



2021 CHINA GT CHAMPIONSHIP SERIES  
SPORTING REGULATIONS

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## 1. REGULATIONS

### 1.1 REGULATIONS & STATUS

The FIA and the Federation of Automobile and Motorcycle Sports of People's Republic of China (hereinafter referred to "CAMF") will sanction the 2021 China GT Championship Series and refer to the FIA International Sporting Code (ISC), General Prescriptions, China Circuit Racing Regulations, 2021 China GT Championship Technical Regulations and its Appendixes, will be integrated with the state of affairs of motorsport in China. Organisations that participate within the China GT Championship, (including but not limited to CAMF, The Promoter, The Competitor and Venues) must strictly comply with these Sporting Regulations.

Should any dispute arise, the panel of the Stewards will be the only authority competent to make a decision. CAMF reserve the right to the final interpretation of the Competition Regulations. The final text of the Sporting Regulations shall be the Chinese 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.

## 2. GENERAL CONDITIONS

- 2.1 The Entry form is an agreement between the Entrant and Series Committee. An Entrant is regarded as the legal representative of the entity participating in the series, and is obliged to attend all races. The Entrant is a natural person whom is wholly responsible for a breach of the regulations and thus must apply a signature to all documentation, and is the only natural person eligible to submit either a protest or appeal. Personnel in the capacity of team manager, engineer and driver have a direct responsibility to adhere to the regulations, and together with working personnel will be referred to as The Competitor. Although the Entrant is wholly responsible for a breach of regulation any other directly responsible personnel must also accept investigation by the Stewards and apply a signature to corresponding documentation.
- 2.2 Each event is inscribed into the annual calendar of CAMF and commences with administrative checks, practice (free practice and qualifying, each referred to as practice) and race. The event will finish following the deliberation of a protest and the announcement of the official classification.

### 3. GENERAL UNDERTAKING

All entrants, drivers, Competitors and officials participating in the Event undertake, on behalf of themselves, their suppliers and agents, to observe all the provisions, as supplemented or amended, of the FIA Sporting Code, CAMF General Prescriptions, Competition Regulations, Technical Regulations, inscription regulations -referred to as Regulations - and all appendixes and bulletins issued, and must accept responsibility for any breach of the regulations.

- 3.1 The entrant shall ensure that its vehicles undergo scrutineering in compliance with the Technical Regulations and all requirements in the current year as stipulated for the safety modification for domestic production vehicles, as well as assume responsibility for vehicle design safety, modification and materials are in accordance with the aforementioned regulations.
- 3.2 The Entrant is responsible to ensure that the vehicle is compliant with the regulations during practice, qualifying and races and that the vehicle is safe to operate following its modification.
- 3.3 If the Entrant is unable to attend the race, written notification must be issued to a representative. The representative is responsible to all his competitors and promises to abide by the rules.
- 3.4 All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddocks, pits, pit lane or track must wear an appropriate passes at all time.

### 4. VEHICLE GENERAL REQUIREMENTS

China GT Championship is open for the following classes of cars.

- 4.1. GT3 cars as defined by the applicable technical regulations (Article 257A of Appendix J of the 2021 FIA Sporting Code)

All cars must be in strict compliance with its most up-to-date FIA Homologation Form including its latest extension, as well as the official FIA BOP Chart.

All Entrants must submit, for each vehicle, the following original items to the China GT Technical Delegate at the latest during initial scrutineering and whenever requested:

- FIA Homologation Form
- Homologation Form for the safety cage

- 4.2. GTC cars complying with the current China GT GTC Technical Regulations.
- 4.3. GT4 cars complying with the current year SRO GT4 European Series Technical Regulations. The Stewards will consider accepting car(s) without GT4 homologation with the following conditions applied:
  - 4.3.1 The Entrant agrees to comply with a performance equalization measure specified by the Stewards.
  - 4.3.2 Adjustment of BOP bulletin can be issued to the Entrant for immediate execution during an event, in which the Entrant will have a maximum of two hours to comply with the change specified on the bulletin.
  - 4.3.3 The decision of the Stewards is final, no protest and appeal will be accepted for any issue related to article 4.3 of this regulation.
- 4.4 GTM cars (FIA homologated cars in the year 2014 or earlier) must comply with the technical regulations as per those listed within the FIA homologation for the year 2014 or earlier, including that of the FIA official balance of performance chart.
- 4.5 The Series Committee will notify Competitors of the Balance of Performance (BOP) applicable to all classes no later than two (2) weeks prior to the date of the event concerned.

The Stewards reserves the right to adjust the Balance of Performance (BOP) until 120 minutes prior to the start of the qualifying or race.

## 5. ELIGIBLE LICENCES

- 5.1 License qualifications of entered drivers
  - 5.1.1 Drivers must hold current and valid "National A" or above licenses issued by CAMF, or;
  - 5.1.2 Drivers in possession of International Grade "C" or above INTERNATIONAL LICENSES issued from other countries and regions, or circuit competition license holders of identical grade.
- 5.2 All registered drivers must also be in possession of a current medical certificate of aptitude and a valid competition license issued by their ASN(s).
- 5.3 All registered teams entry must hold a valid competition license issued by an ASN authorized by the FIA.
- 5.4 Drivers are allowed to enter into a maximum of two classes (one entry for each class) at each event. A Driver must not enter into the same class with different cars.

Drivers who have entered into two classes must be subject to medical exams following the completion of the session in the first class, whichever comes first.

## 5.5 Driver Classification

- 5.5.1 Drivers' wishing to compete in China GT must be graded by the China GT Driver Grading Committee ("Driver Grading Committee"). Drivers who have not been categorized by the Driver Grading Committee will not be allowed to take part in an Event.
- 5.5.2 At its sole discretion the Driver Grading Committee shall determine the grade of all drivers in reference with the FIA Driver categorisation Regulations and CAMF license regulation, the Grading Committee reserves the right to assign a driver with a categorisation higher or lower than their official categorisation.
- 5.5.3 The Driver Grading Committee will take into account a driver's previous record of racing within the previous three (3) years' and assign a categorisation based on appendix 1 and appendix 2.
- 5.5.4 The following driver grades shall be assigned by the Driver Grading Committee:
- "Pro Platinum"
  - "Pro Gold"
  - "Pro Silver"
  - "Am Platinum"
  - "Am Gold"
  - "Am Silver"
  - "Am Bronze"
- 5.5.5 The Driver Grading Committee will issue a grading to each season-entered driver prior to the commencement of the season. All season-entered drivers must undergo an application and registration for driver categorisation. Entry lists that include drivers who compete at selected events will be submitted to the Driver Grading Committee prior to the completion of administration checks. Driver categorisation will be announced at the time of announcement of the entry list.
- 5.5.6 The Stewards reserve the right to adjust a driver or a driver pairing's stoppage time during mandatory pit stop based on performance.

- 5.5.7 During the time that a driver categorisation is undergoing review, driver(s) withholding information about prior race experience at the time of application will be penalized by the stewards at their discretion.
- 5.5.8 Drivers lap times and results will be deemed to be the ultimate factor in grading the driver, regardless of the contents outlined within the drivers racing resume.
- 5.5.9 Driver categorisation lists will remain valid only for the Gregorian calendar year of competition. The decision of the Driver Grading Committee is final and is neither subject to protest nor appeal.
- 5.4.10 The Stewards reserve the right to adjust the categorisation of a driver's race licence at any time based on performance.
- 5.6 Composition of Driver Crews per entry
- 5.6.1 Each Entry may be driven by either a single driver or a pair of drivers. Throughout the Event no more than two drivers may drive the same Entry (With the exception of the combined time of the two races exceeding 120 minutes).
- 5.6.2 Should a driver depart either to another team or to another class, all driver classification points awarded to the driver up and till the time of departure will be deleted and the driver will start again from zero. In each of the situations above Team Championship classification will not be affected.
- 5.7 Driver Classes Accepted – All Classes
- The combined time of the two races per event at each China GT Championship event will not exceed 120 minutes, cars must be driven by a pair of drivers. Pro-Am Cup is reserved for a pair of drivers consisting of one (1) pro driver and one (1) Am driver; Am Cup is reserved for a pair of amateur drivers.
- At least one (1) driver in each driver pairing across all classes must include a China national (including Hong Kong Special Administrative Region (SAR), Macau Special Administrative Region (SAR), Taiwan).
- The Am Cup in each of the GT3 and GT4 classes is restricted to solo Am drivers only.
- 5.7.1 Where a pair of GT3, GTC, and single-make class drivers is entered table below details the accepted combinations:



<b>GT3/GTC/SINGLE-MAKE CLASS - PRO/AM CUP</b>			
<b>Drivers Class</b>	<b>Pro Plat.</b>	<b>Pro Gold</b>	<b>Pro Silver</b>
<b>Am Plat.</b>	Accepted	Accepted	Accepted
<b>Am Gold</b>	Accepted	Accepted	Accepted
<b>Am Silver</b>	Accepted	Accepted	Accepted
<b>Am Bronze</b>	Accepted	Accepted	Accepted

GTC/SINGLE-MAKE CLASS AM CUP - limited to AM drivers' only

Drivers that wish to participate in GT3 Am Cup must drive solo and be categorised Am Gold or lower.

5.7.2 Drivers whom compete in the GT4 class may do so in accordance with the driver pairings as listed in the table below:

<b>GT4 CLASS - PRO/AM CUP</b>			
<b>Drivers Class</b>	<b>Pro Plat.</b>	<b>Pro Gold</b>	<b>Pro Silver</b>
<b>Am Plat.</b>	Accepted	Accepted	Accepted
<b>Am Gold</b>	Accepted	Accepted	Accepted
<b>Am Silver</b>	Accepted	Accepted	Accepted
<b>Am Bronze</b>	Accepted	Accepted	Accepted

#### GT4 Am Cup

AM categorized drivers permitted only:

Drivers that wish to participate in GT4 Am Cup must drive solo and be categorised Am Gold or lower.

5.7.3 The GTM class permits a driver of Am categorisation only.

## 6. CHINA GT CHAMPIONSHIP SERIES EVENT

- 6.1 The 2021 China GT Championship Series will be contested over multiple events for all classes. The Promoter reserves the right to designate a regional GT event to form part of the Series.
- 6.2 At each event each class will consist of one 60 minute free practice, two 20 minute qualifying sessions with one 20 minute session devoted to pro drivers and one 20 minute session devoted to amateur drivers. A break of up to a maximum of 15 minutes will split the two 20 minute qualifying sessions.
- 6.3 At each event two races consisting of 60 minutes each. Each race will commence once the start signal is displayed and finish at the time of the chequered flag being displayed. The interval between the two races will be no less than 60 minutes, barring force majeure.
- 6.4 Following the completion of administrative checks, any class with fewer than three entries across will be cancelled with no liability to the Promoter.
- 6.5 Different classes will undertake their own respective race. Cars competing in each class must refer to the Technical Regulations for that class.
- 6.6 Details regarding the race composition will be included in the event related Associated Supplementary Regulations (ASR).

## 7. CHINA GT CHAMPIONSHIP SERIES AWARDS AND POINT SCORING

Prizes awarded to each of the following: Drivers' Championship, Teams' Championship, Manufacturers Award, Rookie of the Year, Fastest Lap

### 7.1 Drivers' Championship

- 7.1.1 Series Drivers' Championship will be awarded to either the top three pairs of drivers or driver from each class with the highest number of points in their respective class at the end of the season being awarded the champion. In the instance that two or more drivers finish the season with the same number of points within the same class, Article 8 shall apply. Full points will be awarded to each driver being classified for each race when a final result is published.
- 7.1.2 The Best Performing AM driver pairing will be awarded to the top three driver pairings in each class to those who have accumulated the most number of points in their class by the end of the season. Full points will be awarded as per article 7.5 for each race. In the

instance that two or more drivers finish the season with the same number of points within the same class, Article 8 shall apply.

## 7.2 Team Championship

7.2.1 Team Champion will be awarded to the team with the highest number of points in the GT3, GTC, GT4 and GTM team classification at the end of the season. In the instance that two or more teams finish the season with the same number of points, Article 8 shall apply.

7.2.2 Team Champion will be awarded to the single make class team with the highest number of points at the end of the season. In the instance that two or more teams finish the season with the same number of points, Article 8 shall apply.

7.2.3 Team Champion at Each Event: The Event Team Champion will be awarded to the team with the highest number of points achieved in each class at the end of each event. In the instance that two or more teams finish the event with the same number of points, Article 8 shall apply.

7.2.4 For each class, team(s) registered for the team championship must enter a minimum of two (2) and maximum of four (4) cars to complete a team registration. If a team registers more than two cars, any two cars which have accumulated the highest number of points, will count towards series team championship points only.

7.2.5 Teams registered for the Series Team Championship must participate in all events of the series to be qualified for classification as Team Champion.

## 7.3 Rookie of the year Award

7.3.1 Awarded to drivers in each class in their first year of racing in China GT who have accumulated the most championships points at the end of the season.

## 7.4 Manufacturer Award

7.4.1 Awarded to the manufacturer in each class who has accumulated the most points at the end of the season. Points are awarded to the top two identical models of cars representing the same manufacturer in each class in each race.

## 7.5 Points Scoring

7.5.1 After each race the following points will be awarded to the top 15 teams, eligible drivers or a driver pairing listed as finishers in the official classification as follows:

Position	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>
GT3 Points	20	18	16	14	12	10	9	8	7	6
GTC Points	20	18	16	14	12	10	9	8	7	6
GT4 Points	20	18	16	14	12	10	9	8	7	6
GTM Points	20	18	16	14	12	10	9	8	7	6

After each race the following points will be awarded to the eleventh to fifteenth positions for teams, eligible drivers or a driver pairing listed as finishers in the official classification as follows:

Position	11 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>
GT3 Points	5	4	3	2	1
GTC Points	5	4	3	2	1
GT4 Points	5	4	3	2	1
GT4 Points	5	4	3	2	1

7.5.2 For whatever reason (Article 41 included), should the race not complete its full duration, the points will be awarded as follows:

At least 75% of the scheduled duration	=	100% points
At least 50% of the scheduled duration	=	50% points
Less than 50% of the scheduled duration	=	0% points
Failing to complete the race	=	0% points

7.5.3 A wildcard entry will score points based on its finishing position in the race classifications at the Event, but these points are not eligible for championship points standings.

7.5.4 Should a driver move to another Entrant, all driver classification points awarded to them in the original entry will be deleted and the driver will start again from zero. In the aforementioned situation Team Championship classification and Manufacturer Award will not be affected.

## 7.6 Race Fastest Lap Award

Fastest Lap Award will be issued to the driver who has set the fastest lap time in each race.

## 8. DEAD HEAT

8.1 If two or more drivers or teams finish each event with the same number of points, the higher place in the Championship shall be awarded to:

- 8.1.1 The holder of the greatest number of first places,
- 8.1.2 If the number of first places is the same, the holder of the greatest number of second places will be declared the winner.
- 8.1.3 If the number of second places is the same, the holder of the greatest number of third places will be declared the winner.
- 8.1.4 If the number of third places is the same, the holder of the highest ranking in the official classification in either the season opening event or the first event that the driver or team participated in will be declared the winner.
- 8.1.5 In case of a further tie, the best time set by each car in the qualifying session of the last Championship event in which the drivers or teams concerned have taken part will be declared the winner.
- 8.1.6 If the results are still tied after 8.1.1 - 8.1.5, CAMF will appoint a winner according to a method it feels is appropriate.

## 9. PROMOTION

The Event Organiser is Beijing Zhongshi Jiazi Cultural Development Company Limited and entrusts Jiujiin Automotive Culture Development (Shanghai) Company Limited as the Series Promoter as well as to create a Series Committee.

