



## 2026 年 CTCC 中国汽车场地职业联赛中国杯比赛规则

### 2026 CTCC CHINA CUP SPORTING REGULATIONS

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<p><b>FOREWORD</b></p> <p>The CTCC China Cup Sporting Regulations (hereinafter referred to as the Regulations) are formulated with reference to the FIA International Sporting Code (hereinafter referred to as the Code) and its appendices, the General Regulations for Domestic Circuit Racing (hereinafter referred to as the General Rules) and its appendices, the CTCC China Cup Technical Regulations, the TCR Technical Regulations (hereinafter referred to as the Technical Regulations), and the Domestic Circuit Racing Driver Safety Equipment Regulations and Domestic Racing Production Car Safety Modification Regulations (hereinafter collectively referred to as the Safety Regulations), the Domestic Circuit Racing Driver Safety Equipment Regulations, and the Domestic Production Car Safety Modification Regulations for Motor Racing (hereinafter referred to as the Safety Regulations), taking into account the practical circumstances of motorsport in China. All organizations and individuals participating in this event shall strictly adhere to all provisions of the Regulations.</p>	<p><b>前言</b></p> <p>CTCC 中国汽车场地职业联赛中国杯比赛规则（以下简称：比赛规则）参照《国际汽车联合会汽车运动总则》（以下简称：运动总则）及其附件、《国内汽车场地赛比赛通则》（以下简称：通则）及其附件、《CTCC 中国汽车场地职业联赛中国杯技术规则》与《TCR Technical Regulations》（简称：技术规则）、《国内场地汽车比赛车手装备安全规则》和《国内汽车比赛量产车型安全改装规则》（以下简称：安全规则），并结合我国汽车运动实际情况制定。所有参与本赛事的组织及个人应严格遵守比赛规则各项条款。</p>
<p><b>REGULATIONS</b></p> <p>1. The Stewards shall have the authority to interpret the provisions of these Regulations. Lisheng Sports reserves the final right of interpretation regarding the Regulations. In the event of any dispute arising from the Regulations, the Chinese version shall prevail. The introductory section of the competition rules is provided for reference only and shall not constitute formal provisions of the Regulations.</p> <p>2. These Sporting Regulations come into force on 1 January of each year and replace all previous Sporting Regulations.</p> <p>3. Any special regulations applicable to a specific round venue must be submitted to Lisheng Sports. Such regulations shall only be valid upon approval by Lisheng Sports.</p>	<p><b>规则</b></p> <p>1. 当站赛事仲裁委员会对比赛规则各条款有解释权。力盛体育对比赛规则有最终解释权。当遇有比赛规则产生争议的情况时，以中文版为准。比赛规则开头部分只作为参考，不作为比赛规则正式条款。</p> <p>2. 本比赛规则于每年的 1 月 1 日生效并取代此前的规则。</p> <p>3. 任何分站赛举办地如有任何特殊规则，必须交力盛体育。只有力盛体育同意后，该规则方具有效力。</p>
<p><b>GENERAL CONDITIONS</b></p> <p>4. All competitors and officials participating in the CTCC China Cup shall, on behalf of themselves, their teams, agents and suppliers, undertake to comply with the Code and its appendices established by the FIA, as well as the Code, Regulations, Technical Regulations, Registration Regulations and all supplementary Regulations and appendices established by the China Automobile and Motorcycle Sports Federation (CAMF), hereinafter collectively referred to as 'the Regulations'. They shall be liable for all consequences arising from any breach of these Regulations.</p> <p>5. Pursuant to the Regulations, the CTCC China Cup and all-round events shall be centrally administered by Lisheng Sports. Each round commences with administrative checks and encompasses all practice sessions (including free practice and qualifying, hereinafter collectively referred to as Practice) and the race. The round concludes with the publication of the official race results, following any post-race protests conducted in accordance with the Regulations.</p> <p>6. The entry form shall be deemed the competition agreement between the competitor and the event organizer. The competitor shall be regarded as the legal representative of the competing team and must attend all rounds. The competitor is</p>	<p><b>总的条件</b></p> <p>4. 参与 CTCC 中国汽车场地职业联赛中国杯的所有报名人和赛事官员，代表本人以及其团队、代理和供应商承诺遵守国际汽联制定的运动总则及其附件和中汽摩联制定的通则、比赛规则、技术规则、注册规则和所有增加的规则附件及附录，以下统称“规则”，并有义务承担违反规则所产生的一切责任。</p> <p>5. 根据规则，CTCC 中国汽车场地职业联赛中国杯和各分站赛由力盛体育统一管理。分站赛以行政检验作为开始，包括所有练习（包括自由练习和排位赛，以下统称练习）和决赛，以及决赛后根据规则进行的投诉，以公布决赛正式成绩作为分站赛的结束。</p> <p>6. 报名表视为报名人与赛事组织者的参赛协议。报名人视为参赛团体的法定代表人，其必须出席所有分站比赛。报名人是唯一对所有违反规则的行为承担最终责任的自然人，因此报名人必须在所有文件上签字确认。报名人也唯一有权提出抗议和上诉的自然人。报名人所带领的车队经理、车队技</p>

<p>the sole natural person bearing ultimate responsibility for all breaches of the Rules and must therefore sign all documents for confirmation. The Competitor is also the sole natural person authorized to lodge protests and appeals. The Team Manager, Technical Team Principal, and Drivers under the Competitor's leadership are directly responsible for complying with the competition rules. Collectively, they and all personnel within their working team are called Competitors. In the event of a rule infringement, even where the Competitor bears ultimate responsibility, the directly responsible individuals must also undergo investigation by the Stewards alongside the Competitor and sign relevant documentation.</p>	<p>术主管和车手是履行比赛规则的直接责任人，与其工作团队的所有人员统称参赛者。当出现违反规则的行为时，即使报名人对违规承担最终责任，相应的直接责任人也必须和报名人一同接受赛事仲裁委员会调查，并在相关文件上签字。</p>
<p><b>GENERAL UNDERTAKING</b></p> <p>7. Competitors shall ensure their competing cars comply with all eligibility requirements and safety conditions throughout the event and shall bear responsibility for any consequences arising from non-compliance.</p> <p>8. Competitors shall guarantee that all drivers within their team are in sound physical condition for all practice sessions and finals. Should a driver exhibit obvious physical abnormalities, the competitor must promptly report this to the organizers and ensure the driver may only continue competing after confirmation by the medical officer.</p> <p>9. Should a competitor be unable to attend a round, they must provide written authorization for their representative. This representative shall be responsible for all their competitors and undertake to comply with the regulations.</p> <p>10. All people associated with entered cars or present in any capacity in the pit lane, pit lane area, or on the track must wear the prescribed identification.</p> <p>11. If the CTCC China Cup is incorporated within other events, the format may be adjusted to accommodate the overarching schedule of those events. The organizers and the Event Stewards shall issue a notice informing all drivers and competitors that the CTCC China Cup will undergo various adjustments to suit differing circumstances due to participation in other events. It must be confirmed that drivers and competitors have acknowledged receipt of this information.</p>	<p><b>总的责任义务</b></p> <p>7. 报名人须保证他们的参赛车辆在整个比赛过程中均符合参赛资格要求和安全条件，并承担因不符合这些要求和条件而产生的责任。</p> <p>8. 报名人须保证在所有练习和决赛中，本车队的车手身体状态良好，如车手处于明显身体异常状态，报名人应切实的向组织者报告并确保经医疗主管确认后，车手才能继续参赛。</p> <p>9. 如果报名人不能出席分站赛，其必须书面授权其代表。该代表对其所有参赛者负责，并承诺遵守规则。</p> <p>10. 所有与报名赛车相关或以任何身份出现在维修区后场、维修区或赛道上的人员必须佩带规定的证件。</p> <p>11. 如 CTCC 中国汽车场地职业联赛中国杯被包含在其他比赛中，则比赛形式可能根据其他比赛的总时间表进行调整。组织者与赛事仲裁委员会将发布公告，并通报所有车手与参赛者：CTCC 中国汽车场地职业联赛中国杯由于参与其他赛事，将进行各种调整，以适应不同的情况。必须确认车手和参赛者签收了这些信息。</p>
<p><b>CTCC CHINA CUP</b></p> <p>12. The CTCC China Cup shall only accept entries from drivers meeting license requirements and cars complying with registration and technical regulations. Multiple categories shall be established based on car technical characteristics, with specific grouping methods detailed in the technical regulations.</p> <p>13. The CTCC China Cup constitutes a national championship comprising multiple rounds.</p> <p>14. The provisional calendar for the CTCC China Cup shall be published by Lisheng Sports by 1st January each year.</p> <p>15. The organizers of the CTCC China Cup comprise the China Automobile and Motorcycle Sports Federation (CAMF) and the event promotion agency.</p> <p>16. Should the organizers cancel any round of the CTCC China Cup, competitors shall be notified one month prior to the</p>	<p><b>CTCC 中国汽车场地职业联赛中国杯</b></p> <p>12. CTCC 中国汽车场地职业联赛中国杯仅接受符合执照要求的车手和符合注册规则及技术规则要求的赛车报名参加，并根据赛车技术特征设置多个组别，具体分组方法详见技术规则。</p> <p>13. CTCC 中国汽车场地职业联赛中国杯为全国性比赛，由多个分站赛组成。</p> <p>14. CTCC 中国汽车场地职业联赛中国杯初步赛历将由力盛体育在每年的 1 月 1 日前予以公布。</p> <p>15. CTCC 中国汽车场地职业联赛中国杯组织者包括中汽摩联和赛事推广机构。</p>

<p>originally scheduled start date.</p> <p>17. The organizers shall publish the event appendix to competitors 20 days prior to the event commencement, as detailed in Appendix 2.</p> <p>18. The duration of the final race shall be 55 minutes plus one lap. Upon the 55th minute following the final race start signal, when the leading car crosses the finish control line, the 'final lap' signal shall be displayed. The chequered flag shall be displayed when the leading car completes the final lap and crosses the finish line, signaling the conclusion of the race.</p> <p>19. In accordance with the CTCC scoring system, all competing drivers shall be categorized into either Professional or Challenge drivers. The specific list of drivers shall be detailed in the official scoring announcement issued by CTCC.</p>	<p>16. 如果组织者取消 CTCC 中国汽车场地职业联赛中国杯某一站站赛，应在原定开赛日期前一个月通知报名人。</p> <p>17. 组织者将在比赛开始前 20 天向参赛者公布分站赛附录，详见附件 2。</p> <p>18. 决赛的持续长度为 55 分钟加一圈。决赛发车信号给出后的第 55 分钟，当头车通过终点控制线时，将向其出示“最后一圈”的信号，并在头车完成最后一圈比赛通过终点线时，出示方格旗，以示比赛结束。</p> <p>19. 根据 CTCC 参赛评分系统，所有参赛车手将被分为专业组车手与挑战组车手两类，具体名单详见 CTCC 官方发布的评分公告。</p>																																																																								
<p><b>PRIZE AND CLASSIFICATION</b></p> <p>20. Award Structure.</p> <p>a) Drivers' Cup: Following each round's final race, the Drivers' Cup championship titles (champion, runner-up, third place) shall be awarded to the top three scoring teams in each category from that round's final. Upon completion of the full season, the annual Drivers' Cup championship titles (champion, runner-up, third place) shall be awarded to the top three scoring teams in each category across the entire season.</p> <p>b) Team Cup: Following each round's final race, the Team Cup championship title shall be awarded to the team with the highest points tally in each category for that round. This tally comprises the sum of points earned by each team's two highest-scoring cars in that round's final race. Upon completion of the full season, the annual Team Cup championship title shall be awarded to the team with the highest points tally in each category across the entire season.</p> <p>c) Club of the Year Award: Following the conclusion of the full season, the Club of the Year title shall be awarded to the club team with the highest points tally across all categories throughout the season.</p> <p>d) Driver of the Year: Following the conclusion of the full season, the Driver of the Year title shall be awarded to the driver with the highest points tally in the CTCC scoring system among all China Cup participants.</p> <p>21. Race points comprise the following components:</p> <p>a) Drivers' Cup includes qualifying points, calculated per round as follows:</p> <table border="0" data-bbox="156 1630 778 1720"> <tr> <td>First place</td> <td>60 points</td> <td>Second place</td> <td>48 points</td> </tr> <tr> <td>Third place</td> <td>36 points</td> <td>Fourth place</td> <td>24 points</td> </tr> <tr> <td>Fifth place</td> <td>12 points</td> <td></td> <td></td> </tr> </table> <p>Qualifying points do not count towards the Team Cup.</p> <p>b) Drivers' Cup race points are awarded as follows:</p> <table border="0" data-bbox="156 1776 778 1955"> <tr> <td>First place</td> <td>300 points</td> <td>Second place</td> <td>216 points</td> </tr> <tr> <td>Third place</td> <td>180 points</td> <td>Fourth place</td> <td>144 points</td> </tr> <tr> <td>Fifth place</td> <td>120 points</td> <td>Sixth place</td> <td>96 points</td> </tr> <tr> <td>Seventh place</td> <td>72 points</td> <td>Eighth place</td> <td>48 points</td> </tr> <tr> <td>Ninth place</td> <td>24 points</td> <td>Tenth place or lower</td> <td>12 points</td> </tr> <tr> <td>DNS/DNF/DQ</td> <td>0 points</td> <td></td> <td></td> </tr> </table> <p>22. Should the final be suspended and not resumed, points shall be calculated as follows:</p>	First place	60 points	Second place	48 points	Third place	36 points	Fourth place	24 points	Fifth place	12 points			First place	300 points	Second place	216 points	Third place	180 points	Fourth place	144 points	Fifth place	120 points	Sixth place	96 points	Seventh place	72 points	Eighth place	48 points	Ninth place	24 points	Tenth place or lower	12 points	DNS/DNF/DQ	0 points			<p><b>奖项及成绩评定</b></p> <p>20. 奖项设置。</p> <p>a) 车手杯：每回合决赛结束后，决赛车手杯冠军季军称号将分别被授予本回合决赛中各组别积分前三名的车组；在全年比赛结束后，年度车手杯冠军季军称号将被授予在全年比赛中各组别积分前三名的车组。</p> <p>b) 车队杯：每回合决赛结束后，决赛车队杯冠军称号将被授予本回合决赛中各组别积分最高的车队，此项积分为各车队本回合决赛成绩最好两台赛车所取得当回合积分之和；在全年比赛结束后，年度车队杯冠军称号将被授予在全年比赛中各组别积分最高的车队。</p> <p>c) 年度最佳俱乐部奖：在全年比赛结束后，年度最佳俱乐部称号将被授予在全年比赛中积分最高的俱乐部队。</p> <p>d) 年度最佳车手：在全年比赛结束后，年度最佳车手称号将被授予所有中国杯参赛车手手中 CTCC 参赛评分系统中积分最高的车手。</p> <p>21. 比赛积分由以下部分组成：</p> <p>a) 车手杯设排位赛积分，各分站赛排位赛积分方法如下：</p> <table border="0" data-bbox="799 1529 1401 1641"> <tr> <td>第一名</td> <td>60 分</td> <td>第二名</td> <td>48 分</td> </tr> <tr> <td>第三名</td> <td>36 分</td> <td>第四名</td> <td>24 分</td> </tr> <tr> <td>第五名</td> <td>12 分</td> <td></td> <td></td> </tr> </table> <p>排位赛积分不计入车队杯积分。</p> <p>b) 车手杯决赛积分如下：</p> <table border="0" data-bbox="799 1731 1401 1955"> <tr> <td>第一名</td> <td>300 分</td> <td>第二名</td> <td>216 分</td> </tr> <tr> <td>第三名</td> <td>180 分</td> <td>第四名</td> <td>144 分</td> </tr> <tr> <td>第五名</td> <td>120 分</td> <td>第六名</td> <td>96 分</td> </tr> <tr> <td>第七名</td> <td>72 分</td> <td>第八名</td> <td>48 分</td> </tr> <tr> <td>第九名</td> <td>24 分</td> <td>第十名及以下完赛</td> <td>12 分</td> </tr> <tr> <td>未完赛</td> <td>0 分</td> <td></td> <td></td> </tr> </table> <p>22. 如果决赛暂停，且没有恢复，此时计算积分方法如下。</p>	第一名	60 分	第二名	48 分	第三名	36 分	第四名	24 分	第五名	12 分			第一名	300 分	第二名	216 分	第三名	180 分	第四名	144 分	第五名	120 分	第六名	96 分	第七名	72 分	第八名	48 分	第九名	24 分	第十名及以下完赛	12 分	未完赛	0 分		
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第三名	180 分	第四名	144 分																																																																						
第五名	120 分	第六名	96 分																																																																						
第七名	72 分	第八名	48 分																																																																						
第九名	24 分	第十名及以下完赛	12 分																																																																						
未完赛	0 分																																																																								

<p>If the leading car completes fewer than two laps, no points shall be awarded to any team.</p> <p>If the leading car completes two laps but less than 75% of the final stipulated distance, all teams shall receive half the points.</p> <p>If the leading car completes more than 75% of the final's stipulated distance, all teams shall receive full points. Teams failing to complete the final or failing to complete 75% of the final distance covered by the leading team, shall receive no points.</p> <p>23. Teams transferring to another applicant mid-season shall be regarded as new teams. Their Drivers' Cup points shall be reset to zero, though their original car number shall remain unchanged. All points previously accumulated by the original team applicant for these teams shall remain unaffected.</p> <p>Should a team's car be reclassified into a different competition category pursuant to the technical regulations, that team shall be deemed a new entry. Its drivers' championship points shall be reset to zero within the new category, whilst points earned in the original category remain unaffected.</p> <p>24. Award Placings and Prizes:</p> <p>a) Where six cars for each category enter a round, all round awards shall be presented to the first-place finisher with a trophy. Where more than six cars compete, and all-round awards shall be determined and trophies presented in accordance with Article 20 of these regulations.</p> <p>b) Additional awards shall be governed by the appendices of each CTCC China Cup round.</p> <p>25. Except where special circumstances are approved by the event organizer, applicants securing any of the annual awards specified in Article 20 of these regulations must attend the annual awards ceremony as required by the event organizer.</p>	<p>如头车未完成至少 2 圈的比赛，所有车组不计算积分。如果头车完成 2 圈，但少于决赛规定长度的 75%，所有车组按照积分的一半计算。如头车完成的比赛长度超过决赛规定长度的 75%，所有车组按照全额积分计算。没有完成决赛，或没有完成第一名车组决赛长度 75%的车组不积分。</p> <p>23.在赛季中途转至其他报名人继续参赛的车组被视为新车组，其车手杯积分将重新从 0 分开始累计，但原有车号保持不变。所有这些车组所属的原车队杯报名人积分不变。</p> <p>当车组使用的赛车根据技术规则的规定被调整参赛组别，该车组将被视为新车组，其车手杯积分在新组别中重新从 0 分开始累计，其在原组别中的积分保持不变。</p> <p>24. 获奖名次及奖励:</p> <p>a) 各分站赛各组别报名赛车数量为六辆的，所有分站奖项各取第一名，颁发奖杯；超过六辆赛车参赛时，所有分站奖项按本规则第 20 条款取名次并颁发奖杯。</p> <p>b) 其它增设奖项由 CTCC 中国汽车场地职业联赛中国杯各分站赛附录规定。</p> <p>25. 除经赛事组织者批准的特殊情况，获得本规则 20 条款中年度各奖项的报名人必须按赛事组织者要求参加年度颁奖仪式。</p>
<p><b>DEAD HEAT</b></p> <p>26. Where multiple teams in a sub-series have identical points totals, the outcome shall be determined by the higher-ranked driver pair in the Drivers' Cup standings, with the higher-placed pair declared the winner.</p> <p>27. At the conclusion of the season, should two or more driver pairs or teams have identical points totals, the winner shall be determined as follows:</p> <p>a) The pair with the most first-place finishes shall be declared the winner.</p> <p>b) Should the number of first-place finishes be equal, or if neither has achieved a first-place finish, the number of second-place finishes shall be the deciding factor.</p> <p>c) Should the number of second-place finishes be equal, or if neither has achieved a second-place finish, the number of third-place finishes shall be the deciding factor, and so on.</p> <p>d) Should the number of podium finishes be identical, the result from the season's opening round or the earliest held round in which any driver(s) from the team, manufacturer or club entered competed shall determine the corresponding team or manufacturer award position.</p> <p>e) Should the above methods still fail to determine the order of finish, the event organizer shall designate the winner by any means deemed appropriate.</p>	<p><b>处理积分相同时排名办法</b></p> <p>26. 各分站赛车队杯报名人积分相同的情况下，以车手杯中名次靠前的车组作为评判胜负的标准，名次靠前者为获胜者。</p> <p>27. 赛季结束时，如果两个或两个以上的车组或车队报名人积分相同，获胜者按照以下方法计算。</p> <p>a) 获得第一名多者为获胜者。</p> <p>b) 如果获得第一名次数相同，或都没有获得第一名记录时，则以第二名获得次数为评判标准。</p> <p>c) 如果获得第二名次数相同，或都没有获得第二名记录时，则以第三名获得次数为评判标准，以此类推。</p> <p>d) 如果获得名次的数量完全相同，则以该车组或厂商或俱乐部报名人中任何一人或几人参加的赛季首场分站赛或先举办的分站赛的最终名次为对应的车组或车队奖项名次评判的标准。</p> <p>e) 如上述方法仍不能分出名次先后，赛事组织者将依据其认为合适的方式指定获胜者。</p>

<p><b>ORGANIZER</b></p> <p>22. The event promotion agency is Shanghai Lisheng Sports Co., Ltd.</p>	<p><b>赛事推广机构</b></p> <p>28. 赛事推广机构为上海力盛体育文化传播有限公司。</p>
<p><b>ORGANIZATION OF COMPETITIONS</b></p> <p>29. The event organisers shall provide participants with all information listed in Appendix 2 to these regulations, along with a detailed competition schedule, 20 days prior to the commencement of each stage.</p>	<p><b>赛事组织</b></p> <p>29. 赛事组织者将在各分站赛开始前 20 天，向参赛者提供本规则附录 2 中列出的所有信息，并提供详细比赛日程表。</p>
<p><b>INSURANCE</b></p> <p>30. The organizer of a Competition must arrange relevant insurance for each competition, and the specific terms of the insurance shall be implemented in accordance with Article 6.6 of the Registration Procedure for Circuit Automobile Races of CAMF.</p>	<p><b>保险</b></p> <p>30. 分站赛的组织者必须为每个分站赛办理相关保险，具体各项保险条款按照《中国汽车摩托车运动联合会场地类汽车比赛注册说明》第六项比赛注册程序中步骤六条款执行。</p>
<p><b>CAMF OFFICIALS</b></p> <p>31. For each round of the championship, the organisers shall appoint the following officials. Appointed officials shall conscientiously perform their duties and provide necessary recommendations and summaries based on the conduct of the event.</p> <ul style="list-style-type: none"> <li>- a Race Observer</li> <li>- a Chairman Steward and two Stewards</li> <li>- a Secretary of the Stewards</li> <li>- a Race Director</li> <li>- a Technical Delegate</li> <li>- a Safety Delegate</li> <li>- a Clerk of the Pit Lane</li> <li>- a Chief Medical Officer</li> <li>- a Safety Car Driver</li> <li>- a Safety Car Observer</li> <li>- a Medical Car Driver</li> <li>- a Timing Officer</li> <li>- a Starter</li> </ul> <p>32. The following officials shall be appointed by the host of each round and submitted to the organisers upon application to host the event.</p> <ul style="list-style-type: none"> <li>- the Clerk of the Course</li> <li>- the Secretary of the meeting</li> <li>- the Clerk of the Track Marshals</li> <li>- the Technical Inspection Supervisor</li> <li>- the Clerk of the Logistics</li> </ul> <p>33. The Panel of Stewards shall collectively exercise its duties</p>	<p><b>中汽摩联官员</b></p> <p>31. 各分站赛，组织者将任命以下官员。被任命的官员应认真履行自身职责，并根据规则运行做出必要的建议和总结。</p> <ul style="list-style-type: none"> <li>- 赛事观察员</li> <li>- 三名赛事仲裁(其中一名为仲裁委员会主席)</li> <li>- 仲裁委员会秘书</li> <li>- 赛事总监</li> <li>- 技术代表</li> <li>- 安全代表</li> <li>- 维修区主管</li> <li>- 医疗主管</li> <li>- 安全车驾驶员</li> <li>- 安全车观察员</li> <li>- 医疗车驾驶员</li> <li>- 计时主管</li> <li>- 发车员</li> </ul> <p>32. 下列官员将由各分站赛承办方任命，并在向组织者提出承办比赛申请时提交这些官员名单。</p> <ul style="list-style-type: none"> <li>- 赛事主管</li> <li>- 赛事秘书</li> <li>- 清障主管</li> </ul>

