

PAN DELTA

SUPER RACING FESTIVAL

2018

CIRCUIT HERO

SPORTING REGULATIONS

The Zhuhai Motorsports Association will organize and Zhuhai International Circuit Ltd. will promote the “Pan Delta Super Racing Festival 2018” with the agreement of Federation of Automobile and Motorcycle Sport of People’s Republic of China (CAMF) and governed by the Federation Internationale de l’Automobile (FIA) and comprises various races for different categories.

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

Should any dispute arise, the panel of the Stewards of the meeting will be the only authority to make a decision (ISC-Art.11.9).

1) REGULATIONS

- 1.1** The final text of these Sporting and Technical 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 and Technical Regulations.
- 1.2** All races are governed by the FIA International Sporting Code (the Code) and its Appendixes (including Appendix J), the circuit General Prescriptions, and these Sporting Regulations their relevant Appendixes / Bulletins and all the communications or final instructions issued by the Organizer.
- 1.3** Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the FIA ‘General Prescriptions’ and Specific Regulations, Sporting Code, Technical Regulations, these Sporting and all the communications or final instructions issued by the Organizer shall be decided by the stewards of the meeting.

2) GENERAL UNDERTAKING

All drivers, competitors and officials participating in the Event undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the International Sporting Code (the Code), the Technical Regulations, FIA Official Bulletins and the present Sporting Regulations.

3) GENERAL CONDITIONS

- 3.1** It is the competitor’s responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations. If competitor is unable to be present in person at the Event he must nominate his representative in writing. The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- 3.2** Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout practice sessions and the race.
- 3.3** The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
 - a) All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass at all times.

b) The competitor shall declare that to the best of his belief his driver(s) possess(es) the standard of competence necessary for an event of the type to which the entry relates, that should his driver(s) at the time for the event be suffering from any disability whatsoever he shall declare the disability to the Stewards prior to the driver(s) driving on the track, that the vehicle entered is suitable and roadworthy for the event having regard to the track and the speed that will be reached and that he, his driver(s) and team members enter upon and use the track and its facilities entirely at his or their own risk.

3.4 Competitors must ensure that their drivers comply with the conditions of eligibility and is healthy throughout practice sessions and the race.

4) ELIGIBLE DRIVERS AND COMPETITORS

All drivers and competitors must hold current and valid COMPETITION LICENCES and VISA issued by their ASN(s). Minimum requirement of licence grade will be refer to the supplementary regulation. 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.

All documents must be presented at the Event at the times stated in the appropriate Appendix/Provisional Event Programme.

Drivers participating in 2017 or 2018 China Touring Car Championship will not be accepted.

5) EVENT

5.1 The Event will have the status of an INTERNATIONAL, RESTRICTED ZONE INTERNATIONAL and/or NATIONAL.

5.2 The Event shall include all practices and race.

5.3 All practices and race will be carried out as stated in the specific Supplementary Regulations.

5.4 The race lengths will be as stated in the specific Supplementary Regulations.

5.5 The Event will take place in Zhuhai International Circuit.

5.6 The Event will include:
Circuit Hero One, Circuit Hero Two and Circuit Hero Three.

The format will be:

Circuit Hero One

- One 30 minutes Official Practice session.
- One 20 minutes Qualifying Practice session.
- One 15 laps Race with a maximum time of 40 minutes*. (Race 1)
- One 10 laps Race with a maximum time of 30 minutes*. (Race 2)

Circuit Hero Two

- One 30 minutes Official Practice session.
- One 20 minutes Qualifying Practice session.
- One 12 laps Race with a maximum time of 30 minutes*.

Circuit Hero Three

- One 45 minutes Official Practice session.
- One 20 minutes Qualifying Practice session.
- One 18 laps Race with a maximum time of 50 minutes*.

*** Race Time**

If the leading driver has not achieved the defined race distance after the schedule time has reached, the leader will be shown the Chequered Flag when he/she passes the Finish Line.

5.7 Event Dates:

March 15 – 18

June 14 – 17

September 13 – 16

- 5.8** The Organizer reserves the right to postpone, abandon or cancel the Event or part thereof. In the event of abandonment, cancellation or of postponement for more than 48 hours, the Competitor will have no right of claiming against the Promoters or the Organizer in respect of any prize money or loss of expenses that he may have incurred or may incur as a result.

6) OFFICIALS

- 6.1** The following officials will be nominated by the Organizer:

- three Stewards of the meeting, one of which will be the Chairman;
- the Race Director (if appointed);
- the Clerk of the Course.

- 6.2** The Race Director, the Clerk of the Course and the Stewards must be present at the Event on the date of initial scrutineering.

- 6.3** The Race Director must be in radio contact with the Clerk of the Course and the Chairman of the Panel of the Stewards at all times when cars are permitted to run on the track. Additionally, the Clerk of the Course must be in race control and in radio contact with all marshals' posts during these times.

- 6.4** The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director, if appointed, shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- a) the control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Stewards to modify the timetable in accordance with the Code or Supplementary Regulations;
- b) the stopping of any car in accordance with the Code or Sporting Regulations;
- c) the stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out;
- d) the starting procedure;
- e) the use of the safety car.

7) ENTRIES

7.1 Application procedure and deadline of each Event will be announced and published before each Event.

7.2	Entry Fee:	One Event	Full Season (three events)
	Circuit Hero One	CNY6,500	CNY16,000
	Circuit Hero Two	CNY3,000	CNY8,000
	Circuit Hero Three	CNY4,600	---

7.3 Entry fees are non-refundable and non-transferable.

7.4 The Organizer will review the eligibility of each application and reserves the right to refuse the application. The decisions taken by the Organizer are final and not subject to appeal.

7.5 The Organizer, at its own discretion, may consider acceptance of a late entry after the closing of the Entry and before the starting of the Event subject to an additional fee of 50% of the regular entry fee.

8) **PASSES – TEAM IDENTIFICATION**

8.1 Team identification passes will be issued for each competing vehicle in the following basis:

- One driver pass (Two driver passes for Circuit Hero Three);
- Four team crew passes.