9.1 Advertising.

- 9.1.1 The following types of sponsorship, signage, logos or displays, which promote, endorse, advertise, support or oppose, either implicitly or explicitly (in the sole discretion of the Organizing Committee) the causes, subjects, ideas or products below are prohibited from being

presented on any area (including but not limited to: competitor clothing, cars, literature distributed at the Event, signs, banners, flags, advertisements, websites or other public displays):

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

9.1.2 The following types of sponsorship, signage, logos or displays, which promote, endorse, advertise, support or oppose, either implicitly or explicitly (in the sole discretion of the Organizing Committee) the causes, subjects, ideas or products below may only be presented on any area (including but not limited to: competitor Clothing, cars, literature distributed at the Events, signs, banners, flags, advertisements, websites or other public displays) with the express written permission of the Organizing Committee. Before permission will be granted the Organizing Committee will require that a detailed assessment of how the advertising restrictions affecting China GT will be adhered to. Further any driver associated in any way with the sponsorship, signage, logos or displays must be able to legally engage in consumption of the product and/or services being promoted in the People's Republic of China and in the nation of the ASN providing their race licence:

- Alcohol.

9.1.3 Any advertising relating to a business in competition with an official partner of China GT and/or a brand or products that are in competition with those of a China GT partners and their affiliated companies are prohibited from being presented on any area (including but not limited to: competitor clothing, cars, literature distributed at the Event, signage, banners, flags, advertisements, websites or other public displays) without the explicit authorisation of the Organizing Committee.

The private sponsors of each competitor and/or driver must be approved in advance by the Promoter and must not contravene the advertising regulations of the FIA, CAMF, or these Regulations. The Promoter may refuse to approve any sponsor that they consider in breach of article 9.1.1 and/or 9.1.2 or in their absolute discretion will hinder the success (or perceived success) of China GT. Competitors and drivers must send their list of private sponsors for

approval, a minimum of seven days before the first Event at which they are to be displayed to: [pengyingwen@goldenport.com.cn](mailto:pengyingwen@goldenport.com.cn)

- 9.1.4 The Committee will require each competitor to affix the China GT logo and the logo of the China GT partners in the form of decals to designated areas on cars. The Organizing Committee will determine the composition and position of these decals and these may not be altered in any way by the competitor and may not be obscured. They must remain in position throughout the Event. The correct attachment of decals will be checked at scrutineering.

The areas that are reserved for China GT are:

1. Front windscreen strip to a depth of 100mm and a rear screen strip to a depth of 80mm.
2. Race number on the non-driver side of the windscreen in Arial-Bold font with numbers approx. 200mm x 200mm.
3. Door number panel
4. A prominent area of 300mm by 100mm on each corner (4) of the car below a line 600mm above the ground.
5. An area approximately 100mm high on each side on the rear window (or similar) for the display of the drivers names and national flag. Names may also be displayed in the Latin alphabet in addition to the simplified Chinese text.
6. An area at the base of each side on the 'side skirt' of the car.

The areas may be updated by the Committee by Bulletin at any time.

The appearance of the official sponsor areas determined by the promoter must not be modified in any way but may be changed at any time at the discretion of the Committee.

This diagram may be updated at any time by Bulletin.

Areas that are not shown as official sponsor areas are available to the competitor. Private sponsors must not be placed on the official sponsor areas, no official sponsors be removed or obscured from the official sponsor areas for photographs or video material taken at the Event. The areas upon which official sponsors logos are applied should be single coloured. The contrast of the official sponsors' logos with the background colour of the car must be assured.

All livery must be in place during Preliminary Scrutineering (Regulation 23.1) and may not be changed during an Event.

In the case of any non-compliance with this Regulation, the Stewards will exclude the entry from further participation in the Event until the situation has been remedied to their satisfaction.

9.1.5 Please see Regulation 19.2 regarding competition numbers on the car. The decals and competition numbers provided by the Promoter must be used. The Promoter will provide a set of the official decals at the first Event. Should a competitor require additional sets in order to comply with Regulation 19.3 these will be available at cost to the competitor.

9.1.6 The Promoter has usage rights with relation to the presentation and image of the team.

## 9.2 Clothing & Apparel.

Please see Regulation 9.1 regarding advertising restrictions and requirements that are also applicable to clothing and apparel.

9.2.1 Each driver is required to wear the China GT logo on their race suit as well as badges of China GT partners. The position of the logos on the race suit must be respected and may not be obscured. They must be displayed in a prominent position when viewed from the front of the suit on the chest and arms of the race suit and must remain in position throughout each Event. The correct placement of logos will be checked at scrutineering.

9.2.2 Competitors are permitted to attach badges to the clothing of their representatives provided that the companies represented are not in contravention of the FIA Code, CAMF or these Regulations.

## 9.3 Advertising & Television Rights.

9.3.1 All branding and marketing rights for China GT are held by the Promoter.

Each competitor and driver authorises the Promoter and Organiser to use and reuse and licence the use of images and representations of the cars competing in China GT, and the name, images and representations of the competitor, the drivers and competitor paraphernalia including (insofar as the same appear on the clothing worn by the drivers or on competitor paraphernalia or on the cars driven in China GT) the logo and decals of all sponsors of the



competitor and driver for the purposes of producing merchandise exploiting the reputation of China GT and all elements of the Event. The Promoter has usage rights with relation to the presentation and image of the team.

- 9.3.2 Each competitor and driver acknowledges, agrees and authorises that the Promoter and those authorised by it have the exclusive right to produce or authorise the production of interactive games of China GT and games including images and representations of the cars competing in the Event, and the name, images and representations of the competitor, the drivers and competitor paraphernalia including (insofar as the same appear on the clothing worn by the drivers or on competitor paraphernalia or on the cars driven in China GT) the logo and decals of all sponsors of the competitor.
- 9.3.3 Each competitor and driver authorises the Promoter at all times to use and licence others to use all images of China GT and other material relating to the Event including images and representations of the cars competing in the Event, and the name, images and representations of the competitor, the drivers and competitor paraphernalia including (insofar as the same appear on the clothing worn by the driver or on competitor paraphernalia or on the cars driven in China GT) the logo and decals of all sponsors of the competitor in marketing and packaging material and commercial advertisements exploiting China GT or merchandise of China GT or any individual elements of the Event.
- 9.3.4 All recording and broadcast rights for China GT, for terrestrial television and for cable and satellite broadcasting, all video rights and all other rights relating to any other possible media (internet, etc.) are vested with the Promoter at all times. Any form of recording, transmission, repeat or reproduction of the same for commercial purposes is prohibited without the express agreement of the Promoter.

## **10. ORGANISATION AND INSURANCE**

- 10.1 The Promoter shall supply event information no later than 30 days before the Event.

- 10.2 The Promoter of the Event must ensure that third-party insurance is in effect and that such insurance is in accordance with Article 6 of the CAMF's Event registration procedures. Third party insurance arranged by the Promoter shall be in addition and without prejudice to any personal insurance policy held by a Competitor or any other participant in the Event.
- 10.3 Each driver shall obtain accidental injury insurance valued at RMB1,000,000 or above, and accident medical insurance valued at RMB300,000 or above. This clause is applicable to team managers, technicians and other staff. All relevant documentation shall be submitted to Secretary of Event during sporting checks.
- 10.4 Drivers taking part in the Event are not third parties with respect to one another.

## 11. OFFICIALS

11.1 At each event of the China GT Championship the following officials and delegates will be appointed by CAMF and are expected to perform their respective roles conscientiously and are obliged to provide recommendations and summaries in accordance with the regulations.

- a) Event Observer
- b) Three (3) Stewards including a Chief Steward
- c) Secretary to the Stewards
- d) Race Director
- e) Assistant to the Race Director
- f) Safety Delegate
- g) Chief Pit Lane
- h) Medical delegate
- i) Safety Car Driver
- j) Safety Car Observer
- k) Medical Driver
- l) Chief Timekeeper
- m) Starter

- 11.2 The following delegates will be appointed by China GT at each round, and to provide CAMF with a list of delegates at the time of application to stage the event.
- a) Clerk of Course
  - b) Event Secretary
  - c) Chief Scrutineer
  - d) Chief Recovery
  - e) Logistics Supervisor
  - F) Office Support Supervisor
- 11.3 The Stewards will be led by the Chief Steward and will collectively carry out their job function in accordance with the sporting regulations.
- 11.4 CAMF will nominate a Technical Delegate and will be responsible for scrutineering and will have full authority over the Scrutineers at each event. A Technical balance of performance (BOP) Committee shall work closely with the Technical Delegate on all matters pertaining to the vehicles BOP.
- 11.5 The Clerk of the Course shall operate in permanent consultation with the Race Director. The Race Director shall have authority over the Clerk of the Course who shall not issue any orders without the consent of the Race Director in the following areas:
- a) Controlling the free practice session, qualifying sessions and races, adherence to the timetable and, if deemed necessary, any requests made to the Stewards to modify the timetable.
  - b) Stopping a car to participate in accordance with the provisions of the Competition Regulations and these Sporting Regulations.
  - c) Stopping a free practice session, qualifying session or suspending a race in accordance with these Regulations if deemed necessary for safety reasons, and the restart procedure after a suspension.
  - d) The starting procedure.
  - e) Deployment of Safety Car.

- 11.6 All members of the stewards committee, Race Director, Clerk of Course, Technical Delegate and members of the Technical BOP Committee must arrive at each Event prior to scrutineering.
- 11.7 The Race Director must be in contact (in person or by radio) with the Clerk of the Course and the Series Stewards at all times when cars are permitted to run on the track. Furthermore, the Clerk of the Course must be in the race control room and in radio contact with all marshal's posts as well as recovery team at all times when cars are permitted to run on the track.
- 11.8 The Series Committee will nominate a Technical BOP Committee including a data analyst, a technical director and a technical representative, who will be responsible for determining the Balance of Performance for cars competing in China GT. Please see Article 28 for further details.

## 12. REGISTRATION

- 12.1 An entry into the China GT Championship allows for two ways to enter – full SERIES entry or wild card entry at each event.
- 12.2 Registration time (in accordance with a chronological order).  
  
Series registration: The deadline for entries is two weeks prior to the season-opening event.  
  
Single Event entry: 15 days prior to sporting checks at each Event.
- 12.3 Full Series entered Entrant
  - 12.3.1 Allowed to compete in all classes.
  - 12.3.2 Eligible for Series Team championships if the Competitor enters two or more cars (article 7.2.4 referred). Each team can enter up to six (6) cars across five (5) classes.
  - 12.3.3 By submitting a Series entry form, the Entrant is committed to participate in all of the scheduled events and agrees to abide by terms specified in the commercial agreement (article 12.5, 12.6 referred) with regard to non-attendance penalty.
- 12.4 Entrants that wish to change a driver must do so in accordance with Article 12.10.
- 12.5 All Entrants who wish to participate in the Drivers Championship and Teams Championship must register before the commencement of the commercial

registration by the China GT promoter, and sign a commercial registration agreement.

- 12.6 Once the commercial agreement is completed by all Competitors an entry form will need to be filled in (See Article 12.7), and then submitted to the Commercial Registration Agreement together with the entry fee as per Article 12.7.
- 12.7 The Entry form is an agreement between the Entrant and Series Committee and is governed by the contents below and Entry Form in Appendix 3.
  - 12.7.1 Entrants confirm their acceptance to abide by the FIA International Sporting Code, FIA Circuit General Prescriptions, 2021 China GT Championship Sporting Regulations, 2021 China GT Championship Technical Regulations, as well as legal provisions with their signatures on the official Registration Form and the Event Entry Form, and on behalf of all participating personnel agree to comply with the aforementioned regulations.
  - 12.7.2 Entrants confirm that they have read and understand all regulations relating to penalties, appeals and protests, disciplinary supervision committee articles as well as Stewards articles published and implemented for the current year by CAMF
  - 12.7.3 Team name.
  - 12.7.4 Brand of Car and other related information.
  - 12.7.5 Drivers entry list.
  - 12.7.6 Discharge of Liability form.
  - 12.7.7 Other information.
- 12.8 Single Event (WILDCARD) Registration
  - 12.8.1 The Wildcard Registration Fee is RMB35,000 per car per Event
  - 12.8.2 A wildcard entry will score points based on its finishing position in the race classifications at the Event, but these points are not eligible for championship points standings.
  - 12.8.3 Any additional weight or time added to the minimum car weight for the first Race in which they compete will be determined and authorized by the stewards.

- 12.9 Manufacturers entry fee is equal to one-million Chinese Yuan (¥1,000,000). A privateer entry fee is equal to two-hundred and fifty-thousand Chinese Yuan (¥250,000).
- 12.10 Change of ENTERED driver.
- 12.10.1 Any modification to the composition of the driver(s) must be applied in writing to the stewards before the end of scrutineering. A fee of 1,000 RMB will be charged per application per driver. Following the change, the team will retain the original competition number. After the change, the driver is permitted to accumulate points as part of the Drivers' Cup.
- 12.10.2 After the closing time for scrutineering, no change of driver will be authorized except in a case of "force majeure" duly recognized as such by the Panel of Stewards. Any duly authorized new driver may score points in the Championship.
- 12.11 The Organiser may refuse to accept an entry, or vehicle, or driver(s) at their sole discretion.

### 13. PASSES - TEAM IDENTIFICATION

- 13.1 A pass can only be used by the person and for the purpose for which it was issued. Inspection of passes will be undertaken by the Promoter at each event commencing administrative checks.
- 13.2 China GT passes are divided into either a Series or single Event pass.
- 13.3 Series passes will be issued to each Entrant after the completion of Sign-on at the first Event. Pass holders have an obligation to take proper care of their series pass and must wear it so it is visible at all times. Each entry can apply for the following passes per car: Up to two driver passes; Up to two team timekeeper passes; Up to 8 pit passes for mechanics.
- 13.4 Single Event passes include: Official, Track Photographer, Media, VIP and Series Committee, and can only be used at the respective Event.
- 13.5 A pass must display the full name of the pass holder and pass type. All Series Committee personnel and team personnel must wear the appropriate pass at all times. Different pass types allow differing access to designated areas to carry out nominated work. Anyone found to abuse these privileges will result in these privileges being withdrawn completely.

- 13.6 All persons attending the drivers' briefing must wear their pass otherwise access will be denied upon entry.

#### 14. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 14.1 The Stewards, Race Director or Technical Delegate may give instructions to Competitors by means of race control communication/bulletin in accordance with Regulations. These documents will be distributed to all the Competitors, who must acknowledge receipt via signature.
- 14.2 All classifications, starting grids and results of free practice, qualifying sessions and races, as well as all decisions issued by the officials, will be posted on the official notice board.
- 14.3 Any decision or communication concerning a particular competitor must be given to them within 30 minutes of such decision and receipt must be acknowledged by signature. Even though a competitor may not share the same point of view, or decide to appeal, a signature is still required as part of the aforementioned formality.
- 14.4 Protest must be made in writing and submitted to the Secretariat Office for the attention of Stewards.

#### 15. INCIDENTS

- 15.1 Incident means any occurrence or series of occurrences involving one or more driver's, or any inappropriate behavior occurring between an Entrant and person of direct responsibility, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) which:
- a. Constituted a breach of the Sporting Regulations, Competition Regulations, and Technical Regulations
  - b. Caused a false start by one or more cars.
  - c. Necessitated the suspension of the Race as provided for in Article 41.
  - d. Two or more cars causing a collision.
  - e. Forced a driver off the track.
  - f. Illegitimately prevented a legitimate overtaking maneuver by a driver.

- g. Illegitimately impeded another driver during overtaking.
- h. An action that brings the sport into disrepute.
- i. An action that violates the sporting code.
- j. In reference to Competitors that contravene Article 15.1 h) & 15.1.i), It shall be at the discretion of the Stewards to decide if a driver or drivers involved in an incident be prohibited from participating in one or multiple Events and submit a report to CAMF.

If a driver is involved in the aforementioned incident regarding any part of the Technical Regulations, then in a normal instance, the Technical Delegate shall submit a report to the Stewards. Any other incidents will be reported to the Stewards after the Race Director has completed an investigation. The aforementioned incidents can also be investigated directly by the Stewards.

- 15.2 If an incident is under investigation by the Stewards or the Race Director a message informing all Competitors which driver or drivers are involved will be displayed on the timing monitors, via radio and official announcement whenever possible. Any entrant or person of direct responsibility involved in an Incident must not leave the venue without the consent of the Stewards until such time as their enquiries have been concluded. Competitors whom leave the venue without the permission of the Stewards will be subject to a fine of RMB5,000.
- 15.3 If a car is unable to complete either practice, qualifying, or race under its own power then it must be returned by the official recovery crew directly to the Parc Fermé, upon which, under the approval by the technical delegate may the car be returned to the respective race team's pit garage.
- 15.4 It shall be at the discretion of the Stewards to decide, upon receipt of a report or a request by the Race Director, if an entry, or person of direct responsibility involved in an incident shall be penalized.