<p>under the leadership of the Chairman Steward, in accordance with the regulations.</p> <p>34. The Technical Delegate appointed by the Organiser shall have full responsibility for technical inspections, and the technical inspection personnel at each round shall comply with his work arrangements.</p> <p>35. The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overridden authority in the following matters, and the Clerk of the Course may give orders in respect of them only with his express agreement:</p> <ol style="list-style-type: none"> <li>the control of practice and the race, adherence to the timetable and, if he deems it necessary, the formulation of any proposals to the Stewards to modify the timetable in accordance with the Code or Sporting Regulations,</li> <li>the stopping of any car in accordance with the Code or Sporting Regulations,</li> <li>the stopping of practice,</li> <li>the starting procedure,</li> <li>the use of the Safety Car,</li> <li>suspending and resuming the race.</li> </ol> <p>36. The Race Director, the Clerk of the Course and the Technical Delegate must be present at the circuit at the latest from the beginning of the Competition as defined by the Code as well as the.</p> <p>37. The Race Director must be able to communicate with the Clerk of the Course, the Technical Delegate and the chairman of the Panel of Stewards during sessions. Additionally, the Clerk of the Course must be at race control and in radio contact with all the marshals' posts when cars are permitted to run on the track.</p>	<ul style="list-style-type: none"> <li>- 车检主管</li> <li>- 后勤主管</li> </ul> <p>33. 赛事仲裁委员会将在仲裁主席的领导下，根据规则集体行使职责。</p> <p>34. 组织者任命的技术代表应对车检全权负责，各分站赛的车检工作人员应服从其工作安排。</p> <p>35. 赛事主管须与赛事总监保持密切沟通，但赛事总监在以下问题上具有绝对权力，赛事主管必须服从，并给出相应的指令：</p> <ol style="list-style-type: none"> <li>根据比赛时间表控制练习和决赛。如有必要，赛事总监可向赛事仲裁委员会出修改比赛时间表的建议；</li> <li>根据运动总则、比赛规则及其附件，终止任何车手参加练习或决赛；</li> <li>停止练习；</li> <li>发车程序；</li> <li>使用安全车；</li> <li>暂停和恢复决赛。</li> </ol> <p>36. 赛事总监、赛事主管和技术代表必须在比赛开始之前按总则规定的时间到达赛道。</p> <p>37. 在赛事期间，赛事总监必须能够与赛事主管、技术代表和仲裁主席进行沟通。此外，在车辆被允许在赛道上行驶时，赛事主管必须在控制中心，并与所有的裁判站岗位保持电台联系。</p>
<p><b>Licenses and Drivers</b></p> <p>38. Driver Licence Requirements for Applications: All drivers must hold a China Automobile and Motorcycle Sports Federation (CAMF) National Grade B or higher circuit racing licence, or a licence of equivalent or higher grade issued by the driver's national or regional Automobile Sports Administration (ASN) that is equivalent to the CAMF National Grade B licence.</p> <p>39. All competition licences held by drivers must be currently valid. Drivers affiliated with ASNs other than CAMF must, in addition to their competition licence, provide a VISA from their respective ASN. Furthermore, all drivers must furnish valid medical certification.</p> <p>40. All team representatives registering for competition must hold a valid competition licence for the current year issued by a national or regional motorsport governing body authorised by the ASN.</p> <p>41. Officials listed in Appendix 1 of the Competition Regulations must hold appointment documents issued by the organiser.</p> <p>42. Driver driving time restrictions: There is no restriction on the total driving time per driver. However, in each competition, every driver shall compete in at least one race session.</p>	<p><b>执照资格与车手</b></p> <p>38. 报名车手执照资格： 所有车手须持有中汽摩联汽车场地类国家 B 级或以上的比赛执照或车手所属国家或地区汽车运动管理机构（ASN）的与中汽摩联国家 B 级执照同级或以上的比赛执照。</p> <p>39. 所有车手所持有的比赛执照必须为当前有效，属于中汽摩联以外 ASN 的车手除比赛执照外，还须出具其所属 ASN 的同意函；同时，所有车手必须提供有效的医疗证明文件。</p> <p>40. 所有报名参加比赛的车队报名人必须持有国际汽联授权的国家或地区汽车运动管理机构颁发的当年有效比赛执照。</p> <p>41. 比赛规则附件 1 中的赛事官员须持有组织者颁发的任命文件。</p> <p>42. 车手驾驶时长的限制：每位车手的驾驶时长不限，但在分站赛中，任何一位车手均需要至少在一个回合决赛中驾驶。</p>

<p><b>COMPETITORS' APPLICATIONS</b></p> <p>43. There are two application options available: full season or race-by-race.</p> <p>44. Entry periods (in chronological order):  a) The full-season entry application can be submitted starting from January 1st of the current year, up to 7 days prior to the first competition  b) The race-by-race entry application can be submitted 7 days before each competition.</p> <p>45. All eligible drivers may register. Each racing car shall be driven by one team, comprising 1–4 drivers who shall share the same race number. A maximum of one professional driver may be registered per team.</p> <p>46. All applicants must complete commercial registration by signing a Commercial Registration Agreement with the event promoter prior to submitting their entry. Upon completion of commercial registration, applicants must complete the entry form.</p> <p>47. The entry form constitutes a competition agreement between the applicant and the organizer, binding the parties as follows. The entry form is detailed in Appendix 2.  a) The applicant must confirm they have read and understood the General Sporting Regulations, General Regulations, Competition Rules, and Technical Regulations, and declare on behalf of all their personnel that they will comply with these regulations.  b) The applicant must confirm having read and understood the 'China Automobile and Motorcycle Sports Federation Regulations on Penalties, Protests and Appeals', the 'China Automobile and Motorcycle Sports Federation Disciplinary Inspection Commission Working Regulations', and the 'China Automobile and Motorcycle Sports Federation Arbitration Commission Working Regulations'.  c) Team name and registration category.  d) Registration documents for the competing car's make and model.  e) List of registered drivers.  f) Declaration of waiver of claims.  g) other information.</p> <p>48. Pursuant to the General Sporting Regulations, the event organizer reserves the right to refuse any entries without providing any explanation.</p>	<p><b>报名</b></p> <p>43. 报名分为全年一次性报名和单站外卡报名方式。</p> <p>44. 报名时间（按先后顺序）：  a) 全年一次性报名：当年 1 月 1 日至第一分站赛开始前 7 天；  b) 单站报名：各分站赛开始前 7 天内。</p> <p>45. 接受所有符合条件的车手报名，每辆赛车由一个车组驾驶参赛，每个车组可由 1-4 位车手组成，车组乘员共享比赛车号。每个车组中最多可报名 1 位专业组车手。</p> <p>46. 所有报名人须在报名前与赛事推广机构签署商业注册协议，完成商业注册。商业注册完成后，报名人须填写报名表。</p> <p>47. 报名表内容作为报名人和组织者的参赛协议，约束内容如下，报名表详见附件 2。  a) 报名人必须确认已经阅读并理解运动总则、通则、比赛规则、技术规则，并代表其参赛的所有人员声明遵守上述规则。  b) 报名人必须确认已经阅读并理解《中国汽车摩托车运动联合会比赛处罚及抗议、上诉条例》、《中国汽车摩托车运动联合会纪律检查委员会工作条例》和《中国汽车摩托车运动联合会仲裁委员会工作条例》。  c) 车队名称及注册类型。  d) 参赛车辆品牌及车型注册文件。  e) 报名车手名单。  f) 放弃索赔声明。  g) 其他信息。</p> <p>48. 根据运动总则之规定，赛事组织者有拒绝接受任何报名人报名参赛且不做任何解释的权利。</p>
<p><b>PASSES</b></p> <p>49. No pass may be issued except as agreed with Shanghai Lisheng Sports Co., Ltd. A pass may be used only by the person and for the purpose for which it was issued.</p> <p>50. CTCC China Cup comprise annual passes and race-by-race passes.</p> <p>51. Annual permits will be issued to registered participants during the administrative checks at the first round of the series following the conclusion of the registration period. All officials and staffs and team members and guests must always wear the</p>	<p><b>证件</b></p> <p>49. 未经力盛体育同意，不得随意发放任何与比赛有关的证件。证件只能由持证人人根据证件的功能进行使用。</p> <p>50. CTCC 中国汽车场地职业联赛中国杯证件分为全年证件和分站证件。</p> <p>51. 全年证件将在报名结束后，第一分站赛行政检验时发给各报名人。持证人有义务妥善保存全年证件，并在每站比赛</p>

<p>appropriate pass or passes when at the circuit in a clearly visible manner during the Event.</p> <p>The number of passes per Competitor is defined by Shanghai Lisheng Sports Co., Ltd only as below:</p> <ul style="list-style-type: none"> <li>- maximum 4 drivers pass per car</li> <li>- maximum 6 mechanics per car</li> <li>- maximum 10 team members per competitor, including team manager.</li> </ul> <p>Race-by-race passes comprise passes for officials, marshals, track photographers, press photographers, VIPs and staff, and are valid solely for the specific race.</p> <p>52. Pass information includes the holder's name and category. All organizers, staff, and team personnel must always wear their passes. Passes of different categories permit access only to designated areas for specified duties. Holders who misuse their passes shall have them confiscated and face a fine of 500 yuan or more.</p>	<p>中佩带在明显位置，接受赛事组织者检查和管理。</p> <p>每个报名人所能获得的证件数量由力盛体育规定如下：</p> <ul style="list-style-type: none"> <li>- 每台车最多 4 张车手证件；</li> <li>- 每台车最多 6 张维修技师证件；</li> <li>- 每个报名人最多 10 张车队成员证件，包括车队经理。</li> </ul> <p>分站赛证件主要包括：官员、裁判、赛道摄像记者、文字记者、贵宾和工作人员等，仅限当站比赛使用。</p> <p>52. 证件信息包括持证人姓名和类别。所有组织者工作人员和车队人员等必须随身佩带证件。不同类别的证件只能出入指定区域，进行指定工作，对不按规定使用证件的持证人将没收其证件并罚款 500 元或更多处罚的处理。</p>
<p><b>INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS</b></p> <p>53. The Stewards, Race Director, or Technical Delegate shall communicate with competitors in writing in accordance with the rules. Such documents shall be distributed simultaneously to the relevant applicants and require their signature upon receipt.</p> <p>54. All practice and results, along with organisers' documentation, shall be published on the official noticeboard, including on-site noticeboard and electronic noticeboard.</p> <p>55. Any decision or communication concerning a particular competitor is immediately valid once upon signed by Stewards. These decisions or communications must be given to the concerning competitor within 25 minutes of such decision, and the competitor must receipt for these documents.</p> <p>56. The competitors' receipting of these decisions and communications shall be deemed as the acceptance of the documents, without implying their endorsement of the document's content or affecting the implementation of said decisions. The competitors still retain their right to appeal; however, they must receipt the decision prior to initiating the appeals process.</p> <p>57. The competitor must submit the protest regarding the competitions in writing to the Stewards.</p>	<p><b>与报名人的交流方式</b></p> <p>53. 赛事仲裁委员会、赛事总监或技术代表根据规则以文件的形式与参赛者进行交流。这些文件将同时分发到相应报名人手中并要求其签收。</p> <p>54. 所有练习和决赛成绩以及组织者文件将公布在官方公告栏中，包括现场公告栏与电子公告栏。</p> <p>55. 针对某参赛者的通知和决定，一经赛事仲裁委员会签发，即已生效。该决定或通知应在下达后 25 分钟内送至参赛者手中，参赛者须签字确认。</p> <p>56. 参赛者在决定文件上签字视为对收到文件这一行为的确认，并非对决定本身的认可，也不影响决定本身的执行，参赛者依然有上诉的权利，但应先在决定文件上签字再履行上诉程序。</p> <p>57. 针对比赛的投诉必须由报名人书面递交至赛事仲裁委员会。</p>
<p><b>INCIDENTS</b></p> <p>58. "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the Race Director (or noted by the Stewards and referred to the Race Director for investigation) and which:</p> <ul style="list-style-type: none"> <li>a) constituted a breach of the Code or these Sporting Regulations or Technical Regulations</li> <li>b) caused a false start by one or more cars</li> <li>c) unsafe release</li> <li>d) necessitated the stopping of a practice (free, qualifying) session or the suspension of a race</li> <li>e) caused a collision</li> <li>f) forced a driver off the track</li> <li>g) illegitimately prevented a legitimate overtaking manoeuvre by a driver</li> <li>h) illegitimately impeded another driver during overtaking</li> </ul>	<p><b>事故</b></p> <p>58. 事故是指任何涉及一名或多名车手在赛道上的单个或者多个事件，或者在赛车场内代表报名人的某直接责任人或参赛者做出的某种行为，上述事件或行为由赛事总监报告给仲裁委员会（或由仲裁委员会发现并交由赛事总监调查），包括如下：</p> <ul style="list-style-type: none"> <li>a) 违反运动总则、比赛规则或技术规则。</li> <li>b) 一辆或多辆赛车从错误的发车位发车。</li> <li>c) 未保证赛车安全的状态下释放进入赛道。</li> <li>d) 导致练习中断或决赛暂停。</li> <li>e) 两辆或多辆赛车发生碰撞。</li> <li>f) 因某车手的行为导致其他车手冲出赛道。</li> </ul>

- i) breach of the safety car regulations
- j) caused a safety car deployment
- k) pit lane infringement
- l) behaviours that insult motorsports
- m) unsportsmanlike conduct.

In cases where competitors breach Article 59(l) and (m), the Stewards shall impose penalties prohibiting the competitor from participating in one or more rounds of the CTCC China Cup, as appropriate, and shall submit a report to the CAMF.

In the incidents, matters pertaining to technical regulations shall typically be investigated by the Technical Delegate, who shall subsequently report to the Stewards. Other incidents shall be investigated by the Race Director, who shall likewise report to the Stewards. The Stewards may also initiate investigations directly into the incidents.

59. Should the Race Director, Technical Delegate or the Stewards decide to investigate an incident, the Race Director shall notify all competitors concerned via radio or display screen. Competitors and applicants implicated in the incident shall not leave the circuit unless authorised by the Stewards. Any competitor departing the circuit without such authorisation shall incur a fine of RMB 5,000 imposed by the Stewards.

60. Cars involved in an incident during practice, qualifying or the race, which are unable to continue under their own power, must be recovered to the closed parc fermé. Only with the Technical Delegate's approval may they subsequently be pushed back by team personnel.

61. Pursuant to the report or request of the Race Director, the Stewards shall have full authority to determine whether penalties shall be imposed upon the applicant or directly responsible competitor involved in the incident. Penalties shall be imposed as follows.

a1) A drive-through penalty. Upon receiving the pit lane penalty decision from the Stewards, the applicant must immediately notify the driver. From the moment the driver sees the 'DTP' sign displayed at the finish platform along with their car number, they may complete a maximum of three full laps (including the lap completed when passing that flag) before proceeding through the pit lane at the designated speed limit. No pit stops are permitted. During a full-course yellow (FCY) or safety car operation, drivers may not be penalised with a drive-through penalty, unless they happen to be entering the pit lane when the safety car operation begins.

a2) A Stop & Go time penalty. Upon receiving the pit lane penalty decision from the Stewards, the applicant must immediately notify the driver. The driver may complete a maximum of three full laps (including the lap completed when passing that flag) from the moment the 'P' board and car number are displayed at the finish line. The driver must then enter the pit lane at the prescribed speed limit and serve the penalty stop in the designated penalty area. The duration of the penalty stop shall be determined by the Stewards. During a full-course yellow (FCY) or safety car operation, drivers may not be penalised with a stop and go penalty, unless they happen to be entering the pit lane when the safety car operation begins. During the penalty period, no person other than the driver shall touch the penalised car, failing which the matter shall be investigated and penalised by

- g) 阻止合理超车。
- h) 超车过程中影响其他车手。
- i) 违反安全车规定。
- j) 触发安全车程序。
- k) 维修区违规。
- l) 有辱汽车运动的行为。
- m) 违反体育道德的行为。

针对参赛者违反 59 条 l)、m) 款的情况，赛事仲裁委员会根据情况对参赛者做出禁止参与 CTCC 中国汽车场地职业联赛中国杯一个或多个分站赛事的处罚，并向中国汽车摩托车运动联合会提交报告。

上述事故，通常情况下，如涉及技术规则的部分，由技术代表提起调查后向赛事仲裁委员会进行报告。其它事故由赛事总监提起调查后向赛事仲裁委员会进行报告。上述事故也可以由赛事仲裁委员会直接提起调查。

59. 如果赛事总监、技术代表或赛事仲裁委员会决定调查某事故，赛事总监将通过电台或通过显示屏告知所有参赛者被调查的当事人。涉及事故的当事人和报名人不得离开赛车场，除非得到赛事仲裁委员会的批准。未得到赛事仲裁委员会批准就离开赛车场的参赛者将受到赛事仲裁委员会罚款 5000 元的处罚。

60. 在练习、排位赛或决赛中发生事故的车辆，若无法通过自身动力继续参赛，则该车辆必须经救援后返回封闭停车区，技术代表同意后，方可由车队工作人员推回。

61. 根据赛事总监的报告或要求，赛事仲裁委员会全权决定是否对涉及事故的报名人或直接责任人进行处罚。处罚方式如下。

a1) 通过维修区：报名人收到赛事仲裁委会通过维修区处罚决定后，须立即通知车手，车手在见到终点台出示的“DTP”牌和车号起，最多可以驶完三个完整圈（包含通过该旗号时完成的那一圈），然后按照维修区限速通过维修区，不得停站。在全场黄旗（FCY）或安全车程序下，车手不得接受通过维修区处罚。除非安全车程序开始时，车手恰好进入维修区通道。

a2) 维修区罚停：报名人收到赛事仲裁委会通过维修区处罚决定后，须立即通知车手，车手在见到终点台出示的“P”牌和车号起，最多可以驶完三个完整圈（包含通过该旗号时完成的那一圈），然后按照维修区限速通过维修区，并在指定的罚停区域接受停站处罚，具体罚停时间将由赛事仲裁委员会决定。在全场黄旗（FCY）或安全车程序下，车手不得接受罚停处罚，除非安全车程序开始时，车手恰好进入维修区通道。罚停期间，除驾驶车手外任何人员不得接触赛被罚赛

the Stewards. Should such a penalty decision be made within the final three laps of the race or after the race, the Stewards shall impose a time penalty of no less than 30 seconds to the driver's race result in accordance with 61.b). In such instances, the penalty decision shall specify whether the penalty is to be served via the pit lane or a pit lane stop. However, given the impossibility of enforcement, the penalty shall be administered as a time penalty. During practice sessions (including free practice and qualifying), the display of a 'P' board and car number signals that the driver is required to undergo an investigation. The driver concerned may complete a maximum of three full laps (including the lap completed when passing that flag) before returning to their respective pit garage at pit lane speed and reporting to the Race Director at the Control Centre. Following the investigation, the driver may rejoin the track to continue participating in practice.

b) A time penalty. The Stewards may directly add the penalty time to the driver's final race result or qualifying lap time, notifying the driver and applicant in documents. Penalty times shall be 5 seconds, 10 seconds, 30 seconds or 45 seconds respectively.

c) A fine. The maximum penalty imposed by the Stewards shall not exceed RMB 50,000.

d) A reprimand. A reprimand has been issued to the relevant applicant in response to a competitor's breach of the rules, and this has been duly recorded.

e) A drop of any number of grid positions. The Stewards may penalise drivers for infringements by requiring them a drop of any number of grid positions in the current or next applicable race. The specific number of positions to be dropped shall be determined by the Stewards based on the circumstances at the time.

f) Pit lane start: The Stewards may penalise drivers for infringements by requiring them to start from the pit lane exit for the current or next race final.

g) Deletion of a Driver's lap(s) time. Delete the lap time(s) achieved by a driver during practice or qualifying sessions under circumstances where the driver was found to have committed an infringement.

h) Surrendering positions gained: The Stewards may penalise a driver for an infringement by requiring them to surrender any advantageous positions gained during the race to one or more opponents because of their infringement.

i) Adjusting the classification of the Race: The Stewards may adjust the results achieved by an applicant or driver in practice, qualifying or the race because of an infringement.

j) Cancellation of Results: Cancellation of the results achieved by the applicant and/or driver in practice, qualifying, or the race.

k) A disqualification of practice for the Day: Disqualification of the applicant's and/or driver's eligibility to participate in free practice or qualifying.

l) A disqualification: Disqualification of an applicant's or driver's eligibility to continue participating in practice, qualifying, or the race for that race, concurrently disqualifying the corresponding drivers previously achieved results in practice, qualifying, or the race.

m) A disqualification of practice for the day and race disqualification shall be signalled using a black flag and the car number. The driver to whom this signal is displayed may complete a maximum of three full laps (including the lap

