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2025TCR CHINA SERIES SPORTING REGULATIONS

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<p>FOREWORD</p> <p>Shanghai Lisheng Sports Co., Ltd is the promoter of the TCR China Series and organizes the TCR China series (hereinafter “the Series”), reserved for TCR Cars, which is the property of WSC Ltd. The series comprises of two events: the TCR China Championship (hereinafter “the Championship”) and the TCR China Challenge (hereinafter “the Challenge”)</p> <p>The Series is held under the FIA International Sporting Code (hereinafter “the Code”), its appendices, the Circuit General Prescriptions, the present Sporting Regulations specific to the Series.</p> <p>WSC is exclusive owner of the TCR Technical Regulations and all related IP rights.</p> <p>WSC Ltd is the legal owner of the commercial trademark “TCR” and confirms that Shanghai Lisheng Sports Co., Ltd is authorized to use such commercial or brand name/trademark in connection with the following motor sport International Series: “TCR CHINA SERIES”</p>	<p>前言</p> <p>上海力盛体育文化传播有限公司是 TCR 中国系列赛的推广商，负责组织 TCR 中国系列赛（以下简称“本系列赛”），该系列赛专为 TCR 汽车而设，其所有权归 WSC 有限公司所有。本系列赛包括 TCR 中国锦标赛（以下简称：TCR China Championship 或锦标赛）和 TCR 中国挑战赛（以下简称：TCR China Challenge 或挑战赛）两项赛事。</p> <p>本系列赛遵循国际汽车联合会运动总则（以下简称：总则），其附录、场地赛通则以及适用于该系列的现行运动规则。</p> <p>WSC 是 TCR 技术规则和所有相关知识产权的专有者。</p> <p>WSC Ltd.是“TCR”商业商标的合法所有者，并确认上海力盛体育文化传播有限公司被授权在 TCR 中国系列赛中使用该商业或品牌名称/商标。</p>
<p>REGULATIONS</p> <p>1. The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.</p> <p>2. These Sporting Regulations come into force on 1 January of each year.</p>	<p>规则</p> <p>1. 本比赛规则的最终文本应以英文版为准，如有任何争议及其解释，将使用该版本。本文件中的标题部分只作为参考，不作为比赛规则正式条款。</p> <p>2. 本比赛规则于每年的 1 月 1 日生效。</p>
<p>GENERAL UNDERTAKING</p> <p>3. All drivers, competitors and officials participating in the Series undertake, on behalf of themselves, their employees, and agents, to observe all the provisions, as supplemented or amended, of the Code, the Circuit General Prescriptions for competitions run on circuits, the present Sporting Regulations and the latest TCR Technical Regulations, the TCR Sporting and Technical Bulletins and communications.</p>	<p>总的责任义务</p> <p>3. 所有参加系列赛的车手、报名人和官员代表自己、雇员和代理人，承诺遵守《规则》及其补充或修订条款、赛道比赛的一般规定、现行比赛规则和最新 TCR 技术规则、TCR 运动与技术公告以及相关通信。</p>
<p>GENERAL CONDITIONS</p> <p>4. It is the competitor’s obligation to ensure that all persons concerned by his entry observe all the requirements of the Code, the Circuit General Prescriptions, the Sporting Regulations, and the Technical Regulations. If a competitor is unable to be present in person at the Competition, he must nominate his representative in writing.</p> <p>Throughout the entire duration of the Competition, a person having charge of an entered car during any part of a Competition is responsible jointly and severally with the competitor for ensuring that the requirements are observed.</p> <p>5. Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Competition, the presentation of a car for scrutineering will be deemed an implicit statement of conformity.</p> <p>6. The Series Promoter shall define each Competitions logistics instructions and access info. The allocation of space by the</p>	<p>总的条件</p> <p>4. 报名人有责任确保所有与其参赛相关的人员遵守总则、场地赛通则、运动规则和技术规则的要求。如果一位报名人无亲自出席比赛，他必须书面指定代表。</p> <p>在整个比赛期间，任何时候负责某一参赛车辆的人员都与报名人共同承担责任，确保遵守要求。</p> <p>5. 报名人必须确保他们的车辆在整个比赛过程中均符合参赛资格和安全条件，提交车辆参加车检即被视为默认车辆已符合条件。</p> <p>6. 系列赛的推广商将确定每场比赛的后勤指示和进场信息。推广商有权决定对空间的分配。不接受对特殊的围场区域、维修车库和/或进场时间的诉求。进场和区域分配将根据推</p>



<p>Promoter is binding. There is no claim on special paddock, pit area and/or access time. Access and allocation of areas will be made upon instructions by the Promoter and instructions must be strictly respected.</p> <p>Failure to comply to those instructions may be penalized by the Stewards.</p> <p>7. All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pit lane, or on the track must wear an appropriate pass at all times released by the Series Promoter.</p> <p>8. In case the Series is included in an existing Event, the race format may be adapted to the Competition general timetable. TCR China Series and the Stewards shall issue a bulletin before (if it is TCR Auto China Series) or at the beginning (if it is the Stewards) this above-mentioned Competition and inform drivers and competitors about any possible sporting changes to the TCR Sporting Regulations due to the different race format required. Competitors must acknowledge the receipt.</p>	<p>广商的指示进行，并必须严格遵守，不遵守这些指示可能会受到仲裁委员会处罚。</p> <p>7. 所有与参赛车辆有关的人员，或以任何其他身份在围场、维修通道或赛道上出现的人员，必须始终佩戴由系列赛主推广商发放的适当证件。</p> <p>8. 如果系列赛被纳入一场已有的赛事中，比赛形式可能会根据比赛总时间表进行调整。TCR 中国系列赛和仲裁委员会应在此上述比赛之前（由 TCR 中国系列赛）或开始时（由仲裁委员会）发布公告，并通知车手和报名人由于所需的不同比赛形式而可能对 TCR 运动规则进行任何可能的运动调整。参与者必须确认收悉。</p>
<p>LICENSES</p> <p>9.a) All Chinese drivers or foreign-born Chinese drivers participating in the Series must hold current and valid National B licenses or above NATIONAL LICENSES;</p> <p>b) All Foreign and not of Chinese descent drivers participating in the Series must hold current and valid FIA Grade ITD-C or above INTERNATIONAL LICENSES;</p> <p>c) Or and, where applicable, it is also required to hold valid licenses and/or authorizations issued by their ASN;</p> <p>d) A driver must also be in possession of a current medical certificate of aptitude, either included on the competition license or on an attached document;</p> <p>e) All competitors must hold current and valid Team licenses;</p> <p>f) Officials in Appendix 1 of these sporting regulations must hold appointment documents issued by the organizer.</p>	<p>执照资格</p> <p>9. a) 所有中国籍车手或外籍华裔车手须持有当前有效的比赛执照（最低要求为国家 B 级）；</p> <p>b) 外籍非华裔车手须持有当前有效的国际汽联 ITD-C 或以上级别的国际比赛执照；</p> <p>c) 并在需要时，还须持有尤其所属 ASN 颁发的有效执照和/或授权文件；</p> <p>d) 车手还必须持有一份有效的医疗证明文件，可以是包含在比赛执照上或附带文件中；</p> <p>e) 所有报名人必须持有当年有效的车队比赛执照；</p> <p>f) 比赛规则附件 1 中的赛事官员须持有赛事组织者颁发的任命文件。</p>
<p>SERIES COMPETITIONS</p> <p>10. All drivers, competitors and officials participating in the Series must hold current and valid licenses.</p> <p>11. Each Competition will have the status of a National Competition.</p> <p>12. Competitions are reserved for TCR cars certified by WSC, as defined by TCR Technical Regulations. TCR Technical forms compulsory to take part in any TCR Competitions, are issued by WSC Ltd. Accordingly with TCR Technical Regulations WSC Ltd may issue Temporary TCR Forms in case of new models joining the Series. WSC is the only authority able to replace a Temporary Technical form with TCR Technical Form. The models accepted for the TCR are released by WSC every year. The list may be amended at any time by WSC Technical Bulletin.</p> <p>13. Save in exceptional circumstances, the Series will be made up of two races per Competition with a scheduled distance of minimum 55km per race. The race distance must appear in the Appendix 2 specific to each Competition.</p> <p>The leader will be shown the Chequered flag when he crosses the control line (the Line) at the end of the lap during which the prescribed distance is completed. The Line is a single line,</p>	<p>系列赛分站赛</p> <p>10. 所有参赛车手、报名人及官员必须持有当年有效的执照。</p> <p>11. 系列赛为国家级比赛。</p> <p>12. 比赛仅限于符合 TCR 技术规定的 WSC 注册的 TCR 赛车参加。必须使用由 WSC 有限公司发布的 TCR 注册表才能参加任何 TCR 比赛。根据 TCR 技术规则，如有新车型加入系列赛，WSC Ltd.可以发行临时 TCR 注册表。只有 WSC 才能用 TCR 注册表替换临时注册表。每年 WSC 都会公布接受参与 TCR 的车型列表。该列表可随时通过 WSC 技术公告进行修改。</p> <p>13. 除特殊情况外，系列赛的每个分站赛将有两回合决赛，每回合决赛的比赛距离为至少 55 公里。比赛距离必须在附录 2 中针对每场比赛进行说明。</p> <p>当头车完成最后一圈比赛通过终点控制线时，将向其出示方格旗，以示比赛结束。控制线是一条横穿赛道和维修通道的</p>



<p>which crosses both the track and the pit lane.</p> <p>14. The maximum number of Competitions in the Series is set at 6. Throughout the season, should the number of entry cars in either the championship or the challenge falls below 15 at any given stop, the two events will be consolidated for the race. However, points and awards will continue to be calculated separately for each event.</p> <p>15. The list of Competitions is published by the TCR China Series Promoter.</p>	<p>单线。</p> <p>14. 系列赛最多有 6 场分站赛。在整个赛季中，当锦标赛或挑战赛在任一分站中报名赛车数量少于 15 台的，两项赛事将合并比赛，但依然各自计算积分与奖项。</p> <p>15. 分站赛的具体安排由 TCR 中国系列赛推广商发布。</p>
<p>TCR CHINA SERIES</p> <p>16.1 TCR China Series Driver Classification According to the CTCC Driver Rating Mechanism, all participating drivers will be classified into two categories, namely Pro Drivers and Elite Drivers (be pending), and the specific list will be detailed in the rating announcement released by the CTCC official.</p> <p>16.2 TCR China Championship Titles</p> <p>a) The TCR China Championship Drivers' title: After each race, the titles of champion, runner-up, and third place will be awarded to the drivers who has scored the top three highest number of points during the race. After whole season competition, the Annual titles of champion, runner-up, and third place will be awarded to the full season entered drivers who has scored the top three highest number of points during the season.</p> <p>b) The TCR China Championship Elite Cup title: After each race, the titles of champion, runner-up, and third place will be awarded to the elite drivers who has scored the top three highest number of points during the race. After whole season competition, the Annual titles of champion, runner-up, and third place will be awarded to the full season entered elite drivers who has scored the top three highest number of points during the season.</p> <p>c) The TCR China Championship Teams' title: After each race, the title will be awarded to the team which has scored the highest number of points, taking into account all the results obtained by their best two cars in this race. After whole season competition, the Annual titles will be awarded to the full year entered team who has scored the highest number of points.</p> <p>d) The TCR China Championship Club Teams' title: After each race, the title will be awarded to the club team which has scored the highest number of points, taking into account all the results obtained by their best two cars in this race. After whole season competition, the Annual titles will be awarded to the full year entered club team who has scored the highest number of points.</p> <p>e) The TCR China Championship Car Model' title: After each race, the title will be awarded to the Car Model which has scored the highest number of points, taking into account all the results in this race obtained by their best two cars of these car models who classified by the TCR China Promoter. After whole season competition, the Annual titles will be awarded to the car model who has scored the highest number of points.</p> <p>f) Michelin Fastest Lap Award: After each competition, the award will be awarded to the driver who made the fastest lap during the qualifying session and the races.</p> <p>g) The Best Diver of Car Models' title: After the whole season competition, the Annual title will be awarded to the driver of</p>	<p>TCR 汽车中国系列赛</p> <p>16.1 TCR 中国系列赛车手分级 根据 CTCC 参赛评分系统，所有参赛车手将被分为专业组车手与挑战组车手两类，具体名单详见 CTCC 官方发布的评分公告。</p> <p>16.2 TCR 中国锦标赛奖项</p> <p>a) 车手杯：每回合决赛结束后，决赛车手冠亚季军称号将分别被授予本回合决赛中积分前三名的车手；在全年比赛结束后，年度车手冠亚季军称号将被授予在全年比赛中积分前三名的全年参赛车手。</p> <p>b) 挑战杯：每回合决赛结束后，决赛挑战杯冠亚季军称号将分别被授予本回合决赛中积分前三名的挑战组车手；在全年比赛结束后，年度挑战杯冠亚季军称号将被授予在全年比赛中积分前三名的全年参赛挑战组车手。</p> <p>c) 车队杯：每回合决赛结束后，决赛车队杯冠军称号将被授予本回合决赛积分最高的车队，此项积分为各车队本回合决赛成绩最好两台赛车所取得当回合积分之和；在全年比赛结束后，年度车队杯冠军称号将被授予在全年比赛中积分最高的车队。</p> <p>d) 俱乐部杯：每回合决赛结束后，决赛俱乐部杯冠军称号将被授予本回合决赛中积分最高的俱乐部队，此项积分为各车队本回合决赛成绩最好两台赛车所取得当回合积分之和；在全年比赛结束后，年度俱乐部杯冠军称号将被授予在全年比赛中积分最高的俱乐部队。</p> <p>e) 车型杯：每回合决赛结束后，决赛车型杯冠军称号将被授予本回合决赛中积分最高的商业注册车型，此项积分为每回合比赛中使用该车型的所有参赛者中积分前二名的车手所得当回合积分之和；在全年比赛结束后，年度车型杯冠军称号将被授予在全年比赛中积分最高的商业注册车型。</p> <p>f) 米其林最快圈速奖：分站比赛结束后，分站米其林最快圈速奖将被授予当站排位赛与决赛中有效单圈成绩最快的车手。</p> <p>g) 年度车型最佳车手奖：在全年比赛结束后，年度各车型最佳车手称号将被授予在全年比赛中分别使用各商业注册车型比赛获得积分最高的车手。当使用某型赛车的车手不足两名时，将不颁发此车型的最佳车手奖。</p> <p>16.3 TCR 中国挑战赛奖项</p>



each classified car model who scored the highest number of points.

When there are less than two drivers using a certain model, the title of this car model will not be presented.

16.3 TCR China Challenge Titles

a) The TCR China Challenge Drivers' title: After each race, the titles of champion, runner-up, and third place will be awarded to the drivers who has scored the top three highest number of points during the race.

After whole season competition, the Annual titles of champion, runner-up, and third place will be awarded to the full season entered drivers who has scored the top three highest number of points during the season.

b) The TCR China Challenge Teams' title: After each race, the title will be awarded to the team which has scored the highest number of points, taking into account all the results obtained by their best two cars in this race.

After whole season competition, the Annual titles will be awarded to the full year entered team who has scored the highest number of points.

c) Michelin Fastest Lap Award: After each competition, the award will be awarded to the driver who made the fastest lap during the qualifying session and the races.

17. Points for all titles will be awarded at each Competition according to the following scale:

- Qualifying combined results session:

Q1+Q2 combine results:

1st: 10 points

2nd: 7 points

3rd: 5 points

4th: 4 points

5th: 3 points

6th: 2 points

7th: 1 point

The position achieved in Q1, and the position achieved in Q2 will generate a combine result.

- Each race:

1st: 40 points

2nd: 35 points

3rd: 30 points

4th: 27 points

5th: 24 points

6th: 21 points

7th: 18 points

8th: 15 points

9th: 13 points

10th: 11points

11th: 9 points

12th: 7 points

13th: 5 points

14th: 3 points

15th: 1 point

The same points allocation system will be awarded to both Drivers and Elite Cup Title.

TCR cars allowed to take part in the TCR Competition with a Temporary Technical Form will not score points for drivers, teams.

18. If a qualifying session is cancelled, or stopped before any driver set a lap time, no qualifying points for that specific session will be awarded. If a race is suspended under Article

a) 车手杯: 每回合决赛结束后, 决赛车手冠亚季军称号将分别被授予本回合决赛中积分前三名的车手; 在全年比赛结束后, 年度车手冠亚季军称号将被授予在全年比赛中积分前三名的全年参赛车手。

b) 车队杯: 每回合决赛结束后, 决赛车队杯冠军称号将被授予本回合决赛积分最高的车队, 此项积分为各车队本回合决赛成绩最好两台赛车所取得当回合积分之和; 在全年比赛结束后, 年度车队杯冠军称号将被授予在全年比赛中积分最高的车队。

c) 米其林最快圈速奖: 分站比赛结束后, 分站米其林最快圈速奖将被授予当站排位赛与决赛中有有效单圈成绩最快的车手。

17. 所有奖项的积分将根据以下标准在每个分站赛中进行评定:

- 排位赛综合成绩积分:

两节排位赛综合成绩:

第一名: 10分

第二名: 7分

第三名: 5分

第四名: 4分

第五名: 3分

第六名: 2分

第七名: 1分

将根据两节排位赛的成绩综合评定。

- 每回合决赛积分:

第一名: 40分

第二名: 35分

第三名: 30分

第四名: 27分

第五名: 24分

第六名: 21分

第七名: 18分

第八名: 15分

第九名: 13分

第十名: 11分

第十一名: 9分

第十二名: 7分

第十三名: 5分

第十四名: 3分

第十五名: 1分

同样的积分系统将同时应用于车手杯和挑战杯。

使用临时注册表的赛车将不被积分。

18. 如果排位赛被取消或在任一车手完成一圈之前终止, 本次排位赛将不积分。如果决赛根据第 146 条暂停, 且无法根



<p>146 and cannot be resumed under Article 147, no points will be awarded if the leader has completed 2 laps or less. Half points will be awarded if the leader has completed more than 2 laps but less than 75% of the original race distance (in laps). Full points will be awarded if the leader has completed 75% or more of the original race distance. No points will be awarded if someone has not finished the race or completed 75% of the distance that the leader has completed. Should 75% not result in a full number of laps, the decimals will be disregarded.</p> <p>19. a) A representative of the winning Team in the TCR Teams' Title must be present at the TCR End of Season Prize-Giving ceremony. b) The drivers classified first, second and third in the TCR Drivers' Title must be present at the TCR End of Season Prize-Giving ceremony. c) All competitors shall use their best endeavours to ensure that their drivers attend as aforesaid. Any such driver and/or competitor who is absent will be liable to a fine of 10,000 CNY, except in case of "force majeure"</p>	<p>据第 147 条恢复, 如果头车完成 2 圈, 但少于决赛距离的 75% (按圈数计算), 所有车手按照积分的一半计算。如果头车完成的距离超过决赛距离的 75%, 所有车手按照全额积分计算。没有完成决赛, 或没有完成第一名车手决赛距离 75% 的车手不积分。如果 75% 不能得到一个完整的圈数, 则小数部分将被忽略。</p> <p>19. a) TCR 车队总冠军的代表必须出席 TCR 年度颁奖典礼。 b) 在 TCR 车手总冠军中排名前三的车手必须出席 TCR 年度颁奖典礼。 c) 所有报名人都应尽最大努力确保其车手按照上述要求出席。除遇“不可抗力”因素外, 任何未能到场的车手和/或报名人将被罚款 10,000 元。</p>
<p>DEAD HEAT</p> <p>20. The full points provided for in Article 17 of these regulations will be awarded equally to those drivers and teams who have tied.</p> <p>21. If two or more drivers and/or teams finish the season with the same number of points, the higher place in the Series shall be awarded to:</p> <p>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. If this procedure fails to produce a result, TCR China Series will nominate the winner according to such criteria as it thinks fit.</p>	<p>处理积分相同时排名办法</p> <p>20. 获得相同成绩的车手和车队将按照第 17 条获得相同的全额积分。</p> <p>21. 如果有两个或更多的车手和/或车队在赛季结束时积分相同, 那么较高的名次将授予:</p> <p>a) 获得第一名成绩多者, b) 如果第一名数量相同, 则获得第二名成绩多者, c) 如果第二名数量相同, 则获得第三名成绩多者, 依此类推直至分出胜者。如果依此方法仍无法产生结果, TCR 自中国系列赛将根据其认为合适的标准提名获胜者。</p>
<p>ORGANIZER</p> <p>22. Subject to an organizer having an agreement with Shanghai Lisheng Sports Co., Ltd, an application to organize a Competition must be made to the ASN of the country in which the Competition is to take place.</p>	<p>组织者</p> <p>22. 分站赛的组织者必须在与力盛体育达成协议的前提下, 向比赛地所属国家汽车运动管理机构提交办赛申请。</p>
<p>ORGANISATION OF COMPETITIONS</p> <p>23. Each organizer shall supply the information set out in Appendix 2, part A hereto, to the Shanghai Lisheng Sports Co., Ltd, no later than 30 days before the Competition. Each Competition will be organized in accordance with the Agreement entered between the organizer of the Competition and Shanghai Lisheng Sports Co., Ltd</p>	<p>赛事组织</p> <p>23. 每个组织者应在比赛前不迟于 30 天向上海力盛体育文化传播有限公司提供附录 2A 中列出的信息。每场比赛将根据比赛组织者与上海力盛体育文化传播有限公司之间达成的协议进行组织。</p>



INSURANCE

24. The organizer of a Competition must arrange relevant insurance for each competition, and the specific terms of the insurance shall be implemented in accordance with Article 6.6 of the Registration Procedure for Circuit Automobile Races of CAMF.