## 16. PROTESTS & APPEALS

- 16.1 Protests must be made accordance with the Code in writing and accompany by a fee in cash of RMB5,000. Protest must be lodged within 30 minutes of the publication of provisional results. If a competitor's protest involves



disassemble/dismounting the engine or the gearbox a further bond of RMB80,000 must accompany the protest fee.

- 16.2 Should the competitor disagrees with the Stewards' decision with respect to a penalty, then an appeal may be submitted in accordance with the Sporting Regulations (article 15) and CAMF Penalties and Appeals articles.

## 17. SANCTIONS

- 17.1 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 Sporting Code.
- 17.2 Stewards can punish The Competitor for any violating behavior and impose a penalty on the corresponding Entrant Once a decision has been made on the penalty and the Entrant has signed the respective paperwork, only then can an appeal be submitted.
- 17.3 After the stewards have made a decision on a financial penalty, The Entrant is obliged to pay the nominated amount in full to the Secretariat within 48 hours.
- 17.4 The Stewards may impose any of the penalties below:
- 17.4.1 A Drive Through Penalty: From the time the Stewards' decision is notified by the showing of the penalty board ("DRIVE THROUGH" is shown) the relevant driver may cross the finish line on the track no more than three times before entering the pit lane. If the penalty is imposed during the last 3 laps or after the end of a race, the penalty will be replaced with a Time Penalty to the affected cars elapsed race time (see Article 17.4.2).
- 17.4.2 A Time Penalty: Stewards may impose a Time Penalty add to the affected car's total race time and notify the Competitors in writing. A time penalty can be 10, 30 or 45 seconds or any other time at the discretion of the Stewards.
- 17.4.3 A fine of up to a maximum of RMB50,000 as determined by the Stewards.
- 17.4.4 A warning (reprimand) made in writing issued to the Entrant.
- 17.4.5 Grid demotion: A drop of any number of grid positions at the Event or any future Event.
- 17.4.6 Exclusion from official practice and/or cancellation of qualifying results.

- 17.4.7 Exclusion from participating in qualifying or race on a given day.
- 17.4.8 Exclusion from the Event. Cancellation of the Driver participating in Practice or Race for the round as well as cancellation of all prior results in Practice or the Race.
- 17.4.9 Forfeiture of points in the driver and/or series team championship in which the driver/competitor competes.
- 17.5 Disqualification of from qualifying practice or race will be indicated via black flag and the corresponding vehicle's race number. The relevant driver may cross the finish line on the track no more than three times before entering the pit lane, stopping in their pit garage, and then report to the race director.
- 17.6 Should the Stewards decide to impose the penalty under Article 14 of these regulations, the following procedure shall apply:
- 17.6.1 The Stewards will issue a bulletin regarding the penalty which has been imposed to the Entrant concerned. The Entrant is required to sign and acknowledge receipt of the bulletin concerned.
- 17.6.2 Race Control will issue a radio communication informing The Entrant of the breach, following which the Stewards will issue a penalty notice to The Entrant in accordance with article 17.6.1.
- 17.7 However, in accordance with Article 17.4.1 of these regulations, unless the driver was already in the pit entry for the purpose of serving his penalty, work or adjustment on the car must not be carried out (e.g. tyre change). Under Safety car conditions, the Driver must not enter the Pit Lane to serve the penalty, except if the Driver has already entered the Pit Lane at the time the safety car is deployed. Under Safety Car conditions, a driver serving a Drive Through penalty may cross the finish line on the track more than three times before entering the pit lane. The number of times the driver crosses the Line behind the safety car will not be added to the maximum number of laps allowed before entering the pit lane to serve the drive through penalty.
- 17.8 Should any driver receive three penalties from the Stewards and two of which relates to driving behavior, they will be further penalized with a drop of five grid positions in the following race upon receiving the third penalty.
- 17.9 Any Entrant that does not abide by article 17.6 will be excluded from the event concerned.
- 17.10 Any Entrant that is deemed to have seriously breached the Technical Regulations will be excluded from the championship.

## 18. DRIVING

- 18.1 The driver must drive the car alone and unaided except when marshal assistance is required.
- 18.2 Drivers must use the track at all times. For 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 all four wheels do not remain in contact with the track.

Should a car leave the track the driver may rejoin, however, this may only be done when it is safe to do so and without gaining any advantage.

A driver may not deliberately leave the track without justifiable reason. Drivers that leave the track will be investigated by Stewards

At the absolute discretion of the Race Director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track. Should a car leaving the track overtakes another car as a result of leaving the track, and the car over taken is subsequently overtaken by a third car, the driver of the car that has left the track is still required to give back the position gained after passing that car in accordance with the requirements of the Race Director. In the instance of a driver making an error during the time of being overtaken, and if confirmed by the Race Director that driver error was made, then the said driver is not required to wait to give back the position gained.

- 18.3 As soon as a car is caught by another car which is about to lap it during the race, the driver being caught must allow the faster driver past at the first available opportunity, otherwise this will be deemed to be in breach of driver behavior and a penalty will be imposed by the Stewards.
- 18.4 Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any advantage. A move leading to loss of control or accident of other car on track will be deemed as dangerous driving and receive a penalty deemed appropriate by the Stewards.
- 18.5 More than one change of direction to defend a position is not permitted and will be deemed as a breach of driving behaviour.
- 18.6 Drivers must give each other racing room. Contact between cars on track is not an acceptable behavior, any contact made on track is subject to investigation by the Race Director; contact that leads to a loss of control or

accident will be investigated by the Stewards and a penalty issued as deemed appropriate.

- 18.7 Communication between team and driver(s) using pit board is allowed only in the pit lane area assigned by the Series Committee. Verbal communication between a driver and their team by radio is subject to local law and must be applied for in advance from the organiser.
- 18.8 Other than by driving on the track Competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 18.9 Drivers are strictly forbidden from driving their car in the opposite direction to the recognized track direction unless this is absolutely necessary to move the car from a dangerous position and undertaken in a manner compatible with general safety.
- 18.10 If a driver has serious mechanical difficulties during any session, they must leave the track as soon as it is safe to do so. If the car can be returned to the pit lane under its own power this should be undertaken in a manner compatible with general safety. Drivers who do not comply with these requirements and/or obstruct part of the track may be penalized at the discretion of the Stewards.
- If able to return to the pit lane the car may only rejoin the session with the consent of the scrutineers.
- 18.11 The driver of any car leaving the track because of being unable to maintain racing speed should signal the intention to do so in good time and is responsible for ensuring that the maneuver is carried out safely and as near as possible to a point of exit. Should a car stop at the fast lane of the pit lane it must be moved as soon as possible so that its presence does not constitute a danger or hinder other drivers. If the driver is unable to move the car it shall be the duty of the marshals to assist.
- 18.12 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 shall apply whether any such car is being driven on the track, the pit entry, the pit lane or pit exit. A driver may not deliberately leave the track without justifiable reason.

## 19. CAR PRESENTATION

- 19.1 The livery of the Entrant's car must not be altered after scrutineering. In the instance of alteration, the car must be approved in writing by the Technical Delegate and Stewards.
- 19.2 The race number of the entered car is to be decided by the team and registered with the Promoter. Once a racing number is confirmed it is not allowed to be changed. A number between 002~999 may be chosen. In the instance of a duplicate number being chosen, a method of either first come first serve or negotiation between the teams can be used to resolve the issue. Once a racing number is confirmed it is not allowed to be changed anytime during the year except in a case of force majeure.
- 19.3 Race numbers must appear on the front doors of both sides and both front wind-screen rear wind-screen. The number must appear on the upper right-hand side of the front wind-screen from the aspect of facing the car head-on, or at the upper front of the passenger seat. The number must appear on the upper right-hand side of the rear wind-screen from the aspect of facing the rear of the car printed in the font of Arial-Bold; size of 20cm X 20cm. The front doors of both sides must display the font of Arial-Bold; height of 30cm; black text on white background or red text on white background. Race numbers must appear in the position stipulated in the associated supplementary regulations (ASR) for each event otherwise the Technical Delegate will not approve the car at scrutineering.
- 19.4 The name or the emblem of the make and/or model of the car must appear on the car in the original location. The names of the drivers, their national flags, and their blood type must appear on each side of the bodywork (on the rear-side window, Font height must be 10cm), and easily recognizable. Please refer to Article 17 of this Sporting Regulations. Drivers name must be printed in simplified Chinese characters.
- 19.5 Each car must display advertisements that are in compliance with the Sporting Regulations and local laws.
- 19.6 The Promoter will provide the Competitors a complementary set of official stickers at Round 1 during administrative checks. The number of stickers and their position will be announced in the appendix of each round. A second set can be purchased at cost. All Entrants must refer to the article 4 for the stickers assigned position on the car and drivers race suit.
- 19.7 All advertisements must be in position before scrutineering.

Advertising is permitted, provided that, with the opinion of the Technical Delegate, it does not impair the legibility of competition numbers or the safety of the car, it does not contravene commercial registration agreement, or is not in bad taste. The Chief Scrutineer may refuse to pass a car until any unofficial advertisement is removed or obliterated.

- 19.8 Except for special cases in which the Stewards have made an approval, an advertisement strip not exceeding 10cm in height may be placed across the top width of the front wind-screen, an advertisement strip not exceeding 8cm in height may be placed across the top width of the rear wind-screen. No other sticker will be allowed on any of the other windows.
- 19.9 All Competitors, sponsors and other related personnel at the time of entry agree that the copyright to all still and moving images belong to Organizing committee, and that this right cannot be withheld, or possession transferred to another organization or individual. Organizing committee reserves the right to exploit rights arising from such filming in its absolute discretion.
- 19.10 During the course of competition, any Entrant who does not obey the aforementioned Regulations will be subject to investigation by the Stewards.

## **20. TESTING**

- 20.1 Registered Drivers and Entrants must not perform on track testing one (1) week prior at the same track at the event concerned, otherwise any breach will result in exclusion from the event concerned. Should a non-compliant car be driven onto the track during a test session, such behavior will be deemed as a breach of track testing.

## **21. PIT ENTRY, PIT LANE, PIT EXIT**

- 21.1 The section of track between the first safety car line and the beginning of the pit lane will be designated the "pit entry".
- 21.2 The section of track between the end of the pit lane exit and the second safety car line separated by the demarcation line will be designated the "pit exit at second safety car line".
- 21.3 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 during a race are at the pit exit under Article 21.7, 38.5 and 41.3 the inner lane is the only area where any work can be carried out on a car.

- 21.4 The pit stop must be carried out in front of the designated pit or area of each team's pit garage as specified in the appendix. Repairs must be carried out within either the car's designated pit garage or pit box. If no specific regulation as to the location of a pit stop then the team can carry out in front of their pit garage.
- 21.5 During a race any car that returns to the pit lane and specifically their pit box must undertake checks or repairs in accordance with the ASR for the event concerned.
- 21.6 Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the teams' designated space to the pit exit. A car must be driven by a driver to pit exit at all other times. Any car(s) driven to the pit exit prior to the start or re-start of a practice session or under safety car conditions must stop at the pit exit and form up in a line in the fast lane in the order in which they arrived and subsequently leave in the same order that they arrived there unless another car is unduly delayed.
- 21.7 Any driver that is required to start the race from the pit lane may not drive their car from their designated pit garage area until the 5 minute signal has been given and must stop in a line in the fast lane. Any car which is still in the pit lane after the signal on their way to the grid must return to their pit garage and wait until after the 5 minute signal is displayed at the starting grid to enter the fast lane and line up. Any cars that start the race from the pit lane can undertake the following work.
- a) Start the engine or undertake work on the car.
  - b) Installation or disassembly of cooling or heating equipment.
  - c) Modification to the comfort of the driver's seat.
  - d) Change of tyres.
- 21.8 Competitors must not paint lines on any part of the pit lane, but may use sticky tape or stickers to identify the pit area.
- 21.9 Except for Article 21.7, tools and/or equipment must not be placed in the fast lane.
- 21.10 The lollipop man may wait in the Inner Lane before the car stops for a pit stop. Once the car has come to a complete stop mechanics and the co-driver may enter the Inner Lane to undertake work on the car. No one must stand in the Inner Lane following the completion of work on the car. During practice, qualifying and races no more than five (5) mechanics can stand in



the Inner Lane excluding the driver sitting in the car behind the steering wheel; the lollipop man is counted within the five (5) mechanics). Any breach will be subject to a RMB5,000 – RMB10,000 fine by the Stewards.

- 21.11 Competitors must only release vehicles from their pit garage or pit under safe conditions. Drivers must wear FIA approved HANS device and helmet. Pit Lane officials will check drivers equipment.
- 21.12 In each practice session and race, only after the 5 minutes pit exit signal is given can cars make their way to the fast lane and line up. Any breach will be subject to a RMB2,000 fine by the Stewards.
- 21.13 Any car stopped in the pit lane service area for service must with its engine turned off.
- 21.14 During qualifying or race any car that returns inside pit garage is considered officially retired from the session, and their results from qualifying or the race will be excluded. During qualifying, any car that drives into Parc Fermé is considered finish its session and not allow to return to the track.
- 21.15 After repairs have been made to any car and have left the inner lane, all tools, spare parts must be immediately removed and placed back in the pit garage. Any breach will be subject to a RMB1,000 fine.
- 21.16 Cars that have returned back to the pit area and overshoot their pit box can be pushed back into the pit lane service area by mechanics.
- 21.17 Pit Lane speed limited is 60kph.
- a) During Free Practice: Over 60 kph but under 80 kph fine of RMB1,000. Over 80kph fine of RMB2,000.
  - b) During Qualifying: Times set by the relevant driver one lap before the time of the infraction will be cancelled and RMB200 per km/h exceeded.
  - c) During Race: Over 60 kph but under 80 kph a time penalty of 10 seconds to be added to the total race time achieved by the driver and monetary fine of RMB1,000. Over 80kph a time penalty of 20 seconds to be added to the total race time achieved by the driver and monetary fine of RMB2,000.

Any Driver that has exceeded the speed limit twice at a respective Event will incur a higher monetary penalty subject to Stewards' decision.

- 21.18 Cars must stop in their own pit service area for service work and may not obstruct other cars entering or exiting pit lane.



- 21.19 Drivers intending to enter the pit area from pit entry must deviate from the racing line upon pit entry and must not cross the pit entry demarcation line in doing so. Any driver that crosses this line during free practice or qualifying will incur a penalty of RMB2,000, whilst in the race will incur a RMB5,000 fine or a penalty deemed appropriate by the Stewards. Any driver that crosses the demarcation line and in doing so impedes another competitor or is deemed to have created a safety hazard may be further penalized by the Stewards. Drivers entering into the pit-lane must run on the fast lane and only pull off at their designated pit garage area.
- 21.20 Drivers may only use the whole track once they have driven passed the end of the demarcation line separating the pit exit from the main track. Any driver that crosses this demarcation line during free practice or qualifying will incur a penalty of RMB2,000, whilst in the race will incur a RMB5,000 fine or a penalty deemed appropriate by the Stewards. Any driver that crosses the line and in doing so impedes another competitor or is deemed to have created a safety hazard may be further penalized by the Stewards.
- 21.21 Smoking is prohibited in the pit lane at all times. Any violation will be penalized with a RMB2,000 fine.
- 21.22 A pit board operator from each team is allowed to stand alongside the pit wall to communicate instructions or information. Personnel in possession of the following accreditation are permitted to stand on the pit wall only: Timekeeper, Team Manager, Mechanic.
- 21.23 The pit board must not hinder the pit wall control station of any other team(s) messages and radio signal. Any part of the pit board must not be placed anywhere in the fast lane of the pit lane or track.
- 21.24 Drivers and Teams can use wireless equipment for communication purposes with the permission of the Series Committee, and must be applied for on the same entry form notifying the Secretariat.
- 21.25 All drivers and teams must not post notices on the official notice board at any time during an Event.
- 21.26 Teams can transmit information from the pit wall to their drivers on the grid.
- 21.27 A driver entering the pit lane must not loosen or unfasten their safety belts and must keep their helmets on until the car is completely stopped in the allocated pit zone.

