioning diagram below.

All the specifications are available from ALMEM upon request. Patches will not be supplied by ALMEM.

The dimensions of the embroidered patches are: 10 cm (length) x 8.5 cm (height).

DRIVER





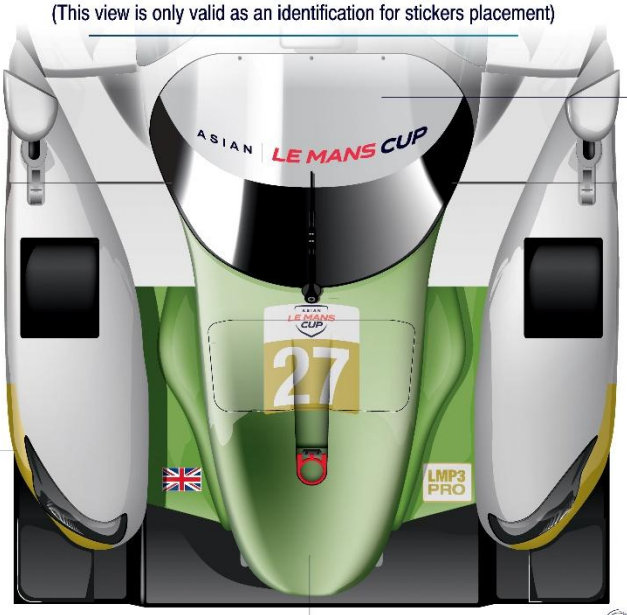
MECHANIC

9. Windscreen sticker

The Competitor must affix a sticker to the top of the windscreen before scrutineering.
This sticker is not provided by the Organisers.

ALMC LMP3 PRO FRONT DISPLAY

(This view is only valid as an identification for stickers placement)



Windshield strip :
- 1 ALMC sticker

Corners:
Yellow section
- 2 Michelin logos (min 35 cm width)

Front area:
- 1 National flag
- 1 Race number
- 1 Championship logo
- 1 Car category sticker

Mandatory to have at least 1 Michelin logo on each side of the vehicle and not only Michelin Man.

Position free on the allowed area. Must be accepted at the scrutineering.
It is not permitted to position stickers over air-intakes or on flat parts of the bodywork except country flag on the front splitter

ALMC LMP3 PRO SIDE DISPLAY

(This view is only valid as an identification for stickers placement)

central fin:
- 1 Michelin man sticker

Windshield strip :
- 1 ALMC sticker



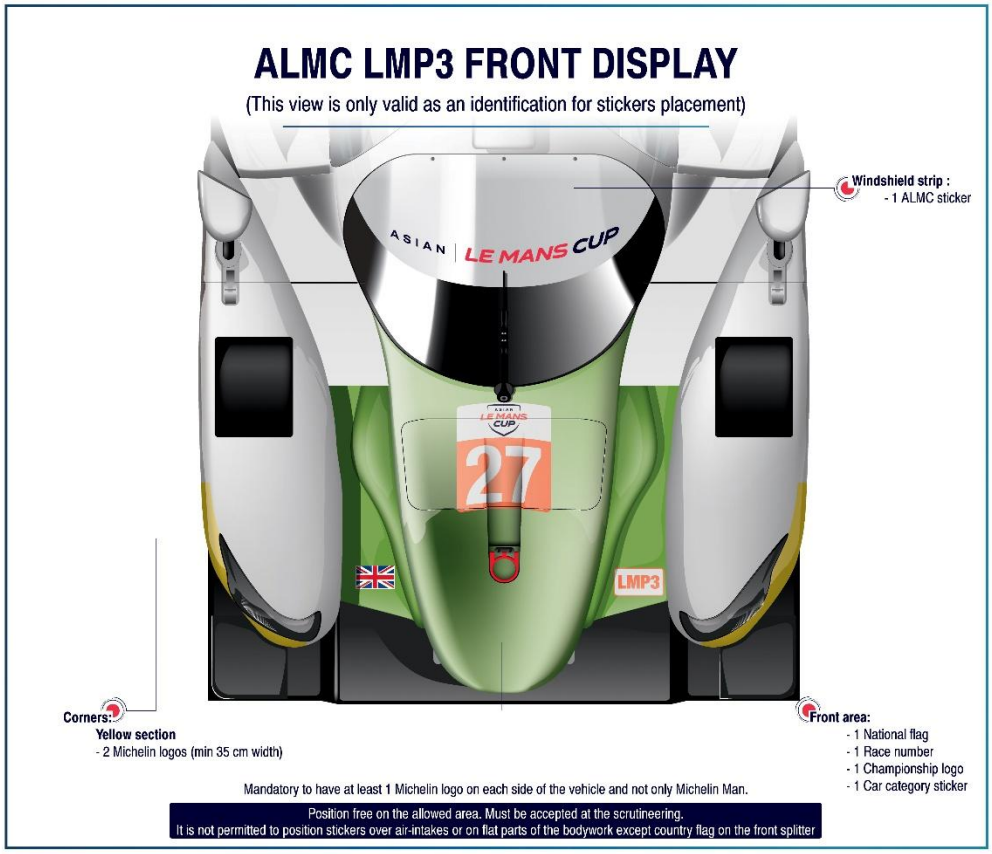
Rear corners:
Yellow section
- 2 Michelin logos (min 35 cm width)