车, 否则将受到仲裁委员会的调查与处罚。如果上述处罚的决定在决赛最后 3 圈或者决赛后做出, 赛事仲裁委员会应在该车手的决赛成绩中按照 61.b) 增加不少于 30 秒的罚时。此时处罚决定应明确处罚是通过维修区或维修区罚停, 但鉴于无法执行, 因此按照罚时处理。练习期间(包括自由练习和排位赛)出示"P"字牌和车号是要求车手接受调查的信号。被出示的车手最多可以驶完三个完整圈(包含通过该旗号时完成的那一圈), 然后按照维修区限速返回各自的维修车库, 并前往指挥中心向赛事总监报道。调查结束后车手可以返回赛道继续参加练习。

b) 罚时: 赛事仲裁委员会可以在该车手决赛成绩或排位赛单圈成绩里直接加入所罚时间, 并以书面形式通知车手和报名人, 罚时分别为 5 秒, 10 秒, 30 秒或 45 秒

c) 罚款: 赛事仲裁委员会最大罚款数额限定为 5 万元人民币。

d) 警告: 针对某参赛者违反规则的行为, 对相应的报名人做出的书面警告处罚, 并记录在案。

e) 退后发车: 赛事仲裁委员会可以针对车手的违规情况, 处罚违规车手当站或在下站比赛决赛中退后发车。具体退后发车位数量由赛事仲裁委员会根据当时情形决定。

f) 维修区发车: 赛事仲裁委员会可以针对车手的违规情况, 处罚违规车手当站或在下站比赛决赛中从维修区出口发车。

g) 取消单圈成绩: 取消违规车手在练习和排位赛中在违规情况下获得的某一圈或多圈的成绩。

h) 交还排名位置: 赛事仲裁委员会可以针对车手的违规情况, 处罚违规车手在比赛进行中向一名或多名对手交还因其违规行为而获得的优势位置。

i) 调整成绩排名: 赛事仲裁委员会可以针对车手的违规情况, 调整报名人或车手已获得的练习、排位赛或决赛成绩排名。

j) 取消成绩: 取消报名人和或车手已获得的练习、排位赛或决赛成绩。

k) 取消当天练习资格: 取消报名人和或车手参加自由练习或排位赛的资格。

l) 取消比赛资格: 取消某报名人或车手继续参加当站练习、排位赛或决赛的资格, 同时取消相应车手此前已获得的练习、排位赛或决赛成绩。

m) 取消当天练习资格和取消比赛资格将使用黑色信号旗和车号。被出示的车手最多可以驶完三个完整圈(包含通过该旗号时完成的那一圈), 然后按照维修区限速返回各自的维修车库, 并前往指挥中心向赛事总监报道。

n) 扣除报名人或车手已获得的比赛积分。

o) 限定时间内完成公益活动或 CTCC 中国汽车场地职业联赛

<p>completed when passing that flag) before returning to their respective pit garage at pit lane speed and reporting to the Race Director at the Control Centre.</p> <p>n) Deduction of race points previously earned by the applicant or driver.</p> <p>o) Completion of community service or public service duties within the CTCC China Cup within a specified timeframe.</p> <p>62. Penalty decisions issued by the Stewards shall be served upon applicants in accordance with regulations.</p> <p>a) The Stewards shall issue a written penalty decision to the applicant and ensure its receipt by the applicant, with the penalty method specified therein.</p> <p>b) The Control Centre shall notify the penalised applicant via the Competition Command Communication System, whilst the Stewards shall simultaneously dispatch the written decision document to the applicant as per clause a) above.</p> <p>63. Under no circumstances may a driver receive a penalty in the pit lane unless repairs, crew changes or adjustments (e.g. refuelling, tyre changes) are being carried out. Drivers may not serve penalties in the pit lane whilst the safety car is deployed, unless they were already serving a penalty in the pit lane when the safety car was deployed. The maximum number of laps a driver may complete whilst the safety car is deployed may exceed three laps, as laps completed behind the safety car count towards the total.</p> <p>64. Any applicant failing to comply with Article 62 shall be deemed to have breached the competition's common code of conduct and shall be disqualified.</p> <p>65. Should the Stewards impose a penalty upon an applicant pursuant to any provision of Article 61.a, Article 61.b, Article 61.h, Article 61.e, or Article 61.f, no appeal against such penalty shall be entertained.</p>	<p>中国杯内公众服务工作。</p> <p>62. 赛事仲裁委员会做出的处罚决定会依规定送达报名人。</p> <p>a) 赛事仲裁委员会须将处罚的书面决定发给报名人，并且要确保这份决定由报名人签收，决定上注明处罚方式。</p> <p>b) 指挥中心通过竞赛指挥通讯系统通知被处罚的报名人，赛事仲裁委员会同时按照上述 a) 条款向报名人发送书面决定文件。</p> <p>63. 任何情况下，车手通过维修区接受处罚时，不得对赛车进行维修、换人或调整（例如：加油、更换轮胎等）。安全车带队情况下，车手不能通过维修区完成处罚，除非安全车带队时，车手已经在通过维修区接受处罚。安全车带队情况下，车手允许行驶的最大圈数可以超过三圈，即安全车带队的圈数计入总数。</p> <p>64. 任何不遵守第 62 条款的报名人视为不能遵守比赛的共同行为规范，将被取消比赛资格。</p> <p>65. 如果赛事仲裁委员会通过第 61.a 条款、第 61.b 条款、第 61.h 条款、第 61.e 条款、第 61.f 条款中的任何一项方式，对报名人进行处罚，将不受理报名人此处罚的上诉。</p>
<p><b>PROTESTS AND APPEALS</b></p> <p>66. Protests must be submitted in writing in accordance with the CAMF Regulations on Competition Penalties, Protests and Appeals. The event organiser shall only accept protests submitted by competitors to the Stewards within 30 minutes of the provisional results being published. No protests shall be accepted after 30 minutes from the publication of provisional results. The time of provisional results publication shall be calculated from the time of publication of the official document. The full protest fee of RMB 3,000 must be paid upon submission of the protest. Where protests involve the dismantling of a racing car's engine or gearbox, the protest fee shall be RMB 30,000. This protest fee does not include any costs incurred by the unsuccessful party for the reassembly of the winning party's engine or gearbox. Such reassembly costs shall be determined in accordance with the extended registration form, subject to approval.</p> <p>67. Should any party contest a penalty imposed by the Stewards, an appeal may be lodged in accordance with the relevant provisions on appeals within the General Sporting Regulations and the Regulations on Competition Penalties, Protests and Appeals of the CAMF.</p>	<p><b>投诉和上诉</b></p> <p>66. 抗议须以书面形式参照《中国汽车摩托车运动联合会比赛处罚及抗议、上诉条例》，赛事组织者只在初步成绩公布后 30 分钟内接受参赛者提交至赛事仲裁委员会的抗议。初步成绩公布 30 分钟后不再接受任何抗议。初步成绩公布时间根据正本文件的公布时间计算。提出的抗议必须全部缴纳抗议费 3000 元。涉及拆卸赛车发动机或变速箱的，抗议费为 30000 元。抗议费不包括败诉方支付胜诉方发动机或变速箱重新组装的费用。发动机或变速箱重新组装的费用参照延伸注册表填写且获得批准的费用执行。</p> <p>67. 如对赛事仲裁委员会做出的判罚有异议，可按照根据运动总则第上诉相关条款和《中国汽车摩托车运动联合会比赛处罚及抗议、上诉条例》进行上诉。</p> <p>68. 第一回合决赛后不接受任何涉及第二回合决赛发车位的投诉。</p>

<p>68. No protests regarding starting grids for the second final round shall be accepted after the first final round.</p>	
<p><b>SANCTIONS</b></p> <p>69. Stewards may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.</p> <p>70. The Stewards may impose penalties on the relevant applicant based on any competitor's breach of regulations. Once a penalty decision has been issued, competitors retain the right to appeal even if they have not signed the document.</p> <p>71. Any fines imposed by the Stewards must be paid by the applicant to the Secretariat of the Stewards within 48 hours of the decision being made.</p> <p>72. Any driver receiving three reprimands from the Stewards throughout the CTCC China Cup season shall be penalised with a five-place grid penalty for the next race following the third warning. Should two of these reprimands relate to the driver's behaviour, the five-place penalty shall be applied to the next race immediately following the issuance of the reprimands.</p> <p>73. Applicants found by the Stewards to have maliciously breached technical regulations shall be penalised by disqualification from all competitions for the current year.</p> <p>74. The Stewards may decide to record and suspend penalties against a competitor and/or a Driver until the end of all competitions this year, with the provision that if the competitor or driver does not commit any similar violations again, this penalty decision will be cancelled.</p>	<p><b>处罚</b></p> <p>69. 赛事仲裁委员会可以依照比赛规则做出处罚，也可以依照运动总则做出处罚。</p> <p>70. 赛事仲裁委员可以根据任何参赛者的违规行为，对相应的报名人做出处罚。处罚决定做出后，参赛者在没有签署文件时也拥有上诉权利。</p> <p>71. 赛事仲裁委员会做出的罚款处罚，报名人必须在决定做出后 48 小时内上缴至赛事仲裁委员会秘书处。</p> <p>72. 任何车手在 CTCC 中国汽车场地职业联赛中国杯全年比赛中累计得到赛事仲裁委员会 3 次警告处罚，将于受到第 3 次警告后的下个回合比赛退后 5 位发车。如累计 2 次警告涉及车手驾驶行为的，将于受到警告时的下个回合比赛退后 5 位发车。</p> <p>73. 被赛事仲裁委员会认定有恶意违反技术规则行为的报名人，将被处以取消年度比赛资格的处罚。</p> <p>74. 赛事仲裁委委员会可以做出决定，将对报名人或车手的处罚记录在案并暂缓执行，直至本年度全部分站赛结束，如该报名人或车手未再有类似的违规行为，则此处罚决定将被取消。</p>
<p><b>CHANGES OF DRIVER</b></p> <p>75. In case of a competitor wishes to enter an additional driver, the Competitor must inform the Stewards in writing prior the end of sporting checks. Applications submitted after the deadline will not be approved.</p> <p>76. Inheritance of penalties and technical specifications upon driver change</p> <p>a) Any driver joining an existing team during the season or replacing an existing team member to continue competing must adhere to the team's existing technical specifications.</p> <p>b) Penalties imposed on a team during the season shall not be revoked or suspended merely because the team changes drivers during the season.</p> <p>c) Where a penalty is imposed on a team during the season in relation to a driver's conduct, and the driver in question leaves that team, both the team to which they originally belonged and the team to which they have joined shall be subject to this</p>	<p><b>更换车手</b></p> <p>75. 报名人如欲调整车组内车手名单或新增报名车组，必须在各分站赛行政检验结束前以书面形式向赛事仲裁委员会提交申请，逾期不予批准。</p> <p>76. 车手更换时对处罚及技术要求的继承</p> <p>a) 任何人在赛季中加入某个已参赛的车组或替换原有车组成员继续参加比赛时，须继承该车组原有的车辆技术要求。</p> <p>b) 赛季中对于某个车组的处罚，不因该车组在赛季中更换车手而被取消或不再执行。</p> <p>c) 赛季中对于某个车组涉及车手驾驶行为的处罚，如果该车组的车手当事人离开该车组，原属车组及其新加入的车组都将受到此处罚。当该车手新转入的车组已有同类型的处罚时，按照累计的最高标准执行。</p>

<p>penalty. Where the team to which the driver has transferred has already received a penalty of the same nature, the penalty shall be enforced at the highest cumulative level.</p> <p>77. Any duly authorised new driver may score points in the CTCC China Cup.</p> <p>78. Competitors will be obliged to use the driver they nominated at the time of the scrutineering for the Competition except in cases of “force majeure” recognised as such by the Stewards.</p>	<p>77. 更换后的新车手可以在 CTCC 中国汽车场地职业联赛中国杯中获得积分。</p> <p>78. 预车检结束后，不得更换车手，除非出现不可抗力并获得赛事仲裁委员会批准。</p>
<p><b>NUMBER OF CARS ALLOWED TO PARTICIPATE</b></p> <p>79. The number of cars allowed to take part in practice and to start the race is as stated in sporting regulation appendix O, appendix 2.</p>	<p><b>允许最大同场发车数量</b></p> <p>79. 允许进行练习和参加决赛时同场发车的最大数量，按照运动总则附件 O，附件 2 执行。</p>
<p><b>DRIVING STANDARD</b></p> <p>80. The driver must drive his car alone and unaided other than marshals. The nomination of driving order for each race session must be submitted to the Secretariat no less than two (2) hours before the opening of the race pit lane exit. Any crew failing to comply with the scheduled driver nomination shall have their results disqualified.</p> <p>81. Drivers must always utilise the track whilst on the circuit. The two white lines demarcating the track edges shall be considered integral to the track, whereas the shoulders are not part of the track. Drivers must ensure both wheels on the same side remain within the track boundaries during driving. A car is considered within the track if its tyres are touching the boundary lines; otherwise, it is deemed off-track. Should a car leave the track, the driver must return to the track safely and without gaining any advantage. Drivers must not deliberately leave the track without justification. Drivers who leave the track will be subject to investigation by the Stewards based on the circumstances. Any advantage gained from leaving the track must be immediately surrendered. Should the overtaken car subsequently be passed by another competitor, the driver who left the track must still fall back behind the car they overtook, as directed by the Race Director. However, if the overtaken car subsequently makes a driving error, and this is confirmed by the Race Director, the driver who left the track may no longer be required to surrender the advantage gained.</p> <p>82. Failure by a lapped driver to promptly yield to the leading driver shall be deemed a breach of conduct and subject to appropriate penalties by the race stewards.</p> <p>83. Within straight sections (excluding braking zones), where no overtaking manoeuvre is underway between the leading and following cars, any deliberate shoving by the following car causing the leading car to lose control, position, or sustain an accident constitutes dangerous driving. The following car's result</p>	<p><b>驾驶行为</b></p> <p>80. 车手必须本人驾驶赛车，在赛道上不能够获得除裁判员外的外力帮助。每一回合决赛的驾驶车手名单与驾驶顺序必须在决赛维修区出口开放前至少 2 小时提交至秘书处。未按计划驾驶的车组将被取消成绩。</p> <p>81. 车手在赛道行驶的任何时间内必须使用赛道。界定赛道边缘的两条白线视为赛道的组成部分，路肩不是赛道的组成部分。 车手在驾驶过程中，必须确保同侧两个车轮在赛道内，赛车轮胎压线的情况视为赛道内行驶，否则视为离开赛道。 如果赛车离开赛道，车手必须在确保安全且不获得任何优势的情况下返回赛道。 如果没有任何理由，车手不能故意离开赛道。离开赛道的车手赛事仲裁委员会将根据情况对其进行调查。 离开赛道时产生的优势应立即让回。如果在离开赛道时超越的赛车已被其他赛车超越，该离开赛道的赛车仍然需要按照赛事总监要求退回到其超越的赛车后。如果被超越的赛车出现驾驶失误，在赛事总监确认的情况下，可以不再等待将优势让回。</p> <p>82. 被套圈车手没有及时给领先车手让车的行为被视为违反车手驾驶行为，将受到赛事仲裁委员会必要的处罚。</p> <p>83. 在直线区域内（不包含刹车区域），当前车和后车没有形成进攻和防守的情况下，后车明显推搡前车导致前车失控并失去位置或发生事故的行为属于危险驾驶行为，后车该回合比赛成绩将被取消，并可能受到赛事仲裁委员会追加的其它必要处罚。</p>

<p>for that lap shall be disqualified, and additional penalties may be imposed by the Stewards.</p> <p>84. During a defensive manoeuvre, a driver must not change direction more than once. If, after the manoeuvre has ended, the driver changes direction towards the inside of the next corner in the approach to that corner, this shall not be counted as part of the permitted number of direction changes during the manoeuvre. Any driver who has been defending off the racing line and wishes to return to the racing line must, when approaching a corner, leave sufficient space between their car and the edge of the track for their rival to pass.</p> <p>85. Drivers must always maintain sufficient driving space for competitors. While encouraging aggression, reasonable contact between attacking and defending cars is permitted during competition. However, contact causing loss of control, positional loss, or accidents shall be subject to investigation or necessary penalties by the Stewards.</p> <p>86. Any use of non-competitive gestures by the driver or car body to communicate with the team during driving or while the car is in motion shall be deemed a violation.</p> <p>87. Any abnormal deceleration, slow driving, irregular line, or behaviour affecting other cars shall be subject to investigation by the Stewards and necessary penalties.</p>	<p>84. 车手在防守过程中，禁止超过一次改变行驶方向。如果防守结束后，在下一个弯道进弯区域向入弯侧改变方向，不计算在防守改变方向次数内。任何之前在非竞赛路线上进行防守的车手欲返回竞赛线路，在接近弯道时，其必须在自己的赛车和赛道边缘之间给竞争对手保留足够的驾驶空间。</p> <p>85. 任何时间要求车手给竞争对手保留足够的驾驶空间。本着鼓励进攻的原则，在竞赛中，进攻车辆与防守车辆的合理接触是被允许的。但因车体接触导致车辆失控并失去位置，或者事故发生，将会接受赛事仲裁委员会调查或必要的处罚。</p> <p>86. 车手在驾驶时或赛车在行驶时利用任何身体或车体非竞赛动作以向车队传递信息均视为违规行为。</p> <p>87. 任何时间赛车出现不正常的减速、缓慢驾驶和不规律的线路，以及影响其他赛车的行为，都会受到赛事仲裁委员会的调查和必要的处罚。</p>
<p><b>DEFINITIONS OF CARS</b></p> <p>88. Cars meeting the following definitions shall be eligible for competition:</p> <p>a) All models listed in the TCR registered car list published by WSC and holding a TCR registration form and QR code issued by the TCR technical department, shall be eligible for competition.</p> <p>b) All models meeting the requirements of the “2026 China Touring Car Championship China Cup Technical Regulations” and have completed the registration shall be eligible for competition.</p> <p>89. The event organiser reserves the right to reclassify cars into appropriate categories during the competition based on performance demonstrated in all practice sessions or finals.</p>	<p><b>报名车辆定义</b></p> <p>88. 符合下列定义的车辆具备参赛资格：</p> <p>a) 所有在 WSC 发布的 TCR 注册车型列表中列明的，并持有 TCR 技术部门颁发的 TCR 注册表与二维码的车型均具备参赛资格。</p> <p>b) 所有符合《2026 中国汽车场地职业联赛中国杯技术规则》要求并完成注册的车型均具备参赛资格。</p> <p>89. 赛事组织者有权利在比赛中根据所有练习或决赛的表现力重新调整车辆所属的组别。</p>
<p><b>RACE NUMBER AND NAME ON THE CAR</b></p> <p>90. The livery of all applicant cars shall not be altered after the scrutineering. Any modifications must be approved in writing by the Technical Delegate and the Stewards.</p> <p>91. The highest overall points in the previous year's Drivers' Cup will receive the number 1 plate. If the driver is absent from this year's race, then the number 1 will be vacant. The remaining competitors may choose their own numbers from 2 to 999, with priority given to the order of points they scored in last year's championship, followed by the order of entry for those who did not compete in the championship. Once the race number is determined, it must remain unchanged throughout the year. The Promoter will provide a set of car numbers and organizer's advertising for free to the Competitors or Drivers during the sporting check of their first Competition. If additional numbers are needed afterwards, Competitors can either make them themselves according to the Appendix 5 to the present regulations or purchase them from the Promoter at a cost.</p>	<p><b>赛车涂装</b></p> <p>90. 报名人所有参赛车辆的涂装在预车检后不得再进行更改，如果发生变动，必须经过技术代表和赛事仲裁委员会书面批准。</p> <p>91. 参赛车辆比赛车号中的 1 号将被授予上一年度车手杯总积分最高的车组，如该车组缺席本年度比赛，则 1 号空缺。其余参赛车辆比赛号码由报名人在 2-999 号范围内自主选择，选择号码的优先顺序按照上一年度车队积分顺序排列，没有参加上一年度比赛或在上一年度比赛中没有积分的报名人按照报名顺序排列。比赛车号一旦确定须保持全年不变。赛事组织者将在报名人或车组第一次参加的分站赛行政检验时向其免费提供一套车号，在此之后如需增补则可有报名人按照组织者要求的规格自行制作或由组织者有偿提供。</p>

92. Each car will carry the race number of its driver on its rear side window, windscreen, rear window, front side door and front of roof top. Applicants must affix their car numbers in the designated positions as stipulated by the regulations. Applicants failing to meet these requirements will not be permitted to pass the scrutineering by the Technical Delegate.

93. The car's brand emblem shall be displayed in its original factory position on the body. The driver's name, national flag or regional flag, and blood type shall be affixed to both sides of the driver's cockpit (on the rear side windows) and must be clearly visible. The format of the driver's name must correspond exactly to that on the entry form and driver's license.

94. Each car must display advertising in accordance with the General Sporting Regulations and local legislation.

95. The Promoter will provide a set of car numbers and organizer's advertising for free to the Competitors or Drivers during the sporting check of their first Competition. If additional numbers are needed afterwards, Competitors can either make them themselves according to the Appendix 5 to the present regulations or purchase them from the Promoter at a cost. The quantity, format, and placement of organizers' advertisements, along with car numbers, names, national flags, and blood types, are as shown in the accompanying diagram. Specific advertising regulations for each round shall be published in the respective round appendices. All applicants must affix the advertisements to their cars and drivers' race suits in the designated locations.

96. All advertisements must be affixed to the car prior to scrutineering. Advertising reserved for applicants' cars and race suits shall not be subject to specific restrictions, provided it does not obscure the organizer's advertising or race numbers, contravene commercial registration agreements, contain objectionable promotional content, or compromise safety. Should a driver fail to comply with these regulations or refuse to remove objectionable advertising, the Technical Delegate shall withhold approval for scrutineering.

97. Except in special circumstances approved by the Stewards, advertising may be affixed to the top of the front windscreen of a car, provided it does not exceed 30cm in height. Advertising may be affixed to the top of the rear windscreen, provided it does not exceed 10cm in height. Advertising is not permitted on any other windows of the car.

98. All applicants, sponsors and other relevant parties, upon registering for the competition, hereby agree that all copyrights to audiovisual materials produced during the CTCC China Cup shall vest in the event organizers. The parties shall not withhold such copyrights nor transfer them to any other organization or individual. The event organizers shall be entitled to utilize any audiovisual products filmed during the competition for any purpose whatsoever.

99. During the race, all applicants and directly responsible people failing to comply with the rules shall be subject to investigation by the Stewards.