## 22. SPORTING CHECKS

- 22.1 Each competitor must have all documents required by Article 5, and the various documents relating to their car, available for inspection at any time during the Event. Competitors that do not undertake administrative checks in accordance with the 'preliminary schedule of rounds' published in the ASR will be issued a penalty of RMB2,000. In the instance that a change of Competitor's personnel occurs, the sporting checks at the respective round will be required to be undertaken.
- 22.2 During sporting checks, original copies of driver's license and team competition license must be kept by the Secretariat office, and picked up after the overall classification of the race is announced. Entrants and drivers that do not provide their competition license must seek permission from CAMF to participate in the Event.
- 22.3 Competitors agree to all contents contained in the entry form and agree to the waiver. A Competitor includes such personnel as team managers, chief mechanics, chief engineers and drivers.

## 23. SCRUTINEERING

- 23.1 Initial scrutineering of the car will take place at the times indicated in the ASR. All drivers and cars must undergo scrutineering. Scrutineers will check the vehicle log book to ensure it is consistent with the actual car. Drivers and cars are required on-site during scrutineering checks.
- 23.2 Unless a waiver is granted by the stewards of the meeting, all Entrants must undergo scrutineering checks in accordance with the time and procedures listed in the ASR. A Competitor that does not undergo scrutineering at the required time will incur a penalty of RMB3,000.
- 23.3 No car may not take part in the Event until it has been PASSED by the scrutineers.
- 23.4 Chief Scrutineer can conduct the following:
  - a. Check the eligibility of a car and/or driver equipment at any time during an Event.
  - b. Require a car to be dismantled by the entrant to make sure that the conditions of eligibility or compliance are fully satisfied.
  - c. Require a Entrant to pay the reasonable expenses which exercise of the powers mentioned in this Regulation may entail.

- d. Request the entrant to provide any samples or parts that they deem necessary.
- e. Refuse a car to participate in an event for Safety reason.

#### 23.5 Inspection of engine

- 23.5.1. The Series Committee reserves the right for an engine to be dismantled. Any Competitor who refuses to comply with such an instruction will be expelled and not permitted to participate in the event.
- 23.5.2. The cost of dismantling consequent upon a protest of this nature shall not be paid by the Competitor making the protest if the protest is upheld. In the instance that a protest is not upheld The Competitor making the protest must be borne with the cost of reassembling the engine as per the standard charges listed on the registration form. In addition, a payment in the form of compensation must be paid in accordance with reassembling the engine.

- 23.6 Any car which, after being passed by the scrutineers, is subsequently 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 by The Entrant for scrutineering approval.
- 23.7 The Race Director or Clerk of the Course may inspect a vehicle that has being involved in an incident.
- 23.8 A car that is involved in an accident or crash of large impact must not re-use the seat and seat belts.

#### 24. MEETING

- 24.1 A drivers' meeting will take place on the venue and time, all drivers entered for the Event and their team managers must be present. Any driver or team that is late will be fined RMB2,000, and those that do not attend will be fined RMB3,000. Multiple infringements will incur a penalty deemed appropriate by the Stewards. At the discretion of the Race Director and Clerk of Course a drivers' briefing can be convened prior to a race; a further briefing may be convened, which must be attended by all drivers'. Non attendance will result in exclusion.

- 24.2 At the end of the qualifying sessions, the Race Director may convene a meeting to take place, all team managers must be present. Those who are late will be fined RMB2,000 and those that do not attend will be fined RMB3,000.
- 24.3 A meeting regarding race start will be convened by the race director after the qualifying session and prior to the race. The top four (4) drivers starting on the grid from each of the GT3, GTC, and GT4 classes as well as their team managers must attend. Those who are late or do not attend will be subject to penalty.

## 25. TYRE LIMITATION DURING THE EVENT

- 25.1 Only the tyres as supplied by the manufacturer appointed by the Series Committee may be used from free practice through to the end of the second race. The tyres must be used according to the instruction supplied by the Manufacturer. Any chemical and/or mechanical treatment of the tyres is prohibited. The original tyre tread and profile may not be modified or cut.
- 25.1.1 For all classes at each event 16 slick tyres (four sets) and four slick tyres (one set) nominated for use by the entry at a previous event may be used at the event concerned. For avoidance of doubt, the one set of tyres chosen to be carried over must be chosen among the sets that were purchased and labelled at the most recent event that the entry competed at. An unlimited number of wet tyres will be allowed.
- 25.1.2 A wild card entry joining the event for the first time as well as entries that enter the first event may use an additional one set (4 tyres) of slick tyres.

All tyres allocated will be clearly marked and recorded by the tyre Scrutineer during scrutineering. Each tyre can only be used by the car for which it is nominated for use. Only slick tyres nominated for use for the event are allowed for Qualifying and the Race. Competitors must submit the Tyre Registration Form detailing the number of tyres and bar codes prior to the start of free practice at each event to the Chief Scrutineer.

Competitors whom are in violation of tyre usage regulations in free practice will incur a fine of RMB30,000 and during qualifying and the race will result in exclusion.

## 25.2 Joker Tyre

25.2.1 Michelin will allocate each full-season entry with four (4) sets of S8M (medium compound) joker tyres throughout the season.

25.2.1.1 The quantity of joker tyres is not included within the per event allocation of tyres.

25.2.1.2 Teams that plan to use joker tyres must inform the organising committee no later than 2 weeks prior to the respective event.

25.2.1.3 Single event entries are not permitted to use joker tyres.

### 25.2.2 Joker Tyre Usage

25.2.2.1 An entry who intends to use joker tyre(s) in qualifying must submit an application to the secretariat no later than thirty (30) minutes prior to the commencement of qualifying.

25.2.2.2 An entry who intends to use joker tyre(s) in the race must submit an application to the secretariat no later than sixty (60) minutes prior to the commencement of the race.

25.2.2.3 Any entry whom has not submitted an application is not permitted to use joker tyre(s). Any violation will result in a penalty by the stewards.

- 25.3 The Entrant must ensure that the correct labeled tyres are correctly installed on the vehicle for scrutineering. Tyre warmers are permitted during practice, qualifying and races.
- 25.4 Any car that does not use labeled tyres during Official Practice, Qualifying and the Race will result in exclusion.
- 25.5 Wet Weather tyres during Practice (Free Practice, Qualifying) and the Race may be used only after the track has been declared wet by the Race Director, otherwise the entry will be excluded. Following the announcement of a wet track, cars are still permitted to be fitted with either dry tyres or a combination of dry and wet tyres, noting that these tyres must be labeled.
- 25.6 Unless a safety hazard exists on the track at the time of rain during either Practice or Race, the respective session will not be stopped or suspended. If the Race Director declares the Track to be wet, cars may return to the pits and change to wet tyres. Should the start procedure be delayed after pit exit opens due to wet weather conditions, Regulation 38.16.b) shall apply.
- 25.7 Tyres must be pre-ordered and purchased by the Entrant from the Promoter prior to each Event.

- 25.8 Entrants must hold at least one (1) set of wet weather tyres appropriate for each car at the first event, and subsequently at least one (1) set of wet tyres at each event that the Entrant elects to participate in.
- 25.9 At an official test there is no limit on the number of slick tyres that may be allocated to a car and used.
- 25.10 In exceptional circumstances of severe damage to an allocated tyre, the Chief Scrutineer in consultation with the tyre supplier, is empowered to decide whether a tyre may be exchanged. Any entry which is authorized to exchange a tyre as described above will be subjected to review and approval by the Stewards.
- 25.11 Each tyre includes an individual bar code fitted by the tyre manufacturer. Tyres may only be mounted with the bar code facing outwards.
- 25.12 Tyres may only be filled with dried compressed air of atmospheric composition or nitrogen.
- 25.13 An infringement of the scheduled times for marking of tyres and/or supplying the Tyre Nomination Form or any other similar deadlines may be penalized at the discretion of the Stewards.
- 25.14 The Series Committee reserve the right to enforce Parc Ferme conditions on tyres at any time, details of which will be published in a Stewards bulletin.
- 25.15 Tyres control procedure
- 25.15.1 Scrutineers will mark on all tyres a reference to the Official tyre supplier via a barcode list. The onus is on the team to ensure that all nominated tyres have been recorded in accordance with the competition regulation (Article 25.1, 25.2, and 25.6).
- 25.15.2 Scrutineers will check tyre usage during any session of the Event, and Entrants must cooperate with officials at all time.
- 25.15.3 Entrants are advised to not tamper with the sticker/label. Any damage must be reported immediately to a chief scrutineer for action to verify that no foul play was involved. If needed the Stewards will investigate the cause of damage and action will be taken against the competitor concerned.
- 25.16 Tyre allocation for Macau will be announced via a bulletin.

## 26. WEIGHT

- 26.1 Cars that compete in the China GT Championship must be weighed in accordance with the technical regulations and ASR. The minimum weight of the car will not include the driver and his full equipment. The minimum weight must comply with

the BOP relevant for the car and class. All records will be published by the Stewards following Sporting Checks at each event.

## 26.2 WEIGHING

- 26.2.1 Weighing scales will be installed and controlled by the Technical Delegate within the scrutineering area, typically located at pit garage 1. Vehicle weight for all Competitors will be displayed.
  - 26.2.2 Race Director may instruct the Technical Delegate via radio to weigh certain cars among those classified at any time during a practice session.
  - 26.2.3 Cars selected for weighing must return to the Pits and immediately make their way to the weighing station, and pushed onto the scales with the engine stopped. Cars must be pushed onto the weighing station by marshals only. Stewards may also check those cars that were not instructed to return to the weighing station.
  - 26.2.4 Once a car has been weighed the Technical Delegate must inform the Entrant of the weight in writing. Scrutineers and officials can assist a car to be rolled onto the weighing scales.
- 26.3 All cars that wish to compete in Qualifying and Race must be weighed. Should the weight of the car be less than that specified in the BOP Regulations, ASR or bulletin when weighed, or the weight announced after the completion of scrutineering, the result of that entry may be excluded, save for when a car loses a part during a qualifying session or a race the weight of this part may be taken into account during weighing at the discretion of the Stewards.
- 26.4 No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car during weighing. Such an act will be investigated by the stewards.
- 26.5 Scrutineers and race officials may access the weighing area only.
- 26.6 The weight of competitor camera equipment will not be included when determining any car weight.
- 26.7 Any breach of these provisions for the weighing of cars will be investigated by the Stewards and a penalty issued as deemed appropriate.
- 26.8 Should a Entrant damage the weighing scales through negligence sufficiently to render them unusable for the remainder of the practice session, then their times



achieved from that session will be disallowed and the Entrant will be liable to the cost of any necessary repairs.

## **27. PERFORMANCE DIFFERENTIATORS - RACE SUCCESS BALLAST**

- 27.1 A system of Race Success Ballast weight handicaps will be applied to entries in each class (GT3, single-make class, GTM, GTC and GT4) after each race based on the official classification.
- 27.1.1 Within each class (GT3, GTC, single-make class, GTM, GT4) Race Success Ballast will be applied to the top 3 finishers in each race. Driver(s) who finish first will receive 50 kg of success ballast added to the total weight of the car. Driver(s) who finished second will receive 35 kg and third place will receive 25 kg. Those who finish out of top 3 places will not incur success ballast. The Race Success Ballast weight will be applied after a Race and will be effective for the next Race. There will be no accumulation of Race Success Ballast and it is only applied to a Driver for one Race (including free practice, qualifying and race. See Article 27.2).
- 27.2 For the avoidance of doubt the Race Success Ballast weight awarded after the 2<sup>nd</sup> race at an Event will be applied from the first Practice session at the next Event.
- The ballast must take form of clump weight as outlined in the Appendix J of the Sporting Regulations, and mounted in the car as per the directions stipulated in the Technical Regulations.
- 27.3 Any breach of these ballast provisions may result in the exclusion of the respective car.
- 27.4 New entries for a competitor that join China GT after the first Event may be required to carry a ballast of 50kgs.
- 27.5 Wildcard entries must carry a ballast of 50kgs.
- 27.6 Competitors that are running ballast must display a ballast weight sticker on the cars side window.
- 27.7 Should a change to the composition of the driver occur within the same Class, the following condition shall apply:
- 27.7.1 The total weight of the car will remain unchanged at the time of driver change.



- 27.7.2 Success ballast weight will change only if the new driver joining is carrying more success ballast weight than the car is carrying prior to the drive change. The heavier of the two shall apply when change occurred.
- 27.7.3 Championship success ballast for the entry following the driver change shall be carried throughout the season until the maximum ballast limit is reached (refer to Art.27.2 regarding maximum ballast (excluding BOP weight limit).
- 27.7.4 Balance of performance weight does not form part of the success ballast weight. Refer to Article 28.

## 28. BALANCE OF PERFORMANCE

- 28.1 The Stewards will nominate a Technical BOP Committee including a data analyst to control Balance of Performance (“BOP”). The Technical BOP Committee shall work closely with the Technical Delegate and Chief Scrutineer on all matters pertaining to the cars’ BOP.

Due to the nature of the cars a specific Balance of Performance (“BOP”) will be imposed for all cars taking part in China GT. The official BOP will be published prior to each Event and may be adjusted at the Event. Any changes will be published via ASR.

- 28.2 The following items can be adjusted via BOP:
- a. Minimum weight of the car;
  - b. Air restrictor (size, shape and number);
  - c. Boost pressure;
  - d. Ride height (front and rear independently) with a measured nominal tyre pressure of 1.5bar +/- 0.1bar;
  - e. Adjustments to aerodynamic devices;
  - f. Total Pit Stop duration;
- 28.3 For the avoidance of doubt any car not in compliance with the BOP will be treated as a breach of the Technical Regulations. The Stewards will undertake an investigation and a penalty issued as deemed appropriate.
- 28.4 The GT3 and GTM class will based on the FIA GT3 BOP standard as well as any update issued by the FIA during the current year.

28.5 The GTC class will adopt the factory cup car technical specification for the model year of the car concerned as the base line. The BOP established by China GT for the 2017 series will be used as the base line for the BOP to start the current year's competition.

Technical regulations pertaining to Porsche 911 GT3 Cup (Type 997 & 991) entries in the GTC class will refer to the factory car technical specifications.

28.6 The GT4 class will adopt the SRO GT4 European series current year BOP standard as well as any update issued by the organiser during the current year.

28.7 The single-make class will adopt the factory car technical specification as listed in the Technical Regulations.

## 29. GENERAL CAR REQUIREMENTS

### 29.1 Vehicle Registration

29.1.1 Cars that wish to register or already registered with the FIA must also register with CAMF at the same time of applying for registration.

29.1.2 Cars that are not registered with the FIA before the commencement of Round 1 must complete registration with CAMF.

29.1.3 In the instance that two (2) Entrants register the same car, only information from the manufacturer related to the model concerned will be accepted for submission and approval. In case of conflict among the documents submitted, then a Technical Group from the Organiser will verify the information pertaining to the model, production and sale to clarify the situation.

29.1.4 Registration documents of those Entrant's car's will be printed and chopped by CAMF with an Entrant name known as China GT Championship Vehicle License to printed on it. A copy will be kept by the CAMF Technical Delegate and Entrant. This document is to be referred to at the time of scrutineering at each Event.

29.1.5 Organizing Committee reserve the right to reject unregistered and/or those Competitors that refuse to allow their data to be openly available to the public at either selected rounds or the full championship.

29.1.6 Wild Card Entrants must complete registration process no later than (14) fourteen days before the Event. The Promoter reserves the right to reject unregistered cars to compete at the Event.