8.2 Each pass will be printed with the name and photo of the pass holder. During entry, all names and photos of driver(s) and team crew members must be submitted. Passes will not be issued unless all document are provided to the Organizer.

8.3 Team crew member must be the member of one team only.

8.4 The pass must be used by the person, non-transferable and worn conspicuously. Abuse of privileges (including transferring or using invalid pass) will result in the revocation of the pass and the Entrant will be penalized with a fine in the amount of CNY1,000.

9) **INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

9.1 The Stewards or the Race Director/Clerk of the Course may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.

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

9.3 Any decision or communication concerning a particular competitor should be communicated to him forthwith in writing within 30 minutes of such decision and receipt must be acknowledged.

10) **INCIDENTS**

10.1 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/Clerk of the Course (or noted by the Stewards subsequently investigated) which :

- a) necessitated the suspension of a race under Article 34;
- b) constituted a breach of these Sporting Regulations or the Code;
- c) caused a false start by one or more cars;
- d) caused a collision;
- e) forced a driver off the track;
- f) illegitimately prevented a legitimate overtaking manoeuvre by a driver;
- g) illegitimately impeded another driver during overtaking;
- h) caused a pit lane infringement;
- i) unless 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 race.

10.2 a) It shall be at the discretion of the Stewards to decide upon a report or a request by the Race Director/Clerk of the Course, if a driver or drivers involved in an incident shall be penalised.

b) If a driver is involved in a collision or Incident (see Article 10.1), and his team have been informed of this by the Stewards no later than Thirty minutes after the race has finished, he must not leave the circuit without their consent.

10.3 The stewards may impose the penalty below on any driver involved in an incident:

a) A drive through penalty;

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

However, should the penalty above be imposed and notified during the last three laps, or after the end of a race, the Article 10.3.a) will not apply, instead a time penalty of 35 seconds will be added to the elapsed race time of the car concerned.

- b) A time penalty;
- c) A reprimand;
- d) Drop of any number of grid positions;
- e) Starting from the pit lane;
- f) Deletion of a driver's qualifying lap(s) or time;
- g) A fine;
- h) Disqualification from the results.

Should the Stewards decide to impose the penalty provided for in Article 10.3. a), the following procedure shall be applied:

From the time the Stewards' decision is notified on the LINE, the relevant driver and his car may cross the LINE on the track no more than three times before entering the pit lane.

However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty after the safety car has been deployed. The number of times the driver crosses the LINE behind the safety car will be added to maximum number of times he may cross the line on the track.

11) PROTESTS AND APPEALS

11.1 Protests shall be made in accordance with the Code and accompanied by a fee in cash of CNY5,000 within 30 minutes from the publishing time of the Provisional Classification to the

Secretary of the Meeting.

- 11.2** In case of a team to team technical protest, an additional bond of CNY5,000 in cash for each specific part of the vehicle will be lodge with the Organizer and returned to the protester if the protest is upheld or paid to the protested team in the case of an invalid protest. Each protest will only cover one specific item.
- 11.3** Appeals must be made in accordance with the International Sporting Code. Appeal fee will be in cash of CNY20,000.
- 11.4** Appeals may not be made against decisions concerning the following:
- a) The penalties imposed under Article 10.3.a), b), c), d), e) and f) including those imposed during the last three laps or after the end of the race;
 - b) Any penalty imposed under Article 26.5;
 - c) Any decision taken by the Stewards in relation to Article 28.4;
 - d) Any penalty imposed under Article 30.5 or Article 35.3.

12) SANCTIONS

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

13) DRIVING

- 13.1** The driver must drive the car alone and unaided.
- 13.2** A driver may not deliberately leave the track without justifiable reason.
- 13.3** More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.
- 13.4** Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.
- 13.5** Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.
- A driver will be judged to have left the track if no part of the car remains in contact with the track.
- Should a car leave the track for any reason the driver may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.
- 13.6** As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake.

Any driver who is deemed to be ignoring the waved blue flags will be reported to the Stewards of the meeting

14) RACE NUMBERS AND DRIVER'S NAME

14.1 Each car must carry the race number assigned and provided by the Organiser. All numbers must be in position before scrutineering. The number stickers must be placed on the bonnet/nose of the car and on each side of the car and the Scrutineer may reject any vehicle whose numbers stickers are not provided by the Organizer.

14.2 Every competitor must display the name of the driver and his "national flag" or "regional flag" for international sport event on the bodywork. These must be clearly legible.

14.3 The position above the start numbers must be left free for possible use by the Organizer for their sponsor's identification to a height of 12 cm and equal in width to the number background.

14.4 Additional requirements relating to the start numbers may be noted in the relevant Appendix, specific Sporting Regulations or subsequently issued notices.

15) PROMOTION

15.1 Drivers must take part in any promotional activity requested by the Organizers including, but not limited to autograph sessions, prize giving, press conferences, pit road walkabouts and pre-race parades.

15.2 The drivers, competitors and manufacturers give the right to the Organiser to use their name for any promotional, advertising, publicity and public relations purpose, for the promotion of the Event.

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

16) NUMBERS OF CARS PARTICIPATING

The number of cars allowed to start each race and practice will be based on the Circuit homologation.

17) ELIGIBLE CARS

All vehicles must comply with the requirements noted in the Technical Regulations relevant to the appropriate category.

18) FUEL

18.1 98 RON unleaded gasoline available at the ZIC fuel station is the specification fuel for the event.

18.2 No other fuel or grades of gasoline may be used for practice, qualifying or race. Additives are not permitted. A fuel sample may be taken at any time during the course of a meeting in order to verify that the regulations are strictly observed.

18.3 It must be possible to take 3 litres of fuel from the car at any time during the Event.

19) PIT ENTRY, PIT LANE AND PIT EXIT

19.1 The section of track between the first safety car line and the beginning of the pit lane will be designated the “pit entry”.

19.2 The section of track between the end of the pit lane and the second safety car line will be designated the “pit exit”.