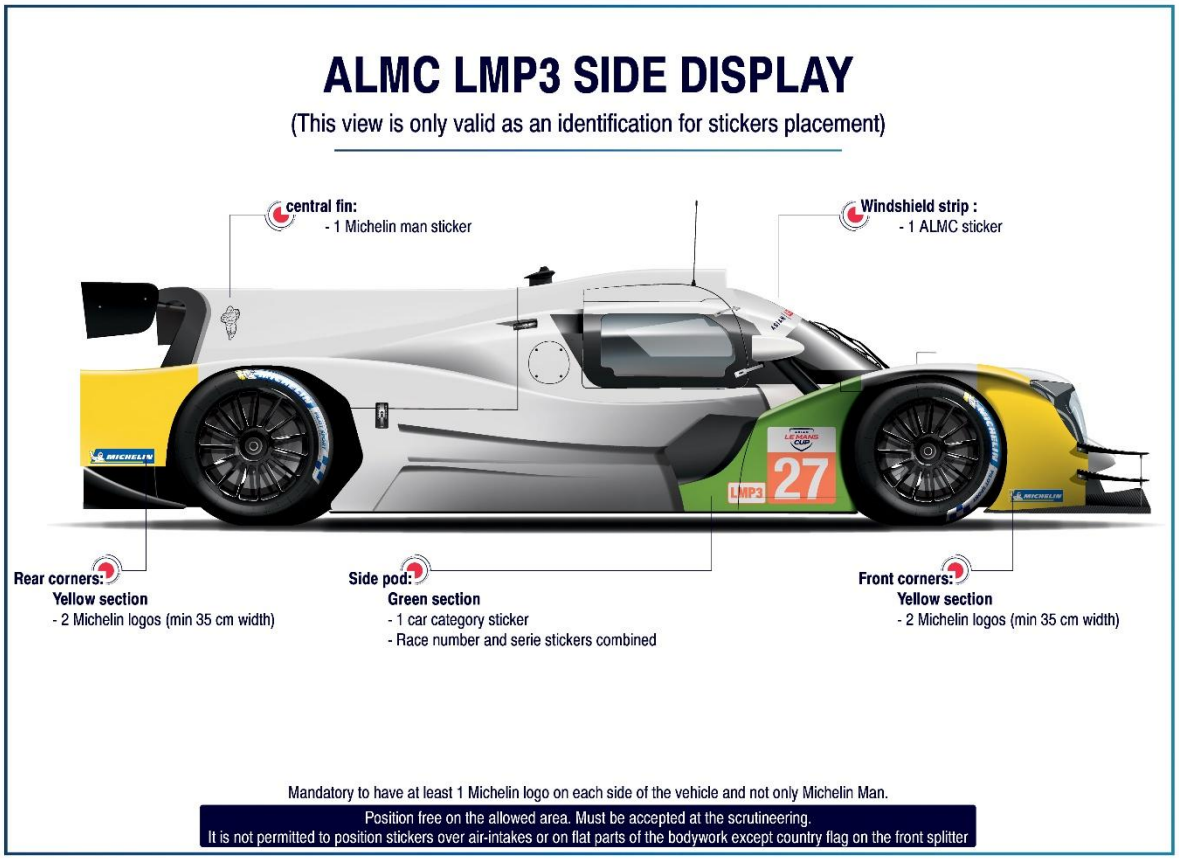
Side pod:
Green section
- 1 car category sticker
- Race number and serie stickers combined

Front corners:
Yellow section
- 2 Michelin logos (min 35 cm width)

Mandatory to have at least 1 Michelin logo on each side of the vehicle and not only Michelin Man.

Position free on the allowed area. Must be accepted at the scrutineering.
It is not permitted to position stickers over air-intakes or on flat parts of the bodywork except country flag on the front splitter


ALMC LMP3 FRONT DISPLAY
(This view is only valid as an identification for stickers placement)
Windshield strip :
- 1 ALMC sticker
ASIAN LE MANS CUP
27
LMP3
Corners:
Yellow section
- 2 Michelin logos (min 35 cm width)
Front area:
- 1 National flag
- 1 Race number
- 1 Championship logo
- 1 Car category sticker
Mandatory to have at least 1 Michelin logo on each side of the vehicle and not only Michelin Man.
Position free on the allowed area. Must be accepted at the scrutineering.
It is not permitted to position stickers over air-intakes or on flat parts of the bodywork except country flag on the front splitter


ALMC LMP3 SIDE DISPLAY
(This view is only valid as an identification for stickers placement)
central fin:
- 1 Michelin man sticker
Windshield strip :
- 1 ALMC sticker
MICHELIN
LMP3
27
Rear corners:
Yellow section
- 2 Michelin logos (min 35 cm width)
Side pod:
Green section
- 1 car category sticker
- Race number and serie stickers combined
Front corners:
Yellow section
- 2 Michelin logos (min 35 cm width)
Mandatory to have at least 1 Michelin logo on each side of the vehicle and not only Michelin Man.
Position free on the allowed area. Must be accepted at the scrutineering.
It is not permitted to position stickers over air-intakes or on flat parts of the bodywork except country flag on the front splitter

ALMC GT FRONT DISPLAY

(This view is only valid as an identification for stickers placement)

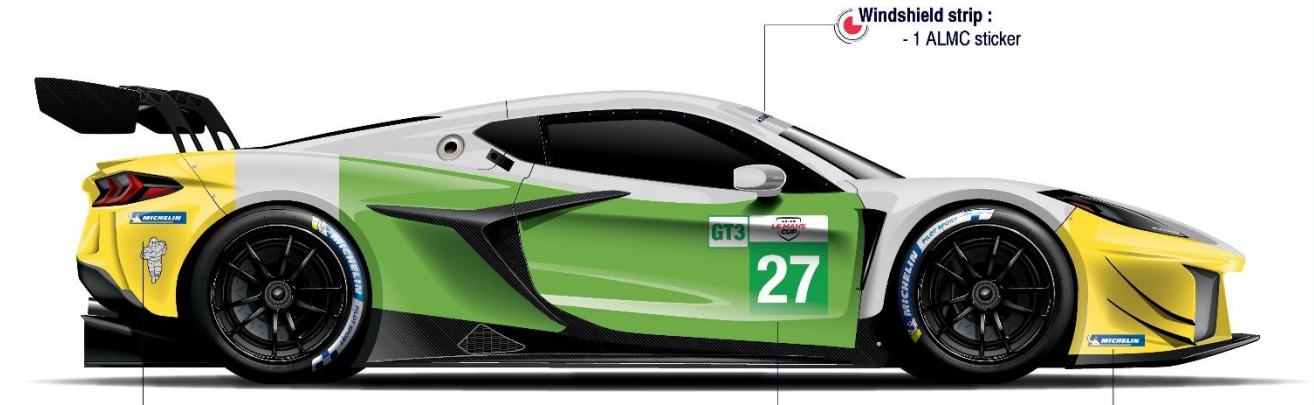


For GT cars : Race number and ALMC official stickers must be linked as this model on front and side area.

Position free on the allowed area. Must be accepted at the scrutineering.
It is not permitted to position stickers over air-intakes or on flat parts of the bodywork

ALMC GT SIDE DISPLAY

(This view is only valid as an identification for stickers placement)



Position free on the allowed area. Must be accepted at the scrutineering.
It is not permitted to position stickers over air-intakes or on flat parts of the bodywork

APPENDIX 7 : GENERAL SAFETY GUIDELINES

1. General safety recommendations

It is the obligation of the teams to complete a pit stop and operate the garage in a safe manner at all times, including but not limited to the following obligations:

- Air bottles must be firmly anchored.
- Tools that cause sparks are prohibited in the working area and garage.
- No tools may be in the working area except during an intervention.
- The use of dry ice is forbidden in the garage, in the pit lane and on the grid at any moment during a Competition.
- Installations on the signaling wall may not protrude into the pit lane or track except to signal the driver when passing. Signals may not flash.
- Must follow the instructions of the officials regarding safety. These instructions regarding safety are not subject to protest or appeal.

It is prohibited to use any system allowing the driver to give the start command while relying entirely on vehicle sensors to prevent engine starts. This includes but is not limited to “drop start” functions and “fuel coupling” strategies. The engine (ICE and any electrical motor providing torque to the axles) start command must be given by the driver once the refuelling or other operations are complete, and when safety conditions are met, in compliance with article 12.

Each competitor must be in possession, per car entered, of a minimum of three fire extinguishers (at least two of them in the garage). The minimum accepted capacity is 5 kg / 6 litres. Powder-based and C02 extinguishers are accepted, water-based extinguishers are recommended.

2. Lighting and electrical installations in the pits

The beam of the lighting must be directed down the track in the direction of the race or towards the pits so as not to be a nuisance to the drivers on the track.

Any electrical installation situated less than 3 metres from the autonomous fuel tank and the fuel lines must be spark-proof.

Only low temperature and spark-proof lamps are allowed. Halogen lamps are prohibited.

3. Equipment for maintaining the temperature of the tyres

Any equipment for warming the tyres is forbidden.

4. Air bottles

Air bottles must be firmly attached or anchored once their protective lid is removed. Protection around the valves and regulator must be permanently in place.

The conformity of the installations and the dates of validity of the air bottles may be checked at any moment.

Asian Le Mans Cup Competitors must only use their own autonomous air bottles strongly fastened on a secure, stable rack with wheels to protect them and pressure regulators from damage.

At no time, these air bottles must cross the 2,5m white line in front of the pits.
Air hoses and air guns must be removed from the working area before the engine is re-started and the car leaves the pit (penalty in case of infringement). The above must be done in full compliance with Article 12.3.

Penalty: at the Stewards' discretion.

5. Signalling area

The "signalling area" is clearly delimited, for each Competitor, on the pit wall.

The boards used for informing the drivers:

- must be sliding or pivoting.
- The background cannot be coloured (must be black, grey or white).
- The colour of the lettering inside the board is at the teams' choice but it cannot flash.
- The boards must be taken out and shown to the driver concerned only when the car is in the vicinity of the signalling area while driving past on the track.

Sunshades, parasols and umbrellas are prohibited.

6. Sign used by the car controller

In order to ensure the safe release of their car after a pit stop, Competitors are allowed to affix a mark or sign to the rear handrail on the pit wall to allow the car controller responsible for releasing the car to do so safely.

An ACO scrutineer may, at his sole discretion, have any sign removed if it is found to be dangerous or disturbing to third parties or in violation of any of the above points.

During a session, this sign cannot be replaced or removed by the team.

Any team that is dissatisfied with the positioning of another team's sign cannot touch that sign under any circumstances.

If a sign placed near a team is the cause of hindrance, the relevant team must call an official to deal with it.

7. Restrictions concerning equipment

It is prohibited to have any equipment:

- For speeding up the removal of the wheels. Only one-wheel gun or one pneumatic torque wrenches are authorised per car in the working area at any given time. A maximum of one ~~pneumatic~~ wheel gun can be used during a wheel change to change the tyres.
- For warming the tyres and/or keeping them at constant temperature in the working area, in the garage and on the starting grid. (see Article 12.1.2) Penalty in case of infringement: at the Stewards' discretion.

- Which is operated using an external power source (electrical, pneumatic, etc.), with the exception of the wheel gun and the air-jack coupling. In case of airjack failure, a ACO approved airbag can be used to lift the car.

- Tools with internal power source are authorised but must be operated at any moment by a person wearing the appropriate armband and cannot be left unattended.

APPENDIX 8 : FUEL RELATED PROCEDURES

1. Fuel supply

Only the fuel designated for each category and provided by the Organiser must be used by all the Competitors during the Competitions. The specifications may be provided on request to the Organiser.

2. Installations

Concerning the installations: refer to the applicable Technical Regulations.

3. Quantity, handling and storage

The official fuel supplier will always deliver the fuel in drums for all Competitions.
All Competitors must exclusively use the fuel supplied by the official fuel supplier.

The maximum quantity of stock fuel authorised per car in each garage and/or under each Competitor's awning is 200 litres.

The use of overflow bottles is forbidden only in the pits or around the pits. Therefore, it is possible to use them when the cars will be in the paddock under their awnings.
At any moment, the fuel handling must be done in respect with the safety regulations related.

4. Safety

All fuel manipulations must be done respecting the regulations (extinguisher, overalls, balaclava, goggles, gloves, shoes, underwear, etc.).

5. Fuel sample

If a fuel sample is required, it should be taken by collecting fuel directly using the fuel line that goes out of the chassis, as per the relevant Technical Regulations.

6. Procedure

Before the start of the race during the assembly area procedure, until 4 minutes before access to the pit lane, fuel samples may be requested by the technical delegate.

To provide these samples competitors must:

- Be on time in the assembly area,
- Have mechanics wearing their overalls, equipped with tools required to remove the engine cover,
- Have a clean, transparent hose to connect to the quick disconnect before the fuel rail.

The fuel thus collected (0.4L maximum) will not give rise to the possibility of refilling the fuel tank before the start of the race.

7. Safety and obligation during refuelling and fuel operations

7.1 General authorisations and obligations

During refuelling, from the painted line in front of the pit shutter:

The driver may remain on board the car.

The car is grounded electrically and with equipotential between the refuelling equipment before and during the connection of the filling and venting couplings.

At any moment, the fuel operations must be done in a safe way, with the safety equipment.

Penalty: at the Stewards' discretion.

7.2 Where refuelling is allowed

Only during the race, refuelling is authorised at the beginning of a pit stop and exclusively in the "stopping area".

Except for the race, during the other sessions, refuelling is not allowed.
During all others refuelling operation must be carried, in the paddock only in the respective competitor area.

Penalty: at the Stewards' discretion.

7.3 Presence of electronic devices during refuelling

Laptops or any other electronic apparatus are prohibited in the working area during refuelling and wheel changes.

Penalty: at the Stewards' discretion.

APPENDIX 9: COMMERCIAL COMMITMENTS OF THE COMPETITORS

1. Set-up in the paddock and in the pits

1.1 Presence of animals, age limit in the pit lane

Animals are prohibited in and behind the pits, in all the paddock areas, on the track and in all areas reserved for spectators. Only animals used by the Organiser for controls and security are allowed.

Children under the age of 16 are not allowed in the pit lane, except during the period reserved for the pit walk.

1.2 Entry to the paddock

ALMEM alone is competent to assign the pits and the places in the paddock.

The Competitors may enter the circuit and set up in the pits at the latest on the Thursday preceding the Competition.

ALMEM may define the order in which the Competitors enter the circuit. The Competitors must conform to it and respect it.

1.3 Size of truck assemblies admitted

No truck assembly (tractor + trailer) may exceed an overall length of 19 metres on pain of being denied entry to the circuit.

1.4 Installation of radio connections*

Radio connections between the pits and the cars are authorised, provided that the antennae are situated on the roof of the truck parked in the dedicated paddock area, unless there is an exceptional configuration determined by the Organiser.

1.5 Conformity of the radio connections*

The materials used must be in conformity with the prescriptions of the local Telecommunications Administration (frequencies, broadcasting power, etc.) and will be installed only after the necessary authorisations have been obtained from that Administration. A copy of these authorisations is required by the Organiser or its appointed official supplier before the installation of the antennae.

**Any infringement of Articles 1.4 and 1.5 will result in the dismantling of the installations at the Competitor's expense and the temporary banning of any radio connection, with the exception of the Race Control radio.*

1.6 Dismantling of the installations

The dismantling of the installations and the evacuation of the equipment must be completed by 6 AM at the latest on the day following the last day of the Competition, unless otherwise stated by ALMEM. Failing that, the sum of €1,000 for each day exceeding that deadline will be withheld on the deposit.

1.7 Conformity of the competitor's installation in terms of safety

All installations in the Paddock and in the pits must satisfy the safety standards and form the subject of a report by the control bureau.

1.8 Paddock space

There is no paddock space for a team catering included in the entry fee.

Space allocated in the paddock for the lorry and awning is reserved for work and/or storage. Unless expressly authorized by the Organiser, this space can in no way be used for team catering.

The teams are free to reserve an additional paddock space, within the limit of the number of places available, through the paddock form.

The prize for an exclusive team catering paddock space is 25€/m^2. The price for a shared team catering between several teams is 40€/m^2.
The price for commercial activities is 50€/m^2.

2. ALMEM's prescriptions for the arrangement of the pits

2.1 Rules on the allocation of the pits

ALMEM will indicate to Competitors which pit they have been allocated.

ALMS competitors will be asked to maintain at the disposal of Asian Le Mans Cup competitors a space of 2 meters long across the width of the pit behind the pit shutter in front of their garage during free practices, qualifying and Asian Le Mans Cup race.

Competitors may put in this area the material they need to intervene on the car. However, this material must be limited to the equipment required for short interventions.

Should longer interventions necessary during the race, competitor must apply the provisions of Article 12.2.5 of the sporting Regulations.

On the other hand, depending on health conditions, Asian Le Mans Cup competitors, will be allowed during their sessions to cross the garage of ALMS competitors to bring equipment / tools / tyres.

2.2 Refuelling

For safety reasons, in order to limit the number of refuelling rigs in the pit lane, ALMS Competitors will make available a refuelling equipment to Asian Le Mans Cup Competitors.

At all times, the refuelling rig belonging to an ALMS Competitor must be compliant with the Technical Regulations applicable to the car this ALMS Competitor is entering in ALMS.

Refuelling is not allowed during the practice sessions, so, this arrangement will be made only for the race (1 single refuelling) under the following conditions:

This service will be invoiced by the ALMS Competitor to the Asian Le Mans Cup Competitor at a maximum price of 700€ (including equipment and staff) per Competition,

A deposit will be charged by ALMEM to cover possible damages to the refuelling system (3000 €).

This service will include the provision of equipment during the race and one or two team members from the ALMS Competitor to ensure the proper use of the refuelling rig. With the aim of reducing costs, if agreed between the two parties, it will be possible to get the help of the refuellers of the ALMS affiliated competitor.

The Asian Le Mans Cup Competitor must pick up the fuel for the race and deliver it to the ALMS Competitor in sealed drums.

If possible, the Asian Le Mans Cup Competitor will be paired with the same ALMS Competitor throughout the season.

A preliminary investigation will be carried out to identify the types of couplers and connectors used by both ALMS and Asian Le Mans Cup Competitors to avoid replacing the filling hoses. Should the couplers not be identical, the Asian Le Mans Cup Competitor must provide hoses with appropriate connectors to connect to the autonomous tank. This equipment will be checked and tested during scrutineering.

A minimum refuelling time will be defined for the race to offset possible differences of fuel restrictor diameter and guarantee that refuelling operations are performed without haste.

2.3 Decoration

Any Competitor is obliged to decorate his dedicate area in accordance with the ALMEM's recommendations. Any alteration requiring drilling, welding or modifications to the pit garage requires prior written agreement from ALMEM.

Any decoration of the installations and the floor is prohibited.

The fitting of carpeting or any other decoration is allowed if it is done using non-flammable materials, and if written authorisation from ALMEM has been obtained.

3. Competitors' media obligations

3.1 Autograph session

If an autograph session is organised by ALMEM, all the drivers must be present for the whole of the autograph session. The Team Managers are responsible for seeing to it that their drivers comply with these obligations.

Fine: may go as high as €500 per absent driver, at the Stewards' discretion.

3.2 Rules for the grid walk

During each Competition, ALMEM will have the possibility, at its sole discretion, of organising a "grid walk" during which any person with the valid accreditation will have the right to circulate on the starting grid.

During the "grid walk", the entire bodywork of the car(s) must remain uncovered.

In case of very high temperatures, the placing of a windscreen blanket will be allowed as long as the blanket size does not exceed that of the windows and roof.

3.3 Podium, trophies and cups

The podium ceremony is mandatory for the top three crews in the general classification and in each category. The Competitors and drivers undertake to comply with the instructions that they will be given concerning the podium ceremony. Any infringement will result in penalties at the Stewards' discretion.

Prize-giving ceremony:
Place: on the podium, immediately after the finish.
Mandatory presence of the full crews classified 1st, 2nd and 3rd of each category as well as the Team Manager of each category's winner.

Penalty: at the Stewards' discretion.

3.4 After the qualifying session

Immediately after the end of the qualifying the driver in pole position in each category must take part in the Press Conference. Only the driver taking part in qualifying needs to attend.

Place: Press Room

The Team Managers are responsible for seeing to it that their drivers fulfil these obligations.

Penalty: €1,000 if a driver is late or absent.

3.5 At the finish

Immediately after the podium ceremony and according to the officials' instructions, the drivers and the Team Managers of the cars classified 1st in each Category must take part:

In the interviews;
In the winners' Press Conference.

Place: Press Room.

The Team Managers are responsible for ensuring that their drivers fulfil these obligations.

Penalty: at the Stewards' discretion.

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