- 29.1.7 The Stewards at the suggestion of the Technical Delegate may determine whether a wild card Entrant and Competitor having not competed registration can compete in the respective Event and meet the required standard.
- 29.1.8 At any time during the Event the Technical Delegate may check the eligibility of a car or a driver to determine whether they comply with the requirements for competition.
- 29.1.9 In order to confirm that a car is compliant with the technical regulations, the Technical Delegate reserves the right to require a car to be dismantled by the competitor to make sure that the conditions of eligibility of conformity are fully satisfied.
- 29.1.10 GT3 and GTM class cars headlights must be clear, GTC cars headlights must be yellow and GT4 class cars headlights must be blue.
- 29.2 Image recording. All cars must be fitted with either on-car or in-car video in a position requested by the Promoter, otherwise may result in the exclusion of the car. Only scrutineers may extract video material after practice or the race. Once cars have been inspected in Parc Fermé only then can Entrants retrieve in-car footage from scrutineering. The weight of the camera system is included in the minimum weight of the car.
- 29.3. The Logger is mandatory for all entries and must be installed prior to preliminary scrutineering, otherwise the vehicles will be excluded. It is the responsibility of each Competitor to obtain the Logger, to install it, and to ensure that the Logger is working correctly at all times. The weight of the Logger is included in the minimum weight of the car. The Technical Delegate or Chief Scrutineer may download and examine recorded data at any time during the Event. Competitors should provide necessary assistance including programs or equipment to access the data. Any attempt to restrict access to the Logger/data, tamper with, switch off, manipulate, remove any part of the Logger, change, or adjust the equipment will be deemed a breach of the Technical Regulation. Such a breach will result in exclusion.
- 29.4 The towing eyes (including straps) must be properly mounted. The color must be red or yellow.

### **30. CHANGE OF CAR AND ENGINE**

- 30.1 Change of Car for full series registered Entrant.

30.1.1 Entrants that wish to change to another Manufacturer, car model or model year of the same class from one Event to another Event must write to the Organizing Committee to request authorization for the change. The Organizing committee may refuse to accept such request, no reason will be given.

30.1.1.1 Should the request be granted.

- a) All penalty weight carried by the car before the time of change shall apply to the approved car.
- b) Vehicle weight shall apply as per that specified for the new model.
- c) BOP shall apply according to the BOP committee issued for the car at time of change.
- d) A five (5) grid position penalty for the first event (Race 1 & 2) that the car participates in.
- e) Should the car approved for change be identical to the original car (same manufacturer, same make and same year of model production) article 30.1.1.1 d shall apply.

30.1.2 Entrants that wish to change to another Class either with or without a change of car model, or change of manufacturer from one Event to another Event must write to the Organizing Committee to request authorization for the change. The Organizing committee may refuse to accept such request and no reason will be given.

30.1.2.1 Should the request be granted.

- a) All points achieved by the team shall be reset to zero following the change of car.
- b) All points achieved by the driver(s) reset to zero following the change to the approved car.
- c) Vehicle weight shall apply as per that specified for the new model.
- d) BOP shall apply according to BOP issued by the BOP committee for the car at the time of change.
- e) A ten (10) grid position penalty will be applied for the first event (Race 1 & 2) and race 1 of the next Event that the car participates in.

30.2 During scrutineering at the first Event the engine must be sealed on each car by the Technical Delegate. An engine change must be reported to the Technical Delegate and be approved by the Stewards. An application submitted before qualifying will result in a five (5) grid position penalty for the respective car in Race 1 at the respective event. An application

submitted after qualifying session will result in a penalty of ten (10) grid position to be applied for the next Race.

30.3 Any Entrant that does not receive approval from the Stewards to dismantle the engine on their own accord is subject to the following penalty:

30.3.1 If a car is found to have had their engine seal removed during pre-event scrutineering, the Competitor will receive a ten (10) grid position penalty for Race 1 and Race 2 of the event after the engine has been re-sealed. A ten (10) grid position penalty will also apply to the first race of the next Event.

30.3.2 If it is discovered that an engine seal has been removed after Qualifying or the Race, then it will forfeit all of its results up to the time that the discovery was made and the Competitor will receive a ten (10) grid position penalty after the engine has been re-sealed. If the broken seal is found after race 2, the ten (10) grid position penalty shall apply to the first race at the Event that the Entrant participates at.

30.4 The Technical Delegate has the authority to instruct any Entrant after practice, qualifying and race to open up the engine seal for inspection. Entrants must comply with such a request and in the instance that the engine seal has been opened up a engine changed will be deemed to have occurred. If the engine does not comply with the technical regulations, results earned by the car up until the time of the engine change will be deleted and a ten (10) grid position penalty will apply for both race 1 and race 2 at the next event.

### **31. FUEL**

31.1 Fueling is permitted only in the garages of the Pit Area after the completion of Practice and Qualifying, and is prohibited in the Pit Lane and Grid.

31.2 In accordance with Article 38.2 once a car leaves the Pit Area and begins its reconnaissance lap, then the car is not allowed to refuel.

31.3 No refueling is allowed during a Race as well as extracting fuel at any time.

31.4 During refueling Drivers may not sit in their car. The engine must be turned off, otherwise their entry will be cancelled.

31.5 An appropriate fuel drum must be used during refueling and be safely placed back in the pit garage. A car must only be started after the cap covering the fuel tank is properly closed, otherwise such negligence may be penalized by the stewards at their discretion.

- 31.6 Entrants must prevent any leak during refueling. In the instance of any leak, Marshals will monitor mechanics to speedily clean-up the spill, otherwise the Entrant will be subject to a RMB2,000 penalty.
- 31.7 In the instance of either lubricant or fuel spillage mechanics are required to follow the instructions of the Marshals, and the car should only be started once it has vacated the area of the spillage otherwise the Competitor will be subject to a RMB2,000 penalty.
- 31.8 During refueling within the Pit Garages, the Entrant must ensure that an operator with a fire extinguisher is armed at all times and placed next to the refueler so that any flame is swiftly extinguished.

## 32. GENERAL SAFETY

- 32.1 Instructions by Officials will be given to drivers by means of the signals laid out in Appendix H of the Sporting Regulations. Entrants must not use flags or lights similar in any way whatsoever to these, otherwise be subject to a RMB2,000 penalty.
- 32.2 Any behavior that does not comply with the signals of drivers will receive a penalty from the Stewards: Flag signals include yellow flag, blue flag, mechanical flag, black flag and chequered flag.
  - 32.2.1 Yellow flag: One or more yellow flags being shown at a marshals post will indicate the existence of a hazard of some kind on the track. Drivers must reduce speed and be prepared to change direction or possibly come to a stop. Overtaking is strictly forbidden under such circumstances until such time as the driver passes a green flag. Any car deemed to have overtaken under yellow flag conditions in practice will be fined RMB5,000 by the Stewards; Any car deemed to have overtaken under yellow flag conditions in qualifying will have ten (10) seconds added onto their lap time; Any car deemed to have overtaken under yellow flag conditions in the race will be fined RMB5,000 and a drive-through-penalty imposed. Any car that is deemed to not slow down sufficiently will be investigated by the stewards and a penalty imposed. Any car that allows the car it has overtaken to repass in a yellow zone will not be penalised. The stewards may impose a penalty in addition to those imposed due to the aforementioned yellow flag violations.
  - 32.2.2 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. Drivers whom do not obey blue flags will result in a drive-through penalty. Continuing to ignore blue flags will result in exclusion.

- 32.2.3 Those cars that do not return to the Pits when shown the mechanical flag will be excluded from the Event.
- 32.2.4 The board displaying a “P” and the car number will be signaled to a driver that is required to undergo a drive-through penalty during the race. In practice and qualifying driver(s) must return to the Pit lane no more than three (3) laps after they are shown a board with DRIVE THROUGH and report to race control.
- 32.2.5 During a race driver(s) must return to the pit lane no more than three (3) laps after they are shown a board with DRIVE THROUGH.
- 32.2.6 The Black flag and car number will be displayed to Driver(s) and may result in the exclusion of the Driver’s results. Drivers must return to the Pit no more than three (3) laps after they are shown the Black flag, or otherwise be subject to additional penalties imposed by the Stewards.
- 32.3 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. Any behavior that is in violation of the above may result in exclusion of the Driver from the respective event.
- 32.4 During practice sessions, qualifying and the races, drivers may use only the track and must at all times observe the provisions of Article 18 of the Sporting Regulations relating to driving behavior on circuit.
- 32.5 Other than by driving on the track, Entrants are not permitted to attempt to alter the grip of any part of the track surface.
- 32.6 If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible in order to not obstruct other drivers. In the instance of a vehicle receiving recovery assistance to return to the track will result in exclusion.
- 32.7 Failure to comply with the general safety requirements of these Sporting Regulations or deliberately causing an accident may result in the exclusion of the car and driver concerned from the Event and reported to CAMF Disciplinary Committee for further investigation.
- 32.8 A driver who abandons their car must leave it in neutral or with the clutch disengaged and with the steering wheel in place. Drivers must not obstruct



any flag marshals post, otherwise a penalty of RMB2,000 may be imposed by the Stewards.

- 32.9 Competitors must ensure that when not in use, their cars remain in the garage, paddock space specifically allocated to them by the organiser for the particular car, and that any work on or repairs to the vehicle is also carried out in the allocated garage, paddock space or on the starting grid prior to the three (3) minute board being displayed.
- 32.10 All pits must have a two 5 kilogram fire extinguishers installed next to the pit garage door.
- 32.11 No one except the driver, the recovery team and event officials may touch a stopped car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.
- 32.12 At no time may a car be reversed in the Pit Lane or driven in the opposite direction in the pit lane under its own power. Violators will receive either a warning or a RMB5,000 penalty.
- 32.13 Prior to practice and five (5) minutes after its completion and prior to the commencement of the formation lap till the last car enters Parc Fermé , an individual is not permitted to enter the track, pit entry or pit exit, with the exception of the below;
- A) An appointed race official or marshal;
  - B) a driver who has being instructed by a marshal
  - C) Under article 41.4, during race suspension when team personnel undertaking repairs to the cars on the starting grid.
- 32.14 During the race, the engine may only be started with the starter when entering the track, pit area or grid, and must not receive outside assistance.
- 32.15 a) Drivers must wear fire resistant garments, helmet and HANS device in accordance with these Sporting Regulations.
- b) When returning to the Pit, Drivers must not loosen the seat belts until they come to a complete stop.
- 32.16 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 shall apply whether any such car is being driven on the track, the pit entry, the pit lane or pit exit.
- 32.17 If a car during a session encounters a serious mechanical problem the driver must either leave the track or return to pit lane as soon as it is safe to do so.



- 32.18 The car's headlights, red rear 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 the lights are not working. Should a car be stopped in this way, it may re-join the Event when the fault has been remedied, otherwise violators will incur a penalty of RMB1,000.

- 32.19 Animals, except those which may have been expressly authorized by CAMF for use by security services are forbidden in the pit area and on the track and in any spectator area.
- 32.20 The Race Director, the Clerk of the Course or the Medical Delegate can require a driver to have a medical examination at any time during an Event; this medical examination may include an anti-doping test. (ISC – Appendix L, Chapter II, Art. 4)
- 32.21 The act of using one's body to physically push a car on track to across the finish line is not allowed, and will result in the exclusion from the Event.
- 32.22 Any driver that disembarks their car on track during the race, no matter for how long or for whatever reason, will be classified as Do Not Finish (DNF)
- 32.23 Failure to comply with the general safety requirements of these Sporting Regulations may result in a penalty from the Stewards.

### 33. PRACTICE

- 33.1 Free Practice of no less than 60 minutes will be available at each Event.
- 33.2 During all practice sessions there will be a green light 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 flashing blue light will be shown at the pit exit to warn drivers leaving the pit lane if cars are approaching on the track. Drivers that enter the track under a red light will incur a penalty of RMB5,000.
- 33.3 In the instance of a driving infringement during any practice session, the Stewards may penalize the driver as they consider appropriate. With the exception of the driving infringement being entirely clear at the time of its occurrence, driving infringements will be investigated by the stewards after the session.
- 33.4 The Clerk of 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 by

red lights at the start/finish line and a red flag shown at all posts. Once the signal has been given all drivers must reduce speed and return to the Pit without overtaking any car. Any stricken car on-track that requires to be recovered must not obstruct recovery team otherwise a penalty will be imposed.

- 33.5 At the end of each practice session no driver may cross the chequered flag more than once, otherwise this will result in a penalty by the Stewards of RMB1,000.
- 33.6 Practice may not restart in the instance of it being suspended.

### 34. QUALIFYING

- 34.1 Qualifying that will be split into two (2) sessions; each session must not be less than twenty (20) minutes.
- 34.2 Timing of each car will be recorded once the car has crossed the start/finish.
- 34.3 At the end of a qualifying session the Stewards will publish the result of the session.
- 34.4 Both drivers must compete in Qualifying, in which the fastest lap time of each driver(s) will determine the grid position of the car for the two races. The PRO driver must take part in the first qualifying session, and the AM driver must take part in the second qualifying session. AM/AM pairings must decide as to which driver will participate in each qualifying session and submit such order to the Organising Committee at the time of administration checks. Such orders cannot be changed after submission. A list of entries and Competitors for each session of qualifying will be published during the event via official bulletin. A single driver or AM/AM pairing must take part in each of the two sessions. The fastest lap time calculated from the best time achieved by the entry in each of the two sessions will determine the grid position of the car for the race. The fastest time in the first qualifying session will be decide the Starting Grid for Race 1 and fastest time in the second qualifying session will be decide the Starting Grid for Race 2 . The official classification from each of the two qualifying sessions will set the starting grid for the two races. Should two or more entries be credited with the fastest lap time, priority will be given to the entry who set the time first.
- 34.5 If the number of cars exceeds the number of grid slots available then qualifying will be divided into groups based on the results of the previous

year overall results or previous round qualifying results. Those drivers with higher results will participate in the first qualifying session.

- 34.6 Any car coming into the pit lane and returning into its pit garage is deemed to be in violation of scrutineering regulations, and the times that the car has achieved during the session will be cancelled by the Stewards.
- 34.7 During the course of the qualifying session, all competing cars must remain in the service area in front of the team garage within pit lane when not on the track. At no time will competing cars be allowed to move into their garage or the paddock areas until the qualifying session has ended, and the car has been placed in Parc Fermé and then cleared from any scrutineering checks and released. Any car that enters their team's garage will be deemed to be in violation of the scrutineering regulations. In addition, any behavior as aforementioned will be under investigation by the Stewards.
- 34.8 Following the end of any session no driver may cross the finish line more than once, otherwise this will result in a penalty deemed appropriate by the Stewards. Entering the circuit from the pit lane at the time that a red light is displayed will result in a penalty of RMB3,000.
- 34.9 Teams can make repairs during intervals between session 1 and session 2 of a Qualifying session, but all work is limited to the service area in front of the team's allocated pit garage under the supervision of the scrutineers. No refueling of the car is allowed. Any car entering the pit garage during this time will result in its Qualifying results being canceled for the corresponding round.

### **35. PARC FERMÉ – QUALIFYING**

- 35.1 After the conclusion of the qualify session, all cars must return to Parc Fermé under the supervision of an Official.
- 35.2 Following the completion of qualifying all cars must return to Parc Fermé.
- 35.3 Those cars that did not participate in qualifying must be hand-pushed to Parc Fermé under supervision of an Official.

### **36. PRESS CONFERENCE, MEDIA ACTIVITIES, DRIVER PARADE**

- 36.1 Press Conference: The top three drivers in Qualifying and the Race in their respective class must attend the press conference at the media center.

Drivers that contravene the regulations by not attending will be under investigation by the Stewards.

- 36.2 Media activities and Drivers Parade: The Promoter may require Drivers to attend a drivers autograph session, media activities and drivers parade in accordance with the Schedule of events for that respective race meeting. A bulletin denoting the particulars of the appointment will be issued and all drivers must attend.

### **37. GRID**

- 37.1 The grid for Race 1 and Race 2 is determined by the official classification of the first and second qualifying session. Pole position for Race 1 is determined by the entry who achieves the fastest lap time in the first qualifying session in each class. Pole position for Race 2 will be determined by the entry who achieves the fastest lap time in the second qualifying session in each class. Should two or more entries be credited with the fastest lap time, priority will be given to the entry who set the time first.
- 37.2 Driver(s) who fail to achieve 120% of the fastest lap time established in qualifying will not be allocated a grid position.
- 37.3 Drivers whom did not record lap times in accordance with 120% of the fastest lap are required to seek permission from the Stewards.
- 37.4 Drivers whom did not participate in practice and qualifying are not permitted to race.
- 37.5 The final starting grid will be published no less than 60 minutes before the start of the formation lap.