19.3 The pit lane will be divided into two lanes, the lane closest to the pit wall will be designated the “fast lane” and the lane closest to the garages will be designated the “inner lane”.

Other than when cars are at the end of the pit lane under Article 30.3 the inner lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.

19.4 Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the teams designated garage area to the end of the pit lane.

19.5 Any car(s) driven to the end of the pit lane prior to the start or re-start of a practice session, or any car(s) required to stop at the pit exit during a safety car period, must form up in a line in the fast lane and leave in the order they got there unless another car is unduly delayed.

19.6 Any driver that is required to start the race from the pit lane may not drive his car from his teams designated garage area until the 10 minute signal has been given and must stop in a line in the fast lane. Under these circumstances working in the fast lane will be permitted, but any such work is restricted to :

- starting the engine and any directly related preparation
- changing of wheels when a climatic change has been confirmed

When cars are permitted to leave the pit lane they must do so in the order they arrived at the end of the pit lane unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

19.7 Other than drying, sweeping of any tyre rubber left when cars leave their pit stop position, competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the Chief Scrutineer.

19.8 Competitors must not paint lines on any part of the pit lane.

19.9 Other than in Article 19.6 above 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 even when the car is being pushed.

19.10 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 possible.

19.11 It is the responsibility of the competitor to release his car after a pit stop only when it is safe to

do so.

19.12 Under exceptional circumstances the Race Director/Clerk of the Course may ask for the pit entry to be closed during the race for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.

19.13 During the course of 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 Chief Scrutineer.

20) SPORTING CHECKS

20.1 During initial scrutineering, and at any time during the Event, each competitor must have available all documents required by Article 4.

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

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

21) SCRUTINEERING

21.1 Initial scrutineering of the car will take place at the times indicated in the Event Programme.

21.2 Race numbers and any official advertising must be on the car for inspection during scrutineering.

21.3 No car may take part in the Event until it has been passed by the Scrutineers.

21.4 The Scrutineers may:

- a) check the eligibility of a car or of a competitor at any time during the Event;
- b) require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied;
- c) require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail;
- d) require a competitor to supply them with such parts or samples as they may deem necessary.

21.5 Any car which, after being passed by the Scrutineers, is 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 re-presented for scrutineering approval.

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

21.7 After each race and all qualifying practice sessions at least five classified cars may be selected and must undergo scrutineering.

21.8 Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.

22) TYRE LIMITATION DURING THE EVENT

22.1 Competitors must obtain the tyres (both dry and wet) from the designated tyre supplier appointed by the Organizer. The official marked tyres must be used for all official practices, qualifying practice sessions and races of the Event. The number is unlimited. The tyre supplier and the Scrutineer will mark the tyres during initial scrutineering. Any modification or treatment including cutting, grooving, applying of water solvents or softeners are prohibited.

All official practices, qualifying practice sessions and races, cars without official marked tyres will not be allowed to enter the track and will be disqualified from the result.

Competitors must reserve the specific advertising space on cars for the designated tyre brand. (see Appendix Two)

22.2 Wet-weather tyres may be used only after the track has been declared wet by the Race Director/Clerk of the Course for the session (official practice, qualifying practice session) and the races.

22.3 Dry-weather tyres and Wet-weather tyres may not be mixed on a race car.

23) WEIGHING

23.1 All vehicles must comply with the requirements noted in the technical regulations to the appropriated races.

23.2 Only Scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.

23.3 In the event of any breach of these provisions for the weighing of cars the Stewards may drop the driver such number of grid positions as they consider appropriate or exclude him from the race.

24) SPARE CARS

Spare cars are not permitted.

25) GENERAL SAFETY

25.1 Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.

25.2 Drivers are strictly forbidden to drive their car in the opposite direction 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.

- 25.3** 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.
- 25.4** a) During official practice, qualifying practice session and the race, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuit.
- b) Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 25.5** a) If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. In case of any outside assistance occurred, either by marshals or mechanical assistance (for example tow, crane, snatch vehicle, telescopic handler or the like), the car is not allowed to rejoin the session. The Stewards may impose the penalty if the infringement happens:
- i. During official practice – deleting the fastest lap time of qualifying practice session;
 - ii. During qualifying practice session – starting from the back of the starting grid for the race;
 - iii. During race – exclude from the results of the race.
- b) A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.
- 25.6** Repairs to a car may be carried out only in the paddock, pits and on the grid.
- 25.7** Refuelling is not permitted during official practice and qualifying practice sessions or the race.
- 25.8** The replenishment of any liquids is forbidden following the start of the race until after post-race scrutineering.
- 25.9** 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 teams designated garage area, the pit lane or on the starting grid.
- 25.10** At no time may a car be reversed in the pit lane under its own power.
- 25.11** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.
- 25.12** During the periods commencing five minutes prior to and ending five minutes after every practice session and the periods between the commencement of the formation lap which immediately precedes each race and the time when the last car enters the Parc Fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of:
- a) Marshals or other authorised personnel in the execution of their duty;
 - b) Drivers when driving or on foot, having first received permission to do so from a marshal;
 - c) Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap;
 - d) Team personnel when assisting marshals to remove a car from the grid after the start of the race.

- 25.13** During a race, only in the pit lane or the teams designated garage area where the use of an external starting device is allowed
- 25.14** Drivers taking part in practice sessions and the races must always wear the clothes and helmet specified in the Code.
- 25.15** A speed limit of 60kph will be enforced in the pit lane. During official practice and qualifying, any driver who exceeds the limit will be fined CNY500. Any infringement during the race, the penalty under Article 10.3 a) may impose.
- 25.16** If a driver has serious mechanical difficulties during a practice session or the race he must leave the track as soon as it is safe to do so.
- 25.17** Only four team members per participating car (all of whom shall have been issued with and wearing special identification) are allowed in the signalling area during practice and the race.
- 25.18** People under 14 years of age are not allowed in the pits, pit lane, on the pit wall and on the starting grid.
- 25.19** Animals, except those which may have been expressly authorised by the Organiser for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 25.20** The Stewards, the Race Director, the Clerk of the Course or the Chief Medical Officer can require a driver to have a medical examination at any time during an Event.
- 25.21** Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the exclusion of the car and driver concerned from the Event.