25. 15 days before the Competition, the organizer must send to TCR China Series the details of the risks covered by the insurance, which must comply with the national laws in force. This insurance certificate, written in the language of the country as well as in English, shall be made available to the competitors.

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

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

Competitors are required to take their own insurance. Each Competitor is responsible for ensuring that all insurance, is valid and available at each Series Competition for inspection. Competitors are also advised to ensure that medical repatriation insurance is in place to cover any problems which may be experienced.

OFFICIALS

28. The following officials, who may have assistants, will be nominated by TCR China Series and during the Competition, will be responsible for the TCR Series and in exceptional circumstances, for Competitions of other international series which are held at the same circuit during the same Event:

- a Race Director;
- a Chairman Steward and two Stewards;
- a Technical Delegate: he will be responsible for scrutineering and will have full authority over the local scrutineers;
- a Technical Data Scrutineer;
- a Secretary of the Stewards;

Any others at the sole discretion of the TCR China Series.

29. The following officials will be nominated by the competition organizer or local ASN as per Appendix 2, part B:

- the Clerk of the Course;
- the Secretary of the meeting
- Chief Medical Officer;

30. The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overridden authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- a) the control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposals to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,
- b) the stopping of any car in accordance with the Code or Sporting Regulations,
- c) the stopping of practice,
- d) the starting procedure,
- e) the use of the Safety Car,
- f) suspending and resuming the race.

保险

24. 分站赛的组织者必须为每个分站赛办理相关保险，具体各项保险条款按照《中国汽车摩托车运动联合会场地类汽车比赛注册说明》第六项比赛注册程序中步骤六条款执行。

25. 在比赛开始前 15 天，组织者必须向 TCR 中国系列赛发送保险所涵盖的风险细节，该保险必须符合国家现行法律。这份保险证书应以本国语言和英文书写，并提供给参赛选手。

26. 由组织者安排的第三方保险应作为补充，并不影响报名人或其他自然人或法人参与比赛时持有的个人保险政策。

27. 参加比赛的车手彼此之间不是第三方。报名人必须自行购买其保险。每位报名人有责任确保所有保险在每个系列赛分站时有效并可供检查。还建议参赛者确保有医疗遣返保险以应对可能出现的问题。

官员

28. 以下官员及其可能的助手，将由 TCR 中国系列赛提名，并在比赛期间负责 TCR 系列赛，并在特殊情况下，同时负责在同一赛道上同时举行的其他国际系列比赛：

- 赛事总监；
- 仲裁主席与两位仲裁委员；
- 技术代表：他将负责车检，并对本地车检裁判拥有完全的权威；
- 数据车检官；
- 仲裁秘书；

其他官员将由 TCR 中国系列赛自行决定。

29. 下列官员将由各分站赛 ASN 或组织者按附件 2 B 进行提名：

- 赛事主管；
- 赛事秘书
- 医疗主管

30. 赛事主管须与赛事总监保持密切沟通，但赛事总监在以下问题上具有绝对权力，赛事主管必须服从，并给出相应的指令：

- a) 根据比赛时间表控制练习和决赛。如有必要，赛事总监可向赛事仲裁委员会出修改比赛时间表的建议；
- b) 根据运动总则、比赛规则及其附件，终止任何车手参加练习或决赛；
- c) 停止练习；
- d) 发车程序；



<p>31. The Race Director, the Clerk of the Course and the Technical Delegate must be present at the circuit at the latest from the beginning of the Competition as defined by the Code as well as the.</p> <p>32. The Race Director must be able to communicate with the Clerk of the Course, the Technical Delegate and the chairman of the Panel of Stewards during sessions. Additionally, the Clerk of the Course must be at race control and in radio contact with all the marshals' posts when cars are permitted to run on the track.</p>	<p>e) 使用安全车; f) 暂停和恢复决赛。</p> <p>31. 赛事总监、赛事主管和技术代表必须在比赛开始之前按总则规定的时间到达赛道。</p> <p>32. 在赛事期间, 赛事总监必须能够与赛事主管、技术代表和仲裁主席进行沟通。此外, 在车辆被允许在赛道上行驶时, 赛事主管必须在控制中心, 并与所有的裁判站岗位保持电台联系。</p>
<p>COMPETITORS' APPLICATIONS</p> <p>33.a) There are two application options available: full season or race-by-race.</p> <p>b) The full season entry application can be submitted starting from January 1st of the current year, up until 7 days prior to the first competition;</p> <p>c) The race-by-race entry application can be submitted in 7 days before each competition;</p> <p>d) Each Competitor may entry maximum 4 cars;</p> <p>e) Each Competitor may entry only 1 Foreign and not of Chinese descent driver in Article 9.b) of these regulations;</p> <p>f) All applicants must sign the Entry Service Contract with TCR China Series promoter and submit with completed Entry Form;</p> <p>g) Each application shall include:</p> <ol style="list-style-type: none">1) confirmation that the applicant has read and understood the Code, the TCR China Series Sporting Regulations and the TCR Technical Regulations and other applicable CAMF rules and regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Series, to observe them;2) the name of the competitor (as it appears on the license);3) the name of the team and classification (Manufacturer or Club);4) a copy of the competitor's license and driver's license issued by the respective ASNs, and any additional documents when requested such as medical certificate and or valid authorization from their country;5) The make and model of the competing car(s), and the TCR Technical Form QR code;6) the name of the driver;h) The TCR China Series entry list will be published at least 48 hours before the begging of the Competition.i) The drivers who transfer to another team within the season will be regarded as new drivers, resulting in their personal points being reset to 0 (zero) while retaining their original car number unchanged. However, the team and model points of the initial entrant's team will remain unaffected.j) The TCR China Challenge only accepts entries from the Elite Drivers. <p>34. TCR China Series reserves the right not to accept any entries.</p>	<p>报名</p> <p>33. a) 报名分全年报名和单站报名两种方式。;</p> <p>b) 接受全年报名的时间为: 当年的 1 月 1 日至第一分站赛开始前的 7 天;</p> <p>c) 接受单站报名的时间为: 各分站赛开始前的 7 天内;</p> <p>d) 每个报名人最多可报名 4 辆赛车;</p> <p>e) 符合本规则 9.b)定义的外籍车手, 每个报名人每个分站限报一名;</p> <p>f) 所有报名人必须与 TCR 中国系列赛推广商签署参赛服务合同并填写报名表;</p> <p>g) 每份报名表内应包含以下信息:</p> <ol style="list-style-type: none">1) 报名申请人已阅读并理解了包括运动总则、TCR 中国系列赛运动规则、TCR 技术规则及其他适用的中汽摩联规则条例, 并代表其参赛的所有人员声明遵守这些规则;2) 报名人姓名 (与执照上登记的相同);3) 车队名称及类型 (厂商或俱乐部);4) 由各自的 ASN 颁发的车队与车手执照复印件, 以及如医疗证明和/或其所属国的有效授权等在内的其他文件;5) 参赛车辆的制造商和型号, 以及 TCR 注册表和二维码;6) 报名车手名单;7) 放弃索赔申明;h) TCR 中国系列赛的参赛名单将于比赛开始前至少 48 小时公布。i) 在赛季中途转会至其他报名人继续参赛的车手, 将被视为新车手, 其个人积分将重新从 0 分开始累计, 但原有车号保持不变。所有这些车手所属的原报名人的车队和车型积分不变。j) TCR 中国挑战赛仅接受挑战组车手报名。 <p>34. TCR 中国系列赛保留拒绝任何人报名的权力。</p>



<p>PASSES</p> <p>35. No pass may be issued except as agreed with Shanghai Lisheng Sports Co., Ltd. A pass may be used only by the person and for the purpose for which it was issued. All officials and staffs and team members and guests must always wear the appropriate pass or credentials when at the circuit in a clearly visible manner during the Event. The number of passes per Competitor is defined by Shanghai Lisheng Sports Co., Ltd only as below:</p> <ul style="list-style-type: none">- 1 of driver pass per car;- maximum 8 of mechanic per car;- 1 of team manager per competitor;- maximum 10 of team member per competitor.	<p>证件</p> <p>35. 未经力盛体育同意，不得随意发放任何证件。证件仅限本人所用，并用于其所签发之目的。在比赛期间，所有参赛人员必须在赛场内以明显的方式佩戴合适证件或其他等效证明。每个报名人所能获得的证件数量由力盛体育规定如下：</p> <ul style="list-style-type: none">- 每台车 1 张车手证件；- 每台车最多 8 张维修技师证件；- 每个报名人 1 张车队经理证件；- 每个报名人最多 10 张车队成员证件。
<p>INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS</p> <p>36. The Stewards may give instructions to competitors by means of Bulletins in accordance with the Code. The Race Director may give instructions to competitors by means of communication in accordance with the Code. All classifications and results of practice and the race, as well as all decisions, communications and bulletins issued by the officials, will be posted on the official TCR China Website and official notice board. Any information published on the official TCR China Website and/or official notice board is immediately valid, and each Competitor is responsible for monitoring such communication during the entire Competitions.</p> <p>37. Any decision or communication concerning a particular competitor is immediately valid once upon signaturred by Stewards. These decisions or communications must be given to the concerning competitor within 25 minutes of such decision The competitor can present the intention to appeal even if he doesn't sigh the decision.</p> <p>38. The competitor must submit the protest regarding the competitions in writing to the Stewards.</p>	<p>与报名人的交流方式</p> <p>36. 仲裁委员会可以根据总则之规定通过公告的方式向参赛者发布指令。赛事总监可以根据总则之规定通过通知的方式向参赛者发布指令。所有练习和决赛的分组和成绩，以及所有官方发布的决定、通讯和公告，都将发布在 TCR 中国官方网站和官方公告栏上。任何在 TCR 中国官方网站和/或官方公告栏上发布的信息都是即时有效的，每个参赛者都有责任在整个比赛期间监控这些通知。</p> <p>37. 针对某参赛者的通知和决定，一经赛事仲裁委员会签发，即已生效。该决定或通知应在下达后 25 分钟内送至参赛者手中。参赛者在没有签署文件时也拥有上诉权利。</p> <p>38. 针对比赛的投诉必须由报名人书面递交至赛事仲裁委员会。</p>
<p>INCIDENTS</p> <p>39. "Incident" means any occurrence or series of occurrences involving one or more drivers, 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) and which:</p> <ul style="list-style-type: none">- necessitated the stopping of a practice (free, qualifying) session or the suspension of a race under Article 146;- constituted a breach of the Code or these Sporting Regulations or Technical Regulations;- caused a false start by one or more cars;- caused a collision;- forced a driver off the track;- illegitimately prevented a legitimate overtaking manoeuvre by a driver;- illegitimately impeded another driver during overtaking;- behaviours that insult mort sports;- unsportsmanlike conduct. <p>Unless in the opinion of the Race Director or Stewards it was 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 session/race.</p> <p>a) It shall be at the discretion of the Stewards to decide, upon a report by the Race Director, if a driver or drivers involved in an Incident shall be penalized.</p> <p>b) If an Incident is under investigation by the Stewards, a message informing all Teams which driver or drivers are involved will be displayed on the timing monitors (if the</p>	<p>事故</p> <p>39. 事故是指任何涉及一名或多名车手在赛道上的单个或者多个事件，或者在赛车场内代表报名人的某直接责任人或参赛者做出的某种行为，上述事件或行为由赛事总监报告给仲裁委员会（或由仲裁委员会发现并交由赛事总监调查），包括如下：</p> <ul style="list-style-type: none">- 根据本规则第 146 条之规定，需要停止练习或暂停决赛；- 违反总则、运动规则或技术规则；- 造成一辆或多辆赛车从错位的发车位发车。- 造成碰撞；- 导致其他车手冲出赛道；- 非法阻止其他车手的合法超车行为；- 超车过程中非法阻碍其他车手；- 有辱汽车运动的行为；- 违反体育道德的行为。 <p>除非赛事总监或仲裁委员会完全的认定某位车手违反了上述任何一条规定，否则任何涉及多辆车事故通常将在练习或决赛结束后进行调查。</p> <p>a) 根据赛事总监的报告，仲裁委员会有权决定是否对涉及事故的一位或多位进行处罚。</p>



facilities on the circuit so permit).

c) If a driver is involved in a collision or Incident and has been informed of this by the Stewards, he must not leave the circuit without the consent of the Stewards. A fine of 5,000 CNY will be imposed for unauthorized departure from the circuit.

40. The Stewards may impose one or more of the following penalties, simultaneously if applicable and/or in substitution or in addition to other available penalties, on any driver involved in an Incident.

- a. A reprimand
- b. A fine
- c. Deletion of a Driver's qualifying lap(s)
- d. A time penalty. The imposed penalty time is added to the race time of the driver concerned.
- e. A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.
- f. A Stop & Go time penalty. The driver must enter the pit lane, stop for at least 10 seconds in front of the garage that has been assigned to them and re-join the race immediately, unless the engine stops (cf. Article 41. b). No other work on the car will be allowed during the application of the penalty.
- g. A drop of any number of grid positions at the driver's next applicable race.
- h. A drop of places in the classification of the Race.
- i. However, should either of the penalties under e) and f) above be imposed and notified during the last three laps or after the end of the race, Article 41.a) and b) below shall not apply and a time penalty of 30 seconds in case e) and 30 seconds and the time given in case f) shall be added to the elapsed time of the car concerned.
- j. A disqualification

41. Should the Stewards decide to impose one of the penalties provided in Article 40.e) or f), the following procedure shall be applied:

- a. From the time the Stewards' decision is notified on the Marshal Post (normally on the start line or finish line) and/or on the timing monitors and/or announced on the TCR Race control Radio, the relevant driver and their car may cross the Line on the track no more than once before entering the pit lane and, in case of a penalty under Article 40.f), proceeding in front of the team garage where they shall remain for the period of the time penalty. However, unless the driver was already in the pit entry or in the pit lane for the purpose of serving their penalty, he may not carry out the penalty during the Safety Car period. Any laps carried out behind the Safety Car will be added to the one lap maximum. The period behind the Safety Car will only end once the Safety Car has entered the pit lane and the cars have crossed the Line.
- b. Whilst a car is stationary 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 penalty period has elapsed, possibly with the help of an external source of energy. If the driver is unable to start their car by themselves, they may be helped by their mechanics, solely for the purpose of starting the engine.
- c. When the time penalty period has elapsed, the driver may re-join the race.

b) 如果仲裁委员会正在调查某一事故，计时屏幕上会显示一条信息，告知所有车队哪位或哪些车手涉及事故(如果赛道设施允许的话)。

c) 如车手涉及碰撞或事故，并被仲裁委员会告知此事，未经仲裁委员会允许，其不得离开赛场。未经允许离开赛场的，将被处以罚款 5,000 的处罚。

40. 仲裁委员会可对任何涉及事故的车手处以下列一项或多项处罚，如有必要，还可同时以其他可行的处罚方式进行替代和/或补充：

- a) 警告
- b) 罚款
- c) 取消单圈（或多圈）成绩
- d) 罚时，所罚时间将添加到该车手的比赛成绩中。
- e) 处罚通过维修区，车手必须驾车通过维修区后返回比赛，期间不得停站。
- f) 维修区罚停，车手必须驾车返回维修区，并在所属车队维修位上进行罚停至少 10 秒，然后立即返回比赛，除非发动机停止（参见第 41.b 条款）。罚停期间，不允许对赛车进行任何其他工作。
- g. 在车手参加的下一回合决赛中处罚其发车位退后任意位次。
- h. 下调决赛排名。
- i. 如果以上 e) 和 f) 中的任何一项处罚的决定在最后三圈或比赛结束后被做出与通知，下面的第 41 条 a) 和 b) 将不适用，并且对于 e) ，应增加 30 秒罚时；对于 f) ，应该增加 30 秒罚时以及原本需要罚停的时间。这些时间将被添加到相关赛车的比赛用时中。
- j. 取消比赛资格。