### **38. START PROCEDURE**

- 38.1 The opening and closing times for the Pit lane exit will be announced in each round's bulletin.
- 38.2 China GT will use a rolling start procedure with a 2 x 2 formation. Cars will leave the pit 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.

Any car which has not taken up its position on the grid under its own power will not be permitted to do so.

- 38.3 The pit exit will be open for 10 minutes and a warning signal will be given at the closing of the pit exit.
- 38.4 Any car which is still in the pit lane or at the paddock exit can start from the pit lane or paddock exit, provided it reached the end of the pit lane or paddock exit under its own power. If more than one car is affected, they must line up in the order in which they reached the end of the pit lane or paddock exit.

As per the aforementioned, the cars lined up at pit lane/ paddock exit may then join the race once the whole field has passed the exit for the first time after the start.

- 38.5 Before the formation lap, a ten (10), five (5), three (3), and one (1) minute and fifteen (15) seconds warning signal accompanies with a signal board will be shown to the Grid.

After the three (3) minute signals, everyone must vacate the grid except for Drivers, Officials and team mechanics.

- 38.6 When the three (3) minute signal is shown, all cars must have their wheels fitted and the car must be resting on their wheels, after this a single wheel may only be removed in the pit lane, or on the grid during a race suspension.

Any Driver whose car did not have all its wheels fully fitted at the three (3) minute signal will be required to Drive Through Penalty.

Tyre warmers may be used up to the three (3) minutes signal.

- 38.7 When the one-minute signal is shown, engines should be started and all team personnel must leave the grid taking all the equipment with them.
- 38.8 After the fifteen seconds signal is shown, a green flag/light will be shown at the front of the grid whereupon the cars will begin a formation lap behind the Pace Car, line up and maintain their starting order. Marshals will be instructed to push any car (cars) which remain on the grid into the pit lane by the fastest route immediately after the cars able to do so have left the grid, the mechanics may then work on the car again. If successful the car may then start from the pit lane.

Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

- 38.9 During this lap, practice starts are forbidden and the formation must be kept as tight as possible.
- 38.10 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 instance, drivers may only overtake to re-establish the original starting order, but must return to their original starting position before reaching the start line, otherwise must start from the rear of grid.

If the driver whom is delayed leaving its grid position and is not the last car to reach the start line, this driver may return to their original starting position prior to the pole position car reaching the 2 x 2 formation board. In the instance of not being able to return to their original starting position before the pole position car reaches the 2 x 2 formation board, the driver must drop back to the rear of grid; In the instance that multiple drivers are delayed leaving the grid then the driver whom first drops back to the rear of grid will start the race in front of the other drivers who also were delayed leaving the grid; any gap in the grid cannot not be occupied by any car and all cars must occupy their correct grid position at the time prior to commencing their formation lap(s). If the starter displays the EXTRA FORMATION LAP board, drivers whom were unable to return to their original grid position on the first formation lap must still remain at the rear of grid; any violators will be subject to penalty as deemed appropriate by the Stewards.

- 38.11 When the Pace Car leaves the track and enters into pit lane from pit entry, the pole position car will lead all cars and maintain a minimum speed of 70 kph and maximum of 90 kph heading for the start line. All drivers are required to keep tight formation when approaching the control/timing line coming out of the last corner.

Cars must maintain the starting order and pair up into two (2) rows in their assigned starting order. Cars should be at least one (1) car width to the right/left and between one – five (1 – 5) car lengths front/rear.

No Car is allowed to pull out from formation before the light turns green. Violation of the above will be reported to stewards of meeting and result in a penalty as deemed appropriate by the Stewards.

- 38.12 The starting signal will be given by means of extinguishing the red lights activated under the control of starter. During the start of a race, the pit wall must be kept free of all persons with the exception of properly authorized officials and marshals, all of whom shall have been issued with and shall be wearing the appropriate pass.
- 38.13 If a problem arises when the cars reach the Start/Finish Line at the end of the formation lap, the red light will stay on, and the EXTRA FORMATION LAP board displayed at the start line. Yellow flags will be displayed at all observation posts. The cars, with the pole position leading, will complete a new formation lap that will follow the same rules as above. Should there be an additional formation lap, start will be considered as having been given at the end of the first formation lap.
- 38.14 One or several judge(s) of fact may be appointed by the organizing committee to supervise the starts. Start Line judges shall immediately indicate to the Chief Starter any false start which may have occurred, and a penalty will be given by the Stewards.
- 38.15 All cars starting from the pit lane must strictly observe the pit lane exit light and may only leave when green pit exit light is illuminated.
- 38.16 Only in the following cases will any variation in the starting procedure is allowed:
- a. If it starts to rain after the five (5) 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 ten (10) minute point.
  - 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, start procedure will stop. Once the start time is known at least ten (10) minutes warning will be given.
  - c. If the race is started behind the Safety Car, Article 40.19 shall apply.
- 38.17 A breach of the provisions of these Sporting Regulations and Competition Regulations relating to the starting procedure will result in a Drive Through penalty.

## 39. THE RACE



- 39.1 The time of the Race must not be changed unless authorized by the Stewards.
- 39.2 During each Race, a Driver must not drive any more than thirty-five (35) minutes during a race that is greater than sixty (60) minutes' in time. At each race, a driver is required to enter the Pit Lane to undertake a driver swap and be stationary for a minimum of thirty (30) seconds when pit lane opens (Whether or not a driver change occurs), which is a metric to promote parity among the teams. Different driver ratings shall incur different driver grade stoppage time shown as per the matrix below;

Drivers Class	Driver 1 Pro Plat.	Driver 1 Pro Gold	Driver 1 Pro Silver	Driver 1 Am Plat.	Driver 1 Am Gold	Driver 1 Am Silver	Driver 1 Am Bronze
Driver 2 Pro Plat.				60s	58s	56s	54s
Driver 2 Pro Gold				58s	56s	54s	52s
Driver 2 Pro Silver				56s	54s	52s	50s
Driver 2 Am Plat.	60s	58s	56s	50s	46s	42s	38s
Driver 2 Am Gold	58s	56s	54s	46s	42s	38s	34s
Driver 2 Am Silver	56s	54s	52s	42s	38s	34s	30s
Driver 2 Am Bronze	54s	52s	50s	38s	34s	30s	30s

- Remarks: 1. The times above include the compulsory 30 second stationary time.
2. In case of a car being driven by a single driver then the driver grade time is the same as that of a pair of drivers of the same rating and an additional five (5) seconds must be added onto the driver grade time.
3. Stewards will publish the Total Pit Stop Time for each competitor at each Event via bulletin. (taking into account the time taken to drive at a maximum speed of 60 kph in the pit lane from the pit entry timing loop to the pit exit timing loop and the mandatory stop for the driver change). For the avoidance of doubt, the Total Pit Stop Time will be measured between the pit entry and pit exit timing loops. The duration of any car's Total Pit Stop Time shall not be shorter than the time specified for the race.



- 39.3 During the Race the pit window will occur from the commencement of the twenty-fifth minute (25.00.00) till 34 minutes 59 seconds 9.9 tenths of a second (34.59.99) duration. Driver swaps and stationary time can take place only during this time. Driver swaps or stationary time must not occur at any other time.
- a) Failure to enter the pit-lane and be stationary during the pit window (an entry must cross the pit entry control line before pit window closes).
  - b) Failure to complete a driver swap during stationary time.
  - c) Failure to stop less than the stipulated stationary time.
  - d) Complete a driver swap before or after pit window occurs.
- Any violation of Article 39.3 a, b, c, or d, may result in the Stewards imposing a minimum time penalty of 60 seconds add to the Entrant total race time.
- 39.4 If the pit window occurs under safety car conditions, the pit lane will remain open and drivers may complete their stationary time or driver change. Drivers leaving the pit lane after having completed stationary time or driver change may only do so when the pit exit light is green. If the safety car is still deployed at this time, drivers leaving the pit lane must remain the regulations stipulated under safety car conditions.
- 39.5 After a car has passed scrutineering and the Stewards have authorized it to start a race, it may do so once the Pit Lane has opened during the Race.
- 39.6 At the time the car is in the pit lane the engine must NOT be running unless all four wheels are on the ground. The car's engine may be restarted only when the car has being lowered and all four wheels of the car are in contact with the ground and is ready to re-join the race.
- 39.7 No restrictions apply to the order in which the PRO and AM drivers start a race, noting that the driver that starts Race 1 must be different to the driver who starts Race 2. Entrants are obliged to submit their driver order for both races to the Stewards no later than 5pm on Friday so that it is made aware of which driver will start each race based on the order in which the drivers take part in qualifying.

#### 40. SAFETY CAR

- 40.1 The Safety Car will be driven by an experienced circuit driver. It will carry an approved observer capable of recognizing all the competing cars, who is in permanent radio contact with race control.
- 40.2 Maximum thirty (30) minutes before the start of the formation lap the safety car will take up position at the front of the grid and remain there until the five (5) minute signal is given. At this point it will cover a whole lap of the circuit and take up position.
- 40.3 The safety car may be brought into operation to neutralize a race upon the order of the Race Director under any of the following:
- a. It will be used only if Competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate suspending the Race.
  - b. Special circumstances to start the Race
  - c. To resume a suspended Race.
- 40.4 The word 'Safety Car' will be printed on both sides as well as the rear of the car. The top of car will be installed with flashing yellow lights as well as flashing green lights.
- 40.5 Safety Car Lines.
- First Safety Car Line: Once the Safety Car passes the line, cars that plan to return to the pit lane are permitted to pass another car remaining on the track after they have reached the first safety car line. When the Safety Car has extinguished its lights and is returning to the pit lane it may be overtaken by cars on the track once it has crossed the first safety car line.
- Second Safety Car Line: Cars that plan to leave the pit lane and return on-track are permitted to pass another car on-track prior to the safety car passing the second safety car line. Once the Safety Car and last car following the Safety car have passed the second Safety Car line, cars must slow down and may not overtake any car or the Safety Car until all the cars on the track have all passed the Second Safety Car line. Only then can the car exit and the pit lane form up behind the end of the field.
- 40.6 When the order is given by the Race Director to deploy the safety car, flashing yellow lights on at start line and all marshals' posts will display waved yellow flags and "SC" boards for the duration of the intervention.

- 40.7 No car may be driven unnecessarily slowly, erratically or in a manner which is deemed potentially dangerous to other drivers or any other person at any time whilst the safety car is deployed. This shall apply whether any such car is being driven on the track, the pit entry, the pit lane or the pit exit.
- 40.8 The safety car will join the track with its yellow lights illuminated and will do so regardless of where the race leader is.
- 40.9 All competing cars must then reduce speed and form up in line behind the safety car no more than five (5) car lengths apart.
- 40.10 With the exceptions listed below, no driver may overtake another car on track, including the safety car, until the driver passes the finish line for the first time when the safety car is returning to the pits. If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, Article 40.18 shall apply.
1. If a driver is signaled to do so from the safety car.
  2. If a driver overtakes another car as a result of a false start under safety car start conditions.
  3. When entering the pit a driver may pass another car including the safety car remaining on the track after he has reached the first safety car line.
  4. When leaving the pit a driver including the safety car may overtake or be overtaken by another car on the track before that car reaches the second safety car line.
  5. When the safety car is returning to the pit it may be overtaken by cars on the track once it has crossed the first safety car line.
  6. Whilst in the pit lane after the first safety car line or pit exit before the second safety car line a driver may overtake another car which is also in this area.
  7. Any car stopping in its designated garage whilst the safety car is using the pit lane (see Article 40.14 below) may be overtaken.
  8. If any car slows with an obvious problem.
- 40.11 When ordered to do so by the Race Director, the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking and as soon as possible reach the line of cars behind the safety car.

- 40.12 The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him. Once behind the safety car, the race leader must keep within five car lengths of it (except under Article 40.16 below) and all remaining cars must keep the formation as tight as possible.
- 40.13 Cars may return to the Pit Lane under the Safety Car, but may only rejoin the track when a green light is shown at Pit Exit. When the Safety Car passes the first Safety Car line a red light will be shown at Pit Exit. When the last car passes Pit Exit under Safety Car conditions, the light at Pit Exit will go green. Once the green light is illuminated cars that rejoin the track must catch up to the end of the field behind the Safety Car at a reasonable speed.
- 40.14 Under certain circumstances the Race Director may ask the safety car to use the pit lane. In these cases, and provided its yellow/amber lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 40.15 Provided no other breach was committed, any overtaking of a car after the Safety Car has been deployed and subsequently the overtaking car giving back the position will not be imposed with a penalty by the Stewards.
- 40.16 When the Race Director decides that it is safe to call in the safety car, it must extinguish its yellow lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than five car lengths behind it.

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

As the safety car is approaching the pit entry the yellow flags and SC boards will be withdrawn and, other than on the last lap of the race, replaced by waved green flags with green lights at the Line. These will be displayed until the last car crosses the line. This does not apply to the last lap during a race.

- 40.17 Each lap completed while the safety car is deployed will be counted as a race lap.
- 40.18 If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pits at the end of the last lap and the cars will take the chequered flag as normal without overtaking.

- 40.19 Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 42.5.1). In either case, at the five (5) minute signal its yellow lights will be illuminated, this being the signal to the drivers that the race will be started or resumed behind the safety car.

When the green flag is waved/green lights are illuminated, the safety car will leave the grid and all drivers must follow in grid order, no more than five car lengths apart. During a race start there will be no formation lap and the race will start when the green flag is waved/green lights are illuminated.

Overtaking is only permitted when:

1. A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
2. There is more than one car starting from the pit lane and one of them is unduly delayed.

In either case drivers may only overtake car(s) causing an unduly delayed.

#### **41. SUSPENDING A RACE**

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

- 41.2 When the signal is given, overtaking is forbidden, the pit exit will be closed and all cars must proceed at a speed of no greater than 80kph and return to the pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit and stop in the fast lane, all other cars should form up in line behind the first car.

If a race is suspended while the Safety Car is deployed, the Safety Car may enter the Pit Lane and all cars should follow it accordingly. The first car to arrive in the pit lane should proceed directly to the pit exit staying in the fast lane, all the other cars should form up in a line behind the first car.

- 41.3 Those cars that are obstructed because of an accident on track and are unable to return to the the pit lane shall wait until the track has been cleared before making their way to the fast lane of the pit lane, and form up in line based on their position at the time prior to the suspension of the race.

- 41.4 Whilst the race is suspended:

1. Timekeeping will stop during the suspension of a race. Race stoppage time will not be included as part of the Race time.
  2. Cars will be under Parc Fermé conditions once they stop in the fast lane of the pit lane and must not be worked on. Changing of tyres and any adjustment to body work is not permitted. The installation and dismantling of cooling equipment and tyre warmers is permitted. Refueling is forbidden.
  3. Only team members and officials will be permitted in the grid or pit lane.
  4. Should a red flag be deployed during the mandatory pit window, all cars must return to the pit lane and stop in the fast lane at pit exit, where they will be under Parc Fermé conditions until the Race Director instructs otherwise. The race will be restarted using the race order at the end of the last full lap before the red flag was displayed, with the second driver seated in the car ready to continue the second stint of the race. Further instructions will be given by the Race Director.
- 41.5 At all times drivers must follow the directions of the marshals.

## **42. RESUMING A RACE**

- 42.1 In accordance with Article 41 any 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 or radio, in all cases at least ten (10) minutes warning will be given to restart the race.
- 42.2 Signals will be shown ten (10) minutes, five (5) minutes, three (3) minutes, one (1) minute and finally fifteen (15) seconds before the resumption and each of these will be accompanied by an audible warning.
- 42.3 When the ten minute signal is shown the changing of tyres may be changed.
- 42.4 When the five minute signal is shown, any car(s) between the safety car and the lead car will exit the pit lane and rejoin the track, make their way around the track without overtaking another car and enter the pit lane and form up in order in the fast lane of the pit lane at the rear of the field.
- 42.5 When the three (3) minute signal is shown, all cars must have their wheels fitted and the car must be resting on their wheels.

Any Driver whose car did not have all its wheels fully fitted at the three (3) minute signal will be required to Drive Through Penalty.