26) PRACTICE AND QUALIFYING PRACTICE SESSIONS

- 26.1** Save when these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.
- 26.2** No driver may start in the race without taking part in a qualifying practice session unless the Stewards agree to take free practice times into consideration.
- 26.3** During all official practice sessions there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag or a flashing blue light will be shown at the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.
- 26.4** If a car stops during a official practice or a qualifying practice session it must be removed from the track 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.

In case of any outside assistance occurred, either by marshals or mechanical assistance (for example tow, crane, snatch vehicle, telescopic handler or the like), the car is not allowed to rejoin the session. The Stewards may impose the penalty if the infringement happens:

- i. During official practice – deleting the fastest lap time of qualifying practice session;
- ii. During qualifying practice session – starting from the back of the starting grid for the race;
- iii. During race – exclude from the results of the race.

26.5 In the event of a driving infringement during any practice session, the Stewards may drop the driver such number of grid positions as they consider appropriate. 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 12.

26.6 The Race Director/Clerk of the Course may interrupt a practice session as often and for as long as he thinks necessary to clear the track or to allow the removal of a car. Whenever possible, the time lost by the suspension of a practice and qualifying session shall be recovered so that the minimum scheduled period for the session may be accomplished. However, it is not compulsory to resume the session or re-run the session to achieve the time criteria. The decision of the Stewards in this matter shall be final. No protest will be accepted as to the possible effects of the interruption/shortened session on the qualification of any Driver. Any driver taking part in any practice session who, in the opinion of the Stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 26.5.

26.7 Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.

26.8 All laps covered during qualifying practice will be timed to determine the driver's position at the start in accordance with Article 28.

27) STOPPING THE OFFICIAL PRACTICE

Should it become necessary to stop an official practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director/Clerk of the Course shall order a red flag and the RED lights to be shown at the LINE. Simultaneously, red flags will be shown at all marshal posts. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits, and all cars abandoned on the track will be removed to a safe place. At the end of each official practice session no driver may cross the LINE more than once.

28) THE GRID

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

28.2 The grid for the race will be drawn up in the order of the fastest qualifying time achieved by each driver during the qualifying practice session. Should two or more drivers have identical times, priority will be given to the one who set it first. **For Circuit Hero One with two races, the grid of Race 2 will be decided by the final classification of Race 1.**

The starting grid will be published after the qualifying practice session. Any competitor whose

car is unable to start for any reason whatsoever (or who has good reason to believe that their car will not be ready to start) must inform the Race Director/Clerk of the Course accordingly at the earliest opportunity and, in any case, no later than one hour and fifteen minutes before the start of the formation lap.

If one or more cars are withdrawn, the starting grid will be closed up accordingly and the final starting grid confirmed one hour before the start of the formation lap. Should two or more drivers have identical times, priority will be given to the one who set it first.

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

28.4 Any driver whose best qualifying lap exceeds 110% in his respective class of the fastest time will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, the Stewards may permit the car to start the race. Application should be made no later than ONE hour after the “Qualifying-Provisional classification” published.

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

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

28.5 Circuit Hero One will use a rolling start while Circuit Hero Two and Three will use a standing start.

a) Standing Start:

The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 9 meters.

b) Rolling Start:

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

29) MEETINGS

29.1 A Drivers' meeting will take place on the venue and time indicated in Event Programme or Supplementary Regulations, all drivers entered for the Event and their team managers must be present throughout the entire meeting. Any driver or team manager not attending and signing the attendance sheet at the meeting will be brought before the Stewards for their consideration under a penalty of CNY1,500 and/or exclusion from the Event.

29.2 A further meeting, if deemed necessary by the Race Director/Clerk of the Course may take place and at a time to be notified to the competitors.

30) STARTING PROCEDURE – ROLLING START

30.1 Circuit Hero One will use a rolling start.

30.2 15 minutes before the time for the start of the formation lap, the cars will leave the pit lane exit

to cover one or more reconnaissance laps. After the completion of the reconnaissance laps they will stop on the grid in starting order with their engines stopped.

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

- 30.3**
- a) 13 minutes before the start of the formation lap, a warning signal announcing the closing of the pit exit in 3 minutes will be given.
 - b) 10 minutes before the start of the formation lap, the pit exit will be closed and a second warning signal will be given.
 - c) Any car which is still in the pit lane exit can start from the pit lane exit, provided it reached the end of the pit lane exit under its own power. If more than one car is affected, they must line up in the order in which they reached the end of the pit lane exit.

All such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

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

- 30.5** When the three minute signal is shown, EVERYBODY except drivers, officials and one mechanic per car must leave the grid.

All cars must have their wheels fitted, resting on their wheels and tyre warmer must be removed. After this signal wheels may only be removed in the pit lane, or may only be removed if the car has been moved out of the grid during a race suspension.

Any infringement, the penalty under Article 10.3 a) will be imposed to the car concerned.

- 30.6**
- a) When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 30 second signal is given, taking all equipment with them. If any team personnel or team equipment remain on the grid after the 30 second signal has been shown, a penalty under Article 10.3 a) will be imposed to the car concerned for the infringement.
 - b) If any driver needs assistance after the 30 second signal he must indicate this to the marshals, marshals will wave yellow flags at that row of any car (or cars) concerned to warn drivers behind.

- 30.7** When the green lights are illuminated or by waved green flag the cars will begin the formation lap with the Organizer's official leading car leading, maintaining their starting order. Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after the cars able to do so have left the grid. Any driver being pushed from the grid must not attempt to start the car and must follow the instructions of the marshals.

The mechanics may then work on the car again. If successful the car may then start from the

pit lane as specified in Article 30.3 c).

30.8 During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

30.9 Overtaking during the formation lap is permitted only if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order, providing it is safe to do so.

Any car which 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 car is affected, they must form up at the back of the grid in the order they left to complete the formation lap.

30.10 The speed of the Organizer's Official Leading Car will depend on condition during the formation lap. The Official Leading Car will pull off at the end of the formation lap. The cars will continue on their own with the pole position leading at a constant speed between 70 kph and a maximum of 90 kph. A judge of fact will monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90 kph) before the start is given will result in a drive-through penalty.

During the formation lap the red light at the LINE will be on. The starting signal will be given by green lights. However, the race shall not be considered to have started until the cars pass the Start LINE and timing shall commence when the leading car passes that Start Line.

Overtaking is allowed only and exclusively after the cars have crossed the Control timing Line; until this time, all cars must hold their positions.

30.11 a) During the start of a race, the pit wall must be kept free of all people, with the exception of properly authorized officials and fire marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.

b) If a problem arises when the cars reach the Start Line at the end of the formation lap, the red light will stay on and yellow flags will be waved at all observation posts. The cars, with the pole position leading, will complete a new formation lap that will follow the same rules as above; as the Official Leading Car will no longer be on the track, the driver in pole will be responsible for the speed, which must comply with the regulations governing speeds in the presence of the Official Leading Car.

c) If additional formation laps are necessary, the start will be considered as having been given at the end of the first formation lap.

d) All cars starting from the pit lane must be stopped by the marshals at the pit lane exit. These cars are considered to have started as soon as released by the marshals. The lights at the pit lane exit must be observed strictly. 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.

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

- a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the Race Director/ Clerk of the Course, Teams should be given the opportunity to change tyres, the “RACE DELAY” board will be shown on the LINE and the starting procedure will begin again at the ten minute point.
- b) If the start of the race is imminent and, in the opinion of the Race Director/Clerk of the Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the “RACE DELAY” board will be shown on the LINE. Once the start time is known at least ten minutes warning will be given.
- c) If the race is started behind the safety car, Article 35 will apply.

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

31) STARTING PROCEDURE – STANDING START

31.1 Circuit Hero Two and Circuit Hero Three will use standing start.

31.2 15 minutes before the time for the start of the formation lap, the cars will leave the pit lane exit to cover one or more reconnaissance laps. After the completion of the reconnaissance laps they will stop on the grid in starting order with their engines stopped.

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

- 31.3** a) 13 minutes before the start of the formation lap, a warning signal announcing the closing of the pit exit in 3 minutes will be given.
- b) 10 minutes before the start of the formation lap, the pit exit will be closed and a second warning signal will be given.
- c) Any car which is still in the pit lane exit can start from the pit lane exit, provided it reached the end of the pit lane exit under its own power. If more than one car is affected, they must line up in the order in which they reached the end of the pit lane exit.

All such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

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

31.5 When the three minute signal is shown, EVERYBODY except drivers, officials and one mechanic per car must leave the grid.

All cars must have their wheels fitted, resting on their wheels and tyre warmer must be

removed. After this signal wheels may only be removed in the pit lane, or may only be removed if the car has been moved out of the grid during a race suspension.

Any infringement, the penalty under Article 10.3 a) will be imposed to the car concerned.

- 31.6** a) When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 30 second signal is given, taking all equipment with them. If any team personnel or team equipment remain on the grid after the 30 second signal has been shown, a penalty under Article 10.3 a) will be imposed to the car concerned for the infringement.
- b) If any driver needs assistance after the 30 second signal he must indicate this to the marshals, marshals will wave yellow flags at that row of any car (or cars) concerned to warn drivers behind.
- 31.7** When the green lights are illuminated or by waved green flag, the cars will begin the formation lap with the pole position driver leading.

When leaving the grid, all drivers must respect the pit lane speed limit until they pass pole position.

Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after the cars able to do so have left the grid. Any driver being pushed from the grid must not attempt to start the car and must follow the instructions of the marshals.

The mechanics may then work on the car again. If successful the car may then start from the pit lane as specified in Article 31.3 c).

- 31.8** During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.
- 31.9** Overtaking during the formation lap is permitted only if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order, providing it is safe to do so.

Any car 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 car is affected, they must form up at the back of the grid in the order they left to complete the formation lap.

- 31.10** When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions, keeping their engines running. Once all the cars have come to a halt the five second signal board will be shown and any time after that the race will be started by extinguishing all red lights.
- 31.11** During the start of a race the pit wall must be kept free of all persons with the exception of properly authorised officials and fire marshals all of whom shall have been issued with and shall

be wearing the appropriate pass.

31.12 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 marshal and the marshal will immediately wave a yellow flag at that row.

If the Race Director/Clerk of the Course decides the start should be delayed, the green lights will be illuminated two seconds after the abort lights are switched on, the “EXTRA FORMATION LAP” board 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.

When leaving the grid to complete the extra formation lap all drivers must respect the pit lane speed limit until they pass pole position.

The Team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane as specified in Article 31.3 c).

Every time this happens the race will be shortened by one lap.

- b) If another problem arises which does not require the start to be delayed (see c) below, drivers will be asked to carry out an extra formation lap as set out in a) above. Any driver who caused the start to be aborted, and is then able to start the extra formation lap must enter the pit lane at the end of the lap and start the race as specified in Article 31.3 c). A penalty under Article 10.3 a) will be imposed on any driver who fails to start the race from the pit lane.

- c) If any other type of problem arises and the Race Director/Clerk of the Course decides the start should be delayed the following procedure 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 five minutes later with the race distance reduced by one lap.

The next signal will be the three minute signal.

Tyre changing on the grid is not permitted during such a delay.

Every time this happens, the race will be shortened by one lap.

- ii. If the race has been started the marshals alongside the grid will wave 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. Once the car is in the pit lane his mechanics may attempt to start it, if successful the driver may re-join the race. The driver and mechanics must follow the instructions of the track marshals at all times during such procedure.

31.13 Should Article 31.12 apply, the race will nevertheless count towards the final result no matter how often the procedure is repeated, or how much the race is shortened as a result.

- 31.14** No refuelling will be allowed on the grid if more than one start procedure proves necessary under Article 31.12.
- 31.15** The penalty under Article 10.3 a) will be imposed for a false start.
- 31.16** 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/ Clerk of the Course, teams should be given the opportunity to change tyres, the abort lights and “DELAYED START” board will be shown on the LINE and the starting procedure will begin again at the ten minute point.
 - b) If the start of the race is imminent and in the opinion of the Race Director/Clerk of the Course, the volume of water on the track is such that it cannot be negotiated safely even on wet-weather tyres, the abort lights and “DELAYED START” board will be shown on the LINE. Once the start time is known at least five minutes warning will be given.
 - c) If the race is started behind the safety car, Article 35 will apply.
- 31.17** The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure, may result in the disqualification of the car and driver concerned from the Event.

32) THE RACE

- 32.1** Team orders which interfere with a race result are prohibited.
- 32.2** During the race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A marshal with a blue flag, and/or a flashing blue light, will also warn the driver if cars are approaching on the track.
- 32.3** If a car stops during the race, it must be removed from the track 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. In case of any outside assistance occurred, either by marshals or mechanical assistance (for example tow, crane, snatch vehicle, telescopic handler or the like), the car is not allowed to rejoin the race. The Stewards may exclude him from the results of race if driver rejoining the race.

33) SAFETY CAR

The Article 2.9 of Appendix H of ISC will apply.

34) SUSPENDING THE RACE

- 34.1** 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/ Clerk of the Course will order red flags to be shown at all marshal posts and the abort lights to be shown at the LINE.
- 34.2** When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the red flag line where they must stop in staggered formation. The first car reach the red flag line will take the pole position. If the leading car on the track is not at the front

of the line, any cars between it and the red flag line will be waved off to complete another lap before the race is resumed.

- 34.3** 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.

The order of the cars will be determined according to the positions they occupied at the end of the circuit section covered before the decision to suspend the race was taking.

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 behind the red flag line.

- 34.4** Whilst the race is suspended:

- neither the race nor the timekeeping system will stop;
- cars may be worked on once they have stopped behind the red flag line or enter the pits, but any such work must not impede the resumption of the race;
- refuelling and/or removing the fuel is forbidden;
- only team members and officials will be permitted on the grid.

- 34.5** Cars may enter the pit lane when the race is suspended, but a drive-through penalty (see Article 10.3 a) will be imposed on any driver who enters the pit lane or whose car is pushed from the grid to the pit lane after the race has been suspended. Any car which was in the pit entry or pit lane when the race was suspended will not incur a penalty.

- 34.6** All cars in the pit lane will be permitted to leave the pits once the race has been resumed, but any which were in the pit entry or pit lane when the race was suspended will be released before any others. 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 times, driver must follow the directions of the marshals.

35) RESUMING THE RACE

- 35.1** The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed by an audible warning and by the grid marshals, in all cases at least five minutes warning will be given.

- 35.2** Signals will be shown five minutes, three minutes, one minute and thirty seconds before the resumption and each of these will be accompanied by an audible warning.

- 35.3** When the three minute signal is shown all cars must have their wheels fitted, resting on their wheels and tyre warmer must be removed, after this signal wheels may only be removed in the pit lane or on the grid during a further race suspension.

A penalty as indicated in Article 10.3 a) will be imposed on any driver whose car did not have all its wheels fully fitted, resting on their wheels or tyre warmer removed 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.

- 35.4** a) When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 30 second signal is given, taking all equipment with them. If any team personnel or team equipment remain on the grid after the 30 second signal has been shown, a penalty under Article 10.3 a) will be imposed to the car concerned for the infringement
- b) If any driver needs assistance after the 30 second signal he must indicate this to the marshals, marshals at that row wave a yellow flag to warn the drivers behind. When the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane by the fastest route. Any driver being pushed from the grid may not attempt to start his car until in the pit lane and must follow the instructions of the marshals.

35.

35.5 The race will be resumed behind the Safety Car. When the green lights are illuminated, the Safety Car will leave the grid with all cars following, in the order in which they stopped behind the red flag line, no more than 5 car lengths apart. Soon after the last car in line behind the Safety Car passes the end of the pit lane, the pit exit light will turn green; any car in the pit lane may then enter the track and join the line of cars behind the Safety Car.

35.6 Overtaking during this lap is permitted only if a car is delayed when leaving the red flag line 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 order.

Any driver who is delayed leaving the red flag line may not overtake another moving car if he was stationary after the remainder of the cars had crossed the red flag line, and must form up at the back of the line of cars behind the Safety Car. If more than one driver is affected, they must form up at the back of the field in the order in which they left the grid.

35.7

The Safety Car will enter the pits after one lap unless all cars are not yet in a line behind the Safety Car and/or marshals are still clearing the track of a further incident occurs necessitating another intervention.

35.8 Penalty under Article 10.3 a) will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtakes another car during the lap.

During this lap, the Article 2.9 of Appendix H of ISC will apply.

35.9 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.

36) FINISH

36.1 The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance in accordance with Article 5.4.

36.2 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.

36.3 After receiving the end-of-race signal all cars must proceed on the circuit directly to the Parc Fermé without any unnecessary delay, without overtaking (unless clearly necessary), without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).

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 take the car to the Parc Fermé.

37) PARC FERMÉ

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

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

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

38) CLASSIFICATION

38.1 The overall winner will be the car which completes the race in the shortest time.

38.2 **In order to be classified, a car must have crossed the Chequered Flag and must have completed a minimum of 75% (rounded up to the nearest lap) of the distance covered by the provisional winner of its Class.**

38.3 The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

39) PODIUM CEREMONY

The drivers finishing the race in 1st, 2nd or 3rd positions of each Class must attend the prize-giving ceremony on the podium and abide by the podium procedure as directed by the Organiser and immediately thereafter make themselves available for a period of 30 minutes for the purpose of television interviews and the press conference in the media centre situated on the first floor of the pit building.

Throughout the prize-giving ceremony, press conference and television interview, the awarded drivers must wear the official cap provided by the Organiser.

40) AWARDS

40.1 Trophies will be presented to the winners at a podium ceremony right after the end of each race.

- a) The top three finishers of each class will be presented trophies where entries are 4 or more.
- b) The first finisher of a class will be presented a trophy where entries are less than 3.
- c) No trophies shall be awarded when a class has only 1 entry. The class will be dissolved for the Event and the entry will be upgraded to the next higher class.
- d) The Organizer reverses the right to adjust this provision.

40.2 Each Class will have the following points available to the top 8 finishers in each race for scoring:

1 st : 10 points	4 th : 5 points	7 th : 2 points
2 nd : 8 points	5 th : 4 points	8 th : 1 point
3 rd : 6 points	6 th : 3 points	

40.3 Points will be awarded to the top 3 drivers of each class in each qualifying session in the following scale:

1 st : 3 points
2 nd : 2 points
3 rd : 1 points

40.4 Circuit Hero Three: Points will be awarded to the competitor only. Drivers will not score point in the competition.

40.5 All points scored will be counted. Trophies will be presented to the top three drivers of each class accumulating the highest number of points at the end of 2018 Pan Delta Super Racing Festival.

In case of a tie, the position of the driver in the classification of the first race will be used as the tie breaker. The driver in the higher position takes precedence and will be declared the winner. In case both drivers did not participate in, or did not finish the first race, the second race, will be used (and so on and so forth until the tie is broken).

40.6 Drivers who fail to appear, or are late for the awards ceremony shall be penalized by a minimum of CNY1,000 per offense.

41) ADVERTISING AND RIGHTS

41.1 All advertising on/in cars, drivers and teams must comply with the local legal requirements and national restrictions required in order to permit the host broadcaster to transmit the Event. If required by the Organizer, all cars must have the official sticker displayed in such a manner as to be visible to a forward facing camera.

All cars must provide space for the Organizer’s stickers to be attached representing the Suppliers and Organizer’s Sponsors. Any conflicting company identification must be removed.

The Organizers reserve the right to place advertising strip across the top width of the front windshield. The decision for the positioning of this sticker rests solely with the Organizer. No other sticker will be allowed on the front windshield.

Any other in-car advertising, including on the driver’s helmet and overalls, will only be allowed at the discretion of the Organizer. In the event of a dispute, the final decision rests with the

Organizer.

All competitors give the right to the Organizer to fit an on-board camera to any car provided that this meets the requirements of the Chief Scrutineer. All cars must provide space for the Organizer stickers to be attached representing the tyre and fuel suppliers and Organizers sponsors.

- 41.2** All audio/visual rights in accordance with the FIA Regulations and trademarks and copyrights relating the Event are the property of the respective Event's Organizer. Editing the audio/visual property of the Event's Organizer without the authorization of the Organizer is not allowed.
- 41.3** A penalty of CNY3,000 will be punished in the violation of Article 41.2 and the related materials will be permanently deleted. If the amount of fine cannot cover the loss of the Organizer, the rest the will be carried by the competitor.
- 41.4** All cars must have the starting numbers fitted as required by the Organizer and without modification unless agreed by the Organizer. No additional material or advertising may be added to the start number panels.
- 41.5** Any identification of a conflicting company to the appointed official company must be removed – both from the car and the drivers' overalls.
- 41.6** Use of the Organiser logo/title by the competitors, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from the Organiser. The logo/title is only for the factual reports on newspapers, radio, television, news, websites, media and other media.
- 41.7** The Organizer and its partners reserve the right to use the names and sporting results of the competitors, as well as any photo/voice and images for advertising, promotional or commercial purposes, without prior authorization and without paying any rights or fees.
- 41.8** For the violation of Article 41.6, the following will apply:
 - a) A penalty of CNY5,000 will be punished and post a statement in the Event Organizer/Promoter's designated media to clarify the facts. If the amount of fine cannot cover the loss of the Organizer, the rest the will be carried by the competitor.
 - b) The Organizer will have the right to refuse these offenders to join the Event.

42) TEAM ADVERTISING

- 42.1** Participating teams may place the team's flags and sponsors' flags at designated areas. Advertisings on these flags that conflict with the Event Organizers are strictly forbidden. Each participating team can place its team banner on top of the garage gate above the pit garage. On the front gate 4 (four) flags are permitted and on the back gate 6 (six) flags are permitted.
- 42.2** Flag sizes cannot exceed: 5m (height) X 1m (width). Placement of purely commercial advertising on the front gate of the pit garage is strictly forbidden.
- 42.3** The uppermost space on the front gate of the pit garage belongs to the official Event Organizer. Teams are forbidden to place their advertising there.

42.4 Should teams require to erect tents in the paddock area, an official written request must be placed with the Event Organizers.

42.5 Any infringement of the above regulations will be punished.

43) DRONE USAGE

43.1 Use of a drone by the competitors, manufacturers and drivers or their agents or representatives is strictly prohibited in the circuit.

43.2 For the violation of Article 43.1, the following will apply:

- a) The drone will be forfeited and a penalty of CNY4,000 will be imposed
- b) The Organizer will have the right to refuse these offenders to join the Event.

44) SIGNAL

The Race Director/Clerk of the Course will instruct to the marshal posts on the use of signals to contribute to the drivers' safety and enforce the regulations. At all times, drivers must respect whatever signal given to them.

44.1 Yellow flag

This is a signal of danger and should be shown to drivers at the marshal post(s) immediately preceding the hazard in two ways with the following meanings:

- **Single waved:** Reduce your speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that sector.
- **Double waved:** Reduce your speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track. During free practice and qualifying, it must be evident that a driver has not attempted to set a meaningful lap time; this means the driver should abandon the lap (this does not mean he has to pit as the track could well be clear the following lap).

Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

44.2 Green flag

This should be used to indicate that the track is clear. It should be **waved** at the marshal post immediately after the incident that necessitated the use of one or more yellow flags.

44.3 Blue flag

This should normally be **waved**, as an indication to a driver that he is about to be overtaken. It has different meanings during practice and the race.

At all times:

- A stationary flag should be displayed to a driver leaving the pits if traffic is approaching on the track.

During practice:

- A faster car is close behind you and is about to overtake you.

During the race:

The flag should normally be shown to a car about to be lapped, if the driver does not seem to be making full use of his rear-view mirrors. When shown, the driver concerned must allow the following car to pass at the earliest opportunity.

44.4 Yellow flag with red stripes

This should be shown **motionless** to inform drivers that there is a deterioration of grip due to oil or water on the track in the area beyond the flag.

44.5 White flag

This flag should be **waved** and is used to indicate to the driver that there is a much slower vehicle on the sector of track controlled by that flag point.

44.6 Red flag

This flag should be **waved** at the start line when it has been decided to stop a practice session or the race. Simultaneously, each marshal post around the circuit should also wave a red flag.

When the signal to stop is given:

- 1) overtaking is forbidden and drivers should remember that race and service vehicles may be on the track, the circuit may be totally blocked because of an accident and weather conditions may have made the circuit undriveable at racing speed;
- 2) during practice, all cars shall immediately reduce speed and proceed slowly back to their respective pits;
- 3) during a race, all cars shall immediately reduce speed and proceed slowly to the red flag line.
- 4) If the race is stopped, drivers should remember that speeding is pointless because:
 - the classification of the race or the order of the re-starting grid will be established from a point prior to the red flag being shown and according to these sporting regulations;
 - the pit lane exit will be closed

44.7 Black and white chequered flag

This flag should be **waved** and signifies the end of a practice session or the race.

44.8 Black with Orange disc flag with the concerned car number displayed

This flag is **motionless**, warning that vehicle has mechanical problem likely to cause danger himself or others.

Must stop at the pits on the same lap. When the mechanical problems have been rectified to the satisfaction of the chief scrutineer, the car may rejoin the race.

44.9 Black & White divided diagonally flag with the concerned car number displayed

This flag is **motionless**, warning to the driver that he has been reported for unsportsmanlike behavior.

44.10 Black flag with the concerned car number displayed

This flag is **motionless**, used to inform the driver concerned that he must stop at his pit on the next approach to the pit entry.

44.11 Drive-through (signal) with the concerned car number displayed

The driver must enter the pit lane and re-join the race without stopping.
From the time the Stewards' decision is notified on the LINE, the relevant driver and his car may cross the LINE on the track no more than three times before entering the pit lane.

APPENDIX ONE

LIST OF PENALTIES

	INFRINGEMENT	Official Practice	Qualifying Practice	Race	Miscellaneous
1	Crossing the solid white line upon pit exit or pit entry	Fine ¥500	Fine ¥500	Drive Through	----
2	Exceeding pit lane speed limit	Fine ¥500	Fine ¥500	Drive Through	----
3	Failure to observe the yellow flag	Fine ¥500	Fastest lap time deleted.	Drive Through	----
4	Failure to observe the red flag	Fine ¥1,000	Timed laps deleted.	Drive Through	----
5	Crossing the chequered flag more than once	Fine ¥500	Fine ¥500	Fine ¥500	----
6	Failure to comply with the black flag	Fastest lap time deleted in qualifying practice	Start race from back of the grid	Exclusion	----
7	Failure to disengage gear after abandoning vehicle	Fine ¥1,000	Fine ¥1,000	Fine ¥1,000	----
8	Failure to re-position steering wheel after abandoning vehicle	Fine ¥1,000	Fine ¥1,000	Fine ¥1,000	----
9	Rejoining the session after outside assistance	Fastest lap time deleted in qualifying practice	Start race from back of the grid	Exclusion	----
10	Failure to observe track limits	Verbal Warning	Lap time deleted upon the time of abuse	Drive Through	----
11	False start	----	----	Drive Through	----
12	Failure to attend the mandatory driver's meeting	----	----	----	Fine ¥1,500
13	Failure to appear or arriving late at the podium ceremony	----	----	----	Fine ¥1,000
14	Not wearing official cap during podium ceremony	----	----	----	Fine ¥1,000
15	Abuse use of identification pass	----	----	----	Pass revoked & Fine ¥1,000
16	Smoking in unauthorized areas	----	----	----	Fine ¥500

Remarks: The fine listed in the above penalties scale is in the currency of Chinese Yuen (CNY)

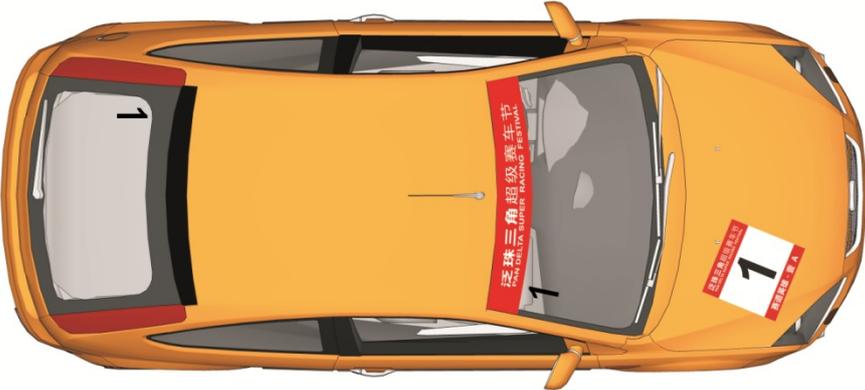
APPENDIX ONE

TEAMS' BANNERS



APPENDIX TWO

CAR STICKERS





前挡风玻璃号码纸

字体：Arial-加粗（不是Arial Black）

尺寸：约22.6（高）x14.8cm

颜色：柏拉图PLATO M2166

或威诗柏RESPECT M3161

位置：挡风玻璃左侧，广告纸下方



后挡风玻璃号码纸

字体：Arial-加粗（不是Arial Black）

尺寸：约28.3（高）x19.6cm

颜色：柏拉图PLATO M2166

或威诗柏RESPECT M3161

位置：挡风玻璃左侧