41. 如果仲裁委员会决定做出第 40 条的 e)或 f)所规定的处罚，应遵循以下程序：

- a. 从处罚信号在裁判站点（通常在起点或终点）出示或在计时屏幕上显示或在控制中心通讯电台通知判罚决定之时起，相关车手及其赛车在进入维修通道之前，在赛道上只能通过一次控制线，在根据第 40.f) 条款处罚的情况下，他们应前往所属车队维修位，并必须停留相应的时间。但是，除非车手已经在维修区入口或维修通道内准备执行处罚，否则他不能在安全车期间执行处罚。
安全车带队情况下，车手允许超过“只能通过一次控制线”的限制，安全车程序结束后，车手应立即返回维修区。只有当安全车进入维修区并且赛车通过控制线时，安全车程序才会结束。
- b. 接受罚停处罚期间，不得对赛车进行维修或调整。然而，如果发动机停止工作，在完成罚停时长后可以使用外部能源以帮助重新启动。如果车手无法自己启动他们的赛车，则可以由他们的维修技师协助，但仅限于为启动发动机之目的。



	c. 当完成罚停时长后，车手可以重新加入比赛。
<p>PROTESTS AND APPEALS</p> <p>42. Protests shall be made in accordance with the Code and applicable CAMF rules and accompanied by a fee of 3,000 CNY. Protest shall be lodged by using the PROTEST form as per Appendix 4.</p> <p>43. Appeals shall be made in accordance with Article 15 of the Code Appeals shall be sent to: National Court of Appeal, ASN. Appeals may not be made against:</p> <p>a. Any BoP and CW release, in relation to Article 79;</p> <p>b. Penalties imposed under Articles 40. d), e), f), g), h), or i);</p> <p>c. Any driver's penalty points imposed by the Stewards;</p> <p>d. Any penalty imposed under Articles 71 and 72;</p> <p>e. Any decision taken by the Stewards in relation to Article 74 and 75;</p> <p>f. Any penalty imposed under Article 116 and 118;</p> <p>g. Any decision taken by the Stewards in relation to Articles 121-125.</p> <p>h. Deletion of the lap times in accordance with Article 12.4.1.e of the FIA International Sporting Code.</p>	<p>投诉和上诉</p> <p>42. 投诉应根据总则及中国汽车摩托车运动联合会比赛处罚及投诉、上诉条例进行，并缴纳投诉费 3,000 元。投诉应使用附录 4 中的“投诉书模板”提交。</p> <p>43. 上诉应根据总则第 15 条的规定以及中国汽车摩托车运动联合会比赛处罚及投诉、上诉条例进行。不得对以下事项提出上诉：</p> <p>a. 任何与第 79 条有关的性能平衡 (BoP) 与获胜加重 (CW) 的发布；</p> <p>b. 根据第 40 条 d)、e)、f)、g)、h) 或 i) 进行的处罚；</p> <p>c. 仲裁委员会处以的扣除车手积分的处罚；</p> <p>d. 根据第 71 和 72 条处以的任何处罚；</p> <p>e. 仲裁委员会做出的与第 74 条和 75 条相关的任何决定；</p> <p>f. 根据第 116 条和 118 条做出的任何处罚；</p> <p>g. 仲裁委员会做出的与第 121 条至 125 条相关的任何决定；</p> <p>h. 根据国际汽联总则第 12.4.1 额条款删除的圈速。</p>
<p>SANCTIONS</p> <p>44.1) 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.</p> <p>2) Any driver who has received 3 reprimands or 2 reprimands were imposed for a driving infringement will, on receiving the 3rd or 2nd reprimand, be given a 10-place grid penalty for the first race in which he takes part. The same rule will then apply for the next 3 or 2 reprimands he may receive, and so on until the end of the Series.</p> <p>When a grid penalty physically cannot be applied, any other penalty may be decided at the Stewards' discretion.</p> <p>3) Disqualification: if a driver is disqualified from a race or a Competition for sporting or technical reasons, then he shall not be entitled to any points, financial recompense and or prizemoney for the Competition in question.</p> <p>Depending on the seriousness of the offence, the Promoter reserves the right to refuse a Driver and/or Competitor entry other future Competition. The occurrence of any incident in the Paddock and/or the track (provocative acts of any kind, verbal or other threats) and/or Behaviour that is unsporting and does not respect the spirit of the Series (breach of sporting morals or ethics, prejudice to the greater interest of Motor Sport, moral or material prejudice to the Promoter or to its partners, etc.) committed by a competitor member or Driver or their entourage will be punished by the Stewards.</p> <p>4) In addition to any penalty applied under Article 40, the Stewards may impose penalty points on the driver concerned. If a driver accrues 10 penalty points, he will be suspended for the following competition, following which 10 points will be removed from their record.</p> <p>Penalty points will remain on a driver's record for a period of 8 months, after which they will be respectively removed on the 8-month anniversary of their imposition.</p> <p>45. The Stewards may decide to record and suspend penalties</p>	<p>处罚</p> <p>44.1) 赛事仲裁委员会可以依照本规则做出处罚，也可以依照总则做出处罚。</p> <p>2) 任何车手如收到 3 次警告，或 2 次涉及车手驾驶行为的警告，在收到第三次或第二次警告后，将会在他参加的下一回合决赛时受到退后 10 位发车的处罚。同样的规则也适用于他可能接下来收到的 3 次或 2 次警告，直到本系列赛事结束。</p> <p>当退后发车位的处罚实际无法执行时，由仲裁委员决定以其他何种处罚代替。</p> <p>3) 取消资格：如一名车手因运动或技术原因被取消决赛或比赛的资格，则他将不再享有该比赛相关的任何积分、经济补偿和奖金。</p> <p>根据违规行为的严重程度，推广商保留拒绝车手和/或报名人参加未来比赛的权利。仲裁委员会将对在围场和/或赛道上发生任何事故（包括任何形式的挑衅行为、口头或其他威胁）以及不遵守系列赛精神的行为（违反体育道德伦理、损害汽车运动的整体利益、对主办方或其合作伙伴造成道义或物质损失等）进行处罚。</p> <p>4) 此外，除了适用第 40 条规定的任何处罚外，仲裁委员会可以对相关车手处以计分处罚。如果一名车手累积了 10 分罚分，他将在接下来的比赛中被停赛，之后这 10 分将被从他的记录中清除。</p> <p>违规扣分将在车手的记录上保留 8 个月，之后它们将在被处罚的 8 个月后相应地移除。</p> <p>45. 仲裁委委员会可以做出决定，将对报名人或车手的处罚</p>



<p>against a Competitor and/or a Driver until the end of all competitions this year, with the provision that if the competitor or driver does not commit any similar violations again, this penalty decision will be cancelled.</p> <p>46. Submission of the case by the Stewards to the parent ASN.</p>	<p>记录在案并暂缓执行，直至本年度全部分站赛结束，如该报名人或车手未再有类似的违规行为，则此处罚决定将被取消</p> <p>46.案件材料由仲裁委员会提交给上级 ASN。</p>
<p>CHANGES OF DRIVER</p> <p>47.a) In case of a competitor wishes to enter an additional driver, the Competitor must inform the Stewards in writing prior the end of sporting checks. Applications submitted after the deadline will not be approved.</p> <p>In case of change of driver, the Competitor must inform the Secretary of the Stewards in writing or e-mail, within 7 days prior the start of the Competitions. Applications submitted after the deadline will not be approved.</p> <p>Applications fee of each change of driver is 1,000 CNY, the Foreign Driver in relation of Article 9.b) and the Elite Driver are exempted from paying the application fee.</p> <p>Competitors will be obliged to use the driver they nominated at the time of the sporting checks for the Competition except in cases of "force majeure" recognised as such by the Stewards.</p> <p>Any duly authorised new driver may score points in the Series.</p> <p>b) Any driver who joins the race during the season and replaces another driver must inherit all the penalties and restrictions imposed on the previous driver, including but not limited to the weight of car, BoP, and grid penalty, etc.</p> <p>If one or more drivers need to be penalized and restricted due to a change of driver, the following requirements must be followed:</p> <ul style="list-style-type: none">- For different penalties and restrictions, drivers must accept the cumulative penalties and restrictions for all different projects;- For the same penalties and restrictions, the penalties and restrictions imposed on drivers shall be implemented according to the highest cumulative standard currently in place.	<p>更换车手</p> <p>47. a) 报名人名如欲补充报名车手，必须在各分站赛行政检验结束前以书面形式向赛事仲裁委员会交申请，逾期不予批准。</p> <p>报名人名如欲更换报名车手，必须至少在各分站赛前 7 天以书面或电子邮件形式向赛事仲裁委员会秘书交申请，逾期不予批准。</p> <p>每人次更换须交纳 1000 元申请费，涉及到本规则 9.b) 条款所定义的外籍车手和挑战组车手的更换申请则免于交纳该费用。</p> <p>行政检验后，不得更换车手，除非出现不可抗力并获得仲裁委员会批准。</p> <p>更换后的新车手可以在系列赛中获得积分。</p> <p>b) 任何人在赛季中加入比赛，更换其他车手继续参加比赛时必须继承上一位车手所受到的所有处罚与限制，包括但不限于车重、赛车能力均衡调整、退后发车位处罚等。</p> <p>当因车手更换和重返比赛所致的一位或多位车手需接受处罚与限制情况前后不一致时，按下列要求执行：</p> <ul style="list-style-type: none">- 对于不同的处罚与限制项目，涉及车手须接受累计所有不同项目的处罚与限制；- 对于相同的处罚与限制项目，涉及车手所受的处罚与限制按照现累计的最高标准执行；
<p>TIMEKEEPING</p> <p>48. Each driver must use the timing transponder supplied by the Series promoter throughout the Competition. All competitors are themselves responsible for receiving this transponder, at their own guarantee deposit, and for the correct installation and functioning thereof. This transponder must be installed in strict compliance with the relevant instructions.</p>	<p>计时</p> <p>48. 每位车手必须在比赛期间使用官方提供的计时传感器。所有报名人名自行负责领取这些传感器并支付押金，并必须确保正确安装和运作。该传感器必须严格按照相关说明进行安装。</p>
<p>DRIVING</p> <p>49. The driver must drive his car alone and unaided.</p>	<p>驾驶行为</p> <p>49. 车手必须本人驾驶赛车，不能借助任何外力帮助。</p>



<p>NUMBER OF CARS ALLOWED TO PARTICIPATE</p> <p>50. The number of cars allowed to take part in practice and to start the race is as stated on each Race Circuit License. Only one single car may be entered per driver at each Competition. T-cars/spare cars are prohibited.</p> <p>Only one chassis per driver is allowed during each Competition, change of car chassis after the Scrutineering is forbidden within the same Competition. It's forbidden for a driver to compete with the same car in more than one competition in the same venue during the same racing weekend.</p>	<p>允许最大同场发车数量</p> <p>50. 允许进行练习和参加决赛时同场发车的最大数量，按每个赛道执照上的规定执行。</p> <p>每场比赛每位车手只允许使用一个车架，禁止在同一场比赛中通过车检后更换车架。在同一赛事周末的同一场地上，禁止车手用相同的赛车参加多个比赛。</p>
<p>RACE NUMBER AND NAME ON THE CAR</p> <p>51.1 Each car will carry the race number of its driver on its rear side window, windscreen, rear window, front side door and front of roof top. Race numbers must be in conformity with the Appendix 5 to the present regulations. The Series Promoter will assign race numbers to drivers as follows:</p> <p>a) All TCR China Series cars use the same numbering system , Last year's TCR China Series-Championship Driver Champion of the year will receive the number 1 plate. If the driver is absent from this year's race, then the number 1 will be vacant.</p> <p>b) The remaining competitors may choose their own numbers from 2 to 999, with priority given to the order of points they scored in last year's championship, followed by the order of entry for those who did not compete in the championship.</p> <p>51.2 Once the race number is determined, it must remain unchanged throughout the year.</p> <p>51.3 The name or the emblem of the make of the car must appear on the bodywork of the car in the original location(s). The Name, Blood Type and National Flag (or Regional Flag) of the driver must also appear on the bodywork (rear side windows, windscreen, and rear window), be easily legible and be in compliance with the Series promoter's requirements.</p> <p>51.4 Before scrutineering, competitors must affix all the advertising (especially the organizer's advertising) on their car and driver's overall, and leave at the organizers and promoter disposal locations that are reserved exclusively for the according to the diagram appended to the present Regulations (Appendix 5).</p> <p>Apart from the organizer's advertising, all other advertising posted on the car and the driver's overall by competitors must comply with local laws and regulations as well as the Code. They should not cover up the organizers' advertising and race numbers, violate provisions in the Entry Service Contract, contain inappropriate promotional content, or compromise racing safety.</p> <p>If the competitor does not follow the regulations in posting advertising or refuses to remove advertising inappropriate content, the Technical Delegate will not allow them to pass the scrutineering.</p> <p>After the scrutineering, the appearance of both the car and the driver's overall shall not be altered unless approved by the Stewards.</p> <p>51.5 The Promoter will provide a set of car numbers and organizer's advertising for free to the Competitors or Drivers during the sporting check of their first Competition. If additional numbers are needed afterwards, Competitors can either make them themselves according to the Appendix 5 to the present regulations or purchase them from the Promoter at</p>	<p>赛车涂装</p> <p>51.1 比赛车号粘贴位置为赛车两侧前车门、车顶前部、座舱两侧后侧窗和前后挡风玻璃，比赛号码必须符合附录 5 中的规定。系列赛推广商将按照下列原则为车手分配比赛号码：</p> <p>a) 所有 TCR 中国系列赛参赛车辆使用同一套车号系统，比赛车号中的 1 号将被授予上一年度 TCR 中国锦标赛车手杯总冠军，如该名车手缺席本年度比赛，则 1 号空缺。</p> <p>b) 其余参赛车辆比赛号码由报名人在 2-999 号范围内自主选择，选择号码的优先顺序按照上一年度车队积分顺序排列，没有参加上一年度比赛或在上一年度比赛中没有积分的报名人按照报名顺序排列。</p> <p>51.2 比赛车号一旦确定须保持全年不变。</p> <p>51.3 汽车的制造商名称或标志必须出现在车身上原始位置。车手的姓名、血型 and 所属国家国旗（或地区区旗）也必须以符合推广商要求的方式清晰的出现在车身上（后侧窗和前后风挡）。</p> <p>51.4 报名人必须在预车检前将所有广告贴在赛车与赛车服上，并根据现行规则中的图示（附录 5）预留出组织者与推广商的专属位置。</p> <p>除组织者广告外，其余由报名人自行发布在赛车与赛车服上的广告，须符合当地法律与运动总则的要求，不得遮盖组织者广告和比赛号码，不得违反参赛服务合同的约定，不得由不良宣传内容，也不得影响赛车安全。</p> <p>如报名人不按规则发布广告或拒绝将有不良内容的广告去除，技术代表将不允许其通过预车检。</p> <p>通过预车检后，赛车与车手服的外观，除非得到仲裁委员会的批准，不得再进行更改。</p> <p>51.5 推广商将在报名人或车手第一次参加的分站赛行政检验时向其免费提供一套车号和组织者广告，在此之后如需增补则可有报名人按照附录 5 中规格自行制作或由推广商有偿提供。</p> <p>51.6 所有参赛者、赞助商和其他有关人员在报名参赛时已经同意系列赛所有的影视资料版权属于系列赛推广商，上述各方不可扣留版权，或将其转让给其它单位或个人。系列赛推</p>



<p>a cost.</p> <p>51.6 All Competitors, sponsors, and other relevant parties have agreed to transfer the copyright of all audiovisual materials in the series to the Series Promoter. The aforementioned parties are prohibited from withholding or transferring copyrights to any other entities or individuals. The Series Promoter has full rights to utilize any filmed audiovisual products from the competition for any purpose.</p> <p>51.7 During the competition, any conduct that contravenes the aforementioned regulations will be reported to the Stewards.</p>	<p>厂商可选用任何在比赛中拍摄的影视产品做任何用途。</p> <p>51.7 比赛过程中，所有不遵守上述规则的行为将被向仲裁委员会报告。</p>
<p>SPORTING CHECKS AND SCRUTINEERING</p> <p>52. Each competitor must have all documents required by Article 9 available and the various documents relating to his car.</p> <p>53. At each Competition, the organizer will check all licenses.</p> <p>54. The list of competitors, drivers and car allowed to take part in the Competition must be published by the Panel of the Stewards after the end of the sporting checks and scrutineering.</p> <p>55. The Competitor represents its own behalf and on behalf of everyone associated with its participation in the Series in confirming that they have understood the entire contents of the application form, and that everyone has signed the "Individual Waiver of Claim Statement" with the Competitor.</p> <p>56. Each car is identified by the number of its TCR Technical Form.</p> <p>57. Competitors'/ driver's sporting checks and Technical Scrutineering will take place at least one day before the first race, as defined in the Competition schedule set by the organizer (Art 8). The scrutineering order will be communicated by the Technical Delegate.</p> <p>58. Scrutineering: the location is defined in the Appendix 2. Unless a waiver is granted by the Stewards, competitors/ drivers who do not keep to these time limits will not be allowed to take part in the Competition. The Scrutineering Timetable can be modified by the Stewards on request of the Technical Delegate and Competitors informed by bulletin.</p> <p>59. No car may take part in the Competition until it has been passed by the scrutineers.</p> <p>60. The scrutineers may:</p> <p>a) Check the eligibility of a car or of a driver at any time during a Competition.</p> <p>b) All competitors must submit for each vehicle the following original items to the scrutineer at scrutineering for the races in which they take part, and whenever requested:</p> <ul style="list-style-type: none">- TCR Technical Form valid only in QR code version for scanning by Technical Delegate;- Official form for the safety cage;- Certification for the catalytic converter. <p>c) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied,</p> <p>d) Require a competitor to pay the reasonable expenses for the exercise of the powers mentioned in this Article,</p>	<p>行政检验和预车检</p> <p>52. 每个报名人必须准备好规则第 9 条所要求的所有文件，以及与其赛车相关的各种文件。</p> <p>53. 每个分站赛，组织者将检查比赛执照。</p> <p>54. 行政检验和预车检结束后，仲裁委员会必须公布允许参赛的参赛者、车手和赛车名单。</p> <p>55. 报名人代表其当站所有参赛者确认已了解报名表中全部内容，其所有参赛者已经与报名人签署了“个人放弃索赔声明”。</p> <p>56. 每辆赛车都通过其 TCR 注册表编码进行识别。</p> <p>57. 行政检验和预车检将在第一回合决赛前至少一天进行，并在官方日程表上标明。技术代表将通知预车检的顺序。</p> <p>58. 预车检：地点在附录 2 中定义。除非获得仲裁委员会的批准，否则未能遵守这些时间限制的报名人/车手将不被允许参加比赛。预车检时间表可以根据技术代表的要求由仲裁委员会进行修改，并通过公告通知报名人。</p> <p>59. 没有通过预车检的赛车不得参加比赛。</p> <p>60. 车检裁判可以：</p> <p>a) 比赛期间检查赛车与车手是否合格。</p> <p>b) 要求所有报名人在他们参加预车检时，提交每辆车的以下原件，并在被要求时随时提供：</p> <ul style="list-style-type: none">- TCR 注册表二维码，供技术代表扫描使用；- 防滚架的官方注册表；- 三元催化器的注册信息。 <p>c) 要求报名人拆卸赛车，以确保其符合参赛资格。</p> <p>d) 要求报名人支付与本条款相关车检工作权利的行使而导致的合理费用，</p> <p>e) 要求报名人向其提供其认为必要的零件、样品/图纸和其他任何信息。</p> <p>f) 要求报名人用新的原厂零件或其他的参考备件来替换使用过的零件。</p>



- e) Require a competitor to supply them with such parts, samples/drawings and any other information, as they may deem necessary.
- f) Require a competitor to replace a used part/s with the new part/s taken from original packing or other reference parts.
- g) Require at any time during an event for any checks considered necessary (e.g. engine performance, fuel quantity, etc.). They will have the right to seal cars or parts and make the check in appropriate location and at postponed date.
- i) Require a competitor to replace the driver seat and seat belt of the car that has experienced a major collision.

Data acquisition system specified by the TCR Technical Regulations:

- 1) The competitors must use the TCR data acquisition system specified by the latest TCR Technical Regulations
- 2) This system must be used during the Series and serves exclusively to store the data acquired. The competitors are responsible for this system being installed in strict compliance with the relevant instructions and is always working during the Competition.
- 3) All costs connected with the installation, checking, servicing and updating of the system are borne entirely by the competitors.
- 4) The data may be checked at any time during the Competition.
- 5) The weight of the system is included in the minimum weight of the car.

61. On board Camera:

Throughout the Competition, the competitor must have installed in his car an onboard camera system of any type.

The camera must be installed in the car, pointed in forward and backward direction with a field of vision sufficiently wide enough to record clearly and without obstruction at all times the driver's view of the track ahead and the back view of the track behind.

Nothing may obstruct the camera picture and it is the responsibility of the competitor to always ensure the correctly installing and the functionality of the cameras system during Free Practice, Qualifying, and Race sessions.

They must also ensure that the scrutineer can retrieve complete video recordings after each session.

If the scrutineer is unable to obtain these video recordings for any reason, the relevant Competitor and Driver will be fined 10,000 CNY and be given a 3-place grid penalty for the next race.

The weight of the camera system is included in the minimum weight of the car.

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

63. The Race Director or the Clerk of the Course may require that any car involved in an accident be stopped and checked at any time during the Competition.

64. Checks and scrutineering shall be carried out by duly appointed officials who shall also be responsible for the operation of the Parc Fermé and who alone are authorized to

g) 在任何适合, 有权封存赛车或零件, 并在适当的地点和延后的日期对其进行车检裁判认为有必要的检查 (例如发动机性能、燃油量等)。

根据 TCR 技术规则指定的数据采集系统:

- 1) 报名人必须使用最新 TCR 技术规则指定的数据采集系统。
- 2) 此系统必须在系列赛期间被使用, 并且仅用于存储所获取的数据。报名人有责任按照相关指示要求安装该系统, 并确保比赛期间始终正常运行。
- 3) 所有与系统的安装、检查、维护和更新相关的费用完全由报名人承担。
- 4) 数据可在比赛期间被随时检查。
- 5) 最低车重已包含了此系统的重量。

61. 车载摄像机:

报名人必须在赛车上安装可满足前视、后视与驾驶舱内 (朝向前风挡且可同时观察到车手动作) 三个视角的车载摄像机, 并确保其在所有练习、排位赛和决赛期间处于正常工作状态, 供车检裁判在练习或决赛后调取完整的影像资料。如车检裁判无法获取这些影像资料, 无论因何原因, 相关报名人与车手将受到罚款 10,000 元并于下一回合决赛退后三个发车位的处罚。

车载摄像机设备重量计算在最低车重中。

62. 已经通过预车检的赛车, 如果其经过拆卸或某种形式的改装而影响其安全性, 或者由此产生赛车参赛资格的疑问, 或涉及任何事故, 必须由报名人重新呈报车检裁判进行附件。

63. 比赛期间赛事总监或赛事主管可以随时要求涉及事故的赛车停车接受检查。

64. 车检工作只能由指定的赛事官员进行, 这些赛事官员也负责管理封闭停车场, 其可以对相应报名人的参赛者进行指挥。

65. 比赛期间, 仲裁委员会将公布车检裁判的调查结果。公布文件中不包含任何具体数据, 除非遇有赛车违反技术规则的情况。



<p>give instructions to the competitors.</p> <p>65. The Stewards will publish the findings of the scrutineers each time cars are checked during the Competition. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.</p>	
<p>SUPPLY OF TYRES IN THE SERIES AND TYRE LIMITATION DURING THE COMPETITION</p> <p>66. TCR China Series Promoter will register reference tyres for the Series (dry- and wet-weather tyres). The list of control tyres selected will be published by the Series Promoter at the latest two weeks prior the first Competition of the Series. All tyres must be used as supplied by the tyre manufacturer designated by the Series Promoter. They must comply with the specification determined by the reference tyres for the Series. Any chemical and/or mechanical treatment of the tyres except cleaning is prohibited. The original tyre tread and profile may not be modified or cut. All tyres must be purchased exclusively from the tyre manufacturer designated by the Series Promoter.</p> <p>67. Tyre limitation during the Competition:</p> <p>a) Dry-weather tyres:</p> <p>1) For the 1st Competition of a car, no more than 16 new dry-weather tyres may be registered. A new tyre is a tyre that has not been previously registered and/or allocated to a driver.</p> <p>2) As from the 2nd, no more than 12 dry-weather tyres may be registered, no matter new or used. In addition, maximum of 4 dry-weather tyres that have been registered to the same car in the Previous Competitions of the Series will be permitted to registered.</p> <p>b) Wet-weather tyres: during the Competition, minimum 4 wet-weather tyres each car must be registered.</p> <p>68. Checking of tyres:</p> <p>1) The checking of the tyres will be carried out according to a process defined the Series Promoter.</p> <p>2) Both sidewalls of all tyres which are to be used at a Competition must be marked with a unique identification.</p> <p>3) Other than in cases of force majeure (accepted as such by the stewards of the meeting), all tyres intended for use at a Competition must be presented to the TCR Technical Delegate for register and allocation prior to the end of initial scrutineering.</p> <p>69. Use of tyres:</p> <p>a) The use of tyres without appropriate identification is strictly forbidden during the entire Competition (including the starting procedure and the grid).</p> <p>b) Wet-weather tyres may be used only after the track has been declared wet by the Clerk of the Course/the Race Director for the session (Free Practice, Qualifying) or the races.</p> <p>70. The use of tyre-warmers is forbidden or any other means of changing the character of the tyres.</p>	<p>轮胎供应与限制</p> <p>66. 比赛轮胎为官方指定产品（含干胎与雨胎），由 TCR 中国系列赛推广商指定。官方指定轮胎名录将不晚于第一分站开始前两周公布。</p> <p>所有轮胎必须由系列赛推广商指定的轮胎制造商提供，并且必须符合系列标准的规格。除清洁外，禁止对轮胎进行任何化学和/或机械处理。原始轮胎花纹和型号不得修改或切割。</p> <p>所有轮胎必须从系列赛推广商指定的轮胎制造商处购买。</p> <p>67. 分站赛中允许使用的轮胎数量如下：</p> <p>a) 干胎：</p> <p>1) 在某台赛车参加的第一个分站中，每台赛车最多允许标记 16 条新干胎。新胎是指未曾被标记及分配给任意车手的轮胎。</p> <p>2) 自第二个分站起，每台赛车最多允许标记 12 条干胎，无所谓新胎或旧胎。除此之外，每台赛车最多允许额外标记 4 条在之前分站赛中被标记给同一台赛车的干胎。</p> <p>b) 雨胎：每个分站赛，每辆赛车必须至少标记 4 条雨胎。</p> <p>68. 轮胎检查</p> <p>1) 轮胎检查将按照由系列赛推广商定义的程序进行。</p> <p>2) 所有的比赛轮胎两侧必须标有独特的标识。</p> <p>3) 除非是不可抗力的情况（由仲裁委员会认定），所有用于比赛的轮胎必须在预车检结束前提交给技术代表进行标记和分配。</p> <p>69. 轮胎使用：</p> <p>a) 在整个比赛期间（包括发车程序与停在发车格上时），严禁使用未经标记的轮胎。</p> <p>b) 只有在赛事主管或赛事总监宣布为赛道为湿地后，才能使用雨胎，无论是自由练习、排位赛还是决赛。</p> <p>70. 禁止使用轮胎加热装置或其他任何改变轮胎特性的方法。</p>



LIMITATION OF THE NUMBER OF ENGINES AND CARS DURING THE COMPETITION

71. No car may use more than 1 engine during the season. Each engine must be sealed by the TCR Technical Delegate before being used by the driver for the first time. It will be sealed to prevent the dismantling of the cylinder head and oil sump. The removing of one or more seals must be approved beforehand by the TCR Technical Delegate. The breaking of any seal will be considered as a change of engine.

The replacing of an engine by a competitor must be requested in writing to the TCR Technical Delegate by using the "Engine Change Form" in the Appendix 4.

Any additional engine change automatically results in the driver receiving a 5-place penalty for the next race in which he participates, unless it is recognized as force majeure by the Panel of Stewards, with the burden of proof on the competitor.

72. No driver may use more than 1 car during the season. The replacing of a car by a competitor must be requested in writing to the TCR Technical Delegate by using the "Car Change Form" in the Appendix 4.

Any additional car change automatically results in the driver receiving a 10-place penalty for the next race in which he participates, unless it is recognized as force majeure by the Panel of Stewards, with the burden of proof on the competitor.

73. An engine and/or a car will be considered as having been used once the car's timing transponder has indicated that it has left the pit lane.

Penalties imposed by the Panel of Stewards for infringements of the rules on engine changes are not susceptible to appeal (cf. Article 12.2.4 of the Code)

WEIGHING

74. The Minimum Racing weight defined the sum of the minimum weight defined by the TCR Technical Regulations must be respected at any time during the event. The Minimum Racing Weight can be modified by BOP corrections released by WSC (art 79).

75. The weight of any car may be checked at any time during the Competition as follows:

All drivers entered in the Series will be weighed, wearing their complete racing apparel, at the first Competition of the season and at mid-season. If a driver is entered later in the season, he will be weighed at his first Competition. The weights of the drivers will then be entered into a list which is under the control of the TCR Technical Delegate. To identify which driver is on board the car, each driver will bear a numbered sticker symmetrically at the level of the opening for visibility on both sides of his helmet as well as on his FIA-approved head-restraint device.

76.a) During and after all the practice sessions:

- 1) the TCR Technical Delegate will install weighing equipment in the pit lane and/or in an area as close to the first pit as possible. This area will be used for the weighing procedure;
- 2) the TCR Technical Delegate will select cars to undergo the weighing procedure. The TCR Technical Delegate will inform the driver by means of traffic lights and/or by flags that his car has been selected for weighing;
- 3) having been informed that his car has been selected for weighing, the driver must proceed directly to the weighing area, without outside help, and may be asked to stop his

发动机与车架数量限制

71. 赛季中，一辆车不得使用超过一个发动机。

每个发动机在车手首次使用之前必须由 TCR 技术代表铅封。它将被铅封以防止拆卸汽缸盖和油底壳。任何一个或多个铅封的移除必须事先获得 TCR 技术代表的批准。任何一个铅封的破坏都将被视为更换发动机。

报名人更换发动机必须以书面形式向 TCR 技术代表提出申请，使用附录 4 中的“更换发动机申请表”。

任何更换发动机的行为都将导致车手在下一回合决赛中受到退后五个发车位的处罚，除非由报名人举证并被仲裁委员会认定为不可抗力。

72. 赛季中，每名车手只可使用一辆赛车参赛。报名人更换赛车必须以书面形式向 TCR 技术代表提出申请，使用附录 4 中的“更换赛车申请表”。

任何更换赛车的行为都将导致车手在下一回合决赛中受到退后十发车位的处罚，除非由报名人举证并被仲裁委员会认定为不可抗力。违规更换赛车的车手将被取消比赛资格。

73. 一旦赛车的计时模块显示它已经离开了维修区，发动机和赛车将被视为已使用过。

仲裁委员会对于违反发动机更换规则的处罚不接受上诉（参见总则第 12.2.4 条）。

称重

74. 最低比赛重量定义了 TCR 技术规则中所定义的最小重量之和，在比赛期间必须始终遵守。最低比赛重量可以通过 WSC 发布的 BOP 修正公告进行修改（第 79 条）。

75. 在比赛期间，任何一辆赛车的重量都可以随时进行检查，具体如下：

所有参加系列赛的车手将在赛季开始时和途中穿戴完整赛车装备进行称重。如果一个车手在赛季中报名参加比赛，则他将在他参加的第一场比赛中称重。车手们的体重将被记录在由 TCR 技术代表控制的名单上。为了确定哪个车手正驾驶该赛车，在他的头盔两侧对称可见处以及 FIA 认可的头颈保护装置上，都会贴有该车手的比赛号码标签。

76.a) 练习、排位赛期间与结束后：

- 1) TCR 技术代表将在维修通道或尽可能靠近第一个维修车库的区域安装称重设备。该区域将用于执行称重程序；
- 2) TCR 技术代表将选择进行称重程序的车辆。TCR 技术代表将通过信号灯和/或旗帜告知驾驶员他的车辆已被选中进行称重；
- 3) 在被告知他的车辆已被选中进行称重后，驾驶员必须直接前往称重区域，不能寻求外部帮助，并可能会被要求熄火；
- 4) 然后将对车辆进行称重，无论有无车手在其中，并进行检



<p>engine;</p> <p>4) the car will then be weighed, with or without the driver, and checked. In the case of an irregularity, the results will be given to the driver or a team representative in writing;</p> <p>5) the car must reach the weighing area and return to its garage under its own power, with no outside assistance, failing which it will be placed under the exclusive control of the marshals who will take the car to be weighed or to its garage;</p> <p>6) the driver and his car may not leave the weighing area without the consent of the TCR Technical Delegate or his nominee.</p> <p>b) After the race: The Technical Delegate will weigh the classified cars of his choice, except in a case of "force majeure".</p> <p>c) Should the weight of the car be less than that specified in the Technical Regulations when weighed under a) or b) above, the car and the driver may be disqualified from the Competition save when the deficiency in weight results from the accidental loss of a component of the car.</p> <p>d) No solid, liquid, gas or other substance or matter of any nature whatsoever may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure (except by a scrutineer when acting in his official capacity and, after the race, in accordance with the prescriptions of the TCR Technical Regulations).</p> <p>e) Only scrutineers, officials and team members on officials' request may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.</p> <p>77. Any breach of these provisions for the weighing of cars may result in the application of one of the following penalties:</p> <ul style="list-style-type: none"> - a drop of places on the starting grid for a later race in which the driver takes part, - the cancellation of all or part of the times set in practice or qualifying. - the disqualification of the car concerned, - any other penalty provided for in the Code. 	<p>查。如果出现异常情况，结果将以书面形式提供给车手或车队代表；</p> <p>5) 赛车必须在自己的动力驱动下到达称重区并返回车库，不能接受外部帮助。如果无法做到，车辆将被交由裁判人员独立控制，他们会把赛车送去称重或车库。</p> <p>6) 只有在 TCR 技术代表或其指定人员的同意下，车手和他的赛车才能离开称重区域。</p> <p>b) 决赛后： 技术代表将会对他选择的完赛车辆进行称重，除非出现“不可抗力”的情况。</p> <p>c) 如果在上述 a)或 b)情况下称重时，车辆的重量低于技术规则中指定的重量，则除非赛车意外丢失了一个零部件导致重量不足，否则车辆和车手可能会被取消比赛资格。</p> <p>d) 在选定赛车进行称重或比赛结束后，以及在称重过程中，不得向赛车添加、放置或移除任何固体、液体、气体或其他物质（除非是车检裁判在其官方职责范围内进行的，并且符合 TCR 技术规则）。</p> <p>e) 只有车检裁判、官员以及车队成员在官方的要求下才能进入称重区。除非得到这些官员的授权，否则不允许进行任何形式的干预。</p> <p>77. 任何违反车辆称重规定的行为可能会导致以下一种或多种处罚措施的应用：</p> <ul style="list-style-type: none"> - 在车手参加后续比赛时，受到退后发车位的处罚； - 取消在练习或排位赛中所取得的全部或部分时间成绩； - 取消相关赛车的比赛资格； - 根据总则规定的其他任何处罚。
<p>BALLAST WEIGHT</p> <p>78. A 20 kg ballast will be added to the minimum weight of the car of a competitor entered on Race-by-Race entry at his first appearance in the TCR China Championship and must be carried from the scrutineering. This ballast includes the Compensation Weight that shall be defined by TCR Notifications and or Bulletin/s and it's only applicable at the first appearance in the TCR China Championship of a Race-by-Race entry.</p>	<p>加重</p> <p>78. 在 TCR 中国锦标赛中，单站报名的报名人在其首次参赛时，自参加预车检开始，其赛车最低重量上将增加 20 公斤的配重。此配重包括由 TCR 通知和/或公告定义的补偿重量，仅适用于 TCR 中国锦标赛单站报名的参赛者在系列赛中首次亮相时。</p>
<p>BALANCE OF PERFORMANCE AND COMPENSATION WEIGHT</p> <p>79. The balance of Performance (Bop) is defined by WSC and may be adjusted at any time by the TCR Technical Bulletins. In addition to the BoP, cars are also subject to the TCR Compensation Weight (CW), this will be defined by an Automatic Formula defined by TCR Technical Department (WSC) via TCR Notifications. All changes to the CW will be communicated by the TCR Technical Department within seven (7) days prior the start of the Competition and ratified by the Stewards of the meeting at the latest on the day before the qualifying session.</p> <p>TCR China Series Competitors Full season entered Competition shall be subject to different Compensation Weight during the Competitions, at WSC discretion.</p> <p>Any breaches of these rules will be reported to the Stewards.</p>	<p>表现力平衡以及补偿配重</p> <p>79. 表现力平衡 (Bop)由 WSC 定义，并可以随时通过 TCR 技术公告进行调整。除了 BoP 之外，车辆还需要遵守 TCR 补偿重量 (CW)，这将由 TCR 技术部门 (WSC) 通过 TCR 通知中定义的自动公式来确定。所有对 CW 的更改将在比赛开始前七天内由 TCR 技术部门通知，并最迟在排位赛前一天得到仲裁委员会的批准。参加全年比赛的 TCR 中国系列赛报名人在比赛期间将根据 WSC 的权利受到不同的补偿重量限制。任何违反这些规定的行为都将被报告给仲裁委员会，处罚可能包括取消比赛资格。</p>



<p>Penalties may go as far as disqualification from the Competition.</p>	
<p>GENERAL CAR REQUIREMENTS</p> <p>80. No signal of any kind may pass between a moving car and anyone connected with the car's entrant or driver save for the following:</p> <ul style="list-style-type: none">a) legible messages on a pit board;b) body movement by the driver or by the pit wall team member.	<p>赛车的总体要求</p> <p>80. 在行驶中的赛车与该赛车的参赛者或车手有关的任何人之间，除以下情况外，不得传递任何形式的信号：</p> <ul style="list-style-type: none">a) 维修区信息板上的清晰信息；b) 车手或在维修通道防撞墙上的车队成员的肢体动作。
<p>GENERAL SAFETY</p> <p>81. Official instructions will be given to drivers by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these. The driver and his mechanics must follow the instructions of the marshals at all times.</p> <p>82. Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.</p> <p>83. Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time, making sure that he can do this without danger.</p> <p>84. During practices and the races, drivers may only use the track and must at all times observe the provisions of the Code relating to driving behaviour on circuit.</p> <p>85. A driver who abandons a car must leave it in neutral or with the clutch disengaged if safe to do so, not on a gradient/ hill and with the steering wheel in place.</p> <p>86. Repairs to a car may only be carried in the paddock, pits or on the grid.</p> <p>87. The organizer must provide at least two fire extinguishers of 5 kg capacity to each competitor and ensure that they work properly.</p> <p>88. Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the team's designated garage area, the pit lane or on the starting grid.</p> <p>89. At no time may a car be reversed in the pit lane under its own power.</p> <p>90. During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session, and the period</p>	<p>总的安</p> <p>81. 赛事官员将按照总则规定的方法向车手发送指令。报名人不得使用与其相似的旗语或灯光信号向车手发送信息。车手及其维修技师必须始终遵循裁判员的指示。</p> <p>82. 比赛中车手严禁驾车在赛道上逆行，除非是在绝对必要的情况下，为了将赛车从危险位置上驶离。只有在裁判员的指示下，才可以推动赛车以将其从危险位置移开。</p> <p>83. 任何打算离开赛道或前往自己的维修车库或围场区域的车手必须提前做好示意，确保在没有危险的情况下完成这一动作。</p> <p>84. 在练习和决赛期间，车手只能使用赛道，并且必须始终遵守总则中与赛道驾驶行为相关的规定。</p> <p>85. 当车手在安全的情况下弃车离开时，必须将车挂入空挡，且不能将车停在斜坡上，同时确保方向盘装在原位。</p> <p>86. 赛车的维修只能在围场、维修区车库或发车位上进行。</p> <p>87. 组织者必须为每个报名人提供至少两个 5 公斤容量的灭火器，并确保其正常工作。</p> <p>88. 除非在围场、车队指定的车库区域、维修通道或发车位上，根据总则和运动规则的明确授权，否则除车手外的任何人都不得触及停止的赛车。</p> <p>89. 在任何时候，赛车都不能在维修通道上凭借自身动力倒车或逆行。</p> <p>90. 在每次练习开始前 15 分钟和结束后 5 分钟，以及在比赛之前紧接着的编队圈开始时和最后一辆车进入封闭停车区之间的时间段内，除了以下情况外，任何人都不得进入赛道：</p>



between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the Parc Fermé, no one is allowed on the track with the exception of:

- a) marshals or other authorised personnel in the execution of their duty;
- b) drivers when driving or under the direction of the marshals;
- c) team personnel, in the case of a start procedure;
- d) team personnel working on a car if allowed on the grid during a race suspension in accordance with Article 146.

91. During a race, the engine may only be started with the starter, except in the pit lane where the use of an external starting device is allowed under the conditions provided for in Articles 130 and 41.b).

92. Drivers taking part in the Competition must always wear the equipment specified in Appendix L to the Code. The use of a Frontal Head Restraint (FHR) according to the FIA Appendix L chapter III Art 3 and of the helmets listed on the FIA Technical List no. 25 for the FHR use (FIA Technical Lists no.33,41, 49 and 69) are mandatory.

93. In order to be able to access to the airway of an injured driver should the need arise, the following test will be carried out at least once per season with each participant in the Series: The driver is to be seated in his car, with full-face helmet and FIA-approved head restraint in place and attached and safety harness buckled. With the help of two rescuers, the chief medical officer of the Competition must be able to remove the helmet with the driver's head maintained in a neutral position at all times.

If this is impossible, the driver will be required to wear an open-face helmet homologated for use with the FIA-approved head restraint device.

94. A speed limit of 60 km/h during the Competition is enforced in the pit lane.

Except during the race, any driver who exceeds the limit will be fined for each km/h above the limit. During the race, the Stewards may impose any penalties on any driver who exceeds the limit.

95. If a driver has serious mechanical difficulties during practice, qualifying or the race, he must leave the track or return to his pit as soon as it is safe to do so.

96. The car's white headlights, red rear lights and rear fog lights must be illuminated at all times when it is running on a track that has been declared a "wet track". It shall be at the discretion of the Race Director to decide if a driver should be stopped because his lights are not working. Should a car be stopped in this way, it may re-join the Competition when the fault has been remedied.

97. Only four team members per participating car (all of whom shall have been issued with and shall be wearing special identification) are allowed in the signalling area during practice and after the start of the race. People under 16 years of age are not allowed in the pits, pit lane, on the pit wall and on the starting grid.

98. Animals, except those which may have been expressly

- a) 履行职责的裁判员或其他被授权人员;
- b) 车手在驾车或遵循裁判员的指示时;
- c) 发车程序进行时的车队人员;
- d) 根据第 146 条所述在决赛暂停期间允许在发车位上接触赛车的车队人员。

91. 在决赛期间, 发动机只能使用赛车自身的起动机启动, 除了在维修通道内, 在符合第 130 条和 41.b)条规定的条件下允许使用外部启动装置。

92. 参赛的车手必须始终佩戴总则附件 L 中规定的装备。根据国际汽车联合会 (FIA) 附录 L 第 III 章第 3 条, 使用前部头颈保护器 (FHR), 以及在 FHR 使用方面列出的符合 FIA 技术清单 25 号的头盔 (FIA 技术清单 33、41、49 和 69 号) 是强制性的。

93. 万一需要为受伤的司机提供急救, 必须能够进入其呼吸道, 故每个系列赛参赛者至少每个赛季将进行以下测试:

车手必须坐在车内, 佩戴全面罩头盔和经 FIA 批准的头部约束装置, 并系好安全带。在两名救援人员的协助下, 比赛的医疗主管必须能够保持车手头部处于中立位置的情况下取下头盔。如果这是不可行, 则要求车手佩戴与 FIA 批准的头部约束装置兼容的开放式头盔。

94. 比赛期间维修通道限速 60 公里/小时。

除了决赛期间, 任何超过限速的车手都将根据超速的多少受到罚款处罚。在决赛期间, 仲裁委员会可以对任何超过限速的车手进行任何处罚。

95. 如果一名车手在练习、排位赛或决赛过程中遇到严重的机械故障, 他必须尽快安全离开赛道或返回自己的维修车库。

96. 当赛道被宣布为“雨地”时, 车辆的白色前大灯、红色后尾灯和后雾灯必须始终亮起。是否因为车灯不工作而需要车手停车将由赛事总监自行决定。如果一辆车因此被要求停下, 只要故障得到修复, 就可以重新参加比赛。

97. 练习和决赛开始后, 每辆赛车只允许 4 名车队成员 (配戴相应证件) 留在维修区信号站内。年龄不满 16 岁者不允许进入维修区。

98. 除非经明确授权用于安全服务的动物外, 否则禁止在赛道和任何观众区域内携带动物。

99. 比赛期间, 赛事总监或者医疗主管可以随时要求某一名车手进行体检。



<p>authorised for use by security services, are forbidden in the pit area and on the track and in any spectator area.</p> <p>99. The Race Director or Chief Medical Officer of the Competition can require a driver to undergo a medical examination at any time during a Competition.</p> <p>100. Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the disqualification of the car and driver concerned from the Competition.</p>	<p>100. 如果未能遵守本规则或总则要求的总的规定，可能会导致相关赛车和车手被取消比赛资格。</p>
<p>PIT LANE</p> <p>101. Drivers must follow the directions of the marshals at all times.</p> <p>a) For the avoidance of doubt and for description purposes, the pit lane shall be divided into two lanes. The lane closest to the pit wall is designated the “fast lane”, and the lane closest to the garages is designated the “working lane” and is the only area where any work may be carried out on a car.</p> <p>b) Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the team’s designated garage area to the end of the pit lane.</p> <p>c) Any driver intending to start the race from the pit lane may not drive his car from his team’s designated garage area until the 5-minute signal has been given and must stop in single file in the fast lane.</p> <p>d) When cars are permitted to leave the pit lane, they must do so in the order in which they arrived at the end of the pit lane, unless another car is unduly delayed.</p> <p>e) Competitors must not paint lines on any part of the pit lane.</p> <p>f) No equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position, and under its own power.</p> <p>g) Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as the work is completed. The supporting arms may not exceed 4 meters in length (measured from the line marking off the garage from the working lane) and they must be positioned in such a way that all suspended equipment and hoses are at least 2 meters above the ground.</p> <p>h) It is the responsibility of the competitor to release his car after a pit stop only when it is safe to do so. Cars in the fast lane have priority over the ones leaving the working lane.</p> <p>i) Cars must be angle-parked in formation at all free practice sessions, qualifying sessions (rear of the car into the pit entry at an angle of approximately 45 degrees facing towards the pit lane exit), even in the case of a change of one or more wheels. Only in this position can cars be worked on when stopped in the pit lane working area.</p> <p>j) During an official qualifying session, all competing cars must remain in the pit lane whilst not on the track. At no time will competing cars be allowed in their garage or the paddock areas until such time as the official qualifying session has ended and the car has been cleared from any post-qualifying scrutineering checks and released from the Parc Fermé, except with the express permission of the TCR Technical Delegate.</p> <p>k) During all practice sessions and races, the garage openings (facing the pit lane) must be free from any kind of covering that obstructs a clear view of what is happening inside the garage. During the Competition, the cars must be parked with the front always facing towards the pit lane when in the garages.</p> <p>l) For all practice session and races, the cars are allowed to</p>	<p>维修通道</p> <p>101. 车手必须始终遵循裁判员的指示。</p> <p>a) 为了避免疑问和描述目的，维修通道将被分成两条通道。靠近维修区墙的通道称为“快速通道”，靠近维修车间的通道称为“内部通道”，是唯一可以对赛车进行任何维修工作的区域。</p> <p>b) 除在发车程序中，有赛车自发车位推回维修区，任何其他时间只允许车手驾驶赛车前往维修区出口。</p> <p>c) 如某车手从维修区发车，其必须在发车区 5 分钟倒计时牌出示时方可从维修车库驶离，必须单排停在快速通道上。</p> <p>d) 当允许赛车离开维修通道时，它们必须按照它们到达维修通道末端的顺序离开，除非有其他赛车因故延迟不能驶离。</p> <p>e) 报名人不得在维修通道内的任何部分涂画分割线。</p> <p>f) 快速通道上不能留下任何设备。只有车手正常在车内就坐，并凭借赛车自身动力行驶时方可进入快速通道。</p> <p>g) 在需要对赛车进行工作之前，只允许车队成员进入维修通道，并在工作完成后立即撤离。维修吊臂的长度不得超过 4 米（从标记车库与内部通道的线开始测量），且包括所有悬挂设备和软管在内至少高于地面 2 米。</p> <p>h) 报名人有义务在确保安全的情况下在维修车间或维修位释放赛车。快速通道上的赛车相较于离开内部通道赛车有优先通行权。</p> <p>i) 在所有的自由练习和排位赛中，车辆必须以编队方式斜向停放（车尾以大约 45 度的角度朝向进入维修区域，并面向离开维修区域的方向），即使只是更换一个或多个轮胎。只有在这个位置停下来时，才能对车辆进行维修工作。</p> <p>j) 在排位赛期间，所有赛车在未驶上赛道时必须停留在维修通道内，除非得到 TCR 技术代表的明确许可，在排位赛结束并完成赛后车检从封闭区解封前，赛车不得返回其维修车库或围场区域。</p> <p>k) 在所有的练习和决赛期间，车库门（面向赛道侧）必须完全敞开，以便清晰地看到车库内发生的情况。在比赛期间，停放在车库里的赛车必须始终车头朝向赛道。</p> <p>l) 在所有的练习和决赛中，只有当维修区出口开放时（除非是符合本条款 c 项），或者比赛暂停时，赛车才被允许驶入快速通道。</p> <p>m) 在与同一周末进行的辅赛相关的活动中，只有在赛事总监的同意下，才可以将赛车移动到维修通道。</p>



<p>drive in the fast lane only after the pit exit is open (except in case c) and/or when a race is suspended.</p> <p>m) During the activities relating to the support Competitions taking place on the same weekend, a car may be moved in the pitlane only with the agreement of the Race Director.</p> <p>n) cars in the fast lane must maintain a constant speed, with no sudden acceleration.</p> <p>o) each team pit allocation per each Competition will be released by the Series Promoter.</p>	<p>n) 快速通道上的车辆必须保持恒定速度，不能突然加速。</p> <p>o) 每个分站赛的车库分配将由系列赛推广商发布。</p>
<p>FUEL, REFUELLING AND PIT ASSISTANCE</p> <p>102. The single fuel supplier is designated by the Series Promoter. The check of fuel's specification may be made at any time of the competitions.</p> <p>103. At any time, the car must contain at least 2 kg of fuel for sampling. The 2 kg of fuel must be removed from the tank via the self-sealing connector placed near the engine and using the car's fuel pump system (in conformity to FIA Technical list n.5) Each competitor will provide a fuel hose 1,5m long equipped with the counterpart of the self-sealing connector allowing the fuel collection. The cooling of the fuel, by any means whatsoever, is prohibited (cf. Appendix J).</p> <p>104. Except when work is carried out on a car, all personnel must remain inside the pit. During all refuelling or fuel handling operations:</p> <p>a. an assistant who is equipped with a suitable fire extinguisher of appropriate capacity, must be present;</p> <p>c. the car must remain on its wheels, or on the "skates" on the ground.</p> <p>d. No work whatsoever, including any outside intervention, is allowed on the car.</p> <p>e. The driver must not remain inside the car during the refuelling.</p> <p>105. During the free practice sessions, qualifying session and races refuelling and/or removing of fuel is not permitted.</p> <p>106. Any breach of the provisions of the Code or these Sporting Regulations relating to pit assistance and refuelling may result in the disqualification of the car and driver(s) concerned from the Competition.</p>	<p>燃油，加油和维修区协助工作</p> <p>102. 官方指定燃料有系列赛推广商指定。对燃油合规性的检查可以在比赛期间随时进行。</p> <p>103. 任何时候，每台赛车必须至少保留 2 公斤的燃料进行取样。这 2 公斤的燃料必须通过放置在发动机附近的自密封连接器，并使用汽车的燃油泵系统（符合 FIA 技术清单 5 号）从油箱中抽取。每个报名人将提供一根 1.5 米长的燃油软管，配备有与自密封连接器相对应的接头，以便进行燃料收集。无论以何种方式，禁止对燃料进行冷却（参见总则附件 J）。</p> <p>104. 除了进行车辆维修工作外，所有工作人员必须待在维修车库内。 在进行加油或燃油处理操作时：</p> <p>a. 必须有一名配备合适灭火器的助手在场；</p> <p>c. 赛车必须保持在车轮或地面上的“滑板”上。</p> <p>d. 不允许对赛车进行任何工作，包括任何外部干预。</p> <p>e. 加油期间，车手不得留在车内。</p> <p>105. 在自由练习、排位赛和决赛期间，不允许加油或抽油操作。</p> <p>106. 任何违反本规则或总则中有关维修区协助和加油的条款的行为，可能导致赛车和相关车手被取消比赛资格。</p>
<p>TESTING</p> <p>107. The TCR China Series will organize Official Pre-season Test in the beginning of the season, all Competitions must participate it. In additional, the organizers may organize private sessions in each Competition for all Competitors.</p> <p>108. Except for the official or private sessions organized by the TCR China Series, competitors are not allowed to participate in any test session from Monday until the first Free Practice of each Competition. Any breach of the provisions of these Sporting Regulations relating to testing may result in the disqualification of the car and driver(s) concerned from the Competition. If the cars enter the track of the competitions without following the official timetable, it will be considered as unauthorized testing.</p>	<p>赛道测试</p> <p>107. TCR 中国系列赛将在第一分站开始前组织官方季前测试，所有报名人必须参加。此外，组织者将酌情安排各分站的赛道测试时间，所有报名人均可参加。</p> <p>108. 除了组织者安排的赛道测试时间外，所有报名人自分站赛比赛周的周一至分站赛第一次自由练习开始前不得在当站比赛的赛车场自行安排赛道测试，否则将取消比赛资格。报名人的赛车未按规定时间进入当站比赛赛车场赛道即视为进行违规赛道测试。</p>



FREE PRACTICE, QUALIFYING PRACTICE

109. Save where these Sporting Regulations require otherwise, pit and track discipline and safety measures will be the same for all practice sessions as for the race.

110. No driver may start in a race without having taken part in the qualifying practice session, except in a case of "force majeure" duly recognised as such by the Stewards.

111. a) During practice, there will be a green light and a red light at the pit lane exit. Cars may only leave the pit lane when the green light is on. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track.

b) At the end of each practice session, all drivers may cross the Line only once.

112. Since some races will be with other Series, there may need to be flexibility in scheduling. The Stewards have the unappealable power to amend the Competition format and timetable in any way at any time.

113. There will be two free practice sessions of 30 minutes.

114. There will be one 35-minute qualifying practice session. The qualifying session will be split into 2 parts, Q1 and Q2. All cars will take part for the first 20-minute, Q1. At the end of this time, all cars will return to their pits. The fastest 12 cars at this point, according to the provisional results, will recommence qualifying practice for the last 10 minutes, Q2.

TCR cars allowed to start the Competition with a TCR Temporary Technical form cannot take part in Q2. From the start of Q1 until the end of Q2, the following principles will apply:

- no fuel can be added or removed from the cars;
- all cars must be angle-parked on the working lane, when not on the track;
- cars will only be allowed on the fast lane when the pit exit is open at the start or restart of the session.

After the completion of Q1, the cars that will not take part in Q2 will be under Parc Fermé regulations. Any work that is being carried out on these cars must stop at the chequered flag, and the relevant cars must be resting on their wheels, if it's possible to do so, for the remainder of the session. Only the cars allowed to take part in Q2 may be worked on after the chequered flag of Q1. The interval between Q1 and Q2 will be of at least 5 minutes.

Should it become necessary to postpone Q2 more than 30 minutes after the chequered flag of Q1, all the cars, including those which did not qualify for Q2, must be directed to their respective garage and placed under Parc Fermé rules.

The cars admitted to Q2 will be released at the latest 30 minutes before the start of Q2.

In order to determine which drivers to eliminate for Q2, if two or more drivers set identical times during Q1, priority will be given to the one who set it first. After completion of Q2, all cars must be directed immediately to the Parc Fermé.

- Cars that are on the track will be driven directly to the Parc Fermé without stopping in the pit lane, unless instructed otherwise by the race officials.

- Cars that are in the pit lane must immediately be pushed by the teams to the Parc Fermé.

In both cases, drivers and teams must comply with the

自由练习与排位赛

109. 除非本规则中另有要求，否则所有练习环节的维修区车库以及赛道纪律和安全措施均与决赛相同。

110. 除非仲裁委员会认定为“不可抗力”情况，否则任何未参加排位赛的车手均不得参加决赛。

111. a) 在练习期间，维修区出口处将设置一盏绿灯和一盏红灯。只有当绿灯亮起时，车辆才能离开维修区出口。此外，如果有车辆正在接近赛道上，会在维修区出口处出示蓝旗或闪烁的蓝灯来警告离开维修区的车手们。

b) 每次练习结束时，所有的车手只能通过终点控制线一次。

112. 由于有些决赛将与其他系列赛一起进行，因此在安排上可能需要灵活性。仲裁委员拥有不可上诉的权力，在任何时候以任何方式修改竞赛形式和时间表。

113. 将会有两节 30 分钟的自由练习。

114. 排位赛时长共 35 分钟，由第一阶段和第二阶段两部分组成，时长分别为 20 分钟与 10 分钟。所有赛车参加第一节排位赛，在其结束后所有赛车返回维修区车库。此时，根据初步成绩最快的 12 辆赛车将重新开始参加第二节排位赛。

以 TCR 临时注册表参赛的车型不能参加第二节排位赛。从第一节排位赛开始到第二节排位赛结束，将适用以下原则：

- 禁止为赛车加油或从赛车中抽取燃油；
- 所有赛车在未进入赛道前，必须在维修区内部通道上成 45° 停放；
- 赛车只有练习开始或重新开始时，维修区出口开放后方可进入快速通道。

完成第一节排位赛且未进入第二节排位赛的赛车将进入排位赛后封闭程序。对这些车辆进行的任何工作必须在方格旗出示后停止，并且，在排位赛剩下时间里，如可能的话，相关赛车必须以四轮落地。只有被允许参加第二节排位赛的赛车可以在第一节排位赛的方格旗之后继续工作。第一节排位赛和第二节排位赛之间的间隔至少为 5 分钟。

如有必要将第二节排位赛的开始时间推迟至第一节排位赛结束后超过 30 分钟进行，所有赛车，包括未能进入第二节排位赛的赛车，必须被应道至各自的车库并进入封闭程序。

准许参加在第二节排位赛的赛车将在第二节排位赛开始之前最晚 30 分钟解除封闭。

为了确定在哪些车手将参加第二节排位赛，如果在第一节排位赛期间有两个或更多的车手做出了相同的时间，则优先考虑首先做出该时间的车手。完成第二节排位后，所有赛车必须立即被引导到封闭区。

- 除非赛事官员另有指示，否则在赛道上的车辆将直接驶入



instructions of the race officials.

115. If a car stops during practices or qualifying it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.

If technical means are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to rejoin the session.

116. Practice may be interrupted as often and for as long as deemed necessary to clear the track or to allow the recovery of a car. In the case of free practice only, the Race Director may decline to prolong the practice period after an interruption of this kind.

Furthermore if, in the opinion of the Stewards, a stoppage is caused deliberately, the driver concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session that day.

In case of a driving infringement during any practice session, the Stewards may drop the driver as many grid positions as they consider appropriate (in substitution or in addition to other available penalties).

In case of an infringement concerning the non-respect of the track limits (Appendix L to the ISC, Chapter IV, Article 2), the Stewards may cancel the lap times set as a result of that infringement (in addition to or in substitution for any other available penalties).

Unless it is completely clear that a driver committed a driving infringement, any such Incident will normally be investigated after the relevant session; any penalty imposed shall not be subject to appeal.

Where appropriate, regard will also be given to the provisions of Article 42.

117. All cars abandoned on the circuit during any session will be brought back to the pits as soon as possible and may participate in the subsequent session.

118. Should the qualifying session be thus interrupted; no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted starting. All laps covered during qualifying practice will be timed. With the exception of a lap in which a red flag is shown, each time a car crosses the Line it will be deemed to have completed one lap.

119. During a qualifying session, if any driver if any driver causes the session to be stopped (red flag) the best lap time achieved in that part of the session until that moment by the driver involved will be cancelled. If a driver is not directly responsible for the incident, or if a car stops due to a technical problem that has not been directly caused by the driver or team/competitor (as accepted by the Technical Delegate), the Stewards may decide not to apply this penalty to the driver. The Stewards decisions concerning any lap time cancellation for this reason are not deemed to be appealed.

封闭区，而不会在维修通道停留。

- 在维修区内的车辆必须立即由车队推至封闭区。

在这两种情况下，车手和车队必须遵守赛事官员的指示。

115. 如果一辆车在练习或排位赛期间停下来，必须尽快将其从赛道上移开，以免构成危险或妨碍其他参赛者。如果车手无法将车辆从危险位置驾驶离，则应由赛道裁判提供协助。如果裁判员使用技术手段将车辆移至安全位置，这种协助不能用于帮助相关车手/赛车重新加入比赛。

116. 只要被认为有为清理赛道或允许救援车辆进入之必要，练习就可能被频繁和长时间的中断。自由练习被中断后，赛事总监有权决定不予以补时。

此外，如果仲裁委员会认为导致练习中断的事故原因是某车手故意造成的，可以取消相关车手此次练习的成绩（作为其他可用处罚的替代或补充）以及参加当天任何其它练习的资格。

在任何练习赛期间，如果发生驾驶违规行为，仲裁委员会可以事情对车手处以退后发车位的处罚（作为其他可用处罚方式的替代或补充）。

如果违反赛道限制（总则附录 L，第 IV 章，第 2 条），仲裁委员会可以取消由于该违规行为而取得的圈速（作为其他可用处罚方式的替代或补充）。

除非车手在练习中的违规行为非常明确，通常车手的违规行为在该练习结束后进行调查；对于所做出的任何处罚都不得上诉。

在适当的情况下，还将考虑到第 42 条的规定。

117. 任何练习中被放弃在赛道上的赛车将尽快被送回到维修区，并有可能参加随后的练习。

118. 如果排位因上述情况被终止，均不接受有关车手对于发车排位的投诉。

在排位练习期间，所有的圈数都将被计时。除非出现红旗信号的一圈以外，每当一辆车越过控制线，就被视为完成了一圈。

119. 在排位赛期间，如果任何一名车手导致比赛暂停（红旗），则该车手在此时之前所取得的最快圈速将被取消。如果一名车手并非直接对事故负责，或者赛车因未由该车手或车队/报名人直接引起的技术问题而停止（经技术代表确认），仲裁委员会可以决定不对该车手做出此处罚。仲裁委员会关于出于此原因取消任何圈速的决定不得上诉。



<p>STOPPING THE PRACTICE</p> <p>120. Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the red flag and the abort lights will be shown at the Line. Simultaneously, red flags will be shown at all the marshals' posts. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits; parking in the fast lane is forbidden. All cars abandoned on the track will be removed to a safe place.</p>	<p>中断练习</p> <p>120. 如果由于事故导致赛道被堵塞，或者天气或其他条件使得继续比赛变得危险，将在发车线上出示红旗和红灯。同时，在所有裁判站点上也会出示红旗。当中断信号发出时，所有车辆必须立即减速并缓慢返回各自的维修区；禁止在快速通道上停放。所有放弃在赛道上的车辆将被移至安全地点。</p>
<p>THE GRID</p> <p>121. At the end of qualifying practice, the fastest time achieved by each driver will be published officially. In case of change of sporting format due to reason of force majeure or as allowed in art. 8, the following will apply:</p> <p>a) If qualifying sessions are cancelled, the Stewards have the power to publish a list of fastest time achieved by each driver during the Free Practice sessions. This list may be used to set the grid of Race 1.</p> <p>b) If neither Free Practice sessions take place, the current Drivers Championship points classification with ties decided as per Article 21.</p> <p>c) If neither Free Practice sessions take place and it is the first Competition of the season, by ballot.</p> <p>122. The starting grid for Race 1 will be drawn up in the following way:</p> <p>a) The top twelve positions will be occupied by the cars which took part in Q2. The fastest car will start the race from the position on the grid which is the pole position according to each circuit license.</p> <p>b) Any car eligible for Q2 that does not complete a timed lap in Q2 will be placed in 12th position. If 2 or more cars fail to complete a timed lap in Q2, they will be placed following the same principle, according to their relative positions in Q1.</p> <p>c) The next positions will be occupied by the cars eliminated during Q1.</p> <p>ed) In case of no Free practice sessions, art. 121 b or c will apply.</p> <p>123. Should two or more drivers have set identical times, priority will be given to the one who set it first. Once the grid for Race 1 has been established in accordance with 122 a), b) and c), grid position penalties (if any) will be applied to the drivers in question in the order in which the offences were committed.</p> <p>124. Any driver whose best qualifying lap of Q1 exceeds 107% of the fastest time in Q1 will not be allowed to take part in the race. This rule will not apply in case of art. 122 d. Under exceptional circumstances, which may include setting a lap time in a previous free practice session, the Stewards may permit the car to start the race. Should more than one driver be accepted in this manner, their order will be determined by the Stewards. In neither case may a team appeal against the Stewards' decision.</p> <p>125. The final starting grid of Race 1 and the final starting grid for Race 2 will be published 60 minutes before the opening of the pit lane on each race day; the provisional starting grid of Race 1 will be published as soon as possible after Qualifying</p>	<p>发车位</p> <p>121. 在排位赛结束时，每位车手所取得的最快时间将会被正式公布。</p> <p>如果因不可抗力原因或根据第 8 条规定而改变比赛形式的情况下，将适用以下规定：</p> <p>a) 如果排位赛被取消，仲裁委员会有权公布每位车手在自由练习中取得的最快圈速。该成绩可用于确定第一回合决赛的发车位。</p> <p>b) 如果两个自由练习都没有进行，根据第 21 条的规定，以当前车手杯积分排名来决定。</p> <p>c) 如果两个自由练习赛都没有进行，并且这是本赛季的第一场比赛，将通过抽签决定。</p> <p>122. 第一回合决赛的发车位将按照以下方式确定：</p> <p>a) 参加第二节排位赛的赛车将在前十二位发车。最快的赛车将从杆位位置（根据每个赛道的赛道执照上的规定）发车。</p> <p>b) 任何进入第二节排位赛，但未能在此中做出有效圈速的赛车将在第十二位发车。如有两辆或更多赛车在第二节排位未能做出有效圈速，则将按照他们在第一节排位赛中的相对位置进行排序。</p> <p>c) 第一节排位中淘汰的赛车将占据余下的发车位。</p> <p>ed) 如果没有自由练习的圈速，将适用第 121 条 b 或 c 款。</p> <p>123. 如果两个或更多的车手做出了相同的圈速，首先做出此圈速的车手将排位靠前。</p> <p>一旦根据 122 a)、b)和 c)的规定确定了第一回合决赛的发车位，受到退后发车位处罚的车手（如有）将按照处罚决定做出的时间的顺序依次受到退后处罚。</p> <p>124. 如果任何一名车手在第一节排位赛中的最快圈速超过了第一节排位赛中最快圈速的 115%，将不被允许参加决赛。除非根据第 122 条 d 款规定，在特殊情况下，例如在之前的自由练习中做出了一个满足要求的圈速，仲裁委员会可以允许该赛车参加决赛。如果有多名车手以这种方式被接受，则他们的顺序将由仲裁委员会确定。无论哪种情况下，车队都不能对仲裁委员会的决定提出上诉。</p> <p>125. 决赛的最终发车位将在决赛维修区出口开放前至少 60 分钟公布；第一回合决赛的初步发车位将排位赛结束后尽快</p>



<p>session, the provisional starting grid for Race 2 will be published as soon as possible after Race 1. The starting grid for Race 1 will be determined by the final results of Q2 for the top 12 positions, and of Q1 for the rest, unless art. 123 applies. Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car (s) will not be ready to start) must inform the Race Director or TCR Technical Delegate accordingly at the earliest opportunity and, in any case, no later than 45 minutes before the start of Race 1 and/or Race 2. After the publication of the final grid, the gaps on the grid for Race will not be closed.</p> <p>For the Race 2 grid</p> <p>a) Positions 1-10 will be occupied by the first 10 cars from Qualifying final result in reverse order. In case Q2 is not taking place for any reasons the positions 1-10 will be occupied by the first 10 cars from Q1 results in reverse order. b) The 11th and 12th positions will be occupied by the cars from Q2 that are not in reverse order. The other cars will be placed behind them and will take the start from the 13th place and so on until the last placed car in Q1. c) After the publication of the final grid, the gaps on the grid for Race 2 will not be closed. d) In case of cancelation of Q1 and Q2 the grid for Race 2 will be drawn up accordingly to the list of fastest time achieved by each driver during the Free Practice sessions and published by the Stewards, with the best 10 cars in reverse order. In case of cancelation of Q2 only, the grid of Race 2 will be drawn up accordingly to the list of fastest time achieved by each driver during Q1 only, with the first 10 cars in reverse order. e) In case of no Free practice sessions, art. 121 b or c will apply, with the best 10 cars in reverse order. f) All cars that have lost the right to line up according to the positions obtained in Qualifying Practice sessions for neutralisation of the Parc Fermé after Race 1 will line up at the back of the starting grid for Race 2 in the order of their qualifying positions in Q1.</p>	<p>公布，第二回合决赛的初步发车位将在第一回合决赛结束后尽快公布。 第一回合决赛的发车位将由第二节排位赛正式成绩决定前十二位，以及由第一节排位正式成绩决定余下的位置，除非适用于第 123 条所述的情况。 任何报名人的赛车因任何原因无法启动（或有充分理由相信他们的车辆将无法启动），必须在决赛开始前不迟于 45 分钟时尽早通知赛事总监或 TCR 技术代表。 在最终发车位公布后，第一回合决赛的空缺发车位将不会被递补。</p> <p>第二回合决赛发车位</p> <p>a) 第一至第十名的位置将由排位赛最终成绩中的前十名倒序决定。如因任何原因没有进行第二节排位赛，则第一至第十名的位置将由第一节排位赛最终成绩中的前十名倒序决定。 b) 第十一和十二位将由第二节排位赛的余下两位占据。其余赛车将排在他们后面的发车位，自第十三位直到第一节排位赛中最后一名。 c) 在最终发车位公布后，第二回合决赛的空缺发车位将不会被递补。 d) 如果第一节和第二节排位赛均被取消，第二回合决赛的发车位将根据每位车手在自由练习中做出的最快圈速进行排序，并由仲裁委员会公布，前十位按倒序排列。如果只取消第二节排位，则发车位将根据每位车手仅在第一节排位赛中做出的最快圈速进行排序，前十位按倒序排列。 e) 如果没有自由练习的圈速，将适用第 121 条 b 或 c 款，前十位按倒序排列。 f) 第一回合决赛后违反封闭区程序的赛车将失去因在排位赛中做出成绩而获取的第二回合发车位，并在第二回合中排在最后的位置上发车，如有多辆赛车遇此情况，他们之间将按照在第一节排位赛中的成绩排序。</p>
<p>BRIEFING</p> <p>126. A briefing by the Race Director will take place preferably on the day before the first free practice. All drivers entered in the Competition, and their competitors' appointed representatives must be present throughout the briefing; any absence shall result in a fine of 1000 CNY for the first infringement, 2000 CNY for the second absence and 3000 CNY for the third time, according to ISC, the Steward may disqualify any drivers after the fourth absence. If the Race Director considers that another briefing is necessary, this will take place at a time and place agreed with the Stewards of the Meeting. The drivers and the competitors' representatives will be informed accordingly.</p>	<p>会议</p> <p>126. 赛事总监主持的车手会应当在第一次自由练习前的那天举行。所有参加比赛的车手以及他们报名人指定的代表必须全程参会；任何缺席都将导致 1000 元人民币的罚款，第二次缺席 2000 元人民币，第三次 3000 元人民币，根据总则之规定，在第四次缺席后仲裁委员会可能会取消该车手比赛资格。如果赛事总监认为有必要额外再次召开车手会，则将与仲裁委员会商定时间和地点进行。相应地通知车手和报名人代表。</p>



STARTING PROCEDURE

127.1 In the TCR China Championship, 15 minutes before the time of the start of the formation lap of Race 1, 25 minutes before the time of the start of the formation lap of Race 2, the pit exit will be opened. 10 minutes before the time of the start of the formation lap of Race 1, 15 minutes before the time of the start of the formation lap of Race 2, the pit exit will be closed.

In the TCR China Challenge, the time of pit exit open of two races is both in the 15 minutes before the time of the start of the formation lap. The time of pit exit close of two races is both in the 10 minutes before the time of the start of the formation lap.

127.2 Once the pit exit is opened, the cars will be permitted to leave the pits to cover a 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 through the pit lane at a greatly reduced speed between laps.

Any car, which does not finish the reconnaissance lap and does not reach the grid or the pit lane under its own power, will be allowed to start from the pit lane.

128. Cars that will start from the pit lane are allowed to do reconnaissance laps and must enter the pit lane at the end of the laps.

129. When the pit exit closed, a message on the time monitor will be given. Any car, which is still in the pits, can start from the pits, but only under the direction of the marshals. It may be moved to the pit exit only with the driver in position. Where the pit exit is immediately after the Line, all such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

Where the pit exit is immediately before the Line, cars will join the race as soon as the whole field has crossed the Line after the start.

130. The use of an external battery is authorised on the starting grid, in the working area, in front of the team's garage and in the waiting area at the end of the pit lane in case of a start from there.

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

When the three-minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid. Wheel changes on the starting grid may only be allowed prior to the three-minute signal.

When the three-minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pits.

At the three-minute signal, the cars must be resting on their wheels.

When the one-minute signal is shown, engines will be started and all team technical staff must leave the grid by the time the 30-second signal is given, taking all equipment with them.

Refuelling on the grid is prohibited.

A drive-through penalty will be imposed on any driver whose

发车程序

127.1 在 TCR 中国锦标赛中，第一回合决赛编队圈开始前的 15 分钟及第二回合决赛编队圈开始前的 25 分钟，维修区出口将开放。第一回合决赛编队圈开始前的 10 分钟及第二回合决赛编队圈开始前的 15 分钟，维修区出口将关闭。

在 TCR 中国系列赛中，两回合决赛维修区出口开放的时间均为编队圈开始前的 15 分钟，维修区出口关闭时间均为编队圈开始前的 10 分钟。

127.2 当维修区出口开放后，赛车可以离开维修区进行一圈勘测路圈，勘测路圈结束后赛车进入发车位并熄灭发动机。进行多个勘测路圈的赛车，其通过维修区时必须遵守维修区限速。任何不能凭借自身动力抵达发车位或维修通道的赛车，将被允许从维修区发车。

128. 从维修区发车的赛车可以进行勘测路圈，但必须在完成勘测路圈后返回至维修区。

129. 维修区出口将关闭时，并在时间监视器上发布一条信息。未及时从维修区驶离的赛车将在裁判员的指引下从维修区末端发车，只有在车手就位后，才可以将其移至维修区出口。

如维修区出口位于发车线之后，待赛道上发车的全部赛车驶过维修区出口并开始第一圈比赛后，该赛车方可加入比赛。

如维修区出口位于发车线之前，在从赛道上发车的所有赛车全部驶过发车线开始其第一圈比赛后，该赛车可以加入比赛。

130. 在发车区、工作区域、车队车库前以及维修通道末端的等待区启动赛车时，允许使用外部电池。

131. 决赛编队圈的发出前，将出示 10 分钟，5 分钟，3 分钟，1 分钟，30 秒的倒计时信号牌，每次出示信号牌也随即鸣哨通报。

当出示 3 分钟信号后，除了从车手、官员和车队维修技师之外，其他人员必须离开发车位。只有在 3 分钟信号之前才允许在发车区上更换轮胎。

在 3 分钟信号出示时，赛车全部车轮必须安装完毕且落地，此信号给出后，车轮只允许在维修区更换。

在 3 分钟信号出示时，车轮没有安装完毕且落地的，该赛车将受到通过维修区的处罚。

当 1 分钟信号出示时，赛车的发动机必须启动，所有车队技师必须在 30 秒信号出示前离开赛道，并带走所有设备。

发车区禁止加油。

132. 30 秒信号：在此信号后的 30 秒，发车位前方将会出示绿旗和绿灯，赛车按照发车排位的顺序开始编队圈。赛道上还会有一辆追击车紧随其后。在编队圈时，禁止进行发车练



car was not resting on its wheels at the three-minute signal. When the one-minute signal is shown, engines will be started and all team technical staff must leave the grid by the time the 30-second signal is given, taking all equipment with them. Refuelling on the grid is prohibited.

132. Thirty-second signal: 30 seconds after this signal a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap, maintaining their starting order. The cars will be followed by a race-closing car. During this lap, practice starts are forbidden and the formation must be kept as tight as possible. Overtaking during the formation lap is only permitted 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 only overtake to re-establish the original starting order. Any car starting the race from the pit lane are allowed to join the formation lap and must pit in at the end of that lap (or laps if more than ones). 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 Safety car Line 1.

133. If any driver needs assistance after the 30-second signal, he must indicate this to the marshals. If the car is still unable to start the formation lap, it will be pushed into the pit lane by the shortest route and the mechanics may work on the car again. Any driver being pushed from the grid may not attempt to start his car until in the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. When leaving the grid, all drivers must proceed at a greatly reduced speed until clear of any Team personnel standing beside the track. Marshals will be instructed to push any car or cars which remain on the grid into the pit lane by the shortest route immediately after all cars able to leave the grid have done so.

134. When the cars have come back to their respective grid positions, a green flag will be shown behind the last grid row. The starter will then show a 5-second signal and will be start switch on the red light. The race will be started by extinguishing the red lights.

135. If, after returning to the starting grid at the end of the formation lap, a problem arises, the following procedures shall apply:

a) If a car develops a problem that could endanger the start, the driver must immediately indicate this to the marshals and the marshal responsible for that row must immediately wave a yellow flag. If the Race Director decides the start should be delayed, the green lights will be illuminated two seconds after the abort lights, a board saying "EXTRA FORMATION LAP" will be displayed, and all cars able to do so must complete a further formation lap whilst the car, which developed the problem, is moved into the pit lane.

Any driver being pushed from the grid may not attempt to start the car.

习, 并且必须尽可能保持紧凑的队形。只有当某辆赛车未能及时离开发车位, 而排在其后的赛车为避免影响其他赛车时才能在编队圈中进行超车, 此种情况下, 被超越的赛车仍可以反超回到原有发车位。任何从维修区域发车的赛车都可以加入到编队圈, 但必须在编队圈 (或多个编队圈) 结束时返回维修区。

任何在发车区延迟启动的赛车, 如果其在其他所有赛车通过发车线后才启动, 则该赛车不得超车, 必须留在整个编队圈的队尾发车。如多辆赛车出现上述情况, 在编队圈结束后的发车顺序按照其离开完成编队圈的顺序排位。如发车线不在杆位前方, 仅对本条款而言, 将视第一条安全车线为发车线。

133. 如果任何车手在 30 秒信号出示后需要帮助, 他必须向裁判员示意。

如果车辆在编队圈时仍无法启动, 他将被以最短的路径推入维修区, 并允许技师再次对车辆进行修理。

任何被从发车区推离的车手, 在进入维修区之前不得尝试启动他的赛车。

在此情况下, 附近的裁判将出示黄旗警示后方车手。

当离开发车区时, 所有车手必须以大幅减速行驶, 直到远离站在赛道旁边的任何车队人员。

裁判员将被指示在所有能够离开发车区的赛车都离开后, 立即以最短路径将任何仍停留在发车区的赛车推入维修区。

134. 当赛车回到各自的发车位后, 队尾将出示绿旗。随后发车员将出示 5 秒信号, 之后, 红色信号灯将全部亮起, 红色信号灯全部熄灭时标志决赛正式开始。

135. 如赛车完成编队圈返回发车位后出现任何问题, 将执行如下程序:

a) 如某赛车出现问题, 影响发车, 该车手必须立即向裁判员示意, 负责该赛车的发车裁判必须立即摇动黄旗。如赛事总监决定推迟发车, 其将打开黄色闪烁信号灯, 2 秒钟后亮起绿灯, 发车线出示“增加一个编队圈”牌, 所有赛车必须再次完成一个编队圈, 出现问题的赛车将被推进维修区。

被推进维修区的过程中, 赛车不得再试图启动。

此时, 车队可以对赛车进行维修, 如果成功, 赛车可以在维修区末端发车。如果多辆赛车出现上述问题, 其发车顺序将依据其抵达维修区末端的先后顺序决定。

上述情况每发生一次, 决赛距离相应减少一圈, 其中包括根据第 144 条可能添加的两个安全车带队圈。

b) 如发车因为任何其他问题, 赛事总监决定推迟发车, 将执行如下程序:

1. 如决赛尚未发车, 将打开黄色闪烁信号灯, 发车线将出示“推迟发车”牌, 所有赛车发动机必须熄灭, 新的编队圈将在 5 分钟后开始, 决赛距离相应减少一圈, 下一个倒计时信号将是 3 分钟信号。



The team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved their starting order will be determined by the order in which they reached the end of the pit lane.

Every time this happens, the Race Director will shorten the race distance by one lap, which will include the two possible Safety Car laps which may be added under Art.144.

b) If any other type of problem arises, and if the Race Director decides the start should be delayed, the following procedures shall apply:

I. If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped, and the new formation lap will start 5 minutes later with the race distance reduced by one lap. The next signal will be the three-minute signal.

II. If the race has been started, the marshals alongside the grid will waive their yellow flags to inform the drivers that a car is stationary on the grid.

III. If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route.

IV. If the driver is unable to start the car whilst it is being pushed, his mechanics may attempt to start it in the pit lane. If the car then starts, it may re-join the race.

136. All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals after all cars who have started the race on the grid had crossed the pit exit line. The lights at the pit lane exit will then switch from red to green. Cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the first time.

If the pit lane exit is before the line, cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the second time.

If the pit lane exit is before the line, cars starting from the pit lane will have completed their first lap as soon as they cross the start/finish line for the second time.

137. During the start of a race, the pit wall must be kept free of all persons except for properly authorised officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

138. A penalty will be imposed for a false start if so, reported by start line judges, judges of fact, the Race Director, or the Starter.

139. Only in the following cases will any variation in the start procedure be allowed:

a) If it starts to rain after the five-minute signal but before the race is started and, in the opinion of the Race Director, teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the 10-minute point. If necessary, the procedure set out in Article 135 will be followed.

b) 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-weather tyres, the abort lights 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'

II. 如决赛已经开始，位于维修区墙上发车裁判将摇动黄旗以警告车手发车位有一辆赛车未启动。

III. 如发车后，赛车停在发车位上，裁判员必须以最短路径将赛车推至维修区。

IV. 如车手在赛车被推动时无法启动，其技师可以在维修区内尝试启动，一旦成功，车手可以重新加入决赛。

136. 所有从维修区出口发车的赛车必须遵照出口裁判的指示在维修区出口等待。这些赛车将在其他所有从发车位发车的赛车通过维修区出口线后被即刻发出开始比赛，此时出口红灯将转为绿灯。从维修区出口发车的赛车只要第一次驶过起/终点线，即为完成其第一圈比赛。

从维修站起步的车辆只要第一次穿过起点/终点线，就完成了他们的第一圈比赛。

如果维修区出口在起点线之前，从维修区出口发车的赛车将在第二次驶过起点/终点线时完成他们的第一圈比赛。

137. 决赛发车时，除了经过授权的官员和消防裁判外，所有人都必须远离维修区防撞墙，并且这些人必须佩戴相应的证件。

138. 如起点裁判、抢发车裁判、赛事总监或发车员报告了抢发车，则会对相关车手进行处罚。

139. 只有在下列情况下，发车程序可以更改：

a) 如 5 分钟信号出示之后，决赛开始前开始下雨，赛事总监认为车队需要更换雨胎，此时暂停比赛的信号灯将打开，发车程序将重新从倒计时 10 分钟信号开始给出。如有必要，将按照第 135 条规定的程序进行。

b) 如决赛即将发车，赛事总监认为赛道上雨量过大，即使更换雨胎也存在安全风险，暂停信号灯将打开，决赛可能的推迟时间将在计时系统显示屏上显示。一旦决赛时间确定，将至少从倒计时 10 分钟信号开始出示。

c) 如决赛在安全车带领下开始，将适用于总则附件 H 第 2.10 条款。比赛将以绿灯开始，并没有编队圈。前两圈将不计入比赛距离。

140. 仲裁委员会可以适用任何视频或电子手段来帮助他们做出决定。仲裁委员会可以否决事实裁判的判断。

裁判员可以使用任何视频或电子手段来帮助他们做出决定。裁判员可以否决事实法官的判断。违反本规则或总则中关于发车程序的规定可能导致赛车和车手被取消比赛资格。



<p>warning will be given.</p> <p>c) If the race is started behind the Safety car, Article 2.10 of Appendix H of the FIA International Sporting Code will apply. The Race will start with the green lights and have no formation lap. The first two laps shall not count towards the race distance.</p> <p>140. The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of provisions of the Code or these Sporting regulations relating to the starting procedure may result in the disqualification of the car and driver concerned from the Competition.</p>	
<p>THE RACE</p> <p>141. A race will not be suspended in the event of rain unless the circuit is blocked, or it is dangerous to continue.</p> <p>142. If a car stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him. If any such assistance results in the engine starting and the driver re-joining the race, the car will be disqualified from the results of the race. If any mechanical assistance is required to move the car, then the car will not be permitted to re-join the race, except under Article 133.</p> <p>143. During the race, drivers leaving the pit lane will 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.</p>	<p>决赛</p> <p>141. 除非赛道被阻塞或继续比赛存在危险，否则比赛不会因下雨而暂停。</p> <p>142. 如赛车在决赛中停车，必须将其尽快从赛道上移开，以免构成危险或妨碍到其他参赛者。如车手无法将赛车从危险地点驶离，裁判员有责任帮助他。如果这种帮助使得赛车发动机重新启动并使车手重返决赛，则该车将被取消比赛成绩。如果需要进行任何机械援助来移动赛车，则除非根据第 133 条款规定，否则相关赛车将不被允许重新参加决赛。</p> <p>143. 在决赛期间，只有在维修区出口处的绿灯亮起时，车手方可自行离开维修区。如果此时赛道上有赛车接近，维修区出口的裁判将挥动蓝旗或闪烁蓝灯以警告离开维修区的赛车。</p>
<p>SAFETY CAR</p> <p>144. Article 2.10 of Appendix H. Paragraph 2.10.16 of the ISC does not apply to this Series. It is replaced with the following text: "in each race, the first two complete Safety Car laps are added to the race distance".</p> <p>145. The Safety Car will be deployed under the instruction of the Race Director to neutralise a race. This will be deployed in accordance with FIA ISC Appendix H Article 2.10, varied only in respect of the flag signals shown at the end of the intervention period which will follow Safety Car procedures as detailed below.</p> <p>For the first lap of a race the Safety Car will be positioned in a specify space. If the start/finish straight is completely blocked, an electronic arrow board or sign will indicate that cars should follow the Safety Car through the pits.</p> <p>The Safety Car procedure will be that firstly, waved yellow flags with stationary 'SC' boards will be displayed around the circuit. All cars must slow down immediately – overtaking is prohibited. The Safety Car will then be deployed to pick up the leader and all cars must remain no more than 5 (five) car lengths apart. The green light at pit lane exit will remain on at all times. Any car entering the pit lane and subsequently rejoining the track whilst the Safety Car and the line of cars following it are passing the pit lane exit must merge safely into the line of cars on track in accordance with their relative positions at the second Safety Car Line.</p> <p>Once the Race Director is satisfied that racing may resume, the message "SAFETY CAR IN THIS LAP" will, where possible, be displayed on the timing monitors and the Safety Car lights will</p>	<p>安全车</p> <p>144. 总则附件 H 第 2.10.16 条款不适用于本系列赛。其所述内容将被以下条文取代：“在每场决赛中，前两个完整的安全车带队圈将被增加至决赛距离中”。</p> <p>145. 安全车将根据赛事总监的指令部署，用以中立比赛。安全车的部署将按照总则附件 H 第 2.10 条款进行，仅在介入工作结束时出示的旗语信号会有所变化，将按照下列安全车程序进行操作。</p> <p>在决赛的第一圈，安全车将在一个特定位置待命。如果起点/终点直道完全被堵塞，则电子箭头板或标志将指示赛车跟随安全车通过维修区。</p> <p>安全车程序下，将首先在全场旗语裁判站出示摇动单黄旗并配以“SC”牌。所有赛车必须立即减速并禁止超车。随后，安全车将被部署在头车前方，并且所有赛车之间的间距不能超过五个车身的距离。维修区出口的绿灯将持续亮起。任何赛车进入维修区并随后重返赛道时，如此时安全车及跟随其后的赛车队列正在通过维修区出口，则必须根据它们的相对位置在第二条安全线上与行驶中的赛车队列会合。</p> <p>一旦赛事总监决定恢复决赛，尽可能地，在计时屏幕上将显示“安全车将在本圈返回”的信息，并通常在第二计时段关闭安全车顶灯，随后安全车返回维修区。</p>



<p>normally be switched off at the timing line Sector 2 (refer to the event circuit map) and as the car enters the pit lane. As the Safety Car is approaching the pit entry all the yellow flags and SC boards will be withdrawn and, other than on the last lap of the race, a green flag will be displayed only at the control (timing) line, to signify the resumption of the race. These will be displayed until the last car crosses the Line. A driver is not permitted to overtake another car until his car has reached the control (timing) line.</p>	<p>当安全车接近进入维修区时，所有的黄旗和 SC 板将被撤下，除了在决赛的最后一圈外，在控制（计时）线上只会出示绿旗，以示决赛恢复。这些旗语将一直展示至最后一辆赛车驶过该线。在赛车抵达控制（计时）线之前，车手不得超过其他赛车。</p>
<p>SUSPENDING THE RACE 146. Should it become necessary to suspend the race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line. When the signal is given, overtaking is forbidden, the pit exit will be closed, and all cars must proceed slowly into pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit staying in the fast lane. All other cars should form up in a line behind the first car. Any cars unable to return to the grid as a result of the track being blocked, will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended. Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied before the race was suspended. In all cases, the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race. The Safety Car will then be driven to the front of the line of cars in the fast lane. Whilst the race is suspended: - It will be at the Race Director's discretion, whenever the competition timetable allows so, to stop the clock in case of applying Red Flag during races; - cars may be worked on once they have stopped behind the red flag line or entered the pits, but any such work must not impede the resumption of the race; - only team members and officials will be permitted on the fast lane. Unless asked to do so by the officials, cars may not be removed from the fast lane while the race is suspended. A penalty will be imposed on drivers whose cars is moved from the fast lane to any other part of the pit lane without permission. Any car which in the pit entry or pit lane when the race was suspended will not incur a penalty. However, a penalty will be imposed on drivers whose car is moved from the fast lane to any other part of the pit lane. All cars in the pit lane will be permitted to leave the pits once the race has been resumed. And subject to the above, any car intending to resume the race from the pit exit may do so in the order they got there under their own power, unless another car was unduly delayed. At all time drivers must follow the directions of the marshals.</p>	<p>暂停决赛 146. 如赛道因事故被堵塞，或由于天气原因及其它原因给继续决赛带来危险，赛事总监可以暂停决赛。发车员将在发车线出示红色信号灯，同时所有裁判站将出示红旗。 当暂停决赛信号给出时，禁止超车，维修区出口将关闭，并且所有赛车必须减速返回维修区。第一辆到达维修区的赛车应直接前往维修区出口并保持在快车道上。其他所有赛车应排成一列跟在第一辆赛车后面。 因为事故堵塞赛道不能从事地点附近返回发车位的赛车将在赛道清理完毕后送回，其位置将根据决赛暂停前的比赛顺序安排。 另外，决赛暂停前已经返回维修区或正进入维修区的赛车将按照他们在比赛暂停前的顺序进行排位。在所有情况下，该顺序将根据最后一个能够确定所有赛车位置的点确定。所有这些赛车将被允许继续比赛。 安全车将行驶到快速通道的赛车队列前方。 决赛暂停时： - 在比赛时间表允许的情况下，将由赛事总监决定是否在红旗期间停表； - 当车辆停在红旗线后或进入维修区时，可以对其进行维修，但任何此类工作都不能妨碍决赛的恢复； - 禁止为赛车加油或从赛车中抽取燃油； - 只允许车队成员以及官员进入维修通道。 除非应赛事官员的要求，决赛暂停期间不得将赛车从快速通道移开。未经许可，将赛车从快速通道移至维修区的任何其他位置的车手将受到处罚。当决赛暂停时，若有任何一辆赛车正在进入维修区或已在维修区内，则不会受到处罚。无论如何，对于将赛车从快速通道移动到维修区的任何其他位置的车手将受到处罚。 一旦决赛恢复，所有在维修区的赛车可以离开维修区。从维修区出口恢复决赛的赛车顺序依据其依靠自身动力抵达维修区出口的顺序排列，除非有赛车出现故障。任何情况下，车手必须听从裁判指挥。</p>



RESUMING THE RACE

147. The delay will be kept as short as possible and, as soon as a resumption time is known, teams will be informed via the timing monitors; in all cases, warning of re-start will be given at "appropriate intervals" as updated information is received in Race Control regarding the track condition. Signals will be shown five minutes, three minutes, one minute, and fifteen seconds before the resumption, and each of these will be accompanied by an audible warning.

When the three-minute signal is shown, all cars must have their wheels fitted; after this signal, wheels may only be removed in the pit lane.

A drive-through penalty will be imposed on any driver whose car did not have all its wheels fully fitted at the three-minute signal.

At the three-minute signal, the cars must be resting on their wheels.

A drive-through penalty will be imposed on any driver whose car did not resting on its wheels at the three-minute signal.

At some point after the three-minute signal, which will be dependent upon the expected lap time, any cars between the red flag line and the leader will be waved off to complete a further lap, without overtaking, and join the line of cars behind the Safety Car.

When the one-minute signal is shown, engines should be started, and all team personnel must leave the pit lane by the time the 30-second signal is given, taking all equipment with them. If any driver needs assistance after the 30-second signal, he must indicate this to the marshals and, when the remainder of the cars able to do so has left the pit lane, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

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:

- The race is being resumed in wet conditions and the Race Director or the Clerk of the Course deems more than one lap necessary.
- All cars are not yet in a line behind the Safety Car.
- Team personnel are still clearing the grid.
- A further incident occurs necessitating another intervention.
- The Race Director or Clerk of the Course decides it is unsafe to resume the race.

When the green lights are illuminated, the Safety Car will leave the pit lane with all drivers must follow no more than five car length apart.

Overtaking behind the safety car is only permitted in the following cases:

- if a car is delayed when leaving its position in the fast lane and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish his original starting position, provided he does so before he crosses the first safety car line on the lap the safety car returns to the pits, should he fail to do so he must re-enter the pit lane and may only rejoin the race once the whole field has passed the end of the pit lane after the race has been resumed.

Any driver who is delayed as above must not overtake another moving car if he was stationary after all other cars has passed him and must start from the back of the grid. If more than one

恢复决赛

147. 决赛暂停的时间应尽可能的短，一旦决赛恢复的时间确定，将通过计时屏幕向车队通知；在所有情况下，赛道状况的更新信息被接收后，控制中心将以“适当间隔”提前发出决赛重新开始的信号。重新开始之前将出示 5 分钟、3 分钟、1 分钟和 30 秒的信号，且每个信号都会伴有声音提示。当 3 分钟信号被出示时，所有赛车必须安装好轮胎；在此信号之后，车轮只允许在维修区更换。在 3 分钟信号出示时，车轮没有安装完毕且落地的，该赛车将受到通过维修区的处罚。

在三分钟信号之后的某个时间，这个时间点将取决于预计的圈速，位于红旗线和领先者之间的任何赛车都将被被示意完成一圈，并且不能超车，然后加入安全车后面的赛车队列中。

当 1 分钟信号出示时，赛车的发动机必须启动，所有车队技师必须在 30 秒信号出示前离开维修通道，并带走所有设备。

如果任何车手在 30 秒信号出示后需要帮助，他必须向裁判员示意。裁判员将被指示在所有能够离开维修通道的赛车都离开后，将该赛车推入维修区，此时，附近的裁判员将出示摇动的黄旗以警示后方车手。

车手在超越那些不能启动离开维修通道的赛车时允许离开快速通道。

当绿灯亮起时，决赛将在安全车带领下恢复。在行驶完一圈后安全车将返回维修区，除非：

- 决赛在雨地条件下恢复，且赛事总监或赛事主管认为由安全车带队多圈是有必要的；
- 所有车尚未在安全车后形成单列队形。
- 工作人员仍在清理发车区。
- 再次发生事故导致有必要再次介入。
- 赛事总监或赛事主管认定继续恢复比赛不安全。

当绿灯亮起时，安全车将带队离开维修区，所有车手必须跟随其后并保持少于五个车身长度的间距。

仅有下列情况时，可在安全车带队时超车：

- 如赛车因故不能及时在快速通道上启动，而后续的赛车为避免造成延迟不得不将其超越。此种情况下，被超越的车手可以反超以恢复其原有的位置，前提是他在安全车返回维修区之通过第一条安全车线，如未能实现，则他必须重新进入维修区，且只有当所有其他赛车通过维修区末端后才能重新加入比赛。

任何被上述情况延误的车手，在其他赛车都超过他之后，如仍不能启动，则不能再超越其他行驶中的赛车，且必须从未位重新发车。如有多个车手受此影响，则必须按照他们离开的顺序排在队尾发车。

如果在安全车返回维修区之前，车手未能重新进入维修区并恢复到原始的发车顺序，将对其处以通过维修区的处罚。



<p>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. A drive-through will be imposed to 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 on the lap the safety car returns to the pits.</p> <p>b) a driver may overtake to re-establish the order before the race was suspended, based on instructions from the Race Director, provided he does so before he crosses the first safety line on the lap the safety car returns to the pits.</p> <p>Penalties may be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the lap.</p> <p>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.</p> <p>To appear in the final classification, a driver must have crossed the finish line (not in the pit lane or under their own power) at the end of the lap from which the final results will be taken.</p> <p>Should a driver cause the session to be stopped (red flag), the driver may not appear in the final classification at Steward's discretion.</p> <p>If a driver is not directly responsible for the incident, the Stewards may decide not to remove the driver from the final classification.</p>	<p>b) 根据赛事总监的指令，如果在决赛暂停之前车手能够在安全车返回维修区域之前超越其他赛车，他可以重新回到原有的位置。</p> <p>在该圈中，如果在仲裁委员会认为某位车手正在不必要的情情况下超车，则可能对其进行处罚。</p> <p>如果决赛无法恢复，决赛成绩将按照决赛暂停信号给出前一圈计算。</p> <p>只有车手驾驶赛车通过终点线方可被认定为完成决赛（在维修区冲线或不能凭借自身动力冲线皆不被认可）。</p> <p>如果一名车手导致决赛暂停（红旗），仲裁委员会有权决定是否取消其决赛成绩。</p> <p>如果判定该车手对事故没有直接责任，仲裁委员会可决定不取消其决赛成绩。</p>
<p>FINISH</p> <p>148. The end-of-race signal will be given at the Line as soon as the leading car has completed the full race distance in accordance with Article 13 by crossing the line on the track.</p> <p>149. Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.</p> <p>150. After the end-of-race signal, all classified cars must proceed on the circuit directly to the Parc Fermé without any unnecessary delay, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).</p> <p>Any classified car, which cannot reach the Parc Fermé under its own power, will be placed under the exclusive control of the marshals, who will direct the car to the Parc Fermé.</p>	<p>结束</p> <p>148. 比赛结束信号将在头车按照第 13 条规定完成全部比赛距离并通过终点线时发出。</p> <p>149. 无论任何原因，如果终点方格旗在领先的赛车完成规定数量的圈数，决赛的结束将以终点方格旗出示为标志，领先赛车通过终点线即结束比赛。如果终点方格旗没有及时给出，决赛以应该结束的时间结束。</p> <p>150. 见到终点方格旗后，所有赛车必须直接返回封闭区，不得出现不必要的延迟，或者接受任何形式的物体或者其它协助(除非在必要情况下由裁判协助)。</p> <p>不能利用自身动力抵达封闭区的赛车由裁判将赛车带回封闭区。</p>
<p>PARC FERME</p> <p>151. Only those officials responsible for supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.</p> <p>152. As soon as the end-of-qualifying or end-of-race signal has been shown at the Line, Parc Fermé Regulations will apply in the area between the Line and the Parc Fermé entrance.</p> <p>153. The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it.</p> <p>154. From the moment the end-of-race signal for Race 1 and Race 2 is shown, the Parc Fermé rules will apply, with the exception that, under the supervision of the marshals, electronic devices may be connected to the cars for the sole purpose of reading data. Such connecting systems must be</p>	<p>赛后封闭</p> <p>151. 只有负责封闭程序的赛事官员可以进入决赛后封闭区。除非得到上述官员的许可，不允许任何形式干预封闭区工作。</p> <p>152. 一旦终点出示排位赛或决赛结束信号，封闭区规则将适用于终点控制线与封闭区入口之间的区域。</p> <p>153. 封闭区应足够大，且有安保人员值守，任何未经授权的人员均不得入内。</p> <p>154. 当决赛结束的信号出示起，封闭区规则将启用，只有在车检裁判监督下，可以用电子设备连接到赛车上，且仅用</p>



<p>located on the exterior bodywork of the cars. Team personnel must push cars in Parc Fermé, the location of which will be determined at each Competition according to the circumstances of the site. If the Race Director allows so, the cars may also permit to be driven to Parc Fermé, when the distance require it.</p> <p>The Parc Fermé will end when the Stewards decided so, at least 30 minutes after the posting time of the Provisional Classification. The Parc Fermé must be positioned as close as possible to the podium, preferably immediately below, with direct access.</p> <p>As soon as all the cars have crossed the Line, a course car must go around the track to collect any driver who has finished in the first three but is stranded on the circuit.</p> <p>The drivers must not be delayed in the Parc Fermé. One person, nominated by the master of ceremonies and in radio contact with him, will be responsible for moving the drivers from the Parc Fermé to the podium without delay. Only persons authorised by the master of ceremonies may make contact with the drivers before the end of the TV unilateral interviews.</p>	<p>于读取数据。此连接系统必须位于赛车外部车身上。车队工作人员必须推动汽车进入封闭区，在每场比赛中根据现场情况确定封闭区位置。当因具体原因，如果赛事总监允许，也可以驾驶赛车进入封闭区。</p> <p>封闭的解除将由仲裁委员会决定，至少在初步成绩公布 30 分钟后。封闭区必须尽可能靠近领奖台，最好是正下方，且有直接通道与之相连。</p> <p>当所有赛车通过终点控制线，一辆工作车将被派出，用以接回任何仍滞留在赛道上的前三名车手。</p> <p>在封闭区，参加颁奖仪式的车手须尽快前往领奖台，将有专门的工作人员负责引领这些车手前往领奖台。只有经颁奖仪式主管授权的人员才可在电视独家采访结束前接触这些车手。</p>
<p>CLASSIFICATION</p> <p>155. The car placed first will be the one having covered the scheduled distance in the shortest time. All cars will be classified considering 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.</p> <p>156. Only cars which have covered at least 75% of the race distance covered by the winner will be classified. Should 75% not result in a full number of laps, the decimals will be disregarded.</p> <p>157. The official overall classification will be published after the race. These will be the only valid results subject to any amendments, which may be made under the Code and these Sporting Regulations.</p>	<p>成绩</p> <p>155. 完成决赛规定距离用时最短的赛车将排名第一。所有赛车名次将按照完成圈数多少排列，完成圈数相同的赛车按照通过终点的先后排列成绩。</p> <p>156. 只有完成第一名车手决赛距离 75%(含) 以上且通过终点方格旗的车手可计算成绩。如 75%不能得到一个完整的圈数，小数部分将被忽略。</p> <p>157. 决赛结束后，将公布决赛正式成绩。这将是唯一有效的成绩，可能根据本规则及总则发生变动。</p>
<p>PODIUM CEREMONIES AND PRESS CONFERENCE</p> <p>158. The podium ceremony and press conference will take place in accordance with the regulations and following the instructions of the Series Promoter.</p> <p>159. All TCR China Series Title's winner in accordance with Article 16, must attend the prize-giving ceremonies on the podium which will be held after each race.</p> <p>160. The first three drivers in qualifying must take part in the post-qualifying Press Conference or Social Media Interviews at the time indicated by the Series Promoter. All the winning drivers of each race must take part in the post-race Press Conference and any interviews and photo session required by the Series Promoter. A fine of 1000 CNY will be imposed on any competitor who is absent.</p>	<p>颁奖仪式和赛后新闻发布会</p> <p>158. 颁奖仪式与赛后新闻发布会将按照系列赛推广的规则与下列指示进行。</p> <p>159. 所有第 16 条中所述的获奖车手或厂商及车队代表必须至领奖台参加赛后颁奖仪式。</p> <p>160. 排位赛前三名的车手必须按照系列赛推广商指定的时间参加排位赛新闻发布会或社交媒体采访。每回合决赛的所有获奖车手必须参加由系列赛推广商要求的赛后新闻发布会、采访和照片拍摄活动。对于任何未能出席的报名人，将处以 1000 元人民币罚款。</p>



APPENDIX 1

LIST OF ELIGIBLE TCR CARS FOR THE 2025 SEASON

As defined by TCR Technical Bulletins provided by WSC.

附录 1

2025 赛季 TCR 车型列表

由 WSC 发布的 TCR 技术公告定义。



APPENDIX 2

INFORMATION REQUIRED UNDER ARTICLE 23

PART A

Name and address of the National Sporting Authority (ASN).
Name and address of the organizer.
Date and place of the Competition.
Start of the sporting checks and scrutineering on (date)
at (time)
Start time of each race and number of lap per Race:
Address and telephone, fax number and E-mail to which
enquiries can be addressed.

Details of the circuit, which must include:
location and how to get there.
length of one lap,
direction (clockwise or anti-clockwise)
location of pit exit in relation to Line
pole position

Precise location at the circuit of:
Stewards' office,
Race Director's office,
TCR office,
sporting checks, scrutineering, flat area and weighing,
Parc Fermé,
drivers' and competitors' briefing
winner's press conference
press centre
media accreditation centre
Official TCR China Website and/or official notice board

List of any supplementary trophies and special awards.

The names of the following officials of the Competition
appointed by the ASN:
Clerk of the Course,
Secretary of the meeting,
Chief Scrutineer
Chief Medical Officer.

Any other item specific to the Competition.

PART B

Race Director
Steward (Chairman)
Steward
Technical Delegate
Technical Data scrutineer
Media delegate

附件 2:

比赛附录内容

第 A 部分:

ASN 的名称和地址;
组织者的名称和地址;
比赛的举办日期和举办地址;
行政检验和预车检的日期和时间;
每回合决赛的开始时间和圈数;
可供查询的地址、电话、传真和电子邮件。

赛车场的详情, 需要包含:

地址及交通方式;
行驶一圈的长度;
行驶方向(顺时针或逆时针);
维修区出口与发车线的位置关系;
杆位位置。

赛车场的准确定位:

仲裁委员会办公室;
赛事总监办公室;
推广商办公室;
行政检验、车检、待检区和称重台;
封闭区;
车手及参赛者简报室;
赛后发布会
新闻发布厅
媒体授证中心
TCR 中国官方网站和/或官方公告栏。

各种荣誉奖项和特殊奖项的的名单。

由 ASN 任命的下列竞赛官员的姓名:

赛事主管;
赛事秘书;
车检主管;
医疗主管。

与比赛相关的其他特殊项目。

第 B 部分

赛事总监;
仲裁主席;
仲裁委员;
技术代表;
数据检查员;
媒体代表;



Secretary of the Stewards
Any others

仲裁秘书；
其他人员。

PART C
Appeals shall be sent to: National Court of Appeal, CAMF.

第 C 部分
上诉需要提交至：中国汽车摩托车运动联合会

PART D
Detailed timetable

第 D 部分
详细的比赛日程表

PART E
Insurance Copy

第 E 部分
保险复印件



APPENDIX 3

ENTRY FORM FOR THE 2024 TCR CHINA SERIES

Available from 1st February 2025 from Seres Promoter secretariat.

附件 3:

2025 赛季 TCR 中国系列赛报名表

自 2025 年 02 月 01 日起可从推广商秘书处获取。



2025赛季 CTCC中国汽车场地职业联赛

超级杯 比赛报名表

(报名人部分)

请将报名表扫描件及其附件邮件: zhangqi@ctcc.com.cn / chennuo@ctcc.com.cn

如有疑问请致电: 15002158020

报名人资料		
报名组别: TCR China Championship <input type="checkbox"/>		TCR China Challenge <input type="checkbox"/>
报名人注册属性: 商业注册 <input type="checkbox"/> 俱乐部 <input type="checkbox"/> 个人 <input type="checkbox"/>		
报名人(公司)全称:		
办公地址:		
邮编:	办公电话:	网址:
报名人法人:	移动电话:	E-mail:
法人护照/回乡证/身份证号:		
注: 请将报名人营业执照复印或扫描件、报名人法人有效身份证件复印件或扫描件附后		
车队资料		
车队名称:	车队执照号码:	执照签发单位:
办公地址:		
邮编:	办公电话:	网址:
车队负责人:	电话:	E-mail:
车队技术主管:	电话:	E-mail:
车队经理:	电话:	E-mail:
车队行政:	电话:	E-mail:



注: 请将车队执照复印件或扫描件、车队负责人有效身份证件复印件或扫描件附后

声明

我已仔细阅读国际汽联制定的运动总则及其附件和中汽摩联制定的通则、比赛规则、技术规则、注册规则和所有增加的规则附件及附录, 并完全同意且保证接受上述规则的约束。同时, 在比赛中, 上述保证将扩展到
我报名人车队所属的所有工作人员, 其他服务人员及代理机构。

我声明: 报名表所填内容经我核实, 情况属实, 并且将按照规则缴纳相关费用。

我声明: 我车队所有车手具备比赛能力, 所属的赛车改装符合赛事要求, 报名表中所有填写的各项内容属实。且已根据规则要求为车队所有工作人员办理了意外伤害保险和医疗保险。

我同意: 如果我车队车手患有慢性、急性或其它影响正常参加赛事的疾病或伤残, 在没有得到中国汽车摩托车运动联合会批准参加比赛的情况下, 不报名参加比赛。

报名人签章:

日期:

中汽摩联意见及印章:



2025赛季 CTCC中国汽车场地职业联赛

超级杯 比赛报名表

(车手部分)

请将报名表扫描件及其附件邮件: zhangqi@ctcc.com.cn / chenuo@ctcc.com.cn

如有疑问请致电: 15002158020

车手资料			
姓名:	国籍:	血型:	车号:
出生日期:	护照/回乡证/身份证号:		车手照片
所属汽协:	比赛执照号码:		
联系电话:	E-mail:		
联系地址:			
紧急联络人姓名:	紧急联系人电话:		
注: 车手资料请与比赛执照相关信息一致, 请将车手比赛执照复印件或扫描件附后			
报名车辆信息			
品牌及型号:		TCR车型注册号:	
车架号:		发动机号:	
车体颜色:	气缸容积:	初始重量:	
声明			
<p>我已仔细阅读国际汽联制定的运动总则及其附件和中汽摩联制定的通则、比赛规则、技术规则、注册规则和所有增加的规则附件及附录, 并完全同意接受上述规则的约束。鉴于此报名已被组织者接受并获准参加比赛, 我同意在比赛过程中, 如发生我本人死亡、受伤或财产损失情况, 将不向中国汽车摩托车运动联合会、本次赛事组委会、赞助商、赛事组委会任命的任何官员、服务人员、代表、代理机构, 以及参与组织、赞助比赛</p>			



的有关地方机构、全体工作人员、个人提出追究、索赔的要求。同时，在比赛中，上述保证将扩展到任何其他参赛者、服务人员及代理机构。

我声明：报名表所填内容经我核实，情况属实。

我声明：我具备比赛要求的能力，赛车改装也符合赛事要求，报名表中所有填写的各项内容属实。同时，我已经办理了本人的人身意外伤害保险和医疗保险。

我同意：如果我患有慢性、急性或其它影响正常参加赛事的疾病或伤残，在没有得到中国汽车摩托车运动联合会批准参加比赛的情况下，不报名参加比赛。

车手签名：

报名人印章：

日期：

中汽摩联意见及印章：



APPENDIX 4

Protest Form
Change of Engine Form
Change of Car Form

Available on official TCR China Website or secretariat.

附件 4:

投诉表
发动机更换申请表
赛车更换申请表

可在 TCR 中国官方网站或秘书处获取。



APPENDIX 5

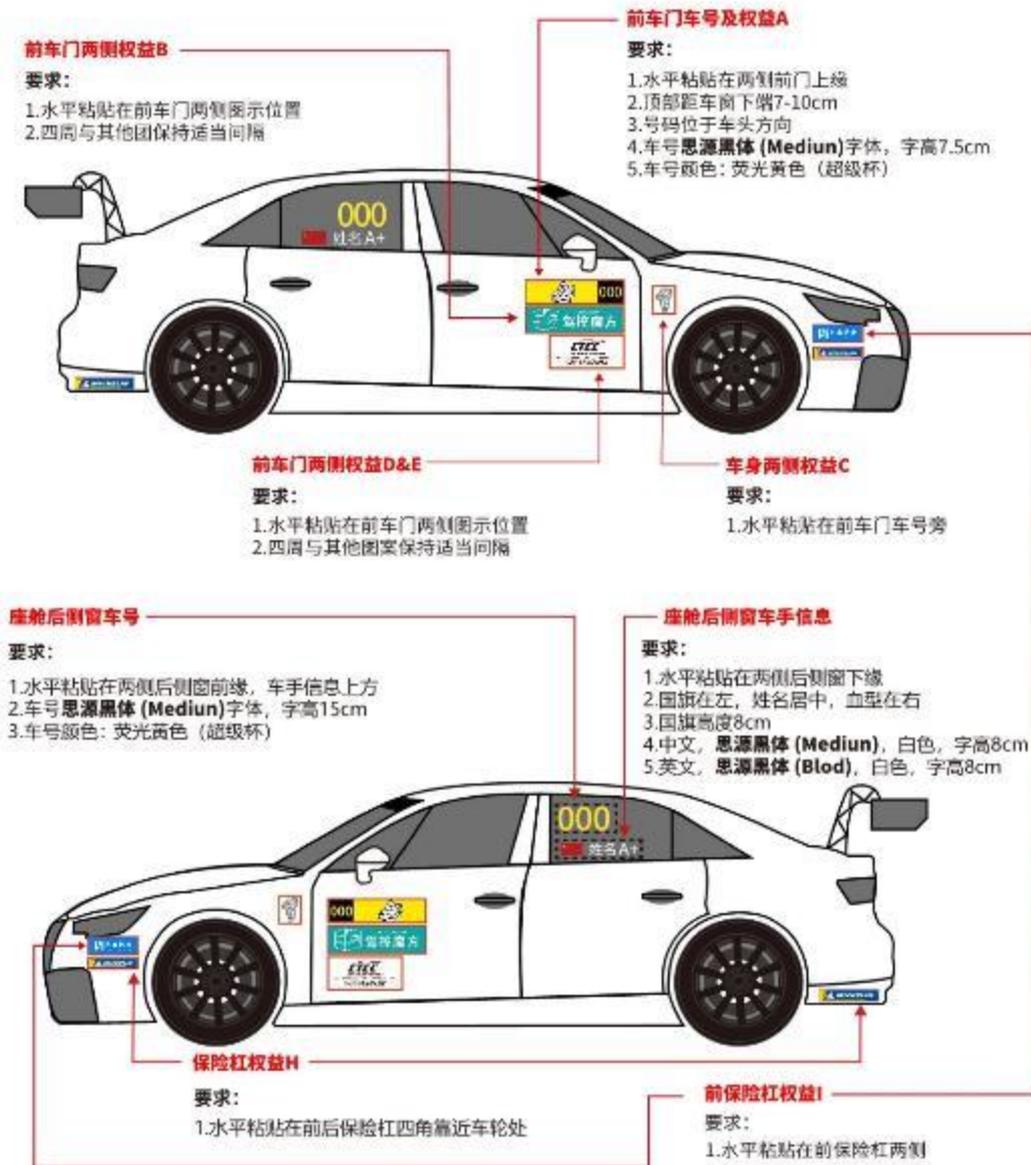
CAR LAYOUT

To Be issued by Promoter prior each Competition.

附件 5:

赛车组织者广告位置

由推广商在每场比赛前发布。

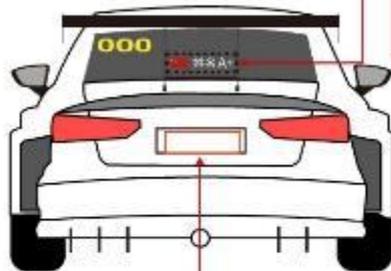




座舱后风挡车手信息

要求:

1. 水平粘帖在后风挡靠下位置, 居中
2. 国旗居左, 姓名在右
3. 国旗高度8cm
4. 中文, 思源黑体 (Medium), 白色, 字高8cm
5. 英文, 思源黑体 (Blod), 白色, 字高8cm



后车牌权益J

要求:

1. 水平粘帖在车后牌照位置

座舱前风挡车手信息

要求:

1. 水平粘帖在前风挡左上角, 车号上方
2. 中文, 思源黑体 (Medium) 白色, 字高15cm
3. 英文, 思源黑体 (Blod) 白色, 字高15cm

座舱前风挡权益K

要求:

1. 水平粘帖在前风挡上缘
2. 图案文字部分不可裁切



座舱前风挡车号

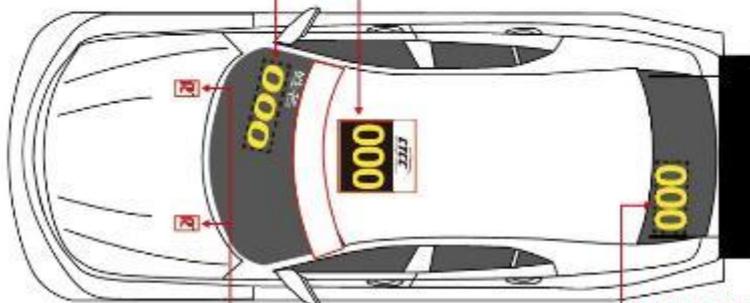
要求:

1. 水平粘帖在前风挡左侧, 车手信息下方
2. 思源黑体 (Medium) 字体, 字高25cm
3. 车号颜色: 荧光黄色 (超级杯)

车顶号码及赞助权益L

要求:

1. 水平粘帖车顶前部中央位置
3. 四周与其他图案保持适当间隔
3. 总尺寸: 52x55cm, 车号字高23cm, 字体为思源黑体 (Medium)



引擎盖权益N

要求:

1. 粘帖在引擎盖两侧靠近风挡玻璃下沿位置
2. 平行于车身中轴线
3. 四周与引擎盖边缘及其他图案保持适当间隔

座舱后风挡车号

要求:

1. 水平粘帖在后风挡左上角
2. 思源黑体 (Medium) 字体, 字高15cm
3. 车号颜色: 荧光黄色 (超级杯)