- 42.6 When the one minute signal is shown, yellow lights will flash on the start-line gantry and engines should be started and all team personnel must leave the fast lane by the time the 1 minute signal is given taking all equipment with them. If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid/pit lane, marshals will be instructed to push the car out of the fast lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned, in order to warn the drivers behind.
- 42.7 The race will be resumed behind the safety car when the lights flash green on the start-line gantry. The safety car will enter the pits after one lap unless:
1. The race is being resumed in wet conditions and the Race Director deems more than one lap necessary.
  2. All cars are not yet in a line behind the safety car.
  3. A further incident occurs necessitating another intervention.
- Once the green light is displayed at pit exit all drivers must follow the safety car in order and maintain no greater than five car lengths apart from the car in front.
- 42.8 Under the situation of a safety car condition, only under the following circumstances can cars overtake:
1. If a car is unduly delayed getting away from the grid, and the cars behind are subsequently hindered.
- 42.9 The penalties under Article 17 will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during this lap. Articles 40.16, 40.17, 40.18, 40.19 shall apply.
- 42.10 After the Safety Car returns to the Pit Lane cars must only overtake once they have passed the CONTROL line, overtaking before the control line will incur a drive-through penalty.
- 42.11 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.

## 43. FINISH



- 43.1 The end-of-race signal in the form of a chequered flag will be given at the control Line as soon as the leading car has covered the full race time in accordance with Article 6.3.
- 43.2 Should for any reason the end-of-race signal be given before the leading car completes the scheduled time/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.
- 43.3 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 without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary). The driver must not take off their helmet and safety belt until they have arrived at Parc Fermé.
- 43.4 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.
- 43.5 Once the race is finished, drivers must take the chequered flag on the track to be classified. Drivers crossing the line more than once after taking the chequered flag will incur a penalty of RMB2,000.
- 43.6 Once the race is finished the classification of the Race will be made in accordance with the order that the cars passed the finished line, but no matter the circumstances Drivers must cross the start/finish line on track to be classified as have completed the Race.

#### **44. RACE - PARC FERMÉ**

- 44.1 The Parc Fermé is a restricted area. Only those Officials responsible for scrutineering can enter the Parc Fermé area. With the exception of permission being granted, no person is permitted to enter.
- 44.2 During Parc Fermé the area in between the control line and Parc Fermé entrance will be included within the scope of Parc Fermé procedures.
- 44.3 Security will be on-site to prevent unauthorised persons from entering Parc Fermé
- 44.4 Cars must have no less than three (3) liters of fuel within the fuel tank at the time of Parc Fermé for testing purposes.



- 44.5 Scrutineers will undertake checks to any modification of the car in accordance with the car's quality certificate.

#### 45. CLASSIFICATION

- 45.1 The car placed first will be the one having covered the greatest distance in the scheduled time and taken the chequered flag on the track. Drivers covering the same distance will be classified according to the order that they passed the finished line and chequered flag.
- 45.2 Any car that did not complete at least two (2) laps will not be classified and DNS (Did Not Start) will be denoted next to the car's number. All drivers who started will be classified if they have covered at least 75% of the distance of laps covered by the winner and has been shown the chequered flag.
- 45.3 Race classification with respect to those Drivers whom fail to complete the race will be classified according to the number of laps they have completed at the time they retire from the race. Drivers that retire later on in the race will be classified in front of those Drivers who retire early on in the race. Any car that enters the pit lane during the last lap will be deemed to have stopped.
- 45.4 Race classification will be released after the completion of the race.
- 45.5 Classification is divided into:
1. Free Practice classification will be released after the completion of Free Practice session.
  2. After the completion of Qualifying and the Race, a 'Provisional Classification' will be announced following the release of the scrutineering report by the Technical Delegate.
  3. After thirty (30) minutes after the announcement of the "Provisional Classification", and in the instance that a protest is not lodged and the scrutineering report by the Technical Delegate has being released, the Official Classification will be announced.
  4. After thirty (30) minutes after the announcement of the "Provisional Classification", If a protest is lodged, the Stewards will conduct an investigation and after thirty minutes from the conclusion of the investigation, the Official Classification will be released.

5. After the completion of the Race, the Event Team winner will be announced at the same time that the Official Classification is announced.

#### **46. PODIUM AND POST RACE PRESS CONFERENCE**

- 46.1 The drivers finishing the races in 1st, 2nd and 3rd positions as well as a representative of the winning team in each class must attend the prize-giving ceremony on the podium and abide by the podium procedure as directed by the Promoter and immediately thereafter make themselves available for the press conference. Non-participation will result in that respective placing to become vacant and result in exclusion.
- 46.2 A podium celebration will immediately follow after each race in accordance with the placings of the provisional classification, unless the Technical Delegate discovers that an entry has breached the technical regulations.



### Appendix 1

Professional driver grading general guide line:

LICENSE TYPE	RATING STANDARD - 2021 EDITION
Pro Platinum	2021 FIA Platinum
Pro Gold	2021 FIA Gold
Pro Silver	<ul style="list-style-type: none"> <li>❖ 2021 FIA Silver</li> <li>❖ Any driver whom has won the drivers championship in CTCC or won a round of Supercup.</li> <li>❖ Won a championship in China Formula 4 within the past three (3) years</li> </ul>

### Appendix 2

Amateur driver grading general guide line:

LICENSE TYPE	TYPE OF RACE PARTICIPATED/LICENSE TYPE - 2021 EDITION
AM Platinum	<p>Do not satisfy the requirements of a Pro driver, but;</p> <ul style="list-style-type: none"> <li>❖ Won a drivers' championship in a national GT race series in either GT3, GT4, or TCR;</li> <li>❖ Any driver whom has won the drivers championship in CTCC China class within the past three years;</li> <li>❖ Any driver whom has won the drivers championship in either CFGP, Formula Renault B class, China Cup, TMC, or Clio Cup;</li> </ul>
AM Gold	<p>Do not satisfy the requirements of both a Pro driver and Am Platinum driver, but;</p> <ul style="list-style-type: none"> <li>❖ Any driver whom has won the drivers championship in either the GTC or GTM class of a national GT championship within the past three years;</li> <li>❖ Any driver whom has won the drivers championship in a class of engine capacity of 2.0 litre or below in a national endurance championship within the past three years;</li> <li>❖ Any driver whom has won a race in the CTCC China class within the past three years;</li> <li>❖ Any driver whom has won a race in either CFGP, Formula Renault B class, China Cup, TMC, or Clio Cup;</li> </ul>
AM Silver	<ul style="list-style-type: none"> <li>❖ A driver that does not meet the requirements of neither a Pro, Am platinum nor a Am gold, but satisfies any of the following;</li> <li>❖ Any driver whom has competed in a full season of either a national or provincial championship within the past three (3) years';</li> <li>❖ Three (3) years' or more of competition experience.</li> </ul>
AM Bronze	<p>Competition experience of less than three (3) years'.</p> <ul style="list-style-type: none"> <li>❖ 30 years' of age or older at the time of applying for a competition licence, and having</li> </ul>

	<p>never competed in a provincial race series or higher, in karts or single seater series; never having achieved a pole position or race win; a record of modest race results</p>
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The following considerations will apply to China GT amateur categorisations:

1. The driver categorisation of any driver over 50 years old will be reduced by one grade for the season following their 50<sup>th</sup> birthday.
2. The driver categorisation of any driver over 55 years old will be reduced by two grades for the season following their 55<sup>th</sup> birthday.
3. Any driver over 60 years old will be categorized AM Bronze.
4. Any driver who has downgraded in the 3-year period prior to his 50<sup>th</sup>, 55<sup>th</sup>, and 60<sup>th</sup> birthdays will not be downgraded again.
5. A driver aged over 30 years old who has been out of racing for at least five years (no more than one race per year) may return to racing one grade lower than the grade indicated by their career record, to be reviewed after one year.
6. A driver(s) resume will be used as a reference only in the decision of driver categorisation. Irrespective of the results listed within a driver(s) resume, the driver's actual performance and pace will be used to set a driver's category.
7. A driver(s) category will not be adjusted during the current season unless a change in circumstances occurs as listed above.

This does not apply to errors or to deliberately withheld information.

Appendix 2 procedures shall apply for AM driver who wish to apply for re-grading.

Special cases will be examined at the Series Committee discretion.

### Appendix 3

#### 2021 CHINA GT CHAMPIONSHIP Team Registration Form

Please complete the registration form and send it back along with a copy of team license, the team registration starts on and closes on

#### Team Information

Team Name			
Team License Number		ASN	
Full Name of the company that owns the team			
Business Address (with postcodes)			
Name of the person in charge of the team		ID Number of the person in charge of the team	
Mobile Number of the person in charge		E-mail of the person in charge	
Name of the team manager		ID Number of the team manager	
Mobile Number of the team manager		E-mail of the team manager	

#### Vehicle Information

Car No.1		Car No.2	
Make & Model		Make & Model	
FIA registration number		FIA registration number	
Class: <input type="checkbox"/> GT3 <input type="checkbox"/> GTC <input type="checkbox"/> GT4 <input type="checkbox"/> GTM <input type="checkbox"/> single make class		Class: <input type="checkbox"/> GT3 <input type="checkbox"/> GTC <input type="checkbox"/> GT4 <input type="checkbox"/> GTM <input type="checkbox"/> single make class	
Chassis number		Chassis number	
Engine number		Engine number	
Car No.3		Car No.4	
Make & Model		Make & Model	

FIA registration number		FIA registration number	
Class: <input type="checkbox"/> GT3 <input type="checkbox"/> GTC <input type="checkbox"/> GT4 <input type="checkbox"/> GTM <input type="checkbox"/> single make class		Class: <input type="checkbox"/> GT3 <input type="checkbox"/> GTC <input type="checkbox"/> GT4 <input type="checkbox"/> GTM <input type="checkbox"/> single make class	
Chassis number		Chassis number	
Engine number		Engine number	

### Declaration

I have carefully read the Sporting Code and its Appendices formulated by the FIA, and the Circuit General Prescriptions and technical rules formulated by CAMF. I fully understand and accept the restraint of the aforementioned rules. During the Event, the aforementioned promise will extend to the team that I am registered with, along with all its members including all staff, other service personnel and agencies. I declare: I have verified the information I filled in, it is accurate and true, and I will pay the fee as stipulated by the rules.

I declare: All drivers in our team are qualified for the race and those modifications undertaken to the teams cars are in compliance with the rules and regulations. All information filled in the application form is accurate and true. And, we have acquired accident injury insurance and medical insurance for all team members as stated by the rules

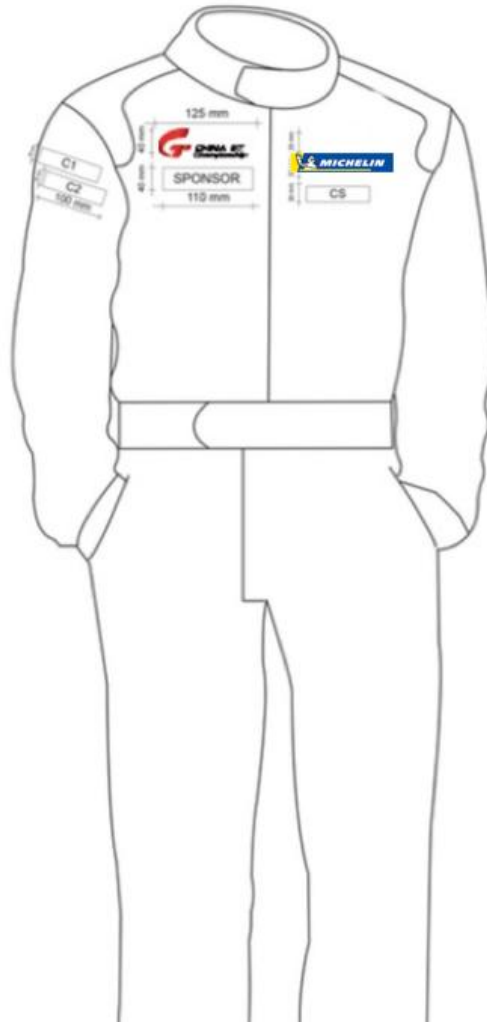
I agree: No drivers from our team may register in the Event if he/she suffers from any kind of sickness that hinders him/her to participate in the race in a normal condition, unless otherwise approved by CAMF.

I HAVE READ THIS DECLARATION, FULLY UNDERSTAND ITS TERMS, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY THE LAW. BY SIGNING THIS I AGREE TO AND WILLINGLY ABIDE TO THE 2021 CHINA GT CHAMPIONSHIP RULES AND REGULATIONS.

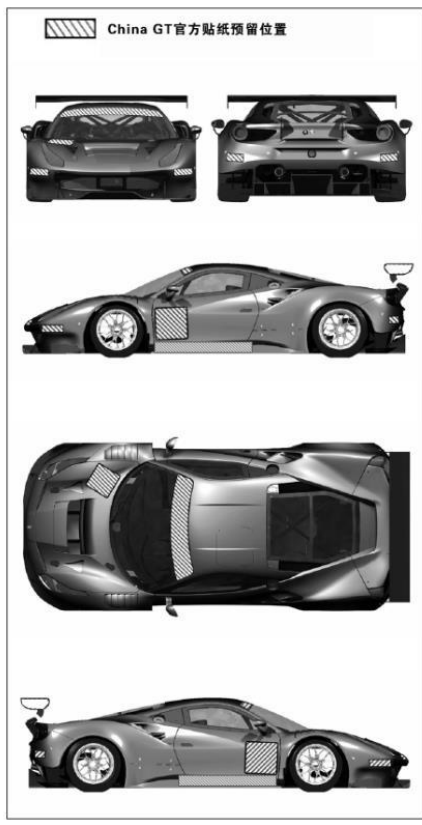
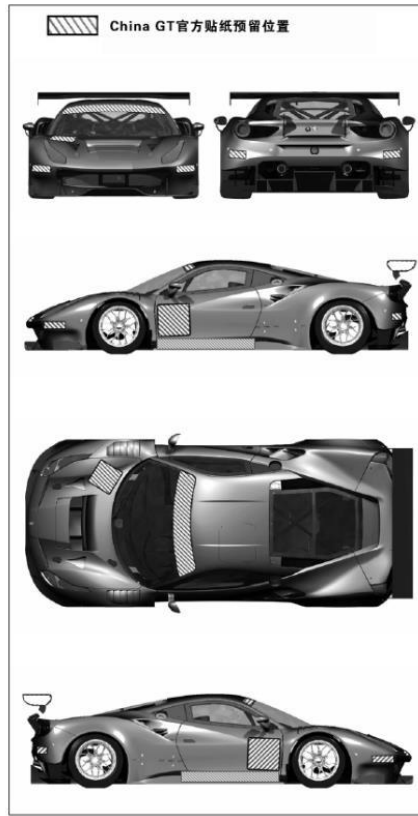
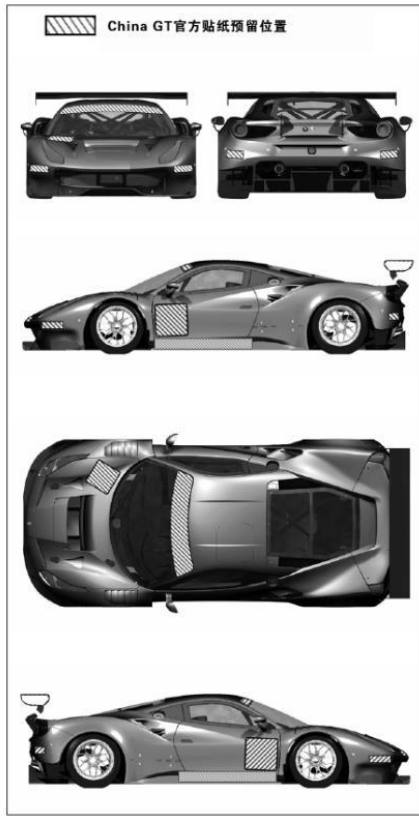
Person in charge/Manager of the team

Date:

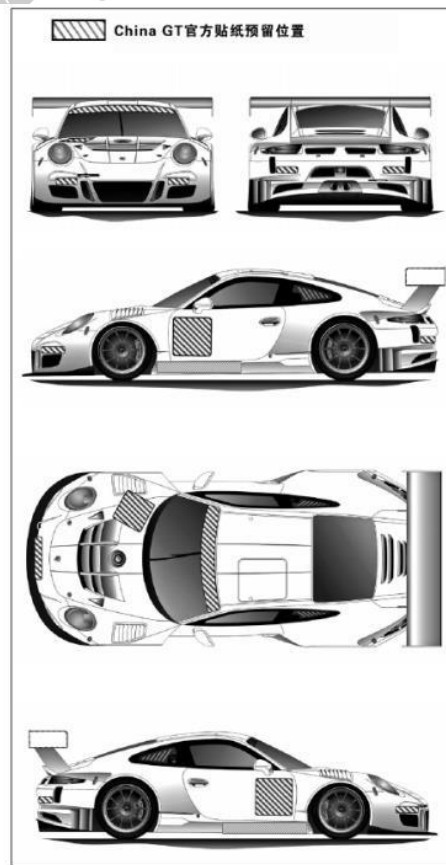
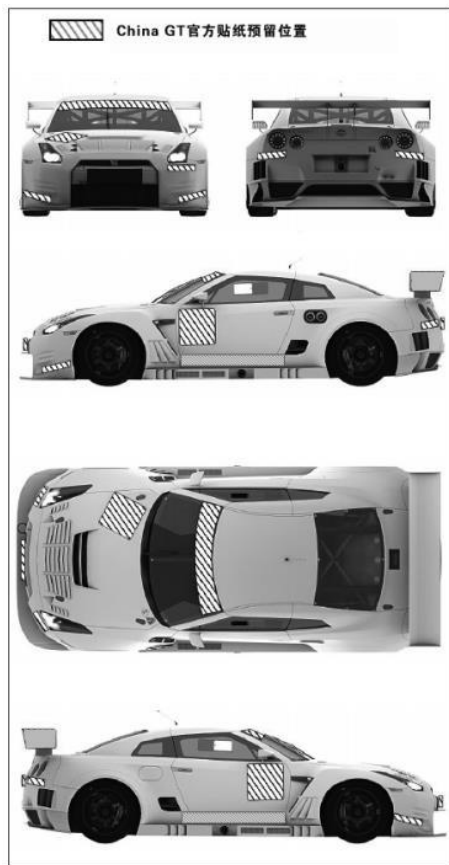
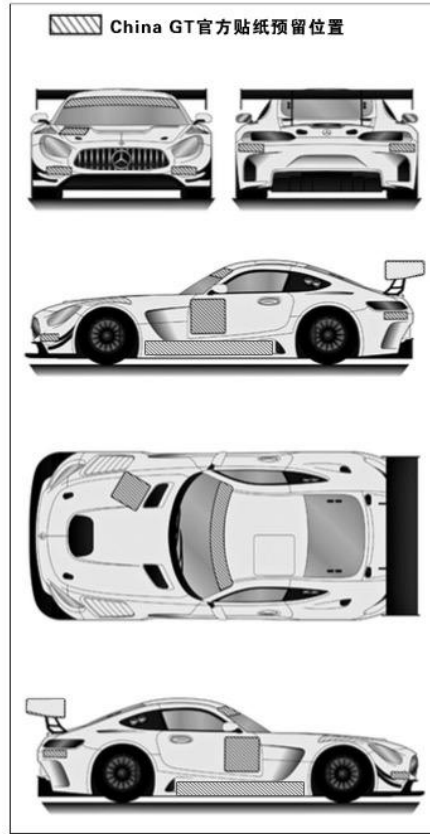
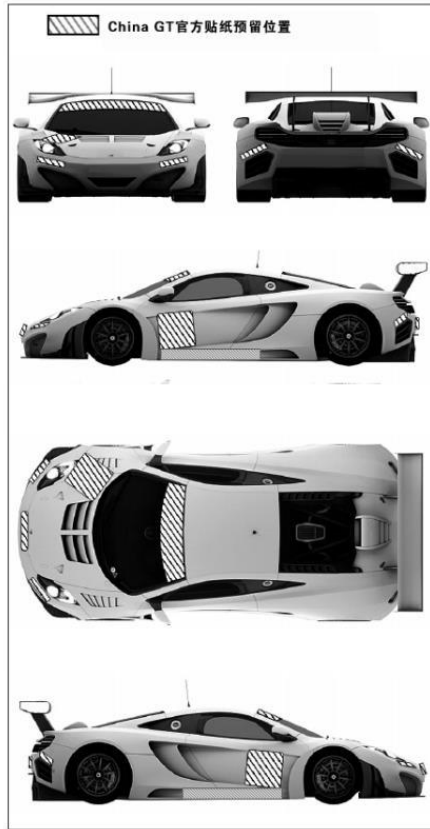
Appendix 4

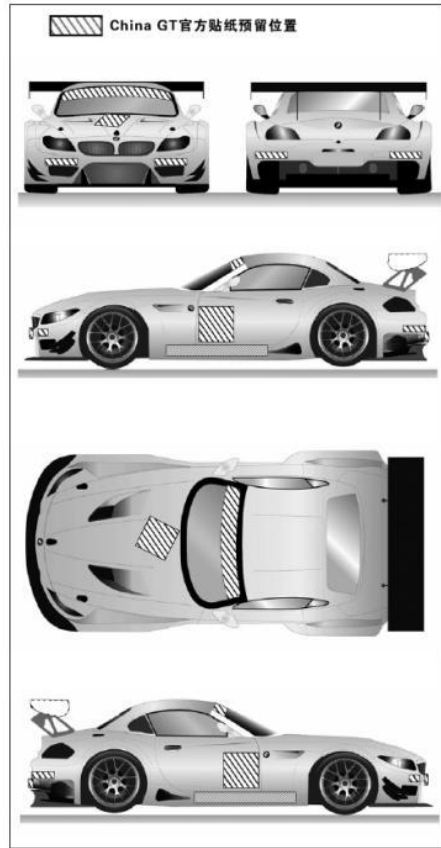
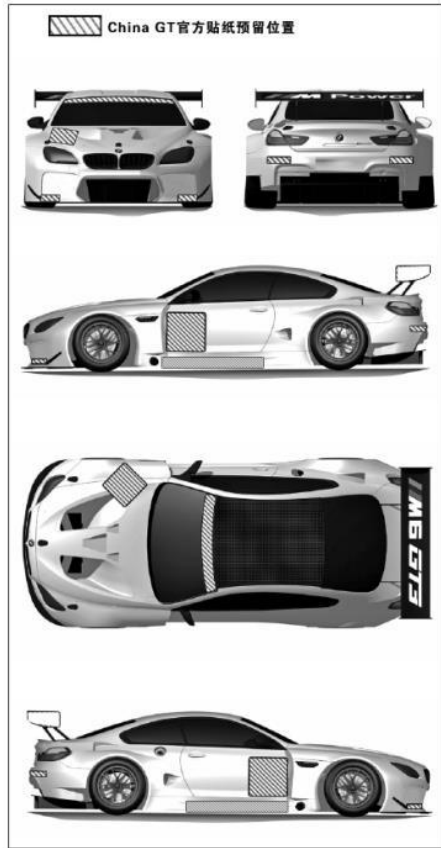


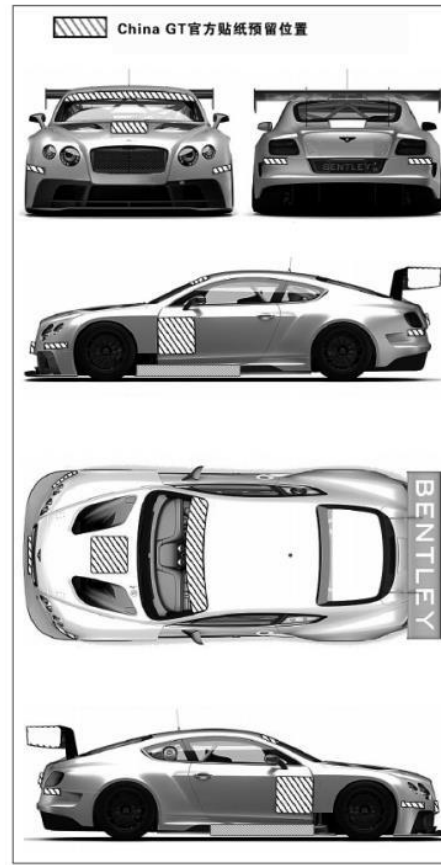
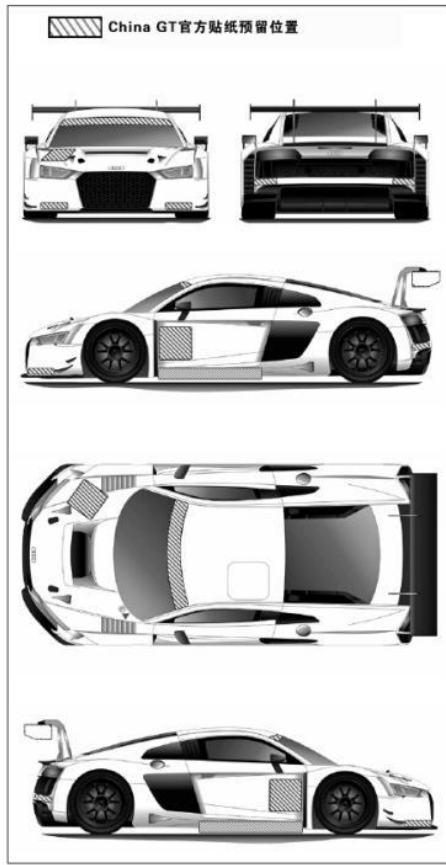
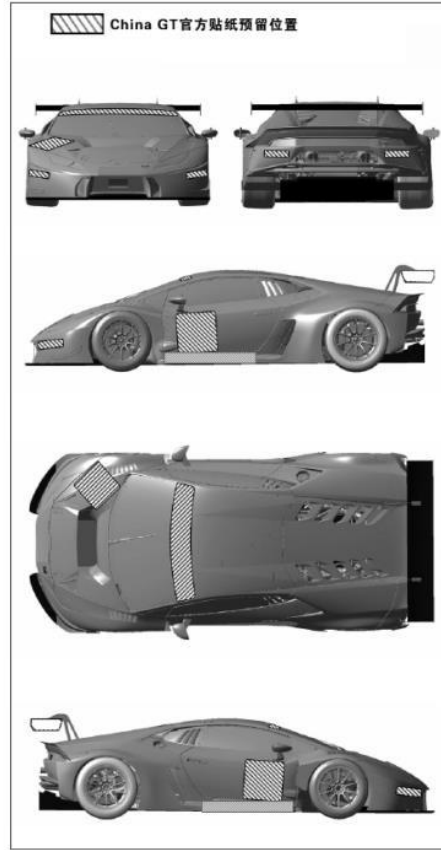
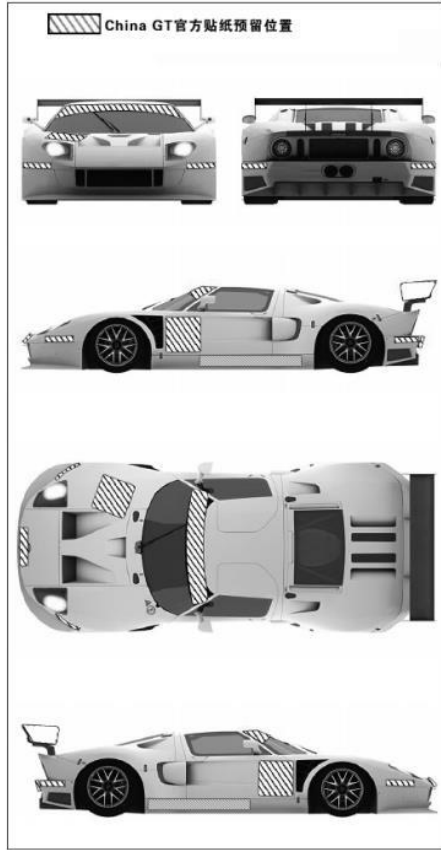
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## 2021 China GT Championship

### ENTRY FORM

Please complete the registration form and return it and other required documents to: GT Club, Goldenport Motor Park, No.1 Jingang Avenue, Chaoyang District, Beijing. Attn: Ms Ding Li Yan, Mobile:17610733396

**Annual registration:**  
before the round.)

**Single Event registration:**

(Single event registration ends 15 days

### Registrant Contact Information

Contact Name					
Address				Postcode	
Tel.			Email		
Legal Representative		Mobile		Fax	
Legal Rep ID Type & No.					
<p><b>Note: For business registrants, please submit a copy of business license, and a copy of valid ID of the legal representative along with this form.</b></p> <p><b>For individual registrants, please submit a copy of valid personal ID together with this form.</b></p>					

### Team Information

Team Name					
Team License No.			Issuing Authority		
Company Name (Full)			Tell		
Address (incl. postcode)					
Team Principal		Mobile		Email	
Team Manager		Mobile		Email	
Technical Director		Mobile		Email	
<p><b>Note: Please submit a copy of team license, copies of valid personal ID of team principal together with this form.</b></p>					

### Driver Information

Driver # 1 Name		Driver # 2 Name	
Driver # 1 Blood Type		Driver # 2 Blood Type	
Driver # 1 ASN		Driver # 2 ASN	
Driver # 1 ID No.		Driver # 2 ID No.	
Driver # 1 Racing License No.		Driver # 2 Racing License No.	
Driver # 1 Email		Driver # 2 Email	
Driver # 1 Mobile		Driver # 2 Mobile	
<p><b>Note: Please submit driver's photo, racing license or its copy together with this form. Original copy of Authorisation Letter issued by CAMF (VISA) is required for non-CAMF registered drivers.</b></p>			

### Car Information

Make & Model		FIA Registration No.	
Class			
Chassis No.		Engine No.	
Gearbox No.			
Car Number (primary)		Car Number (backup)	

### Registration fee

Manufacturer's Team	Full Season	The Registration fee is ¥1,000,000 per Team
Non-Manufacturer Team	Full Season	The Registration fee is ¥250,000 Per Team
	Payable before 1 April 2021	¥200,000 Per Team
	Payable before 1 May 2021	¥220,000 Per Team
Wildcard registration	¥35,000 per car per event	

Company name: JIUJIN AUTOMOTIVE CULTURE DEVELOPMENT (SHANGHAI) COMPANY LIMITED

Tax No.: 9131 0000 MA1F L31Q 47

Address: 1011, 1600 Kai Yue Mansion, Jiang Ning road, Putuo district, Shanghai

Deposit Bank: Agriculture Bank of China Company Limited Shanghai Fangtai Branch

Account: 0384 1100 0400 22774

### Declaration

I have carefully read the Sporting Code and its Appendices formulated by the FIA, and the Circuit General Prescriptions and technical rules formulated by CAMF. I, the undersigned, do hereby release, discharge, indemnify and hold harmless, CAMF, the Series Committee, its sponsors, officers, employees, representatives, agents, locally engaged organisations, its employees and individuals from any and all claims, demands, actions or liabilities for damage and all injuries (including death), losses, damages, claims (including negligence claims), demands, lawsuits, expenses, and any other liability of any kind, of or to me, my property, or any other person, arising directly or indirectly out of or in connection with or my participation in this Event. I fully understand and accept the restraint of the aforementioned rules. During the Event, the aforementioned promise will extend to the team that I am registered with, along with all its members including all staff, other service personnel and agencies.

I declare: I have verified the information I filled in, it is accurate and true, and I will pay the fee as stipulated by the rules.

I declare: All drivers in our team are qualified for the race and that modifications undertaken to the team's cars are in compliance with the rules and regulations. All information filled in the application form is accurate and true. And, we have acquired accident injury insurance and medical insurance for all team members as stated by the rules.

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I HAVE READ THIS DECLARATION, FULLY UNDERSTAND ITS TERMS, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY THE LAW. BY SIGNING THIS I AGREE TO AND WILLINGLY ABIDE TO THE 2020 CHINA GT CHAMPIONSHIP RULES AND REGULATIONS.

DRIVER 1 #

DATE:

DRIVER 2 #

DATE:

TEAM MANAGER:

DATE:

