



CHINA GT CHAMPIONSHIP

2025

REGULATIONS

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1. ORGANISATION

The China GT Championship (“the Championship”, “the Series”) is a championship organized by Top Speed Sports Events LS Limited (“the Organizer”), approved by Federation of Automobile and Motorcycle Sports of the People’s Republic of China (“CAMF”) and listed in CAMF Annual Racing Calendar. The Series shall be held under the rules, regulations and bulletins mentioned as below under Article 2.1.

2. GENERAL UNDERTAKING

2.1 The following Regulations shall apply in the Series:

- a. The FIA International Sporting Code including Appendixes (“the Code”) including those clauses of the Circuit General Prescriptions that are not contrary to these Regulation;
- b. The National Sporting Regulations (“the NSR”) issued by the ASN;
- c. These Sporting and Technical Regulations of the China GT Championship (“these Regulations”);
- d. Article 257A of the FIA International Sporting Code Appendix J for GT3 cars;
- e. The technical and safety regulations under the FIA International Sporting Code Appendix J related to the separate eligible group cars joining in the Series;
- f. The Sporting and Technical Bulletins issued by the Officials (listed in Article 3);
- g. The Supplementary Regulations (“SR”) of the individual Events.

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

2.3 All drivers, Competitors and Officials participating in the Series undertake, on behalf of themselves, their employees and their agents, to observe all the provisions as supplemented or amended of the Code, the Technical Regulations, Bulletins and Clarifications from the Series Notice Board issued during the season, and the present Sporting Regulations.

2.4 Each Competitor confirms their acceptance to abide by these legal provisions with their signatures on the Registration Form and/or Event entry form. It is the Competitor’s responsibility to ensure that all persons concerned with their entry observe, accept and undertake to respect all the requirements of all of the documents listed in Article 2.1.

3. OFFICIALS

3.1 The following Officials shall be nominated for each Event by the Organizer and ASN:

- a. A Series Manager (Coordinator);
- b. A Race Director;
- c. A Steward, the Chairman of the panel of Stewards;
- d. A Technical Delegate;

3.2 The local Event Organizer will nominate the following Official:

- a. Two Stewards of the meeting;
- b. A Clerk of the Course;
- c. A Secretary of the Event;
- d. A Secretary of the Stewards;

- e. A Chief Medical Officer and a team of suitably qualified medical staff;
 - f. A Safety Car driver with a Safety Car Observer;
 - g. A Starter;
 - h. Judges of Fact;
 - i. Timekeepers;
 - j. Safety Scrutineers;
 - k. All other Official required for the smooth running of the Event.
- 3.3 The Clerk of the Course shall operate in permanent consultation with the Race Director. The Race Director shall have authority over the Clerk of the Course, who shall not issue any orders without the consent of the Race Director in the following areas:
- a. Controlling a Practice session, Qualifying session and Races, adherence to the timetable and, if deemed necessary, any requests made to the Stewards to modify the timetable in accordance with the provisions of the Code and these Regulations
 - b. Stopping a car in accordance with the provisions of the Code and these Regulations.
 - c. Stopping a Practice Session or Qualifying Session or suspending a Race in accordance with these Regulations, if deemed necessary for safety reasons, and the restart procedure after a suspension
 - d. The Starting procedure.
 - e. Use of the Safety Car.
- 3.4 The Race Director must be in contact (in person or by radio) with the Clerk of the Course and the Chairman of the Stewards at all times when cars are permitted to run on the Track. Furthermore, the Clerk of the Course must be in the Race Control room and in radio contact with all marshal' posts at all times when cars are permitted to run on the Track.

4. INSURANCE

- 4.1 An insurance policy covering third-party civil liability must be taken by the owner of the organizing permit ("Event Organizer") in accordance with the national laws and as required by the ASN.
- 4.2 Third party insurance arranged by the Organizer shall be in addition and without prejudice to any personal insurance policy held by a Driver or any other participant in the Competition. Drivers and Competitors taking part in the Events are not third parties with respect to one another.
- 4.3 Competitors and drivers should make their own arrangements with regards to personal accident insurance following rules and requested insurance coverage from the CAMF, and be prepared with the related documents to be checked by the organizer.

5. EVENTS & RACES

- 5.1 The Series will be contested over 8 Races at 4 Events. The Organizer reserves the right to amend this Regulation. Any such amendment will be advised by Bulletin.
- 5.2 The list of Events is as follow:

Date	Venue	Circuit	Race
April 25-27, 2025	Shanghai, China	Shanghai International Circuit	1 & 2
May 16-18, 2025	Shanghai, China	Shanghai International Circuit	3 & 4
June 20-22, 2025	Tianjin, China	V1 Tianjin International Circuit	5 & 6
September 19-21, 2025	Shanghai, China or Zhuhai, China	Shanghai International Circuit or Zhuhai International Circuit	7 & 8

The Organizer reserves the right to change the dates of the scheduled Events and the circuits where Events take place.

Race duration is 55 minutes plus 1 lap.

This duration/procedure may be amended via Event Bulletin if necessary, to comply with the requirements of an Event Organizer; any amendment will be included in the relevant Event Bulletin and Briefing (Article 16).

6. ELIGIBLE DRIVERS

- 6.1 Drivers must be at least 16 years of age, be registered for the Series and must be in possession of:
- a valid circuit competition racing license of grade National A, National B, International B or International C, issued by CAMF; or equivalent grade license issued by HKAA, AAMC or CTMSA, with start permission authorization issued from these ASNs; or
 - a valid circuit competition racing license of equivalent grade to above Art.6.1a issued by another ASN affiliated to the FIA, the driver may join the race at the discretion of organizer, under certain restrictions; and
 - a Medical Certificate of Aptitude (if not stated on the license); and
 - a start permission of a foreign entry from the ASN who issued the license to the Driver.

6.2 Drivers' Categorisation:

- AM: As per Article 6.3;
- AM Plus: As per Article 6.4;
- PRO: Silver, Gold or Platinum, as per FIA drivers categorisation.

Each car need to be registered with at least one AM+ or AM driver.

* The organizer reserves the rights to confirm the final categorisation.

6.3 Definition of AM driver

In principle an AM driver is a driver that respect the following criteria:

- Categorized as BRONZE driver according to FIA rules for driver's categorization
- OR
- Drivers not yet categorized or categorized as SILVER if respecting all the following criteria:
 - o He/she is a self-funded driver (not a professional or paid to race)
 - o His/her performance is within a timing range consistent with other AM drivers
 - o His/her is not a manufacture supported driver
 - o He/she is considered a driver who is adjudged by the Series Organizer to be competing in the true "amateur" spirit.

* The organizer reserves the rights to confirm the final categorization

6.4 Definition of AM Plus driver

- Drivers who in the opinion of the organizer should be downgraded from the FIA Silver class. The downgrade might be justified by the level of performance, age and/or spirit of racing that, in the opinion of the Organizer is not matching with the definition of Silver driver and it is closer to the definition of Amateur driver.
- Drivers who are categorized as Bronze but that have accumulated an important International racing experience or who, in the opinion of the organizer, have a level of performance significantly faster than the average Amateur (Bronze) driver.

*The organizer reserves the right to confirm the final categorization.

6.5 The AM and AM+ drivers will have the same value on the composition of the Team line up, however the two classes will carry different time handicaps. Drivers' pit stop handicap time for each driver category will be as follow:

AM: 0 second;

AM+: 5 seconds;

SILVER: 10 seconds;

GOLD / PLATINUM: 15 seconds;

SINGLE DRIVER (only for SILVER/GOLD/PLATINUM driver): additional 5 seconds added to his driver category pit stop handicap time.

If necessary, the Organizer may amend the drivers' pit stop handicap time and announce through Bulletins.

6.6 Each car entered in the Event should be registered with one or two drivers. A driver can only compete in one car during the Event. Before the conclusion of the Sporting Checks, the Competitor must present the Stewards of the Meeting / Organiser with the names of the Drivers who shall be taking part in each Session of the Qualifying. In case of two drivers for the same car, each Driver must take part in only one of the two Qualifying sessions.

Qualifying 1 results will set the Grid for the first Race, the Driver designated by the Competitor to take part in Qualifying 1 shall be the first driver in the first race.

Qualifying 2 results will set the Grid for the second Race, the Driver designated by the Competitor to take part in Qualifying 2 shall be the first driver in the second race.

7. ELIGIBLE CARS

7.1 The Series will include four categories of cars:

- a. Cars under GT2 specification – GT2 Class
- b. Cars under GT3 specification – GT3 Class
- c. Cars under GT4 specification – GTS Class
- d. Cars under GTC specification – GTC Class

Only cars which comply with the FIA homologation, Technical Regulations and the technical and safety regulations under the FIA ISC Appendix J relevant to their category, and any amendments to the Technical Regulations issued from time to time by way of a Bulletin, and that have passed

Preliminary Scrutineering are eligible to compete in the Series. The cars must comply with latest Technical Regulation/Information, Technical Manual and Spareparts Catalogue issued from respective manufacturers/series in which the cars were designed to race in. All parts reported in the Spareparts Catalogue related to a specific car, unless marked as optional, have to be present in the car at any time during the event.

GT Cup Cars built by manufacturers specifically for one make race categories such as Lamborghini Super Trofeo, Ferrari Challenge, Maserati Trofeo, Renault Megane Trophy Endurance, Porsche Carrera Cup and Audi R8 LMS Cup (only those chassis numbers identified by Audi as Cup cars and listed in the related documents are eligible).

As general guidance GT Cup cars will run in the specification described in the technical regulations for the series in which the cars race in. Notwithstanding this, the Committee may authorise modifications to the Series specification where safety or ability to undertake the Competition is in doubt. Any authorised modification will be published in an ASR or Bulletin prior to the start of the Event.

With the goal of equitable competition in the GT Cup category the Committee is further authorised to adjust the Balance of Performance ("BOP") of Car types.

- 7.2 Competitors must ensure that their car(s) comply with the conditions of eligibility and safety throughout the Events. Cars must be clean, in good order, of smart appearance.
- 7.3 Once a car has passed Preliminary Scrutineering no spare/replacement car is authorized without the consent of all Competitors and approval from stewards of meeting. For the purpose of this Regulation a chassis is considered to be a car.

8. THE TITLES

- 8.1. The titles of "China GT Championship Driver Champion 2025" for GT2, GT3, GTS, GTC classes and for drivers' category will be awarded to the drivers who have scored the highest number of points in each of the class and driver category classifications.
- 8.2. The title of "China GT Championship Team Champion 2025" will be awarded to the competitor which has scored the highest number of points in team classification.
Team points will be given by adding two of the highest scoring entrants' points in each of the classes (GT2, GT3, GTS and GTC classes) from each team. Provided that they are listed as classified finishers in the final official classification as per format of points scoring for the drivers' classification, Teams shall count their result from the total number of races.

9. POINTS

- 9.1 Points are awarded after each race, overall and for each Class, according to the following scale:

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

- 9.2 If a race is suspended under Article 39 and cannot resumed:
- a. No points will be awarded to the Competitors or driver crews if less than two (2) laps have been

completed by the leader.

- b. Half points will be awarded if two (2) or more laps have been completed by the leader, but less than 75% of the original race duration, on condition that at least two full laps have been completed by the leader with no safety car procedure in operation.
- c. Full points will be awarded if the leader has completed more than 75% of the original race duration.

Points will be awarded equally to all drivers. The above-mentioned conditions will be based on the number of laps as shown on the published results as the basis for the final classification.

9.3 Dead Heats

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

- a. The holder of the greatest number of first places,
- b. If the number of first places is the same, the holder of the greatest number of second places,
- c. 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.
- d. If the above-mentioned procedure fails to separate two or more drivers, then whoever finishes ahead in the final race of the respective season will be deemed to have finished ahead of the other in the Series.

10. COMPETITORS APPLICATIONS

10.1 Applications to compete in the Series must be submitted to the Organizer by using the entry form available from the Organizer and accompanied by the entry fee as specified below. Applications at other times will only be considered if a place is available and on payment of a late entry fee to be fixed by the Organizer. The Organizer will notify the applicant of the result of the application within thirty days of its receipt.

10.2 Applications shall include:

- a. Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Series, to observe them.
- b. The name of the team.
- c. The physical address of the competitor corresponding to his license.
- d. Copies of the license for both, driver and competitor as well as copies of the related documents according to Article 6.1.
- e. The names of the drivers.

10.3 All applications will be studied by the Organizer and accepted or rejected at its absolute discretion. The Organizer will publish the list of cars and drivers accepted together with their race numbers, having first notified unsuccessful applicants as set out in Article 10.1. Out-of-time applications will be considered separately.

10.4 The Organizer may cancel the Series if less than 12 cars are entered for it by the closing date for entries.

10.5 Any driver entered in the Series and who is unable to take part in an Event must inform the Organizer in writing before the end of initial scrutineering of the Event in question.

11. ENTRY FEES

11.1 The entry fee of the full season or a single Event will be set by the Organizer.

The entry fee is fully inclusive of:

- a. Entry to the event;
- b. Official Sessions (Official practice, Qualifying and Races);
- c. Use of Pit garage;
- d. Four (4) hospitality tickets.

11.2 Any entry request shall not be considered without the payment of the corresponding fees.

11.3 Payment must be made by TT (Telegraphic Transfer) to the Organizer. Bank account details can be obtained upon request.

11.4 Any Registration Fee is strictly non-refundable.

12. ADVERTISING

12.1 The following types of sponsorship, signage, logos or displays, which promote, endorse, advertise, support or oppose, either implicitly or explicitly (in the sole discretion of the Organizer) the causes, subjects, ideas or products below are prohibited from being presented on any area (including but not limited to: Competitor clothing, cars, literature distributed at the Events, signs, banners, flags, advertisements, websites, social media or other public displays):

- Tobacco and tobacco products;
- Pornography;
- Gambling;
- Politics;
- Religion.

12.2 Any advertising relating to a business in competition with a Series Sponsor or Series Partner and/or a brand or products that are in competition with those of the Series Partners and their affiliated companies and those of the Event Organizer and their sponsors and the sponsors of individual Events are prohibited from being presented on any area (including but not limited to: Competitor clothing, cars, literature distributed at the Events, signs, banners, flags, advertisements, websites, social media or other public displays) without the explicit authorization of the Organizer.

The private sponsors of each Competitor and/or Driver and the design layout of how they will appear on the car must be approved in advance by the Organizer and must not contravene the advertising regulations of the FIA or these Regulations. The Organizer may refuse to approve any sponsor that they consider, at their absolute discretion, is a direct competitor of a Series Sponsor or Series Partner or their affiliated companies. Competitors and Drivers must send their list of private sponsors for approval, a minimum of seven days before an Official Test or Event in which the

sponsorship is intended to be used, to chinagt@cgt.top.

- 12.3 The Organizer will require each Competitor to affix the Series logo and/or the logo of the Series Partners in the form of decals to designated areas on cars. The Organizer will determine the composition and position of these decals and these may not be altered in any way by the Competitor and may not be obscured. They must remain in position throughout each Event and Official Test. The correct attachment of decals may be checked at scrutineering and during Parc Fermé procedures.

The appearance of the official sponsor areas shown in Official Documents of Sticker Guide, must not be modified in any way but may be changed at any time at the discretion of the Organizer. Areas that are not shown as official sponsor areas are available to the Competitor free of charge. Private sponsors must not be placed on the official sponsor areas, nor must official sponsors be removed or obscured from the official sponsor areas for Events, Official Tests, exhibitions, photographs or video material. The areas upon which official sponsors logos are applied must be single colored. The contrast of the official sponsors' logos with the background color of the car must be assured.

- 12.4 In the case of any non-compliance with Regulation Article 12.2 & 12.3, the Stewards (at an Event) or the Organizer (outside of an Event) will exclude the Competitor or Driver individually from further participation in the Series until the situation has been remedied to their satisfaction.

Any serious breach or repeat of such conduct during the course of the season may be reported to the Stewards for their consideration of a penalty.

13. CAR AND DRIVER'S EQUIPMENT LIVERY

- 13.1 Each car must carry the race number of its driver as published by the Organizer. The number panel, if supplied, may not be modified without approval of the Organizer and must be placed on the designated positions which must be left clear of other identification (unless specifically provided by the ASN).
- 13.2 Every competitor must display the name of the driver and his national flag in the prescribed location and or on the driver's helmet. These must be clearly legible.
- 13.3 Each car and each driver's overall must be fitted according to the Appendix L of ISC. The Official Series and sponsors patches provided by the Organizer should be stitched or embroidered on drivers overall.

14. PASSES

- 14.1 No pass may be issued or used other than with the agreement of the Organizer. A pass may be used only by the person and for the purpose for which it was issued.
- 14.2 Organizer will provide 6 Pit Lane passes and corresponding driver passes for each entrant, the passes are used for drivers and team personnel during the Event. If competitor need extra passes, an application form provided by organizer need to be completed and send to chinagt@cgt.top.

Organizer reserve the right to reject any extra pass application.

15. ADMINISTRATION & INSTRUCTIONS/COMMUNICATIONS TO COMPETITORS

15.1 The following documents must be presented by the Competitor for checking at Sign-on at all Events and all Official Session:

- Competition Racing License of the Driver;
- Medical Certificate of Aptitude (this may be included within the license of the Driver);
- Start permission of a foreign entry from the ASN who issued the license of the Driver (this may be included within the License of the Driver);
- Competitor License;
- Signed parental authority for the Driver to participate if the Driver is under 18 years of age.

Unless duly authorized by the Stewards (or the Series Manager in the case of an unofficial Session) no Competitor shall take part in any official sessions on the Track without having met all of the requirements of the Sign-on process.

15.2 Unless duly authorized to do so by the Stewards, Competitors that did not complete the Sign-on process and Preliminary Scrutineering on time will not be authorized to take part in the Event.

Any failure to observe the timetable for Sign-on and Preliminary Scrutineering may result in the issuing of a Fine up to RMB 5,000.

Any request for late Sign-on and/or Preliminary Scrutineering must be sent to the Stewards, who will accept or refuse the request, depending on the validity of the reason for the delay. The amount of the Fine can be increased at the discretion of the Stewards if further breaches are observed during the Series. In the case of persistent offenders, the Stewards may exclude the Competitor or Driver from the Event.

15.3 The stewards or race director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.

15.4 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.

15.5 Any decision or communication concerning a particular competitor should be given to the competitor and/or their team within thirty (30) minutes of such decision, and receipt must be acknowledged.

15.6 Official instructions and communications to competitors may also be given via a dedicated radio channel or through the timekeeping screens.

15.7 Each Competitor/Driver must remain available and easily contactable at an Event until any Protest and/or Appeal period relating to the Series has elapsed, failing which, any judicial action against or relating to that Competitor and/or Driver may be heard in their absence.

16. BRIEFINGS

A Briefing by the Race Director and/or the Clerk of the Course will take place in the location and at the time allocated for this purpose and advised to Competitors by Bulletin. Attendance at this Briefing is mandatory for all Drivers and a representative of the Competitor, who must be present throughout the Briefing and must sign the attendance register. The door of the briefing room will be closed when the Briefing starts and any late arrivals will be reported to stewards. Late or absence may be subject to a Fine up to RMB 2,500. Any repeat of such conduct during the course of the season will be reported to the Stewards for their consideration of a different penalty.

17. SCRUTINEERING

17.1 Preliminary Scrutineering

Each Competitor must present their car and mandatory Driver safety equipment at times specified in the Event Bulletin and/or at the request of the Technical Delegate. The car must be submitted as it is to be used in competition and must comply with the Technical Regulations. The presentation of a car for Preliminary Scrutineering will be deemed to represent an implicit statement of eligibility.

No car is authorized to take part in Qualifying or Race until it has been passed by the Scrutineers and without the agreement of the Stewards, who will make sure that all requirements of Sign-on and Preliminary Scrutineering have been satisfied.

17.2 Event Scrutineering

17.2.1 The Organizer will appoint one Technical Delegate responsible for the scrutineering of the cars for Events that make up the Series. The Technical Delegate will have full authority over the national scrutineers.

Competitors must comply with the directives of the Technical Delegate and/or the Safety Scrutineers in respect of scrutineering, of re-scrutineering and of follow-up checks during and/or after an Event.

The Technical Delegate will have access to various measurement tools (for checking camber, height, wing shape etc.). When used these will provide the reference measurement which will be used in any judicial action. No other measurement will take precedence over the reference measurement.

17.2.2 The Stewards authorize the Technical Delegate to conduct the following operations and checks:

- a. Check the eligibility of a car and/or of a Competitor at any time during an Event.
- b. Require a car to be dismantled by the Competitor to make sure that the conditions of eligibility or compliance are fully satisfied.
- c. Request the Competitor to provide any samples or parts that they deem necessary.
- d. Refuse a car on the grounds of safety.

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

17.2.3 Immediately after each Qualifying session and Race the cars must proceed directly to the designated Parc Fermé area for scrutineering. Parc Fermé regulations will apply in the area between the Finish Line and the Parc Fermé entrance and come into effect when the Chequered Flag is shown at the Finish Line. If a car is being worked on in the Pit Lane at this point then all work on the car must immediately cease and the Driver must obey the instructions given by the officials to move the car directly to Parc Fermé. Unless otherwise authorized by the Stewards, failure to immediately comply with Parc Fermé regulations after a Qualifying Session may result in the qualifying times for that car being deleted, and after a Race may result in exclusion of that car from the results.

17.2.4 In Parc Fermé, each Driver must leave their car in neutral and ensure that the steering wheel is reattached to the steering column.

17.2.5 Competitors are only allowed into the areas subject to Parc Fermé conditions at the invitation of the Technical Delegate. Should unauthorized persons be present in these areas, they render their associated car(s) liable to exclusion from the Qualifying session or Race.

Unless any other arrangements are fixed by the Stewards, all cars will remain under Parc Fermé regulations until released by the Technical Delegate. Any cars removed from Parc Fermé before the Technical Delegate has released them may be excluded from the results of that Qualifying session or Race.

17.2.6 In accordance with instructions from the Stewards, the Technical Delegate may request and retain one or more parts from the car in order to check its eligibility. They may also label any part of the car. In this case, the Competitor or his representative must not replace the part until authorized to do so by the Technical Delegate.

The removed part(s) will be duly labelled and packaged in the presence of the Competitor or his representative, who will receive a copy of the sealing certificate and a description of the identifications. The Competitor or his representative may attach a marking to the removed part(s).

No protests or appeals can be made about the origin of the removed part(s). Any removed part(s) that are declared ineligible will be retained by the Organizer. Removed parts that are declared eligible may be returned to the car and/or replaced by the Organizer with new parts at their discretion.

If having been invited the Competitor or his appointed representative is absent during this procedure and these operations, then no protests or appeals regarding the checks made on the part(s) will be accepted.

17.2.7 Any Competitor whose car is the subject of a protest or is retained for routine checks at the end of the Qualifying session or at the end of any Race, when not the final Race at that Event, must not oppose the placing of seals on those parts of the car to be checked in such a way that the inspection procedure is able to take place at the end of the final Race of the Event. In this case, the Competitor

understands and accepts that any exclusion would apply to the car not only in the respective Qualifying session/Race but also from the time of sealing until the time of checking, unless the incriminated part(s) were replaced with the prior permission of the Technical Delegate and under their supervision or that of a nominated representative.

17.2.8 Competitors undertake to refrain from claiming financial recompense for these routine inspections and dismantling, even when the car is found to be eligible.

17.2.9 Any car involved in an accident after Preliminary Scrutineering must be represented to the Technical Delegate for further examination. The Race Director and/or the Stewards and/or the Scrutineers may require that any car involved in an accident be stopped and checked.

17.2.10 Cars may not be removed from the allocated area in the paddock/pit during an Event between Preliminary Scrutineering and the end of the Event (that is after the lifting of Parc Fermé conditions after the final Race) except for the purpose of competing in the official sessions comprising the Event, at the direct request of the Organizer and/or with the prior written permission of the Stewards.

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

18. BALANCE OF PERFORMANCE

The Organizer will issue the related Bulletins before or during an event to communicate the BOP information for each event.

19. TIRES AND TIRE LIMITATION DURING THE EVENT

19.1 Only tires purchased from the official tire supplier on location or from the organizer may be used for official sessions (unless specifically mentioned in below articles).

19.2 Any modification or treatment including cutting, grooving, the application of water, solvents or softeners, the use of heat retaining (and/or cooling) devices or pre-heating/cooling is prohibited. This applies to both wet and dry tires.

In order to ensure that tires have not been treated or modified samples may be taken from the tire tread for analysis and comparison with a tire taken directly from the supplier's stock. The sampling procedures will follow those for fuel sampling, see Article 20.7 for details.

19.3 Paid Practice and Practice Sessions

a. For Round 1 or a new entrant, 2 sets of new slick tires can be registered for Paid Practice and Practice sessions.

Additionally, team could choose to:

Register maximum 1 set of new slick tires plus 1 set of previous purchased slick tires (only the brand of the official tire supplier allowed);

Or

Register maximum 2 sets of new slick tires.

- b. For existing entrant of the Season, 2 sets of new slick tires can be registered for Paid Practice and Practice Sessions

Additionally, if the team so chooses, 2 sets of tires registered in a previous Event of the Season can be registered in and only in the Practice sessions.

19.4 Qualifying and Races

- a. A maximum of three sets of new slick tires can be registered for Qualifying and two Races. Teams may allocate the use of the tires to whichever session they see fit.

19.5 Wet Tires

- a. There is no limit for wet tire use as they are not marked. However, a maximum number of sets may be fixed by the tire supplier depending on the availability on-site. If there are limitations, the organizers will allocate the tires to the teams in an equitable manner.
- b. With the exception of the Races, the use of Wet tires is only permitted if the Race Director declares the Track "WET" by using the notification board that will be shown to all Competitors at the assembly area or the Pit Lane Exit (before the start of a session) or from the Finish Line (during a session). It is the sole responsibility of the Race Director to declare the Track "WET" and all Competitors will be informed of the decision as quickly as possible.

When the notification board is shown, Competitors are free to choose their tires within these Regulations. The Race Director is not obliged to suspend or stop the session for reasons of weather.

19.6 During the Race, tire change is allowed for dry-weather tires to wet tires or vice-versa.

When the above conditions have been met for the tire change, there is a mandatory minimum tire change time of 50 seconds. During the driver change window, the minimum tire change time will be added to the mandatory pit stop time for teams choosing to change tires. If the team chooses to change tires outside of the driver change window, the 50 seconds minimum tire change time must still be respected.

Except above conditions, during a race, teams are only allowed to change a damaged, deflated, or delaminated slick tire with one of their marked slick tires for that weekend (from 3 sets of marked slick tires for Qualifying and Races). The technical delegate will check the tire to determine if the changed tire is indeed damaged, deflated, or delaminated, if not, then the tire change will be considered a breach of the regulations resulting in the disqualification of the car for that race.

For the purpose of changing a damaged tire, the mandatory minimum tire change time of 50 seconds will NOT apply. If the car enters the pit lane before mandatory pit stop window is open, then the car will have to exit the pit lane after tire change, without a mandatory pit stop even if the mandatory pit stop window opens while the car is still in the pits. A mandatory pit stop is still required during the pit window open time.

20. FUEL, FUEL SAMPLING AND REFUELING

- 20.1 Only fuel supplied by the Organizer is allowed.
All competitors will be provided with the fuel specification in advance of each Event.
Any alteration to the specification of the fuel provided by the appointed supplier may result in disqualification from the Event.
- 20.2 It must be possible to take a 1.0 kg sample of fuel from a car at any time during the Event according to the procedure described in Article 20.3.
- 20.3 All cars must be fitted with a self-sealing FIA approved connector which can be used by the scrutineers to take a fuel sample from the tank. Competitors must also provide a fuel line approximately 1.5m long, with a tap, which can be used to transfer the samples into the sampling vessels.
- 20.4 During all refueling or fuel handling operations:
- The relevant personnel must be wearing clothing which will provide adequate protection against fire.
 - An assistant, wearing clothing which will provide adequate protection against fire, and who is equipped with a suitable fire extinguisher of appropriate capacity must be present.
 - During refueling all other team personnel must keep a safe distance from the car.
 - All cars, refueling equipment and containers must be suitably grounded where necessary.
 - Any powered pumping system used to transfer fuel must be operated by a non-latching switch or be turned off automatically if the operator leaves.
- 20.5 Unless specified in the Series Bulletin or approved by Stewards, refueling, or removal of fuel, is NOT permitted during any practice, qualifying practice sessions until lifting of post qualifying Parc Fermé conditions, and during the race or at any time from the official race start procedure, until the lifting of post-race parc feme conditions.
- 20.6 Refueling, or removal of fuel, is only allowed via self-sealing dry-break connectors and may only be carried out in the paddock or in the pit garage. The driver may remain inside the car throughout refueling but the engine must be stopped.
- 20.7 Fuel samples will be taken during the Event as follows:
- During every Event a reference sample will be taken at random from the stock of the designated fuel supplier. Gas and fuel-tight locking containers will be used for the fuel samples.
Three samples will be placed into labelled containers, they will then be sealed and delivered as follows:
 - One container to the Technical Delegate for testing.
 - One container to the Organizer.
 - One container to the fuel supplier.
 - At any time during an Event the Technical Delegate may take a fuel sample from any car. Gas and fuel-tight locking containers will be used for the fuel samples.

Three samples will be placed into labelled containers, they will then be sealed and delivered as follows:

- One container to the Technical Delegate for testing.
- One container to the Organizer.
- One container to the competitor.

21. ON-BOARD CAMERA

It is mandatory for all cars to have an on-board camera fitted and functioning during every session. It is each team's responsibility to supply and fit the camera. It is the responsibility of each team to ensure the camera is switched on and recording 5 minutes before every session that the battery has been charged sufficiently to record the entire session and that there is sufficient memory on the card inserted to record the entire session. It is also team's responsibility to make sure the memory card is properly formatted and dated/timed. A clear forward-facing visual is required, the camera must be recording the view through the front windscreen unless advised otherwise by officials.

The footage must be made available to the Race Director and, or the Stewards immediately when requested.

Any party/team that fails to comply will be sent to the stewards and may result in a penalty during the event.

All teams must complete and sign the onboard camera form and have the location, installation and fixing approved by the Scrutineers.

The Organizer shall own the entire copyright and all other rights, titles and interests, including all other intellectual property rights to and in connection with any footage taken on any On-Board Camera. Competitors and/or teams may only use, distribute, share, upload or download any footage taken on an On-Board camera with the prior written consent from the Organizer.

Obligation for Television: All cars must be ready to be fitted with a television onboard camera when so requested

On-Board Camera procedures may be amended throughout the season by Series Bulletin.

22. GENERAL SAFETY

22.1 Each Event will be held in conformity with the Code unless specifically stated to the contrary in these Regulations. The Organizer and the Race Director or Clerk of Course are entitled to carry out any modification to both the invitations for competition and the general regulations that may become necessary as a result of force majeure, for reasons of safety, to comply with official directions, or in order to safeguard the equality of chances or appeal of the racing with the approval of the ASN or the FIA where appropriate. Amendments to the regulations can be issued in writing by the Series Manager upon agreement with the relevant ASN or the responsible Stewards where appropriate.

22.2 Official instructions will be given to Drivers by means of the signals laid out in the Code. Competitors must not use flags similar to these.

- 22.3 Drivers may not consume nor be under the influence of (to any degree) alcohol or illegal, banned or controlled substances (unless the Driver concerned is in possession of a current, valid Therapeutic Use Exemption Certificate issued by their ASN) during the course of each Event, or Official Test.
- 22.4 The Race Director and/or the Stewards may require a Driver to have a medical examination or a drugs/alcohol test at any time during an Event. Please refer to Appendix A of the Code for the FIA anti-doping regulations.
- 22.5 Other than by driving on the Track Competitors are not permitted to attempt to alter the grip of any part of the Track surface.
- 22.6 Breach of or failure to comply with the provisions of the Code, with these Regulations relating to general safety discipline or with the Code of Driving Conduct on Circuits may result in the exclusion of the Driver concerned from the Event, according to the seriousness of the offence.
- 22.7 Drivers are strictly forbidden from driving their car in the opposite direction to the recognized Track direction unless this is absolutely necessary in order to move the car from a dangerous position and undertaken in a manner compatible with general safety. Failure to comply with this Regulation may result in exclusion from the Event.
- 22.8 Pushing a car on the Track is prohibited. In exceptional circumstances a Driver may not be penalized if they aid the marshals to remove the car from a dangerous position.
- 22.9 Except during a Race suspension, any car abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the Race and may not re-join.
- 22.10 If a Driver has serious mechanical difficulties during a Practice session, Qualifying session or a Race, they must leave the Track as soon as it is safe to do so. Drivers who do not comply with this requirement and/or obstruct part of the Track will be penalized at the discretion of the Stewards.
- 22.11 The Driver of any car leaving the Track because of being unable to maintain racing speed should signal the intention to do so in good time and is responsible for ensuring that the maneuver is carried out safely and as near as possible to a point of exit. Should a car stop outside the Pit Lane it must be moved as soon as possible so that its presence does not constitute a danger or hinder other Drivers.

If the Driver is unable to move the car it shall be the duty of the marshals to assist. If such non-mechanical assistance results in the Driver re-joining, this must be done without committing any breach of these Regulations and without gaining an advantage. If outside mechanical assistance (for example, tow, crane, snatch vehicle or the like) is used by the marshals to recover the car, then the following penalties will be applied:

- a. During a Qualifying and Race session: The Driver will not be allowed to continue in the session

and the car will remain under Parc Fermé conditions.

b. During Practice: No penalty.

22.12 When vacating the car, the Driver must always leave their car in neutral and with the steering wheel reattached to the steering column.

22.13 When the Track is closed by the Race Director during and after Practice/Qualifying, and after the 15 second signal in a Start Procedure, until all related cars have reached Parc Fermé, no one is allowed onto the Track, the pit entry or pit exit except for the marshals or other Officials when carrying out their duties and the Drivers when driving or when under the directions of the marshals.

22.14 If a car stops whilst on Track, the engine may only be restarted with the starter fitted on board the car. Use of an external starting device to restart the engine is only allowed in the assembly area, in the Pit Lane and on the Grid.

22.15 Unless stated otherwise in the Briefing (Article 16) practicing standing start maneuvers on the Track or deliberately stopping on track without a verifiable problem is strictly forbidden throughout the Practice sessions, Qualifying sessions and Races.

22.16 At the end of each Practice session, Qualifying session and Race, each Driver may cross the Finish Line only once. Any breach of this Regulation may render the Driver liable to a Fine up to RMB 2,000.

After the Chequered Flag, all cars must proceed on the Track directly to Parc Fermé without stopping, without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary). Any car that cannot reach Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the car to Parc Fermé.

22.17 At any time during an Event any breach of the Regulations resulting (in the opinion of the Officials) in a major safety risk may lead to the exclusion from the Series of the Driver concerned by the Stewards for such period of time as they deem appropriate.

22.18 A breach of any part of this Article 22 may render the Competitor or Driver individually liable to one or more of the penalties listed in Article 24.3 at the discretion of the Stewards notwithstanding that a different penalty is specified within the individual Regulation concerned.

22.19 The car must always keep the headlights, rear lights and "Rain Lights" (if the car is fitted with), be illuminated when sessions are declared "WET" by the race director. It shall be at the discretion of the Race Director to decide if a Driver should be stopped because their lights are not illuminated. Should a car be stopped in this way it may rejoin when the fault has been remedied.

23. DRIVING

23.1 A car alone on the Track may use the full width of the Track. However, as soon as it is caught by a

car which is about to lap it, the Driver must allow the faster Driver past at the first possible opportunity.

A Driver may not deliberately leave the track without justifiable reason.

If a Driver who has been caught by another Driver does not seem to make full use of the rear-view mirrors, flag marshals will display waved blue flags to indicate that the faster Driver wants to overtake. Any Driver who appears to ignore the blue flag will be reported to the Stewards who may penalize them as follows:

- a. In a Qualifying Session: At the discretion of the Stewards, with a drop of a maximum of five grid positions at the next Race in which the Driver participates.
- b. In a Race: At the discretion of the Stewards.

23.2 Overtaking, according to the circumstances, may be carried out either on the right or on the left.

More than one change of direction to defend a position is not permitted. Any Driver moving back towards the racing line, having earlier defended their position off-line, should leave at least one car width between their own car and the edge of the track (white line) on the approach to the corner, through the corner, at the exit of the corner, and at any other time when the car behind overlaps, however minimal, with the car it is attempting to pass.

However, maneuvers liable to hinder other Drivers such as more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the Track or any other abnormal change of direction (especially under braking or that requires another Driver to take evasive action), are strictly prohibited. Any Driver who appears guilty of any of the above offences will be reported to the Stewards and may be penalized as follows:

- a. In a Qualifying Session: At the discretion of the Stewards, with a drop of up to a maximum of ten grid positions at the next Race in which the Driver participates or up to exclusion as warranted by the offence.
- b. In a Race: At the discretion of the Stewards.

23.3 One or more yellow flags being shown at a marshal post will indicate the existence of a hazard of some kind ahead. Drivers must reduce speed and be prepared to change direction or possibly come to a stop. Overtaking is strictly forbidden under such circumstances until such time as the driver passes a green flag.

23.4 Throughout the Event, Drivers must at all times observe the provisions of the Code of Driving Conduct on Circuits as published as Chapter IV of Appendix L of the Code.

Drivers must use the Track at all times. For the avoidance of doubt, the white lines defining the Track edges are considered to be part of the Track but the kerbs are not, and, a Driver will be judged to have left the Track if no part of the car remains in contact with the Track. Should a car leave the Track for any reason, and without prejudice to the actions/penalties listed below, the Driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.

A car leaving the Track, repetition of serious mistakes or the appearance of a lack of control over the car will be reported to the Stewards and may delete a driver's lap time(s) or entail the imposition of the penalties included in Article 24.3.

- 23.5 When a Driver uses an escape road, they must respect any instructions given to them by the marshals and sufficiently reduce their speed before re-joining the Track. No lasting advantage (time or position) may be gained.
- 23.6 At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

24. INCIDENTS

- 24.1 Incident means any occurrence or series of occurrences involving one or more Competitors, or any action by any Driver, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) which:
- a. Necessitated the stopping of a Practice session or Qualifying session as provided for in these Regulations.
 - b. Necessitated the suspension of a Race as provided for in these Regulations.
 - c. Necessitated the use of the Safety Car as provided for in these Regulations.
 - d. Constituted a breach of these Regulations or the Code.
 - e. Caused a false start by one or more cars.
 - f. Caused a collision.
 - g. Forced a Driver off the Track.
 - h. Illegitimately prevented a legitimate overtaking maneuver by a Driver.
 - i. Illegitimately impeded another Driver during overtaking.
 - j. Caused a pit lane / pit stop infringement.

Unless it is completely clear that a Driver was in breach of any of the above, any Incidents involving more than one car will normally be investigated after the relevant session or Race.

- 24.2 It shall be at the discretion of the Stewards to decide, upon receipt of a report or a request by the Race Director, if a Competitor(s) or Driver(s) involved in an Incident shall be penalized.

A penalty will be imposed when the Stewards determine that an Incident was wholly or predominantly the responsibility of a Driver and/or Competitor.

If an Incident is under investigation by the Stewards, a message informing all Competitors which Driver or Drivers are involved will be displayed on the timing monitors, in-car messaging system and broadcast on the Competitor radio system whenever possible. Any Driver involved in an Incident may not leave the venue without the consent of the Stewards until such time as their enquiries have been concluded.

24.3 The Stewards may impose any one or more of the following penalties on any Driver and/or Competitor involved in an Incident:

- a. A five seconds time penalty: five seconds will be added to the elapsed race time of the concerned driver provided he carries out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the driver must stop in his pit stop position for at least five seconds before re-joining the race.
- b. A ten seconds time penalty: ten seconds will be added to the elapsed race time of the concerned driver provided he carries out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the driver must stop in his pit stop position for at least ten seconds before re-joining the race.
- c. A thirty seconds time penalty: thirty seconds will be added to the elapsed race time of the concerned driver provided he carries out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the driver must stop in his pit stop position for at least thirty seconds before re-joining the race.

In the above cases no work may be carried on the car during the penalty period of time.

- d. A Drive-Through penalty. The driver must enter the pit lane and re-join the race without stopping.
- e. A stop-and-go penalty of any time duration the Stewards consider appropriate. The driver must enter the pit lane, stop in his pit stop position for a time duration (no work may be carried on) as notified by the Stewards and then re-join the race.

If either of the five penalties above are imposed during the last five minutes of the race, or after the end of a race, Article 24.4b) will not apply and 5 seconds will be added to the elapsed race time of the driver concerned in the case of (a) above, 10 seconds in the case of (b), 30 seconds in case of (c) and (d), and 30 seconds plus the stop and go penalty time duration in the case of (e).

- f. A time penalty the Stewards consider appropriate.
- g. A reprimand.
- h. Disallowance or deletion of a Driver's Race, Qualifying and Practice laptime(s).
- i. A drop of any number of grid positions at the driver's next race.
- j. Order a car to Start from the pit lane.
- k. Drop of place(s) in the classification of the Competition.

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

- l. A Fine
- m. Disqualification from the results.
- n. Suspension from the driver's next Event.

24.4 Should the stewards decide to impose either of the penalties under Article 24.3 (a).(b) (c).(d) or (e), the following procedure will be followed:

- a. The stewards will give notification of the penalty which has been imposed to the competitor concerned and, where possible, will ensure that this information is also displayed on the timing monitors.

- b. With the exception of Articles 24.3 (a).(b) and (c) above, from the time the Stewards' decision is notified on the timing monitors the relevant driver may cross the Line on the track no more than three times (3) before entering the pit lane and, in the case of a penalty under Article 24.3 (e), proceeding to his garage where he shall remain for the period of the stop and go penalty. For the avoidance of doubt, the display of the Drive Through Penalty "Drive Through" will be repeated a maximum of three (3) times. The Line may be crossed outside of the pit lane on the track a maximum of three (3) times after the penalty is shown for the first time. However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty after the safety car has been deployed. The Safety Car period is deemed to be over when the Driver subject to the penalty passes the green flag at the relevant (Start/Finish) Line on the Track as defined in the Briefing. The number of times the driver crosses the Line behind the safety car will be added to the maximum number of times he may cross the Line on the track. Whilst a car is stationary in the pit lane as a result of incurring a time penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.
- c. When the time penalty period has elapsed the driver may re-join the race.
- d. Any breach or failure to comply with Articles 24.4 (b) or (c) may result in the car being disqualified.

25. PENALTIES

- 25.1 A penalty declared by the Stewards shall be subject to appeal in accordance with the Code, except where amended by these Regulations.

The Stewards may impose the penalties specifically set out in these Regulations in addition to or instead of any other penalties available to them under the Code.

If any breach is observed then the Stewards alone shall decide on the penalty, in accordance with the Code. If the penalty is explicitly defined in these Regulations this should be applied except when the Stewards deem another penalty more appropriate due to the severity of the offence.

- 25.2 If any Driver or Competitor repeats the same offence, then the penalties in these Regulations may be increased by the Stewards at their discretion using any of the penalties available to them within the Code and these Regulations.
- 25.3 In the event of a driving infringement during a Qualifying session the Stewards may delete any number of the relevant Driver's/Competitor's qualifying times.
- 25.4 If a Driver is excluded from a Qualifying session, Race or an Event for any reason whatsoever, then the Competitor shall not be entitled to any financial recompense.
- 25.5 The observation of any incident in the Paddock, in the Pit Lane or on the Track (provocative acts of any kind, verbal or other threats) and/or behavior that is unsporting, does not respect the spirit of the Series (breach of sporting moral or ethics, prejudice to the greater interest of motor sport, moral or material prejudice to the Organizer, Series sponsor or to their partners, etc.) or is likely to damage

the image/reputation of the Series committed by Competitor, representative, Driver or their entourage will be punished by one or more of the following penalties by the Stewards:

- a. A Fine of up to a maximum of RMB 100,000.
- b. Forfeiture of points in any category classification even if this results in a negative score.
- c. Exclusion of the Competitor and/or the Driver concerned from the Event.
- d. Refusal of entry for the Competitor and/or the Driver concerned from the next Event of the Series.
- e. Apply any other penalty available to them under the Code.
- f. A suspended sentence of any of the penalties included within a-e above.

25.6 Any Competitor whose car is deemed to be ineligible under the Technical Regulations will be subject to the penalties laid down by the Code and these Regulations.

25.7 Throughout the Regulations for the Series, where a penalty includes a drop of grid positions; if, in their absolute discretion, the Stewards deem that this is not achievable due to a short lead time to the publication of the grid for the Race concerned or for any other reason they may instead substitute this penalty with a drop of the same number of grid positions at a future Race in which the Driver participates.

26. PROTESTS AND APPEALS

26.1 Protests shall be made in accordance with the Code and NSR accompanied by a fee of RMB 5,000 or as the amount latest published by CAMF.

26.2 Appeals (Status National) shall be made in accordance with the Code and NSR and accompanied by a fee of RMB 15,000 or as the amount latest published by CAMF.

26.3 In accordance with the FIA International Sporting Code Article 12.3.4, appeals may not be made against any element of decisions resulting in the application of the following penalties applied by the stewards or the race director:

- a. Drive through or Stop/Go penalties including those imposed during the last 5 minutes of a race or a time penalty (in lieu of a drive through penalty) after the race.
- b. Penalties stating or implying the cancellation of a number of practice or qualifying lap times.
- c. Penalties stating or implying a drop of grid positions for the race.
- d. Time penalties added to the whole race time during the race.
- e. Drop of place(s) in the classification of the Competition.

27. SANCTIONS

27.1 The stewards may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.

27.2 A Behaviour Warning Points system may be brought into use. In this case, the following procedure will be followed.

Drivers involved in any incidents, or those reported for unsportsmanlike behaviour or poor driving standards, may be allocated Behaviour Warning Points (BWP) by the Stewards, in addition to any

other penalties. The Stewards may also decide to allocate BWP for other offences. BWP are only allocated to drivers based on their own actions, not those of their team or any team member (e.g., pit stop or technical infringements). The number of BWP allocated will be listed on the Stewards' Decision or may be the subject of a separate decision.

BWP accumulate throughout the season and penalties are imposed once certain thresholds are reached:

- Upon reaching 8 BWP, the driver will be penalized with a drop of 3 grid positions for the next race.
- Upon reaching 12 BWP, the driver will be penalized with a drop of 5 grid positions for the next race.
- Upon reaching 16 BWP, the driver will be penalized with a drop of 8 grid positions for the next race.

Penalty resulting from the accumulation of BWP will be imposed in addition to any other penalty already assigned to the same driver for the last infringement that caused the driver to exceed the BWP penalty limit. Behaviour warning points will be carried forward to the next event. The Behaviour Warning Points updated list will be posted on the notice board at the beginning of each meeting.

28. PIT LANE

28.1 The section of Track leading to the Pit Lane shall be referred to as the "Pit Entry". Any Driver intending to leave the Track or to enter the Pit Lane shall signal their intention to do so in good time and shall make sure that it is safe to do so. At all times access to the Pit Lane is allowed only through the Pit Entry. Except in exceptional circumstances, as adjudged by the Stewards only, the crossing in any direction of the line separating the Pit Entry and the Track is prohibited.

- a. Any breach of this Regulation during the course of a Practice session may result in a Fine of up to RMB 2,000.
- b. Any breach of this Regulation during a Qualifying session may result in the following penalties imposed upon the Driver:
 - A drop of up to a maximum of three grid positions at the next Race in which the Driver participates or upon Stewards' decision.
- c. Any breach of this Regulation during a Race may result in the following penalties imposed upon the Driver:
 - A Drive-Through Penalty or upon Stewards' decision.

Under exceptional circumstances, the Race Director may ask for the Pit Entry to be closed during the Race for safety reasons. At such times Drivers may only enter the Pit Lane in order for essential and entirely evident repairs to be carried out to the car.

28.2 The section of track between the end of the pit lane and the second safety car line will be designated the "Pit Exit".

Except in exceptional circumstances, as adjudged by the Stewards only, cars leaving the Pit Lane to return to the Track must not cross any line marked at the Pit Exit aimed to separate the cars

leaving the Pit Lane from the cars running on the Track. The penalty for a breach of this Regulation will be as detailed in Regulation Article 28.1.a-c.

- 28.3 Unless another figure is published in the Event Bulletin, a speed limit of 60 km/h and maximum safety precautions will be enforced in the Pit Lane at all times during the course of an Event. Signs and/or lines will be used to indicate the beginning and end of the area to which the speed limit applies.
- a. Any breach of this Regulation at any time during Practice, a Qualifying session or reconnaissance lap may result in the following penalties being imposed upon the Driver:
 - A fine of RMB 250 for each km/h above the limit.
 - b. Any breach of this Regulation during a Race may result in the following penalties being imposed upon the Driver:
 - A Drive-Through Penalty or under Article 24.3 (a) or (b) or upon Stewards' decision.

However, in accordance with Article 27.1 the stewards may inflict an additional penalty if they suspect a driver was speeding in order to gain any sort of advantage.

- 28.4 The Pit Lane shall be divided into two lanes. The lane closest to the pit wall will be referred to as the "Fast Lane" and the lane closest to the pit garages will be referred to as the "Inner Lane".
- a. The only area in the Pit Lane where any work can be carried out on a car is the Inner Lane.
 - b. Cars may enter or remain in the Fast Lane only with the Driver sitting in the car behind the steering wheel in their normal position, and under its own power.
 - c. It is forbidden to paint mark lines on any part of the Pit Lane. Only tape marks are allowed in the working lane designated pit stop area, all marking must be removed at the end of the Event.
 - d. No equipment may be left in the Fast Lane.
 - e. During official sessions (practice, qualify, and race), cars may begin to queue in the Fast Lane only three minutes before the start of the session. Cars queueing in the Fast Lane prior to the three-minute board will be told to hold when the lights turn green and other cars will be allowed to pass prior to being allowed on track.
 - f. Cars need to reach the fast lane in the shortest way possible moving along the ideal line connecting its pit garage to the fast lane.

Any breach of this Regulation may result in a minimum Fine of RMB 2,000 imposed upon the Competitor and may lead to further penalties, at the discretion of the Stewards, depending on the severity of the offence.

- 28.5 Cars shall only be permitted to stop in the zone allocated to their car. Stopping or parking a car, even temporarily, outside of the zone assigned to that car is not permitted at any time.
- 28.6 Notwithstanding Regulation Article 28.5, should any Driver overshoot their assigned zone in the Pits and stop beyond it, the car may only regain access to its own zone by being pushed, providing that it is safe to do so.
- 28.7 At no time may a car be reversed in the Pit Lane under its own power.

28.8

- a. It is the responsibility of the competitor to release his car from his garage or a pit stop position only when it is safe to do so. The competitor must also provide a means of clearly establishing, when being viewed from the front of the car, when that car was released.
- b. If a car is deemed to have been released in an unsafe condition during any practice session, the stewards may drop the driver such number of grid positions as they consider appropriate and/or impose a fine of up to RMB 10,000 on the entrant.
- c. If a car is deemed to have been released in an unsafe condition during a race a penalty under Article 24.3 (d) will be imposed on the driver concerned.
- d. An additional penalty will be imposed on any driver who, in the opinion of the stewards, continues to drive a car knowing it to have been released in an unsafe condition.

In all of the above cases, a car will be deemed to have been released either when it has been driven out of its designated garage area (when leaving from the garage) or after it has completely cleared its pit stop position following a pit stop.

28.9 Should any car retire from the Race whilst in the Pit Lane, it must be pushed to the Parc Fermé area by an authorized route.

28.10 Should, in the opinion of the Pit Lane marshals, any Competitor or his/her representative, whether they have been previously warned or not, position their equipment in such a way that is considered to cause a danger, obstruction or interference with the activities of another Competitor, a penalty in accordance with Article 24.3 will be imposed upon the Competitor at the discretion of the Stewards.

28.11 People under 16 years of age are not allowed in the Pit Lane or on the pit wall. Any breach of this Regulation may result in a Fine of a minimum of RMB 2,000 and the confiscation of the pass concerned. The matter will be reported to the Event Organizer who may impose further sanctions at their discretion.

29. PIT STOP

29.1. Pit stop means any kind of work carried out on the working area that require the car to be stationary at the pit lane (working lane or pit garage) with the exclusion of when a car is serving a penalty.

During Race there will be one mandatory pit stop, of which the entry must be made between the 23rd and the 33rd minute (from start signal to chequered flag, excluding the formation lap). A minimum duration will be calculated from the pit lane entry timing loop to pit exit timing loop, and will be communicated at each Event.

For each Event a reference time for the obligatory pit stop will be established, the time will be added with Pit Lane Transit time + Stop Time (or for Driver Change) + Driver line-up Handicap Time.

- Pit Lane Transit Time will be calculated taking into account the time driven with a maximum speed of 60 km/h in the pit lane from the entry timing loop to the exit timing loop.

- Stop Time or time for driver change is 55 seconds.
- Driver Line-up Handicap Time is as written in Article 6.5.

This total time will be published in a Bulletin before the start of the Event or in the briefing notes of each Event.

29.2. A speed limit of 60 km/h during the whole Event will be enforced in the Pit Lane. Drivers are responsible for this limit to be observed. Officials will be appointed to control the speed at the Pit Lane and their decisions cannot be appealed.

Therefore drivers must start safely from their service area and keep a moderate pace along the pit lane, never exceeding 60 km/h and never below 45 km/h except when exiting the allocated driver change area. Drivers must not impede other cars using the fast lane when rejoining the fast lane or by slowing when entering or exiting the pitlane

A car may only leave its working area when it is ready to rejoin the track, and must proceed down the pit lane respecting the pit lane speed limit, without slowing or stopping, except for force majeure.

Except for safety reasons, drivers may not stop in the fast lane, or proceed at low speed. Any divergence from the prescribed speeds in pit lane, will result in a penalty from the Stewards.

The pit stop must be carried out in front of the designated pit or area of each Team under the responsibility of the designated Team Manager. Should a car overshoot its pit stop area, it may be pushed back to its location by the mechanics, under supervision of pit lane marshals. The pit stop must be carried out by passing the pit lane entry timing loop between the 23rd and 33rd minute respectively of the race (after 23m.00s.000 and before 32m.59s.999). These times will be counted from the start of the race (green light or extinguishing of the red light).

29.3. The following Penalties can be applied if there is a breach of Article 29:

- 1) No respect of the time between the two pit lane timing loops under the published time.
 - a) If the driver stays in the pit lane for a time that is less than (or equal to) 1 second less the published obligatory pit stop time, the driver will receive a time penalty equal to 3 times of the time period not respected.
 - b) If the driver stays in the pit lane for a time that is more than 1 second less than the published obligatory pit stop time, the driver will receive a Drive Through penalty or a STOP & GO penalty, where the stationary period of the penalty served will be decided by the stewards. The STOP & GO penalty shall be served in the allocated driver change pit box/area. The stewards have the right to decide the penalty to be imposed.
- 2) All stopping or driving at an abnormally slow speed, lower than 45 km/h before or after the pit stop, or impeding other cars: Drive-Through;
- 3) Start of the obligatory pit stop outside the obligatory times: Drive-Through penalty.

However, should any of the penalties under 1) to 3) above be imposed and notified during the last part of the race, or after the end of the race, a 30-second time penalty shall be added to the elapsed time of the car concerned in cases of a Drive Through penalty, and a time penalty of 30 seconds

plus the original Stop & Go Penalty in cases of a STOP & GO penalty.

29.4. During the Pit Stop of change driver, a maximum of three people excluding the driver (who must wear appropriate technical apparel – mandatory helmet, gloves; short pants or flip flops are not allowed) are authorized to carry out the operations

One Team manager oversees the operations;

Except when work is carried out on a car, all personnel must remain inside the pit and/or on the pit wall for authorized Team personnel.

All other Team members standing in the working area ("working lane"), will be considered as working on the car, as well a Driver if he performs any work on the car, and counted as a mechanic.

29.5. During the stops at the pits, the three people excluding the drivers must wear the yellow armband and the team manager must wear the green armband supplied by the Organizer. The armbands will be delivered to the teams at the Administrative checks.

29.6. During any pit stop, for any tuning or regulating, the engine may be started with the help of an auxiliary source of energy. However, when the car goes to re-join the race, the Driver must start the engine from his seat, using only those means available on board. A driver coming into the pits must not unfasten his safety harness or racing net until his car is completely stopped in front of the designated pit stop area. When the car is about to join the race, the driver must only start moving after have his safety apparel in place and his safety belts fastened.

29.7. Replenishment of lubricant and various fluids, with the exclusion of fuel, is allowed during the race.

30. PRE-EVENT TEST

The Organizer may arrange or agree the host circuit to arrange Pre-Event Test Sessions at each Event before the Official Free Practice depends on the circuit availability. Test session fees will depend on different circuit and be paid additionally to the Entry Fee. Unless specially required by the circuit, the fees need to be paid directly to the Circuit.

Test ban shall take effect for all competitors, to include GT class cars, drivers (and/or substitute drivers), as well as those who have yet to register but plan to take part in the race event, starting from Monday of the race week of the official event at the track where the racing event is to be held.

The test ban does not include Pre-Event Test Sessions sanctioned and/or organized by the Organizer. Furthermore, teams and drivers may take part in other officially sanctioned race events, even if it is held at the same circuit within the race week as long as the aforementioned event is part of the official calendar published by the respective organizer.

31. FREE PRACTICE

One sessions of up to 60 minutes Free Practice may be scheduled at each Event and will be confirmed in the Event Schedule.

Should a Free Practice session be disrupted, the Race Director shall not be obliged to resume the session or re-run the session to achieve the time criteria. The decision of the Race Director shall be final.

Except where these Regulations require otherwise, pit and Track discipline and safety measures will be the same for a Free Practice session as for a Qualifying session and Race.

32. STOPPING A FREE PRACTICE SESSION OR QUALIFYING SESSION

- 32.1 Should it become necessary to stop a Free Practice session or a Qualifying session due to an incident, because the Track is blocked by an accident, or because weather or other conditions make it dangerous to continue, the Race Director shall order red flags to be shown at all marshal posts and abort lights to be shown at the Start/Finish Line.
- 32.2 When the red flags/lights are displayed, all Drivers must immediately reduce speed being prepared to stop if necessary and proceed slowly back to the Pit Lane. All abandoned cars will be moved to a safe position. Any lap time recorded after the red flags/lights have been displayed will not be taken into account.

33. QUALIFYING

- 33.1 Two qualifying sessions of up to maximum 15 minutes each, with the interval of 10 minutes in between, will be scheduled at each Event and confirmed in the Event Official Timetable.

For the purpose of the regulations, the 10-minute interval in between the two qualifying sessions will be considered to be part of the qualifying, it is not allowed to perform any changes to the car which will may bring the car from not in conformity with the regulations to be in conformity with regulations, such as adding weight, etc.

If the number of cars entered for an Event exceeds the number of cars which are permitted to take part in practice (according to the requirements of the circuit license), the cars may be split into two groups.

This procedure may be amended via Event Bulletin if necessary, to comply with the requirements of an Event Organizer; any amendment will be included in the relevant Event Bulletin and Briefing (Article 16).

- 33.2 The Race Director may interrupt a Qualifying session as often and for as long as he deems necessary to clear the Track or to allow the recovery of a car. Whenever possible, the time lost by the suspension of a Qualifying session shall be recovered so that the minimum scheduled period for qualifying may be accomplished. However, it is not obligatory to resume the session or re-run the session to achieve the time criteria. The decision of the Stewards in this matter shall be final. No protest will be accepted as to the possible effects of the interrupted/shortened session on the qualification of any Driver.
- 33.3 During a Qualifying session all competing cars must remain in the Pit Lane or the Parc Fermé area

if not on the Track. Except with the express permission of the Race Director, no competing car is allowed in the pit garages or paddock areas until such time as both the Qualifying sessions have ended and the car cleared from any post qualifying scrutineering checks and released from Parc Fermé conditions. This may be adjusted via the Event Bulletin if required by the schedule of the Event.

33.4 All laps completed during a Qualifying session will be timed, except for laps when the red flag and/or lights are shown. A car will be considered to have completed a lap every time it crosses the timing line, either on the Track or through the Pit Lane, but laps where the car leaves/enters the Pit Lane will not be considered when calculating the classification.

33.5 No driver may start the race without taking part in at least one practice or qualifying session.

34. THE GRID

34.1 At the end of each qualifying, the fastest time achieved by each driver will be officially published. Should two or more Drivers be credited with identical times during each Qualifying priority will be given to the one who set the time first.

34.2 At each Event, the Starting Grid for the first Race will be defined by the fastest time achieved by each Driver in Qualifying 1; the Starting Grid for the second Race will be defined by the fastest time achieved by each Driver in Qualifying 2.

These orders will be amended by any relevant penalties issued by the Stewards.

In the instance of any of the Qualifying session is abandoned due to force majeure, the way of deciding starting grid will be at the Steward's discretion following difference situation.

34.3 Grids will be published at least one (1) hour before the start of the relevant formation lap.

Any driver who is unable to start for any reason whatsoever must inform the stewards at the earliest opportunity and in any case, no later than one hour and fifteen minutes before the start of the formation lap.

If one or more cars are withdrawn, the starting grid will be closed up accordingly and the final starting grid confirmed 45 minutes before the start of the formation lap.

34.4 The Car with the fastest qualifying results will start the race from pole position on the grid.

34.5 Any driver whose best qualifying lap exceeds 110% of the pole position time of each category in Qualifying will not be permitted to start without prior authorization from the Stewards. Team/Driver must submit official written request to start the race to the Stewards no later than one hour and fifteen minutes prior to the start of the race.

Under exceptional circumstances however, which may include setting a suitable lap time in a

previous Practice session, upon request the stewards may permit the car to start the race.

Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied.

Should there be more than one driver accepted in this manner they will be arranged on the grid in the order in which they were classified in Practice.

However, the final decision rests with the Stewards whose decision shall be final.

34.6 Each Driver should complete minimum of one timed lap in a Qualifying session in the car to be raced in order to qualify for selection. If this criterion is not achieved, authorization to start the Race(s) may be denied by the Stewards whose decision shall be final.

34.7 If a Driver has not completed at least one timed lap in Qualifying, but did participate in a Practice session, the Stewards may allow them to start the Race of the Event from the back of the starting order if the times achieved and performance merit this. If two or more Drivers so qualify, the Driver with the faster single lap time from Practice will take priority. Should neither Driver have a lap time from Qualifying the Driver with the faster lap time from Practice will take priority.

34.8 For the avoidance of doubt, if more than one car must start from the back of the Starting Grid due to penalties being imposed, the fastest time set by each of those Drivers during the Qualifying session will be used to determine their Starting Grid (even if their times have subsequently been disallowed by the Stewards), unless the Stewards determine to the contrary.

34.9 The number of cars allowed to qualify and start in each Race is limited to the maximum that the relevant Track License permits.

35. STARTING PROCEDURE (ROLLING START)

35.1 Except in exceptional circumstances, the start procedure shall be as shown in Article 35 Competitors will be briefed if a variation in the start procedure is deemed necessary.

At least 15 minutes before the start of the formation lap the pit exit will be opened and cars will be permitted to leave the pit lane to cover at least one reconnaissance lap. At the end of this lap, they will stop on the grid in starting order with their engines stopped.

Should they wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane at greatly reduced speed between each of the laps. This information will be advised during Drivers' Briefings at every event.

Any car which does not complete a reconnaissance lap and is unable to reach the grid under its own power will not be permitted to start the race from the grid.

At least 12 minutes before the start of the formation lap, a warning signal will be given indicating

that the end of the pit lane will be closed in two minutes.

At least 10 minutes before the start of the formation lap the end of the pit lane will be closed and a second warning signal will be given. Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power.

If more than one car is affected, they must line up in the order in which they qualified. However, any car reaching the end of the pit lane after the five-minute signal must start behind any car already at the pit exit.

All such cars may then join the race once the whole field has passed the end of the pitlane on the first racing lap (provided the pit exit is located after the control line), unless there is other instruction from Race Director.

The remainder of the starting procedure will take place in accordance with the Official Timetable of the Event until the 10-minute board.

- 35.2 The approach of the start will be announced by signals showing ten minutes, five minutes, three minutes, one minute and 15-seconds before the start of the Formation Lap, each of which will be accompanied by an audible warning.

“Five-minute” signal

All persons except for the Drivers, officials and team members must leave the Grid. Cars starting from pitlane may enter the pit lane fast lane and queue at the pit exit.

“Three-minute” signal

Cars must have their wheels fitted and be resting on the wheels. Any car which does not have all its wheels fully fitted and/or is not resting on its wheels at the “three-minute” signal will be penalized with a Drive-Through Penalty or other penalty if the Stewards consider appropriate. All persons except for the Drivers, officials and one team member per car must leave the Grid.

“One-minute” signal

Doors must be closed, engines must be started immediately and everyone, except the Drivers, must leave the Grid before the “15-second” signal is given taking all equipment with them.

“15-second” signal

15 seconds after this signal green lights/green flag will be shown at the front of the grid whereupon the cars will begin a Formation Lap with the Organizer’s official car leading, maintaining their starting order. And the formation must be kept as tight as possible.

If any Driver needs assistance after the showing of the “15-second” signal they must indicate this to the marshals and, when the remainder of the cars able to do so have left the Grid, marshals will be instructed to push the car(s) into the Pit Lane by the fastest route. In this case, marshals with yellow flags will stand behind the pit wall beside the car concerned to warn Drivers behind. Any

Driver being pushed from the grid may not attempt to bump start the car and must follow the instructions of the marshals. If able to start the car with the onboard starter the car may take up a position for the start behind all other cars. If the car is pushed to the Pit Lane the car(s) may then start from the Pit Lane and will be released after the last car to take the start has passed the Pit Exit following the start of the Race. The lights at the Pit Exit must be strictly observed.

Green Flag

Start of the Formation Lap. The Formation Lap will normally be one lap. Exceptions to this are either when track conditions dictate or the grid formation is not correct for the start. During this lap, the formation must be kept as tight as possible.

The Organizer reserve the right to modify the above procedure if deemed necessary.

- 35.3 Overtaking during the formation lap is permitted only if a car is delayed when leaving its grid position and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may overtake only to re-establish the original starting order.

Any driver delayed when leaving the Grid, and who is unable to re-establish the original starting order before he reaches the last Intermediate timing loop on the track, must enter the pit lane and may only join the race once the whole field has passed the end of the pit lane on the first racing lap (provided the pit exit is located after the control line).

Any driver who is delayed leaving the grid may not overtake another moving car if he was stationary after the remainder of the cars had crossed the Line, and must start the race from the back of the grid. If more than one driver is affected, they must form up at the back of the grid in the order in which they left to complete the formation lap. If the Line is not situated in front of the pole position, for the purposes of this article only, it will be deemed to be a white line one meter in front of pole position.

A Drive-Through Penalty or time penalty might be imposed on any driver who, in the opinion of the Stewards of the Meeting, unnecessarily overtook another car during the formation lap and/or not rejoin the grid in the correct position.

- 35.4 During the Formation Lap the red start lights will be on. The speed of the Organizer's official car must be around 80 km/h during the Formation Lap. The Organizer's official leading car will pull off at the end of the Formation Lap.

Cars must maintain the Starting Grid. At a point detailed in the Driver Briefing (see Article 16) the cars will pair up into two rows in their assigned Starting Grid. Drivers should line up directly behind the car ahead. Cars should be at least one (1) car width to the right/left.

When all cars are lined up side-by-side for the start, the Official Leading Car will reduce the speed of the field before pulling off the track into the pit lane. From that moment, the car on pole position will be in charge of the speed. The leader will then slowly increase his speed to a minimum of 70

km/h and a maximum of 90 km/h by the moment of the start. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence from the prescribed speed (70-90 km/h) before the signal to start is given will result in a Drive-Through Penalty or other penalties imposed by the stewards.

When they arrive at the start/finish straight cars must not accelerate early or unevenly and must maintain its allocated grid position as it traverses the grid travelling within its lines or grid boxes until the signal to start the race is given by means of the red lights going off. No car may overtake another one before the starting signal is given. Infringements will be considered as “False Start” and reported to Stewards.

In the event that the starting lights fail the Starter will revert to using the GREEN Flag.

- 35.5 If the Starter is not satisfied with the position/speed of the cars or a problem arises when the cars reach the Line at the end of the Formation Lap, the red lights will remain on. This is the signal that an additional Formation Lap is required. Yellow flags will be displayed at all observation posts. The cars, with the pole position car leading, will complete another Formation Lap. They may be joined and led by another official leading car.

If additional Formation Laps are necessary, the procedures at the end of an additional Formation Lap will be the same as at the end of a Formation Lap. If more than one additional Formation Laps is necessary, for timing purposes the start will be considered as having been given at the end at the first formation lap.

Should such an additional formation lap be carried out, the race timing will commence at the end of the first formation lap. The Race Starter will be a Judge of Fact.

- 35.6 During the start of a Race, the pit wall must be kept clear of all persons with the exception of the properly authorized officials carrying out specific duties assigned by the Race Director and fire marshals equipped with fire-fighting equipment.

- 35.7 Only in the following cases will any variation in the starting procedure be allowed:
- If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, Competitors should be given the opportunity to change tires, the abort lights with “Start Delayed” will be shown on the Line and the starting procedure will begin again at the ten-minute point. In this case, the Stewards may determine the new Race distance and maximum Race duration.
 - If the start of the race is imminent and, in the opinion of the Race Director, the volume of water on the track is such that it cannot be negotiated safely even on wet tires, the abort lights with “Start Delayed” will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known, at least ten minutes' warning will be given. In this case, the Stewards may determine the new Race distance and maximum Race duration.
 - If the race is started behind the Safety Car, Article 38.14 will apply.

35.8 A Drive-Through Penalty or other penalties may be imposed on any Driver who breaches the Starting procedure if the Stewards consider an advantage has been obtained. In the case of a serious breach, the Stewards have the right to apply an increased penalty. The Stewards may use all available video or electronic equipment to assist them in reaching a decision. In such circumstances, the Stewards may overrule the Judges of Fact.

Any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director or the Stewards in this regard is not subject to Protest or Appeal.

36. THE RACES

36.1 A race will not be stopped in the event of rain unless the circuit is blocked or it is dangerous to continue (see Article 39)

36.2 During the race, drivers leaving the pit lane must do so only when the light at the pit lane exit is green and under their own responsibility. A marshal with a blue flag, or a blue flashing light, will also warn the driver if cars are approaching on the track.

37. FULL COURSE YELLOW

37.1 The Race Director may declare a Full Course Yellow period if he decides that this is necessary for safety reasons. All marshal posts will display a waved yellow flag and a board with the indication "FCY".

37.2 Once under FCY, cars will slow down to 80 km/h, in single file, 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 with an obvious problem.

37.3 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.

37.4 The pit lane entry and exit remain open and cars are free to pit in. Cars going into the pit lane may overtake cars that are on the track once they cross Safety Car Line 1. Cars exiting the pit lane may overtake other cars until they reach Safety Car Line 2. On the pit lane entry and exit roads, the maximum speed is also limited to 60 km/h.

37.5 Unless the driver was already in the pit entry for the purpose of serving his drive through and/or Stop & Go penalty when the FCY procedure was deployed, he may not serve the penalty until the race has been resumed. The number of times the driver crosses the Line during the FCY procedure will be added to the maximum number of times he may cross the Line on the track.

37.6 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 monitors. 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.

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

38. SAFETY CAR

Safety car procedure is in accordance with Appendix H of the ISC, article 2.10

- 38.1 The Race Director will call for a Safety Car intervention whenever circuit vehicles are on the track, when cars need to be guided to avoid workers, when barriers are damaged, medical intervention is needed or other situations where it is deemed necessary.
- 38.2 An experienced circuit driver will drive the approved Safety Car. It will carry an observer capable of recognizing all the competing cars, who is in permanent radio contact with Race Control.
- 38.3 The Safety Car may be brought into operation to neutralize a Race upon the decision of the Race Director. It will be used if Drivers, marshals or officials are in danger, but the circumstances are not such to necessitate the suspension of the Race.
- 38.4 When the order is given to deploy the Safety Car, all marshal posts will display waved yellow flags and will show the "SC" board which shall be maintained until the intervention is over. From this time, no car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person at any time whilst the Safety Car is deployed. This will apply whether any such car is being driven on the Track or Pit Lane.
- 38.5 The Safety Car will join the Track with its orange lights illuminated and will join the Track regardless of where the Race leader is.
- 38.6 All cars must then form a line behind the Safety Car, no more than ten car lengths apart and overtaking, with the following exceptions, is forbidden until the cars reach the Line after the Safety Car has returned to the Pits. Overtaking will be permitted under the following circumstances:
- a. if a car is signaled to do so from the Safety Car (see Article 38.7);
 - b. under the provisions of Article 38.14 and 40.4.
 - c. if any car slows significantly with an obvious problem (see Article 38.11).
- 38.7 When ordered to do so by the Race Director the observer in the Safety Car will use a green light to signal to cars between it and the Race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 38.8 The Safety Car shall be used at least until the leader is behind it. Once behind the Safety Car, the Race leader must keep within ten car lengths of it (except under Article 38.10) and all remaining cars must keep the formation as tight as possible.
- 38.9 While the Safety Car is in operation, cars may enter the Pit Lane, but may only rejoin the Track when the green light at the Pit Exit is switched on. The green light will remain 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 re-joining the Track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.

Under certain circumstances, the Race Director may ask the Safety Car to use the Pit Lane. In

these cases, 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 Pit.

- 38.10 When the Race Director calls in the Safety Car, the message "SAFETY CAR IN THIS LAP" will, where possible, be displayed on the timing monitors and the safety car must extinguish its orange lights and this will be the signal to the Drivers that it will be entering the Pit Lane at the end of that lap. At this point the first car in line behind the Safety Car may dictate the pace and, if necessary, fall more than ten car lengths behind it.

In order to avoid the likelihood of accidents before the Safety Car returns to the Pit Lane, from the point at which the lights on the Safety Car are extinguished Drivers must proceed at a pace which involves no erratic acceleration or braking nor any other maneuver 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 other than the last lap of the race, replaced by waved green flags and/or with green lights at the Line. These will be displayed until the last car crosses the Line.

- 38.11 Overtaking remains forbidden until the cars cross the control Line. However, a car that slows down significantly with an obvious problem may be overtaken.
- 38.12 Each lap completed while the Safety Car is deployed will be counted as one Race lap.
- 38.13 If the Safety Car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the Pit Lane at the end of the last lap and the cars will take the Chequered Flag as usual without overtaking.
- 38.14 Under certain circumstances the Race may be started behind the Safety Car. In this case, at any time before the "one-minute" signal is given, its orange lights will be switched on. This is the signal to the Drivers that the Race will be started behind the Safety Car. When the green lights are illuminated, the Safety Car will leave the Grid with all cars following in starting order, no more than ten car lengths apart. There will be no Formation Lap and the Race will start when the green lights come on.

Overtaking, during the first lap only, is permitted if a car is delayed when leaving its Grid position and cars behind cannot avoid overtaking it without unduly delaying the remainder of the field. In this case, Drivers may only overtake to restore the original starting order.

Any Driver delayed when leaving the Grid, and who is unable to re-establish the original starting order before he reaches the last Intermediate timing loop on the track, must enter the pit lane and may only join the race once the whole field has passed the end of the pit lane.

Any Driver delayed leaving the Grid may not overtake another moving car (unless it is in mechanical

difficulty) if they are passed by all other cars that were behind it in the starting order. This Driver must then take up position at the back of the line of cars behind the Safety Car. If more than one Driver is affected, they must take up position at the back of the field in the order in which they left the Grid.

38.15 A breach of any part of Article 38 may be penalized by a Drive-Through Penalty or other penalties the Stewards consider appropriate. In the case of a serious breach, the Stewards have the right to apply an increased penalty.

39. SUSPENDING A RACE

39.1 Should it become necessary to suspend the Race due to an incident, because the Track is blocked by an accident, or because weather or other conditions make it dangerous to continue, the Clerk of the Course / Race Director will order red flags and/or lights to be shown at all marshal posts and the abort lights to be shown at the Start Line. This is the signal for all Drivers to stop driving at racing speeds and proceed slowly without overtaking and with maximum caution, being prepared to stop if necessary.

When the signal is given, overtaking is forbidden, the Pit Exit will be closed and all cars must always proceed slowly and stop in the running order in a single line on the grid behind the Red Flag Line. In case the grid is blocked, all cars must always follow the instructions of the marshals and/or follow the Safety Car. If the leading car is not at the front then any cars between the Red Flag Line and the leader will resume the Race in accordance with Article 40.2.

If any cars are unable to return to the grid as a result of the Track being blocked, they must return when the track is cleared. Cars will be moved to the Grid and arranged in the order they occupied before the Race was suspended. The order will be taken at the last point at which it was possible to determine the position of all cars. Any such cars will then be permitted to resume the Race.

The Safety Car will be placed in front of the cars lined up behind the Red Flag Line.

39.2 Whilst the Race is suspended:

- a. Neither the race nor the timekeeping system will stop, however, where the Event timetable can accommodate it, the length of the race suspension will be added to the maximum time for the race in question.
- b. Only officials and team members are allowed on the grid
- c. Refueling is forbidden.
- d. The drivers are allowed to get out of their cars, to remove helmets and gloves, but must remain with their cars.

39.3 Interventions allowed on the cars during race suspension phase

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

- a. Connection of an external battery
- b. Engine start for temperature control

- c. Monitoring of pressure and temperature for brakes and tyres
- d. If it is raining, covering the car
- e. Repairing and or addressing safety issues authorized by technical delegate
- f. Tyres change from wet to dry or vice versa.
- g. Assisting the driver
- h. Cleaning the windshield

39.4 Drivers of cars that enter the Pit Lane after the Race has been suspended and before the resumption of the Race will be penalized with a Drive-Through Penalty once the Race has resumed. However, if the cars have been directed into the Pit Lane, a penalty will only be imposed on any Driver whose car is moved from the Fast Lane to any other part of the Pit Lane. If the Race is not resumed, a Time Penalty of up to a maximum of 60 seconds may be imposed at the discretion of the Stewards. For the avoidance of doubt, any car that was in the Pit Entry or Pit Lane when the Race was suspended will not incur a penalty.

Any car in the Pit Lane will be permitted to leave from the Pit Exit once the Race has been resumed and all cars behind the Safety Car have passed the Pit Exit. Subject to the above, any car intending to resume the Race from the Pit Exit may do so in the order in which they got there under their own power.

At all times, Drivers must follow the directions of the marshals.

39.5 Only cars which took part in the original start may resume the Race and then only if they returned to the grid under their own power by an authorized route and were still in the Race when the Race was suspended. The decision of the Stewards regarding classification will be final.

40. RESUMING A RACE

40.1 The delay will be kept as short as possible and as soon as a resumption time is known, all teams will be informed via the timing monitors where possible, in all cases at least five minutes warning will be given.

40.2 Signals will be shown five (5) minutes, three (3) minutes, one (1) minute and fifteen (15) seconds before the resumption and each of these will be accompanied by an audible warning. Race start procedure from Article 35.2 will be enforced during re-restart procedure.

“Five-minute” signal

All persons except for the Drivers, officials and a maximum of 3 team members per car must leave the Grid.

“Three-minute” signal

Cars must have their wheels fitted and be resting on the wheels. A Drive-Through Penalty or other penalty the Stewards consider appropriate will be imposed on any driver whose car did not have all its wheels fully fitted at the three-minute signal or has any of its wheels changed before it leaves grid after the race has been resumed. All persons except for the Drivers, Officials and one Competitor crew representative per car must leave the Grid immediately.

At the three-minute point any cars between the safety car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended will start their engines and at the two-minute point these cars will be waved off to complete a further lap, without overtaking, and join the line of cars behind the safety car.

“One-minute” signal

Engines must be started immediately and everyone, except the Drivers, must leave the Grid before the “15-second” signal is given taking all equipment with them.

“15-second” signal

15 seconds after this signal green lights/green flag will be shown at the front of the grid whereupon the cars will move off behind the Safety Car.

If any Driver needs assistance after the showing of the “15-second” signal they must indicate this to the marshals and, when the remainder of the cars able to do so have crossed the Line, marshals will be instructed to push the car into the Pit Lane. In this case, marshals with yellow flags will stand behind the pit wall beside the car concerned to warn Drivers behind. Any Driver being pushed from the restart grid may not attempt to bump start the car and must follow the instructions of the marshals. If able to start the car with the onboard starter the car may take up a position for the restart behind all other cars. If the car is pushed to the Pit Lane the car(s) may then restart from the Pit Lane. The lights at the pit lane exit must be strictly observed.

- 40.3 The race will be resumed behind the safety car when the green lights are illuminated. The safety car will enter the pits after one lap unless:
- a. The race is being resumed in wet conditions and the race director deems more than one lap necessary, in which case see Article 38.14
 - b. All cars are not yet in a line behind the safety car.
 - c. Team personnel are still clearing the grid.
 - d. A further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the grid and all drivers must follow, no more than ten car lengths apart.

- 40.4 Overtaking behind the Safety Car is only permitted if:
- a. A car is delayed when leaving its position on the grid, may overtake to re-establish his original starting position provided he does so before he crosses the last intermediate timing loop on the track. Should he fail to do so, he must re-enter the pit lane and may only re-join the race once the whole field has passed the pit exit.

A Drive-Through Penalty will be imposed on any driver who fails to re-enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

- b. Drivers may leave the grid in order to overtake any car delayed when leaving its position in the

grid. Any driver whose car has been pushed from the grid, may not overtake in order to re-establish the order before the race was suspended.

A Drive-Through Penalty or time penalty will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another during the lap.

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

40.6 Should a Red flag be deployed during the Mandatory Pit Window period of the Races, and then the race is resumed. The race shall be resumed with the position determined at the end of the last complete lap before the opening of the Pit Window, with the second driver behind the wheel. Further instruction shall be given by the Race Director.

41. FINISH

41.1 The end of Race signal (“Chequered Flag”) will be given at the Finish Line / Control Line as soon as the leading car has completed the full race duration, race duration is defined as for Article 5.2.

41.2 Should for any reason the Chequered Flag be given before the leading car completes the scheduled Race duration, the Race will be deemed to have finished when the Chequered Flag was given. If the Chequered Flag is not presented to the leading car first (another car after leading car receives the Chequered Flag) the result will be determined at the last point a leading car crossed the Finish Line before the signal was given.

41.3 Should the Chequered Flag be delayed for any reason, the Race will be deemed to have finished when it should have finished.

41.4 After receiving the Chequered Flag, all cars must proceed on the Track directly to Parc Fermé without stopping, without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary). Any classified car that cannot reach Parc Fermé under its own power will be placed under the exclusive control of the marshals who will take the car to Parc Fermé.

42. PARC FERMÉ

42.1 Only those officials charged with supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorized by such officials.

42.2 When the parc fermé is in use, Parc Fermé regulations will apply in the area between the Line and the parc fermé entrance.

42.3 The Parc Fermé shall be sufficiently large and secure that no unauthorized persons can gain access to it.

43. CLASSIFICATION

- 43.1 The car placed first will be the one having covered the scheduled distance in the shortest time, or, where appropriate, passed the Line in the lead at the end of the race duration time (or more if the race is suspended, see Article 39.1). All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.
- 43.2 Cars having covered less than 75% of the number of laps covered by the winner of each category (rounded down to the nearest whole number of laps), will not be classified. For the avoidance of doubt, Cars do not need to take the chequered flag in order to be classified.
- 43.3 The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

44. PODIUM CEREMONY, PRESS CONFERENCES & AUTOGRAPH SESSIONS

- 44.1 The drivers finishing the races in 1st, 2nd and 3rd positions of each category must attend the prize-giving ceremony on the podium wearing their race suit fully fastened and with all sponsor badges unobscured for the duration of the presentations. During the podium presentations, these drivers must wear the caps provided by the Organizer such that the logo can be seen from the front. The cap must be removed when the national anthem is played and held in front of the body so that the logo can be seen from the front. No caps or drinking bottles may be taken to the podium presentations unless they have been provided by the Organizer.

Any breach of this Regulation may be subject to a Fine of a minimum of RMB 2,500. Any repeat of such conduct during the course of the season may be reported to the Stewards for their consideration of a different penalty.

- 44.2 Participation in press conferences, question & answer sessions and autograph / interview sessions is mandatory for Drivers wearing the appropriate clothing (including caps), at the request of and directed by a representative from the Organizer.

Any breach of this Regulation may be subject to a Fine of a minimum of RMB 2,500. Any repeat of such conduct during the course of the season may be reported to the Stewards for their consideration of a different penalty.

- 44.3 In the event of any provisional race results being revised after the presentations have been made and such revisions affect the distribution of any trophies, the Competitors/Driver concerned must return the trophies to the Series Manager in good condition at the earliest opportunity.

APPENDIX 1 – PENALTY GUIDELINES

Offence	Practice	Qualifying	Race	BWP a min. of
GENERAL				
Not attending or too late to Drivers Briefing	Up to RMB 2,500 fine			
Disobeyed marshals/officials' instructions	RMB 5,000 fine and/or loss of lap times		Drive Through Penalty	1
Did not respect the 3-minute warning (Car not resting on the wheels)			Up to 10 seconds race time penalty or Drive Through Penalty	
Teams did not clear grid before 1-minute warning			Up to 10 seconds race time penalty or Drive Through Penalty	
Overtook during Safety Car operation			Drive Through Penalty	1
Refuelling during the time slot which is not allowed	Loss of all times		Disqualification	
Not wearing official cap at podium and/or at the Press Conference / not spraying Champagne on the podium			Up to RMB 5,000 fine	
Display of unauthorized sponsorship badges at podium or missing series logos			Up to RMB 10,000 fine	
Failure to attend post session driver weighing	Loss of all times		Disqualification	
TECHNICAL				
Weight of car does not comply with regulations	Loss of all times	Loss of all times	Disqualification	
Contravention of regulations regarding wheels & tires	Loss of all times	Loss of all times	Disqualification	
Technical Infringement	Loss of all times	Loss of all times	Disqualification	
PIT				
Reversed car under own power in pit lane	Up to 5-place grid penalty		Drive Through Penalty	1
Speeding in pit lane	RMB 250 fine for each km/h above the limit	RMB 250 fine for each km/h above the limit and/or up to 3-place grid penalty	Up to 10 seconds time penalty / Drive Through Penalty	1
Crossed the demarcation line at pit exit	Up to RMB 2,000 fine or cancellation of the fastest laptime and/or up to 3-place grid Penalty		Drive Through Penalty	
Ignoring pit exit light	Cancellation of the fastest laptime and/or up to 5-place grid penalty		Drive Through Penalty / Disqualification	1
Breach of Parc Fermé regulations		Loss of all times	Disqualification	

The above penalties are guidelines which will be considered by the Stewards. However, the Stewards may impose any penalty they deem appropriate for any breach of the regulations.

Offence	Practice	Qualifying	Race	BWP a min. of
START				
False start			Min. 5 seconds time penalty	
Overtook before the re-start of the race (Safety Car)			Drive Through Penalty	1
FLAGS				
Did not slow down under Yellow flag	Cancellation of fastest laptime and/or up to 5-place grid penalty.		Up to 30 seconds time penalty or Drive Through Penalty	2
Did not comply with Blue flag/Impeding	Reprimand	Up to 3-place grid penalty	Time penalty or Drive Through Penalty	1
Overtook under Yellow flag	Cancellation of fastest laptime and/or up to 5-place grid penalty		Time penalty or Drive Through Penalty	1
Failed to respect Black & Orange flag	Black Flag and Loss of all times		Black Flag and/or Disqualification	2
Failed to respect Black flag	Loss of all times		Exclusion	3
Did not comply with Red flag	Cancellation of fastest laptime and/or up to 5-place grid penalty		Time penalty or Drive Through Penalty	2
Take Chequered flag more than once	Up to RMB 2,000 fine or cancellation of fastest laptime and/or up to 5-place grid penalty		Up to RMB 2,000 Fine and/or up to 5-place grid penalty for next race	1
DRIVING STANDARDS				
Pushed another car - very minor – win position	Reprimand or cancellation of the fastest laptime		Reprimand or 5 seconds race time penalty	2
Caused a collision / contact - other car continued with delay or disadvantage	Up to 3-place grid penalty		Up to 30 seconds race time penalty or up to 3-place grid penalty for next race	2
Caused a collision / contact - other car unable to continue	Up to 5-place grid penalty		Up to 30 seconds race time penalty or Drive Through or up to 5-place grid penalty for next race	2
Caused a collision / contact - other multiple cars unable to continue	Up to 10-place grid penalty		Up to 60 seconds race time penalty or Drive through or up to 10-place grid penalty for next race	3
Left track gain advantage or rejoined in an unsafe manner	Cancellation of the fastest laptime and/or up to 3-place grid penalty		Up to 10 seconds race time penalty or up to 5-place grid penalty for next race	1
Exceeded Track Limits	Loss of relevant lap times		Time penalty for repeat offences (over 5 TL during the Race)	1
	Multiple offences (over 10 TL in FP/ overall 3 TL in Qualifying)			1

The above penalties are guidelines which will be considered by the Stewards. However, the Stewards may impose any penalty they deem appropriate for any breach of the regulations.