92. 比赛车号粘贴位置为赛车两侧前车门、车顶前部、座舱两侧后侧窗和前后挡风玻璃，车顶前部在车头方向查看为正，前挡风玻璃在车头方向查看位于左上方，后风挡玻璃在车尾方向查看位于左上方。报名人须按照规则规定的位置粘贴车号，不符合要求者，技术代表将不允许其通过预车检。

93. 比赛车辆品牌标志应出现在车身原装位置上，车手姓名、所属国家国旗或地区区旗和血型应粘贴在车身驾驶员座舱两侧(后侧窗上)，应容易被看到。车手姓名格式必须与报名表及车手执照相符。

94. 每一辆赛车必须依照运动总则及当地法律粘贴广告。

95. 赛事组织者将在报名人或车组第一次参加的分站赛行政检验时向其免费提供一套广告，如赛事组织对已发布的广告内容进行变更，也将再次向所有报名人或车组免费提供一套新的广告。在此之后如需增补则可有报名人按照组织者要求的规格自行制作或由组织者有偿提供。组织者广告以及车号、姓名、国旗、血型的数量、格式以及粘贴位置见本款附图，各分站赛特殊的广告规定将公布在分站赛附录中。所有报名人必须在指定的位置在赛车上和车手赛服上粘贴上述广告。

96. 赛车全部广告必须在预车检前粘贴在赛车上。预留给报名人的赛车和赛服广告不作特别限制，但不得遮盖组织者广告比赛号码，不得违反商业注册协议，不得有不良宣传内容，也不得影响赛车安全。如果车手不按规则执行或拒绝将有不良内容的广告除去，技术代表将不允许其通过预车检。

97. 除赛事仲裁委员会批准的特殊情况，赛车前挡风玻璃顶部可粘贴高度不超过 30 厘米的广告，赛车后挡风玻璃顶部可粘贴高度不超过 10 厘米的广告，赛车其它四面任何车窗玻璃不准粘贴广告。

98. 所有参赛者、赞助商和其他有关人员在报名参赛时已经同意 CTCC 中国汽车场地职业联赛中国杯所有的影视资料版权属于赛事组织者，上述各方不可扣留版权，或将其转让给其它单位或个人。赛事组织者可选用任何在比赛中拍摄的影视产品做任何用途。

99. 比赛过程中，所有不遵守上述规则的报名人和直接责任人将受到赛事仲裁委员会调查。

<p><b>TESTING</b></p> <p>100. The organizers shall arrange the official pre-season test day during the first race, which all applicants must attend. For subsequent rounds, organizers shall schedule track testing times at their discretion, open to all applicants. Beyond this, no applicant may conduct unauthorized track testing at the race circuit from Monday of the race weekend until the commencement of the first free practice session for that round. Failure to comply shall result in disqualification. Should an applicant's car enter the circuit at the designated venue prior to the stipulated time, this shall be deemed unauthorized track testing.</p>	<p><b>赛道测试</b></p> <p>100. 第一分站赛组织者将组织赛季官方试车日活动，所有报名人必须参加。其余分站赛，组织者将酌情安排各分站的赛道测试时间，所有报名人均可参加。除此之外，所有报名人自分站赛比赛周的周一至分站赛第一次自由练习开始前不得在当站比赛的赛车场自行安排赛道测试，否则将取消比赛资格。报名人的赛车未按规定时间进入当站比赛赛车场赛道即视为进行违规赛道测试。</p>
<p><b>PIT LANE ENTRY, PIT LANE AND PIT LANE EXIT</b></p> <p>101. The 'pit lane entry' constitutes part of the track, denoting the section situated between the first safety car line and the pit lane speed restriction line.</p> <p>102. The 'pit lane exit' constitutes part of the track, denoting the section situated between the pit lane speed restriction release line and the second safety car line.</p> <p>103. The pit lane is divided into two sections: the passageway adjacent to the pit lane wall is termed the 'fast lane', while the passageway adjacent to the pit garages is termed the 'in-lane'. During pit lane starts, the in-lane is the sole location where car repairs may be conducted during the race. Within the in-lane, tyres and other tools may be placed within no more than 2.5m from the pit garage door during repairs.</p> <p>104. The race organizer shall specify the allocated workshop positions for each applicant in the Appendix for each round. Repairs to cars may only be carried out within the allocated pit workshop or at the repair position designated by the organizer. Unless otherwise specified by the organizer, the repair position shall be allocated in front of the applicant's own workshop door.</p> <p>105. Except during the starting procedure when a car is pushed back to the pit lane from its starting position, at all other times only the driver may drive the car to the pit lane exit. Under no circumstances may a car be driven to the far end of the pit lane and stop on the pit lane fast lane be lined up in a single file and depart in sequence, unless a car is unable to depart due to a mechanical failure.</p> <p>106. Should a driver commence from the pit lane, they may only depart their pit garage when the five-minute countdown board is displayed in the starting grid area and must queue in single file on the pit lane. Any car failing to leave the pit lane for the starting grid within the stipulated time, having already reached the pit lane exit, shall be pushed back to its respective pit garage and may only enter the pit lane queue once the five-minute countdown board is displayed in the starting grid area. Cars starting from the pit lane may undertake the following activities:</p> <ol style="list-style-type: none"> <li>Starting the engine or other direct auxiliary work.</li> <li>Installing or removing cooling or heating equipment.</li> <li>Adjusting driver comfort.</li> <li>Changing wheels.</li> </ol> <p>107. Applicants shall not spray dividing lines anywhere within the</p>	<p><b>维修区入口、维修区和维修区出口</b></p> <p>101. “维修区入口”为赛道的一部分，指位于第一条安全车线和维修区限速线之间的部分。</p> <p>102. “维修区出口”为赛道的一部分，指位于维修区解除限速线和第二条安全车线之间的部分。</p> <p>103. 维修区分成两个部分，靠近维修区墙的通道称为“快速通道”，靠近维修车库的通道称为“内部通道”。维修区发车的情况下，内部通道是决赛过程中唯一可以进行赛车修理的地方。内部通道中，距离维修车库门不超过 2.5 米距离的范围内，可以用于在维修时摆放轮胎及其他工具。</p> <p>104. 赛事组织者将在各分站赛附录中规定各报名人维修车库的分配位置，修理赛车只允许在分配的维修区车库内或组织者规定的维修位内进行。如果组织者无特殊规定，维修位安排在自己维修车库门前。</p> <p>105. 除在发车程序中，有赛车自发车位推回维修区，任何其他时间只允许车手驾驶赛车前往维修区出口。任何情况下，驶往维修区末端并停在维修区快速通道上的赛车，必须单排排列，并且按照顺序驶离，除非某赛车出现故障而不能驶离。</p> <p>106. 如某车手从维修区发车，其必须在发车区 5 分钟倒计时牌出示时方可从维修车库驶离，必须单列停在快速通道上。未按照规定时间离开维修区前往发车位的赛车如果已经抵达维修区出口，应将赛车推回各自的维修车库，待发车区 5 分钟倒计时牌出示后再进入维修区快速通道排队。从维修区发车的赛车可以进行如下工作：</p> <ol style="list-style-type: none"> <li>启动发动机或者其它直接的辅助工作。</li> <li>安装或者拆卸制冷或者加热的设备。</li> <li>改变车手乘坐舒适度。</li> <li>更换车轮。</li> </ol> <p>107. 报名人不得在维修区内任何地点喷涂分割线，可以粘贴的方式标识维修位。</p>

<p>pit lane; pit positions may be marked using adhesive tape.</p> <p>108. No tools shall be placed on the pit lane fast lane, except for cars departing from the pit lane exit.</p> <p>109. During all practice sessions and the final race, only mechanics wearing official identification armbands are permitted to enter the internal passageway from the pit lane immediately upon a car entering the pit lane for servicing and must leave the internal passageway and return to the pit lane immediately upon completion of the work. No mechanics or other personnel may remain in the pit lane once the car has completed its pit stop. During all practice sessions and the final race, no more than six mechanics may enter the pit lane internal passage for repairs (if the driver is seated in the car, they are not included in the count of six mechanics). Any breach of these provisions will be investigated and penalised by the Stewards.</p> <p>110. Hoists may be used during repairs, provided they do not exceed 4m in length (measured from the inner wall of the passage) and maintain a minimum height of 2m above ground level.</p> <p>111. Applicants are obliged to release the car from the pit garage or pit lane in a manner that ensures safety. Cars already in the pit lane fast lane shall have right of way. At this time, the driver must wear a helmet, neck protection system, and FIA-compliant driver's equipment. The scrutineers shall inspect the driver's equipment at the pit lane exit.</p> <p>112. During all practice sessions (including free practice and qualifying), cars must not enter the pit lane fast lane in advance or move towards the pit exit via the internal lane, before the pit exit is first opened or before practice resumes following a suspension. Failure to comply will incur a penalty imposed by the Stewards. During free practice, qualifying, and the race, cars may depart their respective pit stalls and enter the track via the pit lane fast lane once the pit lane exit is open. These requirements do not apply to procedures during race stoppages.</p> <p>113. Engines must be switched off during any prolonged stoppage within the pit lane.</p> <p>114. During qualifying or the race, a car returning to its pit garage shall be deemed to have formally retired. In qualifying or the race, a car entering the closed parking area shall be deemed to have ended its session or race and shall not return to the track.</p> <p>115. Upon completion of repairs and departure from the pit lane, all tools and parts must be immediately returned to the team garage. Failure to do so will incur a fine imposed by the Stewards.</p> <p>116. Should a car inadvertently overrun its designated pit stop position upon returning to the pit lane, team personnel shall push the car back into its correct position.</p> <p>117. Cars must be parked within their designated pit lane positions and must not obstruct other cars entering or exiting the pit lane.</p>	<p>108. 除维修区出口发车的车辆，快速通道上不得摆放任何工具。</p> <p>109. 在所有练习与决赛期间，只有佩戴官方识别臂章的维修技师允许在赛车需要维护且进入维修区入口时从维修车库迅速进入内部通道，并在完成维修后立即离开内部通道返回维修车库。赛车进站维修工作结束后不得有任何维修技师，或者其它人员停留在维修区。所有练习和决赛中，进入维修区内部通道维修的技师不能超过6名(如车手坐于车内，则不包括在6名维修技师数目内)。所有违反本条款所规定的行为均将受到仲裁委员会的调查与处罚。</p> <p>110. 维修时可以使用吊臂，但维修吊臂不得超过4米(从内部通道内侧的墙边起测量)，离地高度至少2米。</p> <p>111. 报名人有义务在确保安全的情况下在维修车库或维修位释放赛车，已经进入维修区快速通道的赛车拥有优先通行权。此时车手必须佩戴头盔和头颈保护系统及国际汽联规定的赛车手装备，车检裁判将在维修区出口检查上述车手装备。</p> <p>112. 在所有练习期间(包括自由练习和排位赛)，在维修区出口首次开放或练习暂停再次开放前，赛车不得提前进入维修区快速通道，或在内部通道上向维修区出口移动，否则将受到赛事仲裁委员会罚款处罚。在自由练习、排位赛和决赛期间，当维修区出口开放后，赛车方可从各自的维修位离开，通过维修区快速通道进入赛道。上述要求不包含决赛暂停期间的相关程序。</p> <p>113. 任何在维修区内的长时间停车，发动机必须熄火。</p> <p>114. 在排位赛或决赛中，赛车如返回维修车库即表示正式退出。排位赛和决赛中，赛车如驶进封闭停车场，即表示自己结束排位赛或决赛，不再返回赛道。</p> <p>115. 赛车完成维修工作，离开内部通道后，所有工具、零件必须立即撤回维修车库内。否则将受到赛事仲裁委员会罚款处罚。</p> <p>116. 返回维修区的赛车，如不慎超越自己的维修位，则应由车队成员将赛车推回维修位。</p> <p>117. 赛车必须停在自己的内部通道维修位上，不可阻碍其它车辆进出维修站。</p> <p>118. 由赛道返回维修区时，赛车须提前离开竞赛路线，在确保安全的情况下进入维修区，不得跨越入口分割线，跨越分</p>
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118. When returning to the pit lane from the track, the car must depart the racing line in advance and enter the pit lane only when it is safe to do so. Crossing the pit lane entry line is prohibited. Any driver crossing this line shall incur a fine of ¥2,000 during free practice and qualifying sessions and shall be penalized with a drive-through penalty during the race. Should a driver crossing the line impede the normal progress of other cars or create a hazard to other cars proceeding normally, Race Stewards may impose additional penalties alongside the sanctions.

119. A boundary line separating the pit lane from the track is positioned at the pit lane exit. Cars may only utilize the full track width after completely crossing this boundary line. Crossing the boundary line shall incur penalties imposed by the Stewards: a fine of 2,000 yuan during free practice and qualifying sessions, and a drive-through penalty during the race. Should a driver crossing the boundary line impede the normal running of other cars or create a hazard to other cars running normally, the Stewards may impose additional penalties.

120. Smoking is strictly prohibited within the pit lane area (including the pit lane fast lane, internal access routes, team timing zones, pit workshops, workshops for support events, and areas designated for support events). Failure to comply will result in a fine of 2000 yuan being imposed on the applicant associated with the smoker.

121. Only team timekeepers are permitted to issue instructions or communicate information to drivers from the pit lane signal station. Timekeepers may only display information boards to cars from the signal station. Access to the signal station is restricted to team personnel wearing clearly identifiable organizer badges and holding valid timekeepers and team manager credentials.

122. Information boards must not obstruct instructions or signals issued by other teams at the signal station. No components of information boards may be left scattered on the pit lane or track surface.

123. Drivers and teams may utilize radio equipment for communication. Such radio communication devices must first obtain approval from the event organizers. Applications for radio communication equipment must be submitted to the event secretariat alongside the entry form.

124. During all practice sessions and finals, drivers must not stop, dismount, drive slowly, or alter their direction of travel at signal stations. All team personnel must not lean or rest against the safety barriers, failing which they shall be subject to investigation by the Stewards.

125. During all practice sessions and finals, no notices may be posted on the organizers' noticeboard in the pit lane by any driver, team, or other competitor.

126. Teams may relay race information to drivers in the starting grid via the timing wall.

127. No open flames are permitted within the pit lane, including the use of any tools that may produce sparks.

割线者，在自由练习和排位赛中罚款 2000 元，在决赛中处以通过维修区处罚。如果跨越分割线的车手影响其它赛车正常行驶，或对其它正常行驶的赛车造成危险隐患，赛事仲裁委员会可以在上述处罚的同时追加必要的处罚。

119. 在维修区出口设有一条与赛道的分界线，赛车只有在完全驶过分界线后才可以使用全部赛道，跨越分界线者将受到赛事仲裁委员会处罚，自由练习和排位赛中罚款 2000 元，在决赛中处以通过维修区处罚。如果跨越分割线的车手影响其它赛车正常行驶，或对其它正常行驶的赛车造成危险隐患，赛事仲裁委员会可以追加处罚。

120. 在维修区内（包括维修区快速通道，内部通道，车队计时区，维修车库，辅助赛事的维修车库及辅助赛事规定的区域），严禁吸烟，否则与吸烟者相关的报名人赛车将罚款 2000 元。

121. 只允许车队计时员在维修区信号站向车手发出指令或沟通信息，车队计时员只能从信号站向赛车出示信息板。计时站只允许佩戴组织者明显标识的并佩戴计时员证件和车队经理证件的车队人员进入。

122. 信息板不能阻碍其它车队在信号站发出的指令或讯号，信息板的任何配件不得散落在维修区快速通道或赛道上。

123. 车手和车队可以使用无线电设备进行联络，该无线电通讯器材必须先获得赛事组织者批准，无线电通讯器材申请须连同报名表一同交赛事秘书处。

124. 所有练习和决赛中，车手不能在信号站停车、下车、开慢车或改变行进方向，所有车队工作人员不得趴扶、倚靠在护网上，否则将受到赛事仲裁委员会调查。

125. 所有练习和决赛中，所有车手与车队或其他车手之间不得在维修区的组织者公告板上张贴通告。

126. 车队可以在计时墙向发车区内的车手传递比赛信息。

127. 维修区内不可进行任何明火操作，包括使用各类会产生火花的工具。

128. 维修区内不得对气瓶进行充放气的操作。

129. 所有练习、排位和决赛期间，靠近赛道侧的维修车库门必须保持完全打开，同时必须保持维修车库内对赛车的可见性，确保其不受其他物体的遮挡（包括车身配件、车衣、轮胎或工具等）。赛事官员有权随时进入各维修车库内。

<p>128. The filling or emptying of gas cylinders is prohibited within the pit lane.</p> <p>129. During all practice, qualifying and race sessions, workshop doors facing the track must remain fully open. Visibility of the race car within the workshop must be always maintained, ensuring it is not obstructed by any objects (including bodywork components, overalls, tyres or tools). Race officials retain the right to enter any workshop at any time.</p>	
<p><b>SPORTING CHECKS AND SCRUTINEERING</b></p> <p>130. Applicants must present all required documentation for sporting checks and remain available for inspection throughout the race. Applicants failing to attend sporting checks within the times specified in the 'Preliminary Timetable' of each round's appendix, or those failing to pass administrative checks in a single attempt, shall incur a fine of ¥1,000. All applicants must attend administrative checks at each round strictly according to the timetable. Should personnel changes occur between applicants' corresponding competitors, administrative checks must be repeated for the revised applicants at that round.</p> <p>131. During sporting checks, original driver licenses and applicant competition licenses shall be retained by the Stewards' Panel until the official final results are published, at which point the applicant may retrieve the originals. Applicants and drivers failing to present original competition licenses during administrative checks may only pass inspection upon confirmation of their eligibility by the CAMF. In such instances, the relevant applicant shall incur a fine of RMB 1,000.</p> <p>132. The Competitor represents its own behalf and on behalf of everyone associated with its participation in the Series by confirming that they have understood the entire contents of the application form, and that everyone has signed the "Individual Waiver of Claim Statement" with the Competitor.</p> <p>133. The scrutineering schedule and procedures for each race shall be conducted in accordance with the requirements specified in the Appendix for that round. All drivers and their racing equipment must personally undergo inspection.</p> <p>134. Unless approved by the Stewards, all applicants must undergo scrutineering according to the designated schedule and procedures. Drivers failing to attend scrutineering within the timeframe stipulated in the Appendix shall be fined RMB 2,000.</p> <p>135. Drivers or cars failing to pass scrutineering shall not be permitted to participate in the race.</p> <p>136. The scrutineers may:</p> <ol style="list-style-type: none"> <li>Check the eligibility of a car or of a driver at any time during a Competition</li> <li>Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied</li> <li>Require a competitor to pay the reasonable expenses for the exercise of the powers mentioned in this Article</li> <li>Require a competitor to supply them with such parts, samples/drawings and any other information, as they may deem necessary</li> <li>Inspect the refuelling equipment</li> </ol>	<p><b>行政检验和预车检</b></p> <p>130. 报名人须持规定的所有文件参加行政检验，并在比赛中随时接受检查。不按照各分站赛附录中“初步时间表”规定时间参加行政检验的报名人，和没有一次性通过行政检验的报名人将被处以 1000 元罚款。所有报名人在每个分站赛时必须按照时间表参加行政检验。报名人相应的参赛者如出现人员变更，需在变更当站重新进行行政检验。</p> <p>131. 行政检验时，车手执照和报名人比赛执照原件将保留在赛事仲裁委员会，直至决赛正式成绩公布后报名人方可将原件取回。行政检验中未提供比赛执照原件的报名人和车手，经中汽摩联确认拥有比赛资格后方可通过行政检验，这种情况下相应的报名人将受到 1000 元罚款处罚。</p> <p>132. 报名人代表其当站所有参赛者确认已了解报名表中全部内容，其所有参赛者已经与报名人签署了“个人放弃索赔声明”。</p> <p>133. 各分站赛预车检时间和程序按照该分站赛附录要求进行，所有车手装备及赛车必须亲自接受检查。</p> <p>134. 除经过赛事仲裁委员会同意，所有报名人赛车必须按照预车检时间和程序接受预车检，未按附录规定时间接受预车检的车手处以 2000 元罚款。</p> <p>135. 没有通过预车检的车手或赛车不得参加比赛。</p> <p>136. 车检裁判可以：</p> <ol style="list-style-type: none"> <li>比赛期间检查赛车是否合格。</li> <li>拆卸某赛车，以确保其符合参赛资格。</li> <li>要求某报名人支付由车检工作而导致的组织者费用。</li> <li>要求某报名人提供其认为必要的配件或者样品。</li> <li>检查加油设备。</li> <li>检查维修区人员防护装备。</li> </ol> <p>137. 发动机检验。</p> <ol style="list-style-type: none"> <li>组织者可以在任何时候，无条件拆检任何发动机，任何拒绝拆检发动机的参赛者将被除名并停止后续比赛。</li> <li>投诉拆检发动机的参赛者如果投诉成功，将不承担任何费用，投诉失败的参赛者将根据注册表的费用承担发动机重</li> </ol>

<p>f) Inspect the personal protective equipment of personnel in the pit lane.</p> <p>137. Engine Inspection.</p> <p>a) The organizer may, at any time and without condition, dismantle and inspect any engine. Any competitor refusing to submit their engine for inspection shall be disqualified and barred from subsequent races.</p> <p>b) Should a competitor successfully protest an engine inspection, they shall bear no costs. Should the protest be unsuccessful, the competitor shall bear the engine reassembly costs as per the registration form. Additionally, they shall pay compensation equivalent to the engine reassembly costs.</p> <p>138. Any car that has passed scrutineering must be resubmitted by the applicant for re-inspection by the scrutineers if it has been dismantled or modified in any way that compromises its safety, raises doubts about its eligibility to compete, or is involved in any incident.</p> <p>139. The Race Director or Clerk of the Course may inspect cars involved in incidents.</p> <p>140. Safety seats and seatbelts from cars involved in major collisions shall not be reused.</p> <p>141. Scrutineering shall be conducted solely by designated officials, who shall also oversee the secure parking area and may direct applicants accordingly.</p> <p>142. Following scrutineering, the organizers shall publish the list of applicants qualified to participate in practice sessions.</p> <p>143. During the race, the Stewards shall publish findings from scrutineering. Such publications shall exclude specific data unless they concern technical rule infringements.</p>	<p>新组装费用。同时按照发动机重新组装的费用再支付赔偿费用。</p> <p>138. 已经通过预车检的赛车，如果其经过拆卸或者某种形式的改装而影响其安全性，或者由此产生赛车参赛资格的疑问，或者涉及任何事故，必须由报名人重新呈报车检裁判进行复检。</p> <p>139. 赛事总监或者赛事主管可以检查涉及事故的赛车。</p> <p>140. 重大撞击事故后的赛车安全座椅和安全带不得再次使用。</p> <p>141. 车检工作只能由指定的赛事官员进行，这些赛事官员也负责管理封闭停车场，其可以对相应报名人的参赛者进行指挥。</p> <p>142. 预车检结束后，赛事组织者将公布有资格参加练习的名单。</p> <p>143. 比赛期间，赛事仲裁委员会公布车检裁判在检查赛车时发现的情况。公布文件中不包括特殊数据，除非遇有赛车违反技术规则的情况。</p>
<p><b>TYRES</b></p> <p>144. CTCC China Cup organizer will register reference tyres for the Race. All tyres must be purchased exclusively from the tyre manufacturer designated by the Race organizer. During scrutineering, scrutineers shall mark the tyres. Marking entails recording all car tyre information using a tyre scanner and recording software. Each tyre may only be marked for use on one car.</p> <p>145. Tyre limitations during the Competition:</p> <p>a) The use of tyres without appropriate identification is strictly forbidden during the entire Competition</p> <p>b) During the Competition, maximum 16 dry-weather tyres each car must be registered.</p> <p>c) During the Competition, minimum 4 wet-weather tyres each car must be registered.</p> <p>It is the applicant's responsibility to mark the tyres in the scrutineering area during the scrutineering.</p> <p>146. Any car not using marked tyres in accordance with the rules during practice sessions or the final race shall have its results disqualified.</p> <p>147. During all practice sessions and the race, competitors may</p>	<p><b>轮胎</b></p> <p>144. 轮胎为官方指定产品。报名人必须在赛事组织者注册的单一品牌轮胎供应商购买参赛轮胎。预车检中，车检裁判将给轮胎标记。标记是指使用轮胎扫码器和记录软件记录所有赛车的轮胎信息。一条轮胎只允许标记给一台赛车使用。</p> <p>145. 报名人每辆赛车在各分站赛中允许使用的轮胎数量如下：</p> <p>a) 所有的自由练习、排位赛和决赛必须使用当站被标记的轮胎。</p> <p>b) 每个分站每辆赛车最多允许标记 16 条干胎。</p> <p>c) 每个分站每辆赛车至少需要标记 4 条雨胎。</p> <p>在预车检中到车检区标记轮胎是报名人的义务。</p> <p>146. 所有练习和决赛中不按规则使用标记轮胎的赛车将取消比赛成绩。</p> <p>147. 在所有练习与决赛期间，参赛者可以自行选择使用干地</p>

<p>choose to use either dry-weather tyres or wet-weather tyres. It is also permissible to fit both dry and wet tyres on the same car simultaneously.</p> <p>148. Unless continuing the race poses a safety risk, practice or the race shall not be suspended due to rain. Should the Race Director declare the use of wet tyres, cars may return to the pit lane independently to change to wet tyres. Should rain commence after the pit lane exit has been opened for the race, any necessary delay to the start shall be conducted in accordance with Article 244.</p> <p>149. The use of tyre-warmers is forbidden or any other means of changing the character of the tyres.</p>	<p>轮胎或雨地轮胎，也可以在同一台赛车上同时使用干地轮胎和雨地轮胎。</p> <p>148. 除非继续比赛存在安全隐患，练习或决赛中下雨不暂停练习或决赛，赛车可以自行返回维修区更换雨胎。决赛在维修区出口开放后下雨，如有必要推迟发车，按照第 244 条款执行。</p> <p>149. 禁止使用轮胎加热装置或其他任何改变轮胎特性的方法。</p>
<p><b>WEIGHING AND BALANCE OF PERFORMANCE</b></p> <p>150. The minimum weight for all car models shall be announced by the Stewards following the sporting checks at each round. The Stewards reserves the right to adjust the minimum weight or minimum ground clearance for each model to achieve balance of performance based on the cars' performance during all practice sessions and the final race.</p> <p>151. All drivers must attend the weighing at the designated weighing area within the timeframe specified in the race schedule for each round. Drivers must present themselves fully kitted out in their racing gear for weighing, with their weight recorded by the Technical Delegate. Drivers who fail to attend the weighing shall not be permitted to participate in practice sessions until the weighing is completed.</p> <p>152. All cars must ensure compliance with the prescribed weight and performance balance adjustment requirements during practice, qualifying, and the final race. Should a car fail to meet the stipulated weight and performance balance requirements, it should be subject to investigation and penalties by the Stewards.</p> <p>153. Weighing.</p> <p>a) The weighing equipment shall be personally inspected by the Technical Delegate. This apparatus shall be installed within the scrutineering area, typically positioned near the first pit garage at the pit lane entrance. Weighing results shall be displayed to all competitors via an open screen within the scrutineering area.</p> <p>b) The Technical Delegate may select a car for weighing during all practice sessions via the Control Centre radio system. The Technical Delegate shall simultaneously notify the selected car to attend weighing at the pit lane entrance via a red signal light.</p> <p>c) Cars selected for weighing must proceed immediately to the weighing area upon returning to the pit lane, with engines switched off during the process. The Stewards shall investigate any car failing to present for weighing.</p> <p>d) Following weighing, the Technical Delegate shall provide the driver of the entered car with a written notification of the result. Should a car be unable to reach the weighing area under its own power, it may be assisted by marshals.</p> <p>154. All cars participating in qualifying and the final must be weighed. Should a car be found to be below the prescribed weight after weighing, any results achieved at that weight shall be disqualified, unless the Stewards deem the weight deficiency to have been caused by accident or force majeure.</p>	<p><b>车重及赛车能力均衡</b></p> <p>150. 所有赛车车型的最低重量将在分站行政检验结束后，由赛事仲裁委员会公告宣布。仲裁委员会有权根据赛车在所有练习与决赛中的表现力对各车型的最低重量或最小离地间隙进行表现力平衡调整。</p> <p>151. 所有车手必须在各分站赛比赛时间表内规定的时间到称重区参加称重，称重时必须携带全部比赛装备，车手重量由技术代表记录。未参加称重的车手不得参加练习，直至完成称重。</p> <p>152. 所有赛车必须保证在练习、排位赛和决赛时，赛车达到规定的车重及性能平衡调整要求。如赛车未达到规定车重及性能平衡要求，将受到赛事仲裁委员会的调查和处罚。</p> <p>153. 称重。</p> <p>a) 称重设备由技术代表亲自检查，该设备安装在车检区内，位置通常靠近维修区入口第一个维修车库。称重结果将通过车检区的开放式屏幕向所有参赛者显示。</p> <p>b) 技术代表可以在所有练习中通过指挥中心电台系统选择赛车称重，技术代表同时会在维修区入口通过红色信号灯通知被选定的赛车参加称重。</p> <p>c) 被选中称重的赛车在返回维修区时必须立即前往称重区称重，称重时熄灭发动机。赛事仲裁委员会将对没有前往称重区称重的赛车进行调查。</p> <p>d) 赛车称重后，技术代表将称重结果以书面形式通知报名人的车手。如果赛车不能够使用自身动力前往称重区，可以在裁判的帮助下前往。</p> <p>154. 所有参与排位赛和决赛的赛车必须称重。如果称重后发现赛车的重量小于规定重量，在该重量下所获得的成绩将被取消，除非赛事仲裁委员会认为缺少的重量是由于事故或不可抗力而造成的。</p> <p>155. 称重过程中不得给赛车添加或拆走任何固体、液体、气</p>

<p>155.No solid, liquid, gas or other substance or matter of any nature whatsoever may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the race or during the weighing procedure.</p> <p>156.Only scrutineers and officials may enter the weighing area.</p> <p>157. Any car not weighed in accordance with regulations shall be subject to investigation by the Stewards and necessary penalties.</p> <p>158. All technical controls for the TCR category must be conducted in compliance with the TCR Technical Regulations, including but not limited to car weight, Balance of Performance (BoP), compensating weights (CW), and data acquisition.</p>	<p>体或其它物质，否则将受到赛事仲裁委员会调查。</p> <p>156. 只有车检裁判和赛事官员可以进入称重区。</p> <p>157. 任何不按照规定进行称重的赛车将受到赛事仲裁委员会调查及必要的处罚。</p> <p>158. TCR 组所有技术控制均须遵照 TCR 技术规则执行，包括但不限所有车重、表现力均衡 (BoP)、补偿配重 (CW)、数据采集等。</p>
<p><b>ONBOARD CAMERA</b></p> <p>159. Throughout the Competition, the competitor must have installed in his car an onboard camera system of any type. The camera must be installed in the car, pointed in forward and backward direction. Nothing may obstruct the camera picture, and it is the responsibility of the competitor to always ensure the correctly installing and the functionality of the cameras system during Free Practice, Qualifying, and Race sessions. They must also ensure that the scrutineer can retrieve complete video recordings after each session. These video recordings must be clear and unobstructed and must display the official time (accurate to the second). If the scrutineer is unable to obtain these video recordings for any reason, unless due to “force majeure” recognised by the technical delegate, the relevant Competitor and Driver will be fined 10,000 CNY and be given a 3-place grid penalty for the next race. All in-car cameras must be securely mounted inside the car. They must not be mounted on the exterior of the car. The technical delegate will inspect all installations. The weight of the camera system is included in the minimum weight of the car.</p>	<p><b>影像记录仪</b></p> <p>159. 报名人必须在赛车上安装可满足前视、后视两个视角的车载摄像机，并确保其所有练习、排位赛和决赛期间处于正常工作状态，供车检裁判在练习或决赛后调取完整的影像资料，这些影像资料必须清晰无遮挡，同时必须显示官方时间（精确至秒）。如车检裁判无法获取这些影像资料，除非是由技术代表认可的不可抗力之外，无论因何原因，相关报名人将受到罚款 5000 元，相关车组将受到下一回合决赛退后三个发车位的处罚。</p> <p>所有车载摄像机必须以安全的方式安装在车内，不允许在车体表面之外安装，技术代表将对所有的安装进行检查。车载摄像机设备重量计算在最低车重中。</p>
<p><b>CHANGE OF CAR AND ENGINE</b></p> <p>160. After the scrutineering, any team requiring an engine change must apply to the Stewards' Panel and undergo a fresh scrutineering before entering the track. The technical specifications of the replacement engine must match those of the original unit. Teams found to have changed engines in contravention of these regulations shall be disqualified from the race.</p> <p>161. After the scrutineering, should a spare car require replacement, an application must be submitted to the Stewards' Panel. The car must then undergo a fresh scrutineering before re-entering the track. The model of the car may not be changed during this replacement. Teams found to have replaced their car in violation of these regulations shall be disqualified from the competition.</p>	<p><b>更换车型、备用车和发动机</b></p> <p>160. 预车检结束后，如需更换发动机的，须向仲裁委员会提交申请，并在进入赛道前重新通过预车检，新发动机的技术特征须与原发动机保持一致。违规更换发动机的车组将被取消比赛资格。</p> <p>161. 预车检结束后，如需更换备用车，须向仲裁委员会提交申请，并再进入赛道前重新通过预车检，更换备用车时不可更换车型。违规更换赛车的车组将被取消比赛资格。</p>

<p><b>REFUELING</b></p> <p>162. During free practice, qualifying and the race, refueling of the car is prohibited, as is any extraction of fuel from the car.</p> <p>163. Refueling of the car is only permitted in the garages within the pit lane after the conclusion of free practice or qualifying. Refueling is prohibited at individual pit stalls on the internal access road and in the starting grid area.</p> <p>164. Once a car leaves the pit lane to commence its first reconnaissance lap under Article 231, refueling shall no longer be permitted.</p> <p>165. Drivers may remain seated in the car during refueling, but the engine must be switched off (stopped). Failure to comply shall result in disqualification.</p> <p>166. Refueling must be conducted using approved safety containers. Upon completion, the container must be returned to the pit lane. The car may only be restarted once the fuel filler cap is fully secured; failure to comply will result in disqualification.</p> <p>167. The applicant's relevant competitor must prevent fuel leakage during refueling. Should leakage occur, the stewards should direct the pit crew to clean it up. The applicant's relevant competitor must comply immediately; failure to do so will incur a 5000RMB fine against the applicant.</p> <p>168. Should any racing car leak lubricant or fuel within the pit lane, the maintenance technician must, under the stewards' direction, push the leaking car away from the spill site before starting the engine. Failure to do so will result in a 5000RMB fine being imposed on the applicant.</p> <p>169. When refueling in the pit lane workshops, the relevant applicant must ensure a firefighter stands with a fire extinguisher at the refueller's side to promptly extinguish any potential fire.</p>	<p><b>加油</b></p> <p>162. 自由练习、排位赛与决赛期间，赛车禁止加油，也禁止任何从赛车中抽取燃油的行为。</p> <p>163. 赛车加油只允许在自由练习或排位赛结束后在维修区各车库进行，禁止在内部通道上各自的维修位和发车区上加油。</p> <p>164. 赛车一旦在第 231 条款规定下离开维修区开始第一个勘路圈，赛车不再允许加油。</p> <p>165. 加油时车手可以坐在赛车上，但发动机必须停止转动(熄火)，否则将取消比赛资格。</p> <p>166. 赛车加油必须使用安全油桶，加油完毕后，油桶须放回内部通道，且赛车油箱盖完全关闭后，才可以发动赛车，否则将取消比赛资格。</p> <p>167. 报名人的相关参赛者必须防止在加油时泄漏燃油，如出现此情况，裁判将会监督其维修技师进行清理，报名人的相关参赛者必须立即执行，否则该报名人将被处以 5000 元罚款。</p> <p>168. 如有赛车在内部通道泄漏润滑油或燃油，维修技师必须依照裁判的指挥，将漏油的赛车推离漏油地点后才可发动，否则该报名人将被处以 5000 元罚款。</p> <p>169. 赛车在维修区各车库加油时，报名人的相关参赛者必须保证消防员手持灭火器站在加油人员的一侧，以确保及时扑灭可能出现的火情。</p>
<p><b>GENERAL SAFETY</b></p> <p>170. Official instructions will be given to drivers by means of the signals set out in the Code. Competitors must not use flags similar in any way whatsoever to these. Otherwise, the person using such flag or light signals shall be liable to a fine of 2,000 RMB. The driver and his mechanics must always follow the instructions of the marshals.</p> <p>171. Any driver failing to comply with race flag signals shall be subject to penalties imposed by the Stewards. Flag signals include the red flag, yellow flag (single or double), blue flag, malfunction flag, black flag, and chequered flag.</p> <p>a) Yellow flags. Drivers must immediately reduce speed and shall not overtake between passing a marshal post displaying a yellow flag and the next marshal post displaying a green flag. Overtaking is prohibited between the yellow and green flags. Should two or more cars be side-by-side within this zone, they should not change positions or initiate overtaking manoeuvres. Drivers overtaking under yellow flags during free practice shall incur a RMB 5,000 fine imposed by the Stewards. Drivers overtaking under yellow flags during qualifying or the race shall incur a 10-second time penalty and RMB 5,000 fine imposed by the</p>	<p><b>总的安</b></p> <p>170. 赛事官员将按照总则规定的方法向车手发送指令。报名人不得使用与其相似的旗语或灯光信号向车手发送信息，否则将对使用该旗语或灯光信号的报名人处以 2000 元罚款。车手及其维修技师必须始终遵循裁判员的指示。</p> <p>171. 任何不遵守比赛旗语的车手将受到赛事仲裁委员会的处罚。旗语包括红旗、黄旗（单双黄旗）、蓝旗、故障旗、黑旗以及终点方格旗。</p> <p>a) 黄旗。车手在通过出示黄旗的裁判站后，没有通过出示绿旗的裁判站前，应立即减速且不得超车。两台或两台以上的赛车不允许超车的区域是黄旗和绿旗之间的区域，如果两辆赛车在该区域内处于齐平位置时，不允许改变车间相互状态，或有超车动作。在自由练习中黄旗情况下超车的车手将受到赛事仲裁委员会 5000 元罚款；在排位赛和决赛中黄旗超车的车手将受到仲裁委员会 10 秒罚时和 5000 元罚款，并将罚时加入排位赛或决赛成绩。如果赛事仲裁委员会认为某</p>

Stewards, with the penalty time added to their qualifying or race result. Should the Stewards determine a driver fail to reduce speed to a safe limit under yellow flags, penalties for violating yellow flag regulations shall apply. Drivers who voluntarily relinquish positions within the yellow flag zone without further misconduct may be exempt from time penalties, though fines for breaching safety protocols remain applicable. The Stewards may impose additional sanctions on top of the penalties for yellow flag violations.

b) Drivers failing to comply with blue flag regulations when being lapped shall receive a pit lane penalty imposed by the Stewards. Failure to comply with this penalty shall result in disqualification.

c) Cars failing to return to the pit lane as directed by the malfunction flag shall be disqualified.

d) The DTP board and car number board signal a drive-through penalty. During the race, this signal permits a maximum of three full laps (including the lap completed when passing that flag) before the driver must serve the penalty via the pit lane.

(e) 'P' flag and car number: In the race, this flag signals a pit stop penalty for the driver. Upon receiving the Stewards' decision regarding a pit stop penalty, the applicant must immediately notify the driver. From the moment the driver sees the 'P' flag and car number displayed at the finish line, the driver may complete a maximum of three full laps (including the lap being completed at the time of passing the flag), then proceed through the pit lane at the pit lane speed limit and serve the penalty in the designated pit stop area. The specific duration of the penalty shall be determined by the Stewards. Drivers may not serve a pit stop penalty whilst a full-course yellow flag or safety car operation is in effect, unless the driver happens to be entering the pit lane at the start of the safety car operation. During the pit stop, no person other than the driver may touch the penalised car; failure to comply will result in investigation and penalties by the Stewards. If the decision regarding the above penalty is made during the final three laps of the race or after the race, the Stewards shall add a time penalty of no less than 30 seconds to the driver's race result in accordance with Article 61.b). In such cases, the penalty decision shall specify whether the penalty is to be served by passing through the pit lane or by a pit stop; however, as this cannot be enforced, it shall be treated as a time penalty. During practice sessions (including free practice and qualifying), the display of the 'P' flag and the car number plate serves as a signal requiring the driver to undergo an investigation. The driver to whom the flag is displayed may complete a maximum of three full laps (including the lap on which the flag was passed), after which they must return to their pit lane at the pit lane speed limit and report to the Race Director at the control centre. Once the investigation is complete, the driver may return to the track to continue participating in practice.

f) The black flag and car number plate signal disqualification from practice or the race for the session. Drivers on track who see this signal may complete a maximum of three full laps (including the lap on which the flag was passed) before returning to the pit lane. Failure to do so will incur additional penalties imposed by the Stewards.

172. Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is necessary in order to

车手在黄旗出示的情况下没有将车速降低到安全的限度，按照违反黄旗规定的方式处罚。在该黄旗区域主动让回位置，且没有其它不妥行为的违规者免于处罚可免于罚时处罚，但依然可能因违反安全规范遭到罚款处罚。赛事仲裁委员会针对违反黄旗规定行为可以在上述处罚的基础上追加处罚。

b) 如果某车手将被套圈时，未遵守蓝旗规定，将受到赛事仲裁委员会通过维修区的处罚，如不遵守处罚规定，将被取消比赛资格。

c) 不按照故障旗规定返回维修区的赛车将被取消比赛资格。

d) DTP 牌和车号牌是对车手进行通过维修区处罚的信号。在各回合决赛过程中，该信号要求车手最多可以驶完三个完整圈（包含通过该旗号时完成的那一圈），之后其必须通过维修区接受处罚。

e) P 字牌和车号牌：在决赛中，该旗号是对车手进行维修区罚停的信号。报名人收到赛事仲裁委会维修区罚停的处罚决定后，须立即通知车手，车手在见到终点台出示的“P”牌和车号起，最多可以驶完三个完整圈（包含通过该旗号时完成的那一圈），然后按照维修区限速通过维修区，并在指定的罚停区域接受罚站处罚，具体罚停时间将由赛事仲裁委员会决定。在全场黄旗或安全车程序下，车手不得接受罚停处罚。除非安全车程序开始时，车手恰好进入维修区通道。罚停期间，除驾驶车手外任何人员不得接触赛被罚赛车，否则将受到仲裁委员会的调查与处罚。如果上述处罚的决定在决赛最后 3 圈或者决赛后做出，赛事仲裁委员会应在该车手的决赛成绩中按照 61.b) 增加不少于 30 秒的罚时。此时处罚决定应明确处罚是通过维修区或维修区罚停，但鉴于无法执行，因此按照罚时处理。在练习期间（包括自由练习和排位赛），出示“P”字牌和车号牌是要求车手接受调查的信号。被出示的车手最多可以驶完三个完整圈（包含通过该旗号时完成的那一圈），然后按照维修区限速返回各自的维修车库，并前往指挥中心向赛事总监报道。调查结束后车手可以返回赛道继续参加练习。

f) 黑旗和车号牌是对车手取消当节练习资格或比赛资格的信号。在赛道上行驶的车手在见到此信号后，最多可以驶完三个完整圈（包含通过该旗号时完成的那一圈），之后其必须返回维修区。否则将受到赛事仲裁委员会追加的处罚。

172. 比赛中车手严禁驾车在赛道上逆行，除非是在绝对必要的情况下，为了将赛车从危险位置上驶离，否则将取消比赛资格。只有在裁判员的指示下，才可以推动赛车以将其从危险位置移开。

173. 在练习和决赛期间，车手只能使用赛道，并且必须始终遵守总则中与赛道驾驶行为相关的规定。

move the car from a dangerous position. Otherwise, disqualification will be imposed. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

173. During practices and the races, drivers may only use the track and must always observe the provisions of the Code relating to driving behaviour on circuit.

174. No applicant shall attempt to alter the surface friction of any part of the track surface, except for tyre marks left whilst driving on the track.

175. Should a car come to a halt on the track, marshals shall promptly push it clear to prevent obstruction of other competitors or creation of hazards. The driver of the pushed car shall not attempt to start the engine. No car shall be returned to the track with external assistance.

176. Drivers must adhere to the provisions concerning sportsmanship within the General Sporting Regulations. Drivers deliberately causing incidents shall be disqualified or referred to the Disciplinary Committee of the CAMF for investigation.

177. A driver who abandons a car must leave it in neutral or with the clutch disengaged if safe to do so, not on a gradient/ hill and with the steering wheel in place. Repairs to a car may only be carried in the paddock, pits or on the grid (Final race formation lap, 3 minutes prior) must be completed. Ensuring safety during car repairs is the responsibility of every applicant. During race suspensions, repairs shall be conducted on the fast lane (prior to the 3-minute board being displayed at the pit lane exit).

178. The organizer must provide at least two fire extinguishers of 5 kg capacity to each competitor and ensure that they work properly.

179. Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the team's designated garage area, the pit lane or on the starting grid.

180. At no time may a car be reversed in the pit lane under its own power. Cars found in violation of regulations shall be subject to a warning or a fine of RMB 5000 by the Stewards, depending on the circumstances.

181. During the periods commencing 5 minutes prior to and ending 5 minutes after every practice session, and the period between the commencement of the formation lap which immediately precedes the race and the time when the last car enters the Parc Fermé, no one is allowed on the track except for:

- marshals or other authorised personnel in the execution of their duty
- drivers when driving or under the direction of the marshals
- team personnel, in the case of a start procedure
- team personnel working on a car if allowed on the grid during a race suspension

182. Drivers participating in practice and qualifying sessions must wear a one-piece racing suit, helmet and HANS compliant with the General Sporting Regulations.

174. 除了在赛道上行驶时留下的轮胎印记，任何报名人不得试图改变赛道某一部分表面的摩擦力。

175. 如果赛车停在赛道上，裁判有义务尽快将赛车推离，以确保其不会阻挡其他赛车或构成危险。被推动的车手不得尝试启动赛车。任何赛车不得借助外力返回赛道。

176. 车手必须遵守运动总则中有关体育道德方面的规定，故意制造事故的车手将取消比赛资格或提交中汽摩联纪律检查委员会调查。

177. 当车手在安全的情况下弃车离开时，必须将车挂入空挡，且不能将车停在斜坡上，同时确保方向盘装在原位。赛车的维修只能在围场、维修区车库或发车位（决赛编队圈前3分钟）里完成。保证赛车维修期间的安全是每一个报名人的义务。决赛暂停期间，修理赛车在快速通道上进行（维修区出口3分钟牌出示之前）。

178. 组织者必须为每个报名人提供至少两个5公斤容量的灭火器，并确保其正常工作。

179. 除非在围场、车队指定的车库区域、维修通道或发车位上，根据总则和运动规则的明确授权，否则除车手外的任何人都不得触及停止的赛车。

180. 在任何时候，赛车都不能在维修通道上凭借自身动力倒车或逆行，违规赛车将受到赛事仲裁委员会视情节警告或者罚款5000元。

181. 在每次练习开始前5分钟和结束后5分钟，以及在比赛之前紧接着的编队圈开始时和最后一辆车进入封闭停车区之间的时间段内，除了以下情况外，任何人都不得进入赛道：

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

182. 参加练习和决赛的车手必须穿着符合运动总则规定的连身赛车服，头盔和头颈保护系统。

183. 在赛事仲裁委员会认为拥挤的场地比赛时，维修区限速为40公里/小时，其他场地比赛时限速为60公里/小时。在练习中，车手在维修区超速，按照罚款100元/超速的每1公里/小时进行罚款。如果在一个分站赛中车手第二次超速，罚款额度将调高。在决赛中，车手在维修区超速，赛事仲裁委员会将根据第61.a)和b)条款对车手进行处罚。

<p>183. During races deemed congested by the Stewards, the pit lane speed limit shall be 40 kilometres per hour; for other races, the limit shall be 60 kilometres per hour. During practice sessions, drivers exceeding the pit lane speed limit shall incur a penalty of RMB 100 per kilometre per hour over the limit. Should a driver commit a second speeding offence within a single round, the penalty amount shall be increased. During the race, drivers exceeding the speed limit in the pit lane shall be penalised by the Stewards in accordance with Articles 61.a) and b). Should a driver be penalised for exceeding the speed limit in the pit lane during the race, they shall incur a time penalty imposed by the Stewards, along with the fine.</p> <p>184. At no time shall a car drive unnecessarily slowly, erratically, or in any manner deemed hazardous to other drivers or personnel on the track, at the pit lane entrance, or at the pit lane exit.</p> <p>185. Should a driver encounter a technical fault during practice or the race that prevents continued running, they shall, whilst ensuring safety, leave the track or return to the pit lane as promptly as possible.</p> <p>186. Once a car enters the track, its front and rear lights must be switched on. The Technical Delegate is authorised to carry out checks at any time. If a light fails whilst on the track, no penalty will be imposed; however, should the Race Director deem it necessary, a black and orange flag will be displayed, requiring the car to return to the pit lane to rectify the fault.</p> <p>187. Only 3 team members per participating car (all of whom shall have been issued with and shall be wearing special identification) are allowed in the signalling area during practice and after the start of the race. People under 16 years of age are not allowed in the pits, pit lane, on the pit wall and on the starting grid.</p> <p>188. Animals, except those which may have been expressly authorised for use by security services, are forbidden in the pit area, on the track and in any spectator area.</p> <p>189. The Race Director or Chief Medical Officer of the Competition can require a driver to undergo a medical examination at any time during a Competition.</p> <p>190. Pushing a car on the track during the race, or pushing a car across the finish line, constitutes a breach of regulations and will result in disqualification.</p> <p>191. During the race, any driver leaving their car on the track, regardless of duration or reason, shall be deemed to have withdrawn from the final.</p> <p>192. All competitors shall be responsible for persons within their pit area, whether they belong to that competitor.</p> <p>193. Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the disqualification of the car and driver concerned from the Competition.</p>	<p>如果车手在决赛中被处罚通过维修区时超速，其将受到赛事仲裁委员会罚时处罚，并按照上述规定罚款。</p> <p>184. 任何时间，赛车在赛道、维修区入口或者出口，不得出现不必要的慢速、不规律行驶，或者任何其他被视为对其他车手或人员造成危险的行为。</p> <p>185. 车手如果在练习或决赛中遇到技术故障，无法继续行驶，应在确保安全的前提下尽快离开赛道或返回维修区。</p> <p>186. 赛车一旦进入赛道，其前后车灯必须打开。技术代表有权在任何时间进行检查。如果在赛道上车灯出现故障，将不会受到处罚，但当赛事总监认为有必要时，则将出示机械故障旗要求该赛车返回维修区对车灯故障进行修复。</p> <p>187. 练习和决赛开始后，每辆赛车只允许 3 名车队成员（配戴相应证件）留在维修区信号站内。年龄不满 16 岁者不允许进入维修区。</p> <p>188. 除非经确授权用于安全服务的动物外，否则禁止在赛道、维修区和任何观众区域内携带动物。</p> <p>189. 比赛期间，赛事总监或者医疗主管可以随时要求某一名车手进行体检。</p> <p>190. 决赛期间在赛道上推动赛车，或将赛车推过终点线属违规行为，将取消比赛资格。</p> <p>191. 决赛期间，任何车手在赛道上离开赛车，不论时间长短或任何理由，都视为退出决赛。</p> <p>192. 所有参赛者必须对位于其维修车库内的人员负责，无论其是否属于该参赛者。</p> <p>193. 如果未能遵守本规则或总则要求的总的的安全规定，可能会导致相关赛车和车手被取消比赛资格。</p>
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## PRACTICE

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

195. During practice, there will be a green light and a red light at the pit lane exit. Cars may only leave the pit lane when the green light is on. Further, a blue flag or a blue flashing light will be shown at the pit lane exit to warn drivers leaving the pit lane if cars are approaching on the track. During free practice sessions, any driver entering the track from the pit lane whilst the red light is displayed shall be subject to a fine of RMB 2000. During qualifying and the race, any driver entering the track from the pit lane whilst the red light is displayed shall incur a RMB 5000 fine for breaching safety regulations, with additional penalties applied commensurate with any gain in position derived from such an infringement.

196. In all practice sessions, should a driver's conduct breach competition regulations, the Stewards may penalise them by requiring a drop of grid position for the race final. Unless the infringement is unequivocally evident during practice, investigations into drivers' breaches are typically conducted after the session concludes.

197. Should the Stewards deem any driver to have made an unnecessary stop on the track or obstructed other drivers during practice, they may impose a penalty of starting from a drop of grid position in the final race, as deemed appropriate.

198. Should it become necessary to terminate any practice session – for instance, due to an incident blocking the track, adverse weather conditions, or any other circumstance rendering continued practice hazardous – the Race Director shall display a red flag at all marshals' posts and activate the red signal lights at the starting grid. Upon the signal to cease practice, all cars must immediately reduce speed and proceed slowly back to the pit lane. Any car left stationary on the track shall be towed to a safe area; failure to comply shall result in disqualification.

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

200. Should the Race Director deem it necessary to clear the track or assist a competitor's car, they may interrupt practice sessions. The duration of such interruptions shall be at the Race Director's discretion. Free practice sessions interrupted shall not be made up. Interruptions during qualifying must result in an extension of the qualifying period. Notwithstanding any termination of one or more practice sessions for the reasons, no protests from competitors regarding grid positions shall be accepted.

201. All cars immobilised on the track due to an incident, particularly those involved in collisions between two or more cars, shall be towed back to the pit lane during the interval between practice sessions. Such cars must undergo a further technical inspection by the Technical Delegate before being permitted to resume practice.

## 练习

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

195. 在练习期间，维修区出口处将设置一盏绿灯和一盏红灯。只有当绿灯亮起时，车辆才能离开维修区出口。此外，如果有车辆正在接近赛道上，会在维修区出口处出示蓝旗或闪烁的蓝灯来警告离开维修区的车手们。在自由练习中，任何在红灯状态下从维修区进入赛道的车手将被处以 2000 元罚款。在排位赛和决赛中，任何在红灯状态下从维修区进入赛道的车手将因违反安全规定被处以 5000 元罚款并依据其成绩上的获益追加必要的处罚。

196. 所有练习中，如果车手驾驶行为违反比赛规则，赛事仲裁委员会将视情况处罚其在决赛中退后发车位发车。除非车手在练习中的违规行为非常明确，通常车手的违规行为在该练习结束后进行调查。

197. 任何车手在练习中，赛事仲裁委员会认为其在赛道上不必要停车，或者阻挡其他车手，可视情况处罚其在决赛中退后发车位发车。

198. 如有必要终止任何练习，比如事故堵塞赛道，天气原因或出现其它致使继续练习具有危险性时，赛事主管将在所有赛道裁判站出示红旗，发车线出示红色信号灯。发出中断练习的信号后，所有赛车必须立即减速，慢速驶回维修区。在赛道上抛锚的赛车将被拖到安全区域，否则将取消比赛资格。

199. 每次练习结束时，所有的车手只能通过终点控制线一次。

200. 当赛事主管认为有必要清理赛道或对某赛车进行救援时，其可以中断练习，中断时间长短可以由赛事主管控制。自由练习若中断不补时。排位赛时出现中断，必须延长排位赛时间。尽管一次或多次练习因为上述情况被终止，均不接受有关车手对发车排位的抗议。

201. 所有在赛道上因事故抛锚，尤其是两辆或多辆相撞的赛车应在练习场次间隔中拖回维修区，此赛车必须经过技术代表再次车检后可继续参加练习。

202. 如果赛事仲裁委员会认为某事故的原因是某车手故意造成的，可以取消该车手参加当天任何其它练习的资格。如果发生在排位赛中，该车手的成绩按照排位赛中中断前的最好成绩计算。

<p>202. Should the Stewards deem an incident to have been caused deliberately by a driver, that driver may be disqualified from participating in any further practice sessions that day. If occurring during qualifying, the driver's position shall be determined by their best lap time achieved prior to the interruption.</p>	
<p><b>FREE PRACTICE</b></p> <p>203. There will be two free practice sessions no more than 30 minutes before the race.</p>	<p><b>自由练习</b></p> <p>203. 在决赛开始前, 共安排两次为时不超过 30 分钟的自由练习。</p>
<p><b>QUALIFYING</b></p> <p>204. Qualifying sessions shall generally not exceed 20 minutes in duration.</p> <p>205. During qualifying, the time for each lap completed by a car shall be recorded. A timed lap is deemed complete whenever the car crosses the finish line after having passed the start line.</p> <p>206. Upon conclusion of qualifying, the fastest single lap time for each car shall be published. The car with the fastest single lap time shall be ranked higher. Should two or more cars achieve identical lap times, the car that first recorded that time shall be ranked higher.</p> <p>207. Should the Stewards deem a particular circuit excessively congested for the number of cars entered for that round, they may decide to divide all cars into two groups. Each group shall conduct a separate qualifying session, each lasting no longer than 20 minutes, with results from both groups combined for final classification. The Stewards will issue a notice setting out the groupings by category. No protest regarding rain or weather changes shall be accepted.</p> <p>208. From the commencement of qualifying until all stages are concluded, the following principles must be observed:</p> <ul style="list-style-type: none"> <li>- Refuelling or draining fuel from cars is prohibited</li> <li>- All cars must be parked at the entrance to their allocated pit lane garage before entering the track</li> <li>- Access to the pit lane exit is permitted only when the pit lane exit opens at the start or restart of qualifying</li> </ul> <p>209. During qualifying, should a car that has completed a timed lap sustain an accident preventing further participation, the car shall be returned to the pit lane and placed in the closed parking area, entering the closed procedure.</p> <p>210. During qualifying, any adjustments made to a car within the pit lane must occur at the entrance to its designated pit garage. Should a car enter the pit garage itself, it shall be deemed to have withdrawn from qualifying. The scrutineers shall supervise the</p>	<p><b>排位赛</b></p> <p>204. 排位赛一般为时不超过 20 分钟。</p> <p>205. 在排位赛中, 将记录赛车每一圈的时间, 赛车只要通过发车线后, 每次通过终点线即算作完成一个计时圈。</p> <p>206. 排位赛结束后, 公布每台赛车的最快单圈时间。最快单圈用时少者成绩靠前, 如两台或更多赛车获得的单圈时间相同, 先获得此时间的赛车成绩靠前。</p> <p>207. 如赛事仲裁委员会认为某赛道对于当站报名赛车数量过于拥挤, 可决定将所有赛车分为两组, 进行分别为时不超过 20 分钟的两组排位赛, 两组统一计算成绩。分组时, 将由赛事仲裁委员会签发公告, 按照组别进行分组。不接受针对下雨或天气变化的任何投诉。</p> <p>208. 自排位赛开始自所有阶段全部结束, 下列原则必须被遵守:</p> <ul style="list-style-type: none"> <li>- 禁止为赛车加油或从赛车中抽取燃油;</li> <li>- 所有赛车在未进入赛道前, 必须在其分配的维修区车库门口停放;</li> <li>- 只有排位赛开始或重新开始时, 维修区出口开放后方可进入快速通道;</li> </ul> <p>209. 排位赛期间, 如果完成一个计时圈的赛车在继续排位赛发生事故导致无法继续排位时, 该赛车返回维修区后将放置在封闭停车场, 进入封闭程序。</p> <p>210. 排位赛期间, 赛车返回维修区进行调整, 只能在其分配的维修区车库门口进行, 如赛车进入维修车库, 即视为退出排位赛, 车检裁判将监督赛车推至封闭停车场, 进入封闭程</p>

<p>car being pushed to the closed parking area to enter the closed procedure. Furthermore, such actions shall be subject to investigation by the Stewards.</p> <p>211. Any car entering a pit garage during qualifying shall be deemed to have violated scrutineering regulations. The Stewards shall impose a 30-second penalty or disqualify the car from qualifying. Should a driver inadvertently drive past the scrutineering area after qualifying concludes, the car must be pushed back to the scrutineering area by a mechanic under steward supervision. Should the pushing process occur without steward supervision, the Stewards' Panel shall also impose a 30-second penalty or disqualify the qualifying result.</p> <p>212. Upon conclusion of qualifying, all cars may pass the chequered flag only once. Failure to comply shall result in appropriate penalties imposed by the Stewards.</p>	<p>序。另外，上述行为将受到赛事仲裁委员会调查。</p> <p>211. 任何赛车在排位赛中进入维修车库将被视为违反车检规定，赛事仲裁委员会将在其排位赛成绩中加罚 30 秒或取消排位赛成绩。如果车手在排位赛结束后不慎将赛车开过车检区，必须在裁判员的监督下，由维修技师将赛车推回车检区。如果推车过程没有裁判员监督，赛事仲裁委员会也将在其排位赛成绩中加罚 30 秒或取消成绩。</p> <p>212. 排位赛结束，所有赛车只能驶过一次方格旗，否则赛事仲裁委员会将给与必要的处罚。</p>
<p><b>PARC FERMÉ AFTER QUALIFYING</b></p> <p>213. A car shall be deemed to have entered the parc fermé from the moment it first leaves the pit lane for qualifying until it enters the parc fermé after the end of qualifying. All maintenance and adjustments during this period shall be conducted under the supervision of the scrutineers.</p> <p>214. Upon completion of qualifying, all cars must return to the parc fermé to undergo sealing.</p> <p>215. Any car failing to leave the pit lane for qualifying shall be pushed by the stewards into the parc fermé for sealing.</p> <p>216. Upon returning to the parc fermé after completing qualifying, each car must ensure its fuel tank permits the extraction of 3 litres of petrol for fuel sampling.</p> <p>217. Within the parc fermé, scrutineers shall verify the actual modifications made to the car against its scrutineering certificate, examining either all or part of the modifications as applicable.</p>	<p><b>排位赛后封闭</b></p> <p>213. 赛车第一次离开维修区进行排位直至排位赛结束进入封闭停车场，即视为进入封闭状态。期间所有维修调整工作将在车检裁判的监督下进行。</p> <p>214. 排位赛结束后，所有赛车必须返回封闭停车场，接受封闭。</p> <p>215. 未能离开维修区进行排位的赛车将由裁判推至封闭区接受封闭。</p> <p>216. 完成排位赛后返回封闭停车场的赛车必须确保赛车油箱内能够抽出 3 公升汽油做油料抽检。</p> <p>217. 车检裁判在封闭停车场内将根据赛车检验证书对全部或部分改装的实际情况进行检验。</p>
<p><b>PRESS CONFERENCE AND PROMOTIONAL ACTIVITIES</b></p> <p>218. Press Conferences. Routine press conferences shall be held prior to the race (typically scheduled for Friday; should the first free practice session take place on Friday, the pre-race conference may be arranged for Thursday afternoon), follow qualifying, and after the race (specific times are detailed in the Appendix for each round). Attendance at the pre-race conference is not restricted to drivers; organizers shall designate relevant team members to attend. Drivers securing the top three positions in the Drivers' Cup for both qualifying and the race shall attend the post-qualifying and post-race conferences held at the press center. These conferences shall not exceed 30 minutes. Drivers failing to attend as required shall be subject to investigation by the Stewards and a fine of RMB 5000.</p> <p>219. Promotional Activities. Event organizers may arrange promotional activities at rounds, including driver autograph sessions and grid formations, as required by the event. Specific details shall be referenced in the respective round notification documents. All required participants must attend and dressed in team uniform. Any infringement will result in penalties of 5000</p>	<p><b>新闻发布会和推广活动</b></p> <p>218. 新闻发布会。在赛前（一般情况设置在星期五，如果第一阶段自由练习在周五进行，赛前发布会可以安排在周四下午举行），排位赛后和决赛结束后（具体时间参见各分站赛附录）将召开例行新闻发布会。出席赛前发布会的人员不仅限于车手，组织者将指定相关车队成员出席赛前新闻发布会。获得排位赛和决赛车手杯前三名的车手将出席在新闻中心召开的排位赛后和决赛后新闻发布会，新闻发布会时间不超过 30 分钟。未按规定出席上述新闻发布会的车手将受到赛事仲裁委员会调查罚款 5000 元的处罚。</p> <p>219. 推广活动。赛事组织者有可能根据赛事的需要在各分站赛组织包括车手签名、赛车集结等推广活动，具体参见各分站赛通知文件，所有被要求的参赛者必须参加并穿着车队制服，未按规定出席活动的参赛者将受到赛事仲裁委员会罚款 5000 元的处罚，除非经仲裁委员会认定不可抗力的情况。当</p>

<p>RMB at the discretion of the Stewards of the Meeting, except in a case of force majeure recognised as such by the Stewards of the Meeting. Where promotional activities involve race cars entering the track outside of practice and race sessions, all such activities must be conducted in accordance with the requirements of the event organisers; any non-compliance will be subject to investigation and sanction by the Stewards.</p>	<p>推广活动涉及到要求赛车在练习和决赛时间外进入赛道的情况，所有相关行为均因按照赛事组织者要求的方式进行，任何与要求不符的行为均将受到赛事仲裁委员会的调查与处罚。</p>
<p><b>THE GRID</b></p> <p>220. Starting grid positions for the final race shall be determined as follows:</p> <p>a) Starting grid positions for the first final shall be determined by qualifying results.</p> <p>b) Starting grid positions for the second final shall be determined by the results of the first final.</p> <p>221. Cars whose qualifying lap time exceed 120% of the fastest qualifying lap time shall not be permitted to participate in the final race, and their starting positions shall be forfeited. Should a driver's best lap time during free practice be less than 120% of the fastest qualifying lap time, the Stewards may permit that driver to participate in the final race. Should multiple cars be affected by this circumstance, the Stewards shall determine their starting grid positions.</p> <p>222. Should multiple cars fail to set a valid qualifying time, their qualifying positions shall be determined in the following order:</p> <p>a) Any car that left the pit lane and completed an in-lap but failed to complete a timed lap shall be placed first.</p> <p>b) Any car that left the pit lane but failed to complete an in-lap shall be placed second.</p> <p>c) Any car that failed to leave the pit lane shall be placed last.</p> <p>223. Once the starting grid for the final race has been determined according to the above rules, the grid positions of cars penalized with grid penalties shall be determined according to the chronological order of the penalty decisions made by the Stewards.</p> <p>224. Should multiple cars be unable to be ranked according to the above rules, they should be ranked according to their race numbers.</p> <p>225. The starting grid for the final race shall be published at least 60 minutes before the opening of the final race pit lane exit. Should any driver be unable to start for any reason, their applicant must immediately notify the Stewards. Should one or more cars be unable to start from their allocated grid positions, the published grid positions shall be filled by subsequent drivers. The final grid positions shall be published one hour prior to the start of the formation lap.</p> <p>226. Grid positions shall be arranged in a 2×2 staggered formation.</p>	<p><b>发车位</b></p> <p>220. 决赛发车位决定方式如下:</p> <p>a) 第一回合决赛发车位按排位赛成绩决定。</p> <p>b) 第二回合决赛发车位按第一回合决赛成绩决定。</p> <p>221. 排位赛成绩超过最快赛车成绩 120%的赛车不允许参加决赛，其发车位将被取消。如果某赛车在自由练习中的最好成绩小于最快赛车的 120%，赛事仲裁委员会可允许该车手参加决赛。如果多辆赛车出现上述情况，赛事仲裁委员会将决定其发车排位。</p> <p>222. 如果排位赛中，多辆赛车未能做出有效排位成绩，其排位赛成绩将按照以下顺序排列。</p> <p>a) 任何离开维修区并完成一个驶入圈的赛车，但未完成计时圈者排先。</p> <p>b) 任何离开维修区但未完成驶入圈的赛车排其次。</p> <p>c) 任何未能离开维修区的赛车排最后。</p> <p>223. 一旦决赛发车位根据上述规则条款确定，受到退后发车位处罚的赛车的发车位将根据赛事仲裁委员会做出处罚决定的时间顺序确定。</p> <p>224. 如果多辆赛车不能按照上述规则条款排列发车位，将根据其比赛号码排列。</p> <p>225. 决赛发车排位将在决赛维修区出口开放前至少 60 分钟公布。任何车手无论因为何种原因不能够发车，其报名人必须在第一时间通知赛事仲裁委员会，如果一辆或多辆赛车不能够从发车位发车，已经公布的发车位将被后续车手填补。最终的发车位将在决赛编队圈开始前 1 小时公布。</p> <p>226. 发车位将采取 2×2 的交叉形式排列。</p>

<p><b>BRIEFING</b></p> <p>227. Prior to the commencement of free practice, the Race Director shall convene a drivers' meeting. All drivers must attend. Late arrival at the drivers' meeting shall incur a fine of RMB 1000. Absence shall incur a fine of RMB 2000. In the event of repeated occurrences, the Stewards may impose such further penalties as they deem appropriate. Should the Race Director and Clerk of the Course deem it necessary, a further drivers' meeting may be convened prior to the final race. All drivers must attend. Absence shall result in disqualification from the race.</p> <p>228. Following qualifying, should circumstances warrant, the Race Director shall convene a Team Managers' Meeting. All team managers must attend. Late arrival shall incur a fine of RMB 1000, while absence shall incur a fine of RMB 2000.</p>	<p><b>会议</b></p> <p>227. 自由练习开始前，赛事总监将召开车手会，所有车手必须参加，车手会迟到罚款 1000 元，缺席者将罚款 2000 元，如出现多次，赛事仲裁委员会可做出其认为其它合适的处罚。如果赛事总监和赛事主管认为有必要，可以在决赛前再召开一次车手会，所有车手必须到会，缺席者将取消比赛资格。</p> <p>228. 排位赛结束后，如有必要，赛事总监将召开车队经理会，所有车队经理必须出席，如迟到，罚款 1000 元，缺席者将罚款 2000 元。</p>
<p><b>STARTING PROCEDURE</b></p> <p>229. The final race shall employ a 2×2 rolling start procedure. Fifteen minutes prior to the formation lap, cars may leave the pit lane for one reconnaissance lap. Upon completion of the reconnaissance lap, cars shall enter their starting positions and switch off their engines. Cars undertaking multiple reconnaissance laps must observe the pit lane speed limit when transiting the pit lane. Any car unable to complete more than one reconnaissance lap under its own power and reach the starting grid shall not be permitted to start from the grid.</p> <p>230. Unless exceptional circumstances arise, the pit lane exit shall remain open for five minutes during each round.</p> <p>231. Three minutes after the pit lane exit opens, a warning signal shall be given indicating its closure in two minutes.</p> <p>232. Following closure of the pit lane exit, cars failing to depart the pit lane in time may start from the rear of the pit lane, provided they reach this position under their own power. Should multiple drivers be affected, they should be positioned in their original grid order. Upon display of the 5-minute countdown board at the start area, any car arriving at the rear of the pit lane must line up behind those already positioned there. Multiple cars shall be lined up in order of their arrival. For cars starting from the pit lane exit as described above, if the pit lane exit is located behind the start line (start line first, pit lane exits second), the car may join the race once all cars starting from the track have passed the pit lane exit and commenced the first lap of the race. If the pit lane exit is positioned before the start line (i.e., pit lane exits first, start line second), the car may join the race once all cars starting from the track have crossed the start line and commenced their first lap.</p> <p>233. The approach of the start will be announced by signals shown 10 minutes, 5 minutes, 3 minutes, 1 minute and 30 seconds before the start of the formation lap, each of which will be accompanied by an audible warning. When the three-minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.</p> <p>234. Wheel changes on the starting grid may only be allowed prior to the 3-minute signal. When the 3-minute signal is shown, all cars must have their wheels fitted. After this signal, wheels may only be removed in the pits. At the 3-minute signal, the cars</p>	<p><b>决赛的发车程序</b></p> <p>229. 决赛采用 2×2 行进间发车的方式。编队圈前 15 分钟，赛车可以离开维修区进行一圈勘测圈，勘测圈结束后赛车进入发车位并熄灭发动机。进行多个勘测圈的赛车，其通过维修区时的速度须遵守维修区限速。任何不能够利用自身动力完成超过一个勘测圈且到达发车位的赛车，将不允许从发车位发车。</p> <p>230. 各分站赛如无特殊情况，维修区出口开放时间为 5 分钟。</p> <p>231. 维修区出口开放 3 分钟后，将发出 2 分钟后关闭维修区出口的警告信号。</p> <p>232. 关闭维修区出口后，未及时从维修区驶离的赛车可以从维修区末端发车，但赛车必须利用自身动力到达维修区末端。如果多位车手出现此情况，其按照发车排位的顺序排列。发车区出示倒计时 5 分钟牌后，抵达维修区末端的赛车必须排列在已经停在维修区末端的赛车后面。多辆赛车按照抵达顺序排列。 上述在维修区出口发车的赛车，如果维修区出口位于发车线后(先发车线，后维修区出口)，待赛道上发车的全部赛车驶过维修区出口并开始第一圈比赛后，该赛车可以加入比赛。如果维修区出口位于发车线前(先维修区出口，后发车线)，在从赛道上发车的所有赛车全部驶过发车线开始其第一圈比赛后，该赛车可以加入比赛。</p> <p>233. 决赛编队圈的发出前，将出示 10 分钟，5 分钟，3 分钟，1 分钟，30 秒的倒计时信号牌，每次出示信号牌也随即鸣哨通报。当出示 3 分钟信号后，除了从车手、官员和车队维修技师之外，其他人员必须离开发车位。</p> <p>234. 只有在 3 分钟信号之前才允许在发车区上更换轮胎。在 3 分钟信号出示时，赛车全部车轮必须安装完毕且落地，此信号给出后，车轮只允许在维修区更换。在 3 分钟信号出示</p>

must be resting on their wheels.

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

236. 30 seconds after the display of the 30-second signal board, a green flag shall be waved in front of the starting grid. Cars shall commence the formation lap in their starting positions, led by the official safety car.

237. Practice starts are prohibited during the formation lap. Cars shall maintain proximity to one another throughout the formation lap.

238. Overtaking is prohibited during the formation lap. Should a car fail to depart its grid position promptly, the car behind it may overtake to avoid impeding others. The overtaken car may nevertheless return to its original grid position. If a car commences the formation lap only after the last car to start normally has crossed the start line, overtaking is forbidden and that car must remain at the rear of the formation lap for the start. Should multiple cars experience this situation, the starting order after the formation lap concludes shall be determined by the sequence in which the cars cross the start line after commencing movement. If the start line is not positioned in front of the first grid position, a white line shall be marked 1 metre in front of the first grid position to serve as the start line. Should the last car yet to cross the start line be overtaken, the overtaken car may still return to its original grid position. However, it must do so before the pole car reaches the '2x2' marshals' post. Failure to return to the original grid position before this point requires the car to enter the pit lane via the pit lane entrance and start from the pit lane exit. The vacant grid position thus created shall not be filled by a standby car; all cars must maintain their designated starting positions. Should the starter signal an additional formation lap, When the green light on at the pit lane exit, cars leaving the pit lane are permitted to join the formation lap and will start from the last position on the grid. If several cars find themselves in this situation, their starting positions will be determined by the order in which they were queued at the pit lane exit. Any violation of these requirements shall incur the necessary penalties imposed by the Stewards.

239. Any car within the formation lap that fails to start successfully must signal to the marshals. Once all subsequent cars have crossed the start line, the start marshals shall enter the starting grid and push it back to the pit lane via the most direct route. The team's pit crew may then commence repairs. The car may depart from the pit lane once repairs are completed. Should a car withdraw from the official start due to other issues, drivers whose cars failed to start successfully during the formation lap may return to their original grid positions.

240. The official safety car will return to the pits as the formation lap draws to a close. All cars must immediately maintain a tight formation and begin the formation lap after passing the marshals' post displaying the '2x2' sign. All cars must line up in two straight rows, maintaining a 2x2 formation, and keep a

时, 车轮没有安装完毕且落地的, 该赛车将受到通过维修区的处罚。

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

236. 出示 30 秒信号牌后 30 秒, 发车位前将摇动绿旗, 赛车在赛事官方领航车的带领下按照发车排位开始编队圈。

237. 在编队圈时, 禁止进行发车练习。编队圈中赛车之间应保持较近的距离。

238. 编队圈时禁止超车, 如某赛车未能及时离开发车位, 而排在该赛车后面的赛车为避免影响其它赛车, 此时可以超车, 但被超越的赛车仍可回到原发车位。如果该赛车在最后一辆正常开始编队圈的赛车已经驶过发车线后才启动, 此赛车不得超车, 必须留在整个编队圈的队尾发车。如果多辆赛车出现上述情况, 在编队圈结束后的发车顺序按照启动赛车后通过发车线的排列。如果发车线不在第一发车位前, 应在第一发车位前 1 米处设一条白线作为发车线。如最后一辆赛车还未通过发车线, 则被超越的赛车仍可返回到原发车位, 但该赛车必须在杆位赛车到达“2x2”牌的赛道裁判站之前, 回到自己的发车位; 如未在此之前返回到原发车位, 则此赛车必须在维修区入口进入维修区, 并在维修区出口发车; 此赛车造成的空缺发车位, 不允许被候车填补, 所有赛车需保持好自己的发车位置; 如发车员出示“增加一个编队圈”的信号, 在新的编队圈里, 当维修区出口绿灯亮起, 在维修区出口发车的赛车允许参加编队圈, 并排在最后一个发车位发车, 如果多台赛车出现此情况, 将按照其在维修区出口排队的顺序确定其发车位, 如果违反上述要求, 将受到赛事仲裁委员会必要的处罚。

239. 编队圈内没有成功启动的赛车, 必须向裁判示意, 待其后面的全部赛车通过发车线后, 发车裁判将进入发车位, 并从最近的路线将赛车推回维修区, 车队维修技师可以开始维修工作, 该赛车在完成维修工作后可以从维修区发车。如果正式发车因为其它问题退出发车程序, 编队圈内没有成功启动的车手可以回原发车位发车。

240. 赛事官方领航车将在编队圈即将结束时返回维修区。所有赛车在通过出示“2x2”牌的赛道裁判站后, 应立即保持紧密队形, 开始编队。所有赛车必须排成两列直线, 维持 2x2 队形, 并和前车保持在 5 个车身长度内的距离, 头车速度保持在 70-90 公里/小时, 发车区将有测速裁判对其进行监测, 任何在发车信号给出之前速度超出此区间的赛车, 将受到赛

distance of no more than five car lengths from the car in front. The lead car must maintain a speed of 70–90 km/h; speed marshals in the starting area will monitor this. Any car exceeding this speed range before the start signal is given will be subject to a time penalty imposed by the Stewards. During the formation lap, all red signal lights will be illuminated. When all red signal lights go out, this marks the official start of the final race. Prior to this, all cars must not overtake and must maintain the starting formation. Once the final has officially commenced, overtaking and breaking formation are permitted. Any car violating the above regulations will be subject to appropriate penalties imposed by the Stewards. Should track conditions in the starting grid area of a particular round impose restrictions, the supplementary provisions regarding permitted overtaking positions at the start, as set out in the Appendix to the Rules of that round or in the Drivers briefing documents, shall prevail.

241. During the start procedure, the pit lane barrier shall remain inaccessible to all persons except two team personnel, officials, and marshals.

242. Should any issue arise prior to the start signal being given, the following procedure shall be implemented:

a) Should the Race Director or Starter deem the formation lap to be unsatisfactory when the formation lap concludes and the cars approach the starting line, the red signal shall remain illuminated. Simultaneously, the 'Add One Formation Lap' board shall be displayed at the starting line. All cars shall then complete one further formation lap led by the pace car, during which all marshals' posts shall display a waved yellow flag. Should an additional formation lap be required, the timing for the start of the race shall commence upon completion of the first formation lap.

b) Should the race director decide to delay the start due to any other issue, a 'Delayed Start' sign shall be displayed at the start line. All engines must be switched off. A new formation lap shall commence no sooner than five minutes later, with the race duration reduced by three minutes accordingly. The next countdown board shall be the 5-minute board. Tyre changes shall not be permitted at the starting positions during this period. Each delayed start shall result in a corresponding reduction of 3 minutes to the final race duration.

243. All cars starting from the pit lane exit must await at the pit lane exit and may only commence their start once the green signal at the pit lane exit is illuminated.

244. The starting procedure may only be altered under the following circumstances:

a) Should rain commence after the 5-minute signal is displayed but before the race start, and the Race Director deems it necessary for teams to change to wet tyres, the race suspension signal shall be activated. The starting procedure shall then recommence from the 10-minute countdown board.

b) Should the race be about to commence and the Race Director deem track conditions excessively wet, posing a safety risk even with rain tyres fitted, the suspension signal shall be displayed. Any potential delay to the race start shall be communicated via radio or displayed on screens. Once the race start time is confirmed, the countdown shall commence from the 10-minute

事仲裁委员会的罚时处罚。编队圈时红色信号灯将全部亮起，当红色信号灯全部熄灭，标志决赛正式开始，在此之前所有赛车不得超车并保持发车编队队形。决赛正式开始后，赛车允许进行超车、结束队形。违反上述规定的赛车，将受到赛事仲裁委员会必要的处罚。如果受分站赛发车区赛道条件的限制，则以此分站赛比赛规则附录或车手会文件中，对于发车时允许超车的位置的补充规定为准。

241. 在发车过程中，维修区隔离墙除了车队两名工作人员、赛事官员和裁判外，任何人不得入内。

242. 如果发车信号给出前出现任何问题，将执行如下程序：

a) 如当编队圈结束，赛车抵达发车线前，赛事总监或发车员认为赛车编队有问题，红色信号灯将保持亮起状态，同时在发车线出示“增加一个编队圈”牌，所有赛车将头在头车带领下再次完成 1 个编队圈，此时所有裁判站将出示摇动的黄旗。如果增加额外的编队圈，决赛开始的计时将在第一个编队圈结束时开始。

b) 如发车因任何其他问题，赛事总监决定发车推迟，发车线将出示“推迟发车”牌，所有赛车发动机必须熄灭，新的编队圈将至少在 5 分钟后开始，决赛长度相应减少 3 分钟。下一个倒计时牌将是 5 分钟牌。此时发车位上不允许更换轮胎。每发生一次推迟发车，决赛长度相应减少 3 分钟。

243. 所有从维修区出口发车的赛车必须在维修区出口等待，在维修区出口绿色信号灯亮起后才可以发车。

244. 只有在以下程序下，发车程序可以更改：

a) 如果出示 5 分钟信号牌后，决赛开始前开始下雨，赛事总监认为车队需要更换雨胎，此时，暂停比赛的信号灯将打开，发车程序将重新从倒计时 10 分钟牌开始给出。

b) 如果决赛即将发车，赛事总监认为赛道上雨水过大，即使更换雨胎也存在安全威胁，暂停信号灯将打开，决赛可能的推迟时间将通过电台或者在显示屏上显示。一旦决赛时间确定，至少从倒计时 10 分钟牌出示。

c) 如果决赛在安全车带领下开始，将根据安全车带队开始比赛相关条款执行。

245. 任何不遵守运动总则和比赛规则中发车程序规定的车手将受到赛事仲裁委员会的处罚。

246. 赛事仲裁委员会将指定一名或几名抢发车裁判以监督发车情况。赛事仲裁委员会将对错误的发车行为进行调查，并做出必要的处罚。

<p>signal at minimum. c) Should the race commence behind the Safety Car, the relevant provisions governing Safety Car-led race starts shall apply.</p> <p>245. Any driver failing to comply with the start procedures stipulated in the General Sporting Regulations and Competition Rules shall be subject to penalties imposed by the Stewards.</p> <p>246. The Stewards shall appoint one or more jumps start stewards to oversee the start procedure. The Stewards shall investigate any incorrect start behaviour and impose necessary penalties.</p>	
<p><b>THE RACE</b></p> <p>247. The start time for the final shall not be altered except with the approval of the Stewards.</p> <p>248. During the final, drivers may only leave the pit lane when the green light is displayed at the pit lane exit. Should a car be approaching on the track at this time, the marshal at the pit lane exit shall wave a blue flag or flash blue lights to warn the departing car.</p> <p>249. Cars that have passed scrutineering and received starting permission from the Stewards may enter the track to join the race at any time during the period when the pit lane is open for the final race.</p> <p>250. When a car is stationary in the pit lane, its engine may only be restarted when all wheels are on the ground and the car is about to join the final race.</p> <p>251. Any race car that has broken down on the track due to a mechanical failure or accident, and which is subsequently freed from its position with external assistance, restarted, or towed back to the pit lane, shall proceed directly to the restricted area to undergo the restricted area procedure and shall not be permitted to return to the track to rejoin the race.</p>	<p><b>决赛</b></p> <p>247.除经过赛事仲裁委员会批准外，决赛发车时间不得更改。</p> <p>248. 在决赛中，车手只有在维修区尽头出示绿灯时方可离开维修区。如果此时赛道上有赛车接近，维修区出口的裁判将挥动蓝旗或闪烁蓝灯以警告离开维修区的赛车。</p> <p>249. 通过预车检，且赛事仲裁委员会批准发车的赛车，可以在决赛维修区开放期间的任何时候进入赛道参加比赛。</p> <p>250. 维修区停靠时赛车只有在全部车轮落地并即将加入决赛时，赛车的发动机才可以重新启动。</p> <p>251. 所有在赛道上因故障或事故抛锚拖的赛车，一旦借助外力脱困、重新启动或被拖回维修区，将直接进入封闭区执行封闭程序，不得再次返回赛道加入比赛。</p>
<p><b>PIT STOP DURING THE RACE</b></p> <p>252. In each race, every car must make at least one pit stop between 25 and 35 minutes after the start of the race. At the start of this period, the finish line will display a 'Pit Window Open' signal board, and the timing monitor will show 'Pit Window Open'. The duration of this pit stop (the time taken from the car crossing the pit lane entry line to crossing the pit lane exit line) must not be less than 90 seconds. If the race is suspended within the period specified in this clause, any car that spends 90 seconds or more in the pit lane during the suspension shall be deemed to have complied with this mandatory pit stop clause.</p> <p>253. If the safety car operation is initiated before the scheduled opening of the pit window (25 minutes after the start of the race), the Race Director may decide to postpone the opening of the pit window. Any such postponement shall be notified to all competitors in advance. If the safety car is deployed during the pit window, the pit window shall close upon the announcement of the commencement of the safety car operation. Cars that have already pitted or have entered the pit lane entrance shall continue to complete their mandatory pit stops, whilst other cars shall not be permitted to complete their mandatory pit</p>	<p><b>决赛中进站</b></p> <p>252.每回合决赛每辆赛车必须在比赛计时开始后的 25 分钟至 35 分钟之间的时间段内，至少进站一次。该时段开始时，终点台将出示“进站窗口开放”的信号牌，计时监视器上显示“进站窗口开放”。此次进站用时（赛车通过维修区入口控制线至通过维修区出口控制线之间的时长）不得少于 90 秒，如果比赛在本条款前述规定的时段内暂停，比赛暂停期间在维修区内的时长大于等于 90 秒的赛车，视为满足本强制进站条款。</p> <p>253. 如安全车程序在进站窗口原定开启时间（比赛开始后 25 分钟）前启动，赛事总监可决定推迟开启进站窗口。任何此类推迟均会提前通知各参赛者。 若在进站窗口期内出动安全车，则进站窗口在宣布安全车程序开始之时起关闭，此前已进站的赛车或已驶入维修区入口的赛车继续完成强制进站，其余赛车不得在此时完成强制进站。当安全车程序结束后的下一圈，进站窗口将再次开放，</p>

<p>stops at this time. The pit window shall reopen on the lap following the conclusion of the safety car procedure, and the Race Director shall determine the remaining duration of the pit window, which shall be no less than one minute.</p> <p>254. The organizer must ensure that race officials are present in the pit lane when a car enters the pits.</p> <p>255. During a pit stop, the car's engine must be switched off for any reason whatsoever, and a marshal must stand by with a fire extinguisher.</p> <p>256. One lap prior to a pit stop, team members may await in the internal pit lane passageway with tools and components. Maintenance work may commence only after the car has entered its pit bay and switched off its engine.</p> <p>257. When a car requires entry into a pit bay, it must be positioned parallel to the track.</p> <p>258. During a pit stop, the driver may only perform the following actions once the car is correctly positioned in its designated pit bay:</p> <ul style="list-style-type: none"> <li>- Release the seatbelt</li> <li>- Switch off the headlights</li> <li>- Switch off the engine</li> </ul> <p>259. When conducting a driver change:</p> <ul style="list-style-type: none"> <li>- Only drivers listed on the entered crew roster may be substituted</li> <li>- Driver changes may only occur whilst the car is within the pit lane</li> <li>- The change must be supervised by the pit lane marshals</li> <li>- Assistance may be provided by team members or the outgoing driver</li> </ul> <p>260. When a car requires entry into the pit, it must first be stopped within the working area of the pit lane, parallel to the track, with the engine switched off, before being pushed into the pit.</p> <p>261. Before a car completes its pit stop and rejoins the track from the pit lane, the driver must:</p> <ul style="list-style-type: none"> <li>- Fasten the seatbelt</li> <li>- Be fully equipped</li> <li>- Switch on headlights</li> </ul> <p>262. When a car leaves the pit lane, spinning the wheels in place is strictly prohibited and will incur penalties from the Stewards.</p> <p>263. For testing or adjustment purposes, the engine may be started using external mechanical energy. However, once all work is completed and the car rejoins the race, the engine must be started solely by the driver. The car must then start and leave the pit lane to rejoin the race without external assistance, fully assembled, and with all four wheels on the ground.</p> <p>264. Tyre changes are permitted during pit stops.</p> <p>265. During tyre changes, both new and removed tyres must be placed within the pit lane inspection area or internal</p>	<p>赛事总监将决定剩余的进站窗口开放时间，此时间将不少于1分钟。</p> <p>254. 组织者必须确保在赛车进站时维修区有赛事官员在场。</p> <p>255. 在赛车进站期间，无论什么原因，赛车必须关闭发动机，同时必须有一名安全员手持灭火器在旁待命。</p> <p>256. 在赛车进站前一圈，车队成员可携带工具及配件在维修区内部通道等待，当赛车进入维修位并关闭发动机后方可进行维修工作。</p> <p>257. 当赛车需要进入维修位时，赛车必须在与赛道平行的方向停靠。</p> <p>258. 进站时，只有当赛车停靠在自己的维修位时，车手才可以：</p> <ul style="list-style-type: none"> <li>- 解除安全带</li> <li>- 关闭车灯</li> <li>- 关闭发动机</li> </ul> <p>259. 进行车手更换时：</p> <ul style="list-style-type: none"> <li>- 只可以更换报名车组名单内的车手</li> <li>- 只有当赛车进入维修区时才可以更换车手</li> <li>- 必须在维修区裁判的监督下</li> <li>- 可由车队成员或被替换下的车手从旁协助</li> </ul> <p>260. 当赛车需要进入维修车库时，必须先把赛车停在维修区的工作区域，与赛道平行的方向，关闭发动机，然后再把赛车推入维修车库。</p> <p>261. 赛车完成进站离开维修区重返赛道前，车手必须：</p> <ul style="list-style-type: none"> <li>- 系紧安全带</li> <li>- 穿戴齐全装备</li> <li>- 打开车灯</li> </ul> <p>262. 当赛车离开维修区时，严禁使车轮原地空转，否则将受到仲裁委员会的处罚。</p> <p>263. 由于测试或调整的原因，发动机可以使用外部机械能量启动。在所有工作结束并且再赛车重新加入比赛的情况下，发动机必须由车手单独启动，同时赛车需要再没有外部协助以及再安装完毕并四轮落地的情况下启动并离开维修位重返赛道。</p> <p>264. 进站时允许更换轮胎。</p> <p>265. 更换轮胎时，新轮胎及被换下的轮胎必须放置在维修车</p>
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<p>passageway, no more than 2.5 metres from the pit lane entrance. Any tyre not under human control must lie flat on the ground. Tyres must not be moved by throwing.</p>	<p>库内或内部通道上距离维修车库门不超过 2.5 米的范围内。任何轮胎在不受人力控制的情况下必须平放在地面上。不得使用抛掷的方式移动轮胎。</p>
<p><b>SAFETY CAR</b></p> <p>266. The safety car shall be driven by an experienced driver appointed by the CAMF. The safety car shall simultaneously carry a safety car observer capable of identifying all competing cars, maintaining constant radio communication with the control centre.</p> <p>267. No later than 30 minutes prior to the start of the final race, the safety car shall enter the starting grid and stand by in front of the starting positions. Five minutes before the start of the final race, it shall depart the starting grid and proceed to the designated standby point.</p> <p>268. The Race Director may decide to deploy the safety car in the following circumstances:</p> <p>a) When a competitor or marshal is in a hazardous situation, but it is not necessary to interrupt the final race and neutralise the competition.</p> <p>b) To commence the final race under exceptional circumstances.</p> <p>c) To resume an interrupted final race.</p> <p>269. The safety car shall be clearly marked with the word 'Safety Car' on both sides and at the rear. At least one clearly visible yellow or orange flashing signal light and one green flashing signal light shall be fitted to the roof of the safety car.</p> <p>270. Safety Car Lines.</p> <p>a) First Safety Car Line: When the Safety Car crosses this line, cars intending to return to the pit lane may overtake all cars being led by the Safety Car and the Safety Car itself as they enter the pit lane. When the Safety Car completes its intervention and returns to the pit lane by crossing this line, cars intending to return to the pit lane may overtake the Safety Car as it enters the pit lane.</p> <p>b) Second Safety Car Line: Cars leaving the pit lane to rejoin the track may overtake cars on the track before the Safety Car crosses this line. Once the Safety Car crosses this line, cars leaving the pit lane must slow down and may not overtake any cars or the Safety Car on the track. Only after all cars on the track have passed the pit lane exit may cars leaving the pit lane follow to the back of the field and continue racing.</p> <p>271. Upon the Race Director issuing a safety car instruction, flag marshals throughout the circuit shall display waved single yellow flags and the 'SC' board, whilst the starting grid shall flash yellow lights.</p> <p>272. Following the announcement of the safety car order, any car travelling excessively slowly, erratically, or posing a potential hazard to other drivers or personnel at the pit lane entry, exit, or</p>	<p><b>安全车</b></p> <p>266. 安全车将由中汽摩联任命的有经验的车手驾驶，安全车同时将乘坐安全车观察员，其能够辨认所有参赛赛车，且全程使用无线电和指挥中心保持通讯联络。</p> <p>267. 在决赛发车前最多 30 分钟，安全车需进入发车区发车位前待命，决赛发车前 5 分钟离开发车位前往待命点待命。</p> <p>268. 赛事总监在以下情况可以决定使用安全车。</p> <p>a) 当某参赛者或工作人员处于危险状态中，但又没有必要为此中断决赛而中立竞赛状态。</p> <p>b) 在特殊情况下开始决赛。</p> <p>c) 恢复被中断的决赛。</p> <p>269. 安全车在车身两侧和后部明确标注“Safety Car”字样。安全车车顶至少安装一盏清晰可见的黄色或橙色闪烁信号灯及一盏绿色闪烁信号灯。</p> <p>270. 安全车线。</p> <p>a) 第一条安全车线：当安全车通过这条线后，计划返回维修区的赛车允许超过安全车带队行驶的所有赛车和安全车进入维修区。当安全车完成介入工作返回维修区通过这条线后，计划返回维修区的赛车可以超过正在进入维修区的安全车。</p> <p>b) 第二条安全车线：离开维修区返回赛道的赛车在安全车通过这条线前可以超过正在赛道上行驶的赛车。当安全车通过这条安全车线后，离开维修区的赛车必须减速慢行，不得超过任何在赛道上行驶的赛车和安全车，待所有赛道上的赛车通过维修区出口后，离开维修区的赛车才可以跟随到队尾继续行驶。</p> <p>271. 赛事总监下达安全车指令后，全场旗语裁判站出示摇动单黄旗并出示“SC”牌，发车线闪烁黄色信号灯。</p> <p>272. 在宣布安全车指令后，任何赛车在维修区入口、出口或赛道上行驶过慢、忽快忽慢或对其他车手或人员构成潜在危险的，将受到赛事仲裁委员会调查。</p> <p>273. 安全车进入赛道时，将打开黄色或橙色信号灯，且不顾</p>

<p>on the track shall be subject to investigation by the Stewards.</p> <p>273. Upon entering the track, the safety car shall activate its amber or orange lights, disregarding the position of the leading car.</p> <p>274. When the safety car is deployed, all cars must form a single file behind it, with the leading car no more than five car lengths behind the safety car.</p> <p>275. No driver may overtake any other car on the track, including the safety car, until the driver first crosses the finish control line after the safety car has returned to the pit lane, except in the following circumstances:</p> <p>a) If the safety car signals a driver to overtake it.</p> <p>b) Overtaking resulting from a false start by another car during a safety car led restart.</p> <p>c) When a driver intends to return to the pit lane from the track, they may overtake cars on the track, including the safety car, after crossing the first safety car line.</p> <p>d) When a driver intends to rejoin the track from the pit lane, they may overtake or be overtaken by cars on the track before reaching the second safety car line.</p> <p>e) When the safety car completes its intervention and returns to the pit lane, cars on the track may overtake the safety car once it reaches the first safety car line.</p> <p>f) At the pit lane entrance, within the pit lane, or at the pit lane exit, drivers may overtake cars also located in that area.</p> <p>g) Cars stationary for repairs in front of pit garages may be overtaken when the safety car leads through the pit lane.</p> <p>h) Any car exhibiting a clear problem.</p> <p>276. Adjusting the leading car procedure: Upon instruction from the Race Director, the Safety Car Observer shall use a green flashing signal to notify cars behind the Safety Car and ahead of the leading car that they may overtake the Safety Car. Cars completing an overtaking manoeuvre shall move as quickly as possible to the rear of the convoy led by the safety vehicle whilst ensuring safety.</p> <p>277. The safety car must remain deployed until the leading car has caught up with it and all cars are single file behind the safety car before the intervention may be concluded. Once all cars have caught up with the safety car, the leading car must maintain no more than five car lengths behind the safety car, while all other cars must maintain formation by closely following the car ahead.</p> <p>278. Cars may return to the pit lane whilst the safety car is deployed for maintenance, driver changes or similar operations. However, they may only rejoin the race when the pit lane exit displays a green signal. The pit lane exit shall show a red signal when the leading safety car crosses the first safety car line. The pit lane exit shall revert to a green signal once the last car in the safety car procession has passed the pit lane exit. Cars rejoining the track under green lights must proceed at a reasonable speed to join the rear of the safety car procession without undue delay.</p> <p>279. In exceptional circumstances, the Race Director may direct the safety car to lead the field through the pit lane. In such instances, the safety car's amber or orange lights shall remain flashing, and all cars must follow the safety car into the pit lane.</p>	<p>及头车位置。</p> <p>274. 在安全车进行介入工作时所有赛车必须单列排列在安全车后，头车和安全车的距离最大不得超过 5 个车身。</p> <p>275. 除下列情况外，任何车手不得超过赛道上的其他赛车，包括安全车，直至当安全车返回维修区时，该车手第一次通过终点控制线。</p> <p>a) 如果安全车给出信号要求某车手超过安全车。</p> <p>b) 安全车带队发车时，由于某赛车发车失误而产生的超车。</p> <p>c) 当某车手计划从赛道返回维修区，其通过第一条安全车线后，其可以超越在赛道上的赛车，包括安全车。</p> <p>d) 当某车手计划从维修区返回赛道，其抵达第二条安全车线前，其可以超越在赛道上的赛车或者被赛道上的赛车超越。</p> <p>e) 当安全车完成介入工作返回维修区，只要其抵达第一条安全车线，赛道上的赛车可以超越安全车。</p> <p>f) 在维修区入口、维修区或者维修区出口时，车手可以超越同样位于该区域的赛车。</p> <p>g) 停在维修区维修车库前进行维修的赛车，在安全车带队通过维修区时，可以被超越。</p> <p>h) 任何赛车出现明显的问题。</p> <p>276. 调整头车程序：如赛事总监给出指令，安全车观察员将使用绿色闪烁信号灯通知在安全车后和头车之前的赛车其可以超过安全车。完成超车的赛车需在确保安全的前提下，尽快驶至安全车带队的队尾。</p> <p>277. 安全车必须至少使用到排在第一名的赛车跟至其后，而且所有赛车单排列在安全车后才能结束介入任务。一旦所有赛车跟上车队，第一名的赛车必须和安全车保持在 5 个车身长度内的距离，其它赛车必须紧跟前车保持队形。</p> <p>278. 赛车可以在安全车进行介入工作时返回维修区，在此期间可以进行维修、车手更换等工作，但只有维修区出口为绿色信号灯的情况下才能返回赛道继续比赛。当带队的安全车通过第一条安全车线时，维修区出口将出示红色信号灯。当安全车带队的最后一台赛车通过维修区出口后，维修区出口将重新出示绿色信号灯。在绿色信号灯的情况下返回赛道的赛车必须使用合理的速度尽快跟随到安全车带队的队尾。</p> <p>279. 在特殊情况下，赛事总监可以要求安全车带队通过维修区。此时，安全车黄色或橙色信号灯保持闪烁，所有赛车必须跟随安全车进入维修区，此事赛车可以停在自己的维修位进行车辆调整。</p>
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Cars may then stop at their designated pit stalls for car adjustments.

280. A car that voluntarily relinquishes its position after overtaking under the safety car shall not be penalised, provided no other infringement is involved.

281. When the Race Director deems the track to be clear, they may instruct the Safety Car to return to the pit lane, at which point its flashing amber or orange lights shall be extinguished. The extinguishing of these lights signifies that the Safety Car shall return to the pit lane during the current lap. At this juncture, the first car behind the Safety Car shall assume the role of pace car, controlling the speed and, if necessary, extending the distance to the Safety Car to more than five car lengths. To prevent further incidents before the safety car returns to the pit lane, all drivers must maintain a consistent speed from the moment the safety car's amber or orange lights are switched off. They must refrain from regular acceleration, deceleration, braking, or any actions that threaten other drivers or interfere with the resumption of racing. As the safety car approaches the pit lane entrance, all marshals will withdraw yellow flags and 'SC' boards. The marshals at the finish line will display a waved green flag, and the green signal lights will be activated at the start line, remaining so until the last car crosses the finish line. This does not apply to the final lap of the race.

282. All laps completed under safety car conditions count towards the race distance.

283. Should the safety car remain deployed during the final lap of the race, or should it enter the track during the final lap, it shall return to the pit lane shortly before the lap concludes. The race shall remain under safety car conditions, prohibiting overtaking, with all cars crossing the finish line under the chequered flag.

284. Under exceptional circumstances, the race may commence or resume from a suspended session under the lead of the safety car. In either case, when the five-minute countdown board is displayed at the starting grid (or the 3-minute countdown board, 1-minute countdown board when resuming from a suspended session), the safety car shall activate its amber or orange signal lights, indicating the race will commence or resume under safety car operation.

When the green flag is waved at the start line, the safety car shall depart from the grid position. All drivers must line up behind the safety car in single file according to their grid positions, maintaining no more than five car lengths. At this point, the race clock starts when the safety car leads the field. There shall be no formation lap.

Overtaking shall be permitted solely under the following circumstances:

- a) Should a car fail to depart its grid position promptly, and the car behind it overtakes to avoid impeding other competitors.
- b) Where multiple cars depart from the pit lane exit and one fails to start promptly.

In either scenario, the overtaking car may still return to its original grid position.

280. 在安全车状态下超车后主动让回位置的赛车，如不涉及其它违规行为的不予处罚。

281. 当赛事总监认为赛道一切正常时，其可以要求安全车返回维修区，安全车黄色或橙色闪烁信号灯将关闭。关闭信号灯即意味着安全车将在本圈返回维修区。此时，安全车后的第一辆赛车将充当带队车角色，其可以控制速度，如果有必要，其可以将和安全车的距离扩大至超过 5 个车身的距离。为了避免在安全车返回维修区前再次发生事故，自安全车黄色或橙色信号灯关闭的一刻起，所有车手必须保持一定的速度，不得不规律地加减速、刹车或对其他车手构成威胁或有影响恢复发车的行为。安全车接近维修区入口时，全场旗语裁判站将收回黄旗和“SC”板，终点控制线的旗语裁判站出示摇动的绿旗，发车线出示绿色信号灯，直到最后一辆赛车驶过终点控制线。决赛最后一圈除外。

282. 安全车带队的所有圈数计算在决赛圈数内。

283. 如果决赛最后一圈，安全车仍在带队，或者安全车在决赛的最后一圈进入赛道，安全车将在最后一圈即将结束时返回维修区，此时赛事仍处于安全车带队状态，所有赛车不得超车，在赛道上通过终点方格旗。

284. 特殊情况下，决赛将在安全车带队下开始或者从暂停比赛中恢复。无论上述哪种情况，发车区出示倒计时 5 分钟牌时（从暂停比赛中恢复时仅出示倒计时 3 分钟牌、1 分钟牌），安全车将打开黄色或橙色信号灯，这意味着决赛将在安全车程序下开始或恢复。

发车线摇动绿旗时，安全车将离开发车位，所有车手必须按照发车排位，单排列在安全车后，不得超过 5 个车身的距离。此时，决赛计时从安全车带队开始时开始，没有编队圈。

仅限于以下情况，可以超车。

- a) 如某赛车未能及时离开发车位，而排在该赛车后面的赛车为避免影响其它赛车。
- b) 有多辆赛车从维修区出口发车，其中一辆未能及时发车。

无论上述哪种情况，赛车仍能够超车并恢复至原来的发车位。

<p><b>FULL COURSE YELLOW</b></p> <p>285. The Race Director may declare a Full Course Yellow (FCY) if they deem this necessary for safety reasons.</p> <p>When an FCY is declared, a message is displayed on the timing monitors, and all marshal posts will display a waved yellow flag and may display a board with the indication "FCY".</p> <p>Once under FCY, cars must slow down safely and quickly to 60km/h and remain in a single line, maintaining their distance to the car in front and behind. Overtaking is strictly prohibited under FCY. Any cars driving unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any times whilst the FCY is in use will be reported to the Stewards. This will apply whether any such car is being driven on the track, the pit entry or pit exit roads.</p> <p>During FCY, the pit lane entry and exit remain open unless otherwise specified by the Race Director.</p> <p>Any car causing an FCY is reminded to not speed once they re-join the track.</p> <p>Once the problem(s) is/are solved, the Race Director will return the track to green. A message will be displayed on the timing monitor, and all marshal posts will replace the yellow flags and FCY boards with waved green flags. Racing and overtaking will resume without restriction, regardless of the positions of the cars relative to one another and to the Line.</p> <p>During a race, an FCY period may be followed by a Safety Car intervention if required.</p> <p>Unless the driver is already in the pit entry road for the purpose of serving their drive-through and/or Stop &amp; Go penalty when the FCY procedure was deployed, they may not serve the penalty after the FCY procedure has been deployed.</p>	<p><b>全场黄旗</b></p> <p>285. 赛事总监若认为出于安全考虑有必要，可宣布全场黄旗（FCY）。</p> <p>当 FCY 宣布时，计时监视器将显示相应信息，所有赛道裁判岗将挥动黄旗，并可能展示标有“FCY”字样的信号牌。</p> <p>进入 FCY 状态后，赛车必须安全快速减速至 60 公里/小时，保持单列队形并维持前后车距。FCY 期间严禁超车。任何赛车在 FCY 生效期间出现不必要慢速行驶、行驶轨迹异常或被认定可能危及其他车手的驾驶行为，均将上报赛事仲裁委员会。此规定适用于赛道、维修区入口及出口道路上的所有车辆。</p> <p>全场黄旗期间，维修区入口与出口保持开放，除非赛事总监另有指示。</p> <p>引发全场黄旗的赛车重返赛道后，须谨记不得超速行驶。</p> <p>问题解决后，赛事总监将恢复赛道绿旗状态。计时屏将显示相应信息，所有赛道工作人员将撤下黄旗和安全车指示牌，改为挥动绿旗。此时赛车可不受限制地恢复竞速与超车，无论车辆间相对位置及与起跑线距离如何。</p> <p>比赛中，FCY 阶段结束后如需干预，可由安全车接替。</p> <p>除非 FCY 程序启动时车手已进入维修区通道执行通过处罚和/或停站处罚，否则 FCY 程序启动后不得执行该处罚。</p>
<p><b>SUSPENDING THE RACE</b></p> <p>286. Should the track become obstructed due to an incident or should weather conditions, or other circumstances render the continuation of the final race hazardous, the Race Director may suspend the final race. The starter shall display a red signal light at the starting line, whilst all marshals' posts shall display red flags.</p> <p>287. When the race suspension signal is given, overtaking is prohibited, the pit lane exit shall be closed, and all cars must decelerate and return to the pit lane fast lane. Under the direction of the grid marshals, all cars shall line up in single file on the pit lane fast lane in the order they occupied at the end of the last full lap before the suspension, awaiting the command to resume the race. The following exceptions apply:</p> <p>a) If the final is suspended due to an incident at the pit lane entrance, the safety car may enter the grid area. Under the direction of grid marshals, it shall be positioned in a single file perpendicular to the red line, following the order of the final lap prior to the suspension.</p> <p>288. Cars unable to return to their grid positions due to track congestion caused by an incident shall be transported to the pit lane once the track is cleared. They shall be lined up in the pit lane fast lane in the order of the lap preceding the race suspension.</p> <p>Additionally, cars that had already returned to the pit lane prior to the race suspension shall be positioned at the pit lane exit in the order of the lap preceding the suspension. However, in</p>	<p><b>暂停决赛</b></p> <p>286. 如赛道因事故被堵塞，或由于天气原因及其它原因给继续决赛带来危险，赛事总监可以暂停决赛。发车员将在发车线出示红色信号灯，同时所有裁判站将出示红旗。</p> <p>287.当暂停决赛信号给出时，禁止超车，维修区出口将关闭，所有赛车必须减速返回维修区快速通道。所有赛车将在发车区裁判的指引下，按照决赛暂停前一个完整圈的比赛顺序先后成单列队形在维修区快速通道排列，等候比赛重新恢复的指令。以下情况除外：</p> <p>a) 如果决赛因维修区入口事故导致暂停，安全车可以进入发车区，并由发车区裁判指引，按照决赛暂停前一个完整圈的比赛顺序先后单列队形垂直于红区线排列。</p> <p>288. 因为事故堵塞赛道不能从事故地点附近返回发车位的赛车将在赛道清理完毕后送至维修区，其将根据决赛暂停前一圈的比赛顺序先后排列在维修区快速通道上。</p> <p>另外，决赛暂停前，已经返回维修区的赛车将根据决赛暂停前一圈的比赛顺序排在维修区出口，但原则上，暂停比赛期间，不能获得比发车区停留的车辆更多的维修机会。如果决赛在维修区暂停，上述赛车亦将根据决赛暂停前一圈的比赛顺序先后排列在维修区末端。</p>

<p>principle, during the suspension period, these cars shall not receive more pit stops than those remaining on the grid. Should the race be suspended in the pit lane, the cars shall also be positioned at the rear of the pit lane in the order of the lap preceding the suspension.</p> <p>Following a race suspension, the safety car shall be positioned at the pit lane exit. Should the suspension result from an incident at the pit lane entry, the safety car shall be positioned at the front of the starting grid upon the race being suspended, with its amber or orange lights illuminated.</p> <p>289. During a race suspension.</p> <p>a) During a race, when the race is suspended, the race and timing shall continue, and the suspension time shall be counted towards the maximum race duration.</p> <p>b) Once a car enters the pit lane fast lane or is stationary in the starting grid, repairs may be carried out, provided that any such work does not impede the resumption of the race. Refuelling shall not be permitted either in the starting grid or the pit lane.</p> <p>c) Only team members and event officials shall be permitted access to the pit lane fast lane.</p> <p>d) Drivers may exit the cockpit and remove helmets and gloves. Driver changes may be conducted in the fast lane in accordance with Rule 256 (prior to the display of the 3-minute board at the pit lane exit).</p> <p>290. Except as provided in 285.a), following a race suspension, repairs to the car are permitted on the pit lane fast lane. However, should the car leave the fast lane to enter the team's pit box, it shall incur a drive-through penalty. In the circumstances described in 285.a), any driver entering the pit lane or pushing a car from the track into the pit lane following a race suspension shall incur a drive-through penalty. Drivers entering the pit lane before the race suspension signal is given shall not be penalised.</p> <p>Upon race resumption, all cars in pit bays may leave their bays and shall queue at the rear of the pit lane exit in the order they reached it under their own power, unless a car has suffered a failure.</p> <p>In all circumstances, drivers must comply with the instructions of the stewards. Once the race is restarted, all cars in the pit lane may leave the pit lane. Cars rejoining the race from the pit lane exit shall be placed in the order in which they reached the pit lane exit under their own power, unless a car has suffered a failure. In all circumstances, drivers must comply with the instructions of the stewards.</p>	<p>安全车在决赛暂停后将停在维修区出口，如决赛因维修区入口事故导致暂停，安全车在决赛暂停后将停在发车位最前，同时安全车将打开黄色或橙色信号灯。</p> <p>289. 决赛暂停时。</p> <p>a) 在决赛中，当决赛暂停时，决赛和计时仍然继续，决赛暂停时间将计算如最长决赛时间。</p> <p>b) 一旦赛车进入维修区快速通道或停在发车区，可以维修赛车，但是任何维修工作不得妨碍决赛的恢复。无论在发车区还是维修区均不得进行加油工作。</p> <p>c) 只有车队成员和赛事官员允许进入维修区快速通道。</p> <p>d) 车手可以离开座舱，可以脱去头盔和手套。此时可以按照规则 256 条款在快速通道更换车手（维修区出口 3 分钟牌出示之前）</p> <p>290. 除 287.a) 所述情况之外，决赛暂停后，允许在维修区快速通道上对赛车进行维修，但是如果赛车离开快速通道进入车队维修位，将受到通过维修区的处罚。在 287.a) 所诉情况下，决赛暂停后，任何进入维修区或从赛道上将赛车推入维修区的车手将被处罚通过维修区。任何在暂停决赛信号给出前进入维修区的车手不予处罚。</p> <p>一旦决赛恢复，所有在维修位赛车可以离开维修位，顺序依据其依靠自身动力抵达维修区出口的顺序排在队列尾，除非有赛车出现故障。</p> <p>任何情况下，车手必须听从裁判指挥。一旦决赛恢复，所有在维修区的赛车可以离开维修区。从维修区出口恢复决赛的赛车顺序依据其依靠自身动力抵达维修区出口的顺序排列，除非有赛车出现故障。任何情况下，车手必须听从裁判指挥。</p>
<p><b>RESUMING THE RACE</b></p> <p>291. Once the time for resuming the final has been determined, the Race Director shall notify all competitors via the timing display or radio. In all circumstances, a countdown signal of at least three minutes shall be given.</p> <p>292. The countdown signal shall comprise three minutes, one minute and thirty seconds, each countdown signal including an audible warning.</p> <p>293. The order of the restarted final shall be adjusted either within the pit lane or simultaneously using the track. When the Race Director decides to adjust the order using the track, the following procedure shall be followed: Upon the 5-minute signal being displayed, first, the safety car</p>	<p><b>恢复决赛</b></p> <p>291. 一旦恢复决赛的时间确定，赛事总监将通过计时显示屏或电台通知所有参赛者。任何情况下，将给出至少 3 分钟的倒计时信号。</p> <p>292. 倒计时信号将包括 3 分钟、1 分钟和 30 秒，每个倒计时信号包括声音提示。</p> <p>293. 决赛恢复时的排序将在维修区内进行调整，或同时使用赛道进行调整。当赛事总监决定使用赛道调整排序时，则执行以下程序：在出示 5 分钟信号时，首先，停在安全车和领先</p>

and the leading car shall stop. They shall then leave the pit lane in sequence as directed by the pit lane marshals, with overtaking prohibited. After completing one lap, they shall return to the pit lane and queue at the rear of the fast lane. Secondly, cars stationary at pit bays shall depart the pit lane sequentially under the direction of pit lane marshals. Overtaking is prohibited; each shall complete one lap before returning to the pit lane, thereby queuing at the rear of the pit lane.

294. Upon display of the one-minute signal, the car shall start its engine. All team personnel and all tools must vacate the starting position before the one-minute signal is displayed. Should a driver require assistance after the 30-second signal is displayed, they must raise their hand and activate the hazard warning lights. Once other cars have successfully departed the starting position and commenced the race, the marshals shall be responsible for pushing the car back to the pit lane. In such circumstances, the marshal holding the yellow flag shall wave it to warn other cars.

295. When the green flag is waved at the start line, the race shall resume from the pit lane under the safety car. All provisions governing neutralised racing under safety car procedures shall apply during the restart procedure. The safety car shall return to the pit lane after one lap, unless:

- a) The race resumes in wet conditions, or accident recovery is incomplete, but the track is passable, and the Race Director deems it necessary for the safety car to complete more than one lap.
- b) All cars fail to form a single file behind the safety car.
- c) A new incident occurs requiring safety car intervention.
- d) If the race resumes from the starting grid, the safety car shall depart the grid position when the green flag is waved at the starting line. All cars shall follow the safety car, maintaining no more than five car lengths. Upon the last car passing the pit lane exit, the green signal at the pit lane exit shall illuminate, permitting cars in the pit lane to enter the track and line up at the rear of the field.

296. During a safety car-led restart of the race, overtaking shall only be permitted under the following circumstances:

- a) Where a car fails to depart promptly from the pit lane fast lane or leave its starting position, and the car behind it overtakes to avoid impeding other cars.
- b) Where multiple cars depart from the pit lane exit and one fails to start promptly, allowing the car behind to overtake to avoid affecting other competitors.

In either scenario, the car may overtake and subsequently return to its original starting position.

297. Should the Stewards deem a driver to have overtaken unnecessarily during that lap, penalties may be imposed under Article 17.

298. After the safety car returns to the pit lane, overtaking is permitted only when crossing the finish control line. Any earlier overtaking shall be deemed a jump start, with offenders penalised by driving through the pit lane.

299. Should the final race not resume, the results shall be determined based on the lap completed immediately prior to

的赛车，需要根据维修区裁判的指示依次离开维修区，禁止超车并行驶一圈后返回维修区，依此排在快速通道的队尾。其次，停在维修区维修位的赛车，需要根据维修区裁判的指示依次离开维修区，禁止超车并行驶一圈返回维修区，依次排在快速通道的队尾。

294. 出示 1 分钟的信号后，赛车启动发动机，所有车队人员和所有工具必须在出示 1 分钟信号前离开发车位。如某一车手在出示 30 秒信号牌后需要援助，必须举手示意同时打开双闪灯。当其它赛车成功离开发车位并开始决赛后，裁判将负责将该赛车推回维修区。在这种情况下，执黄旗的裁判须摇动黄旗以警告其他赛车。

295. 发车线摇动绿旗时，决赛将在安全车带领下从维修区恢复，所有安全车程序下中立赛事执行的条款都将适用在恢复比赛程序中。安全车将在一圈后返回维修区，除非：

- a) 决赛在雨地条件下恢复，或事故救援尚未完成但赛道已具备基本的通行条件，赛事总监认为安全车有必要行驶超过一圈。
- b) 所有赛车未能单排列在安全车后。
- c) 发生新的事故需要安全车介入。
- d) 如比赛在发车区恢复，当发车线摇动绿旗时，安全车将离开发车位，所有赛车跟在安全车身后，不超过 5 个车身的距离。当最后一辆赛车驶过维修区末端时，维修区出口绿色信号灯将亮起，在维修区的赛车可以进入赛道并排在队尾。

296. 安全车带队恢复决赛的情况下，仅限于以下情况可以超车。

- a) 如某赛车未能及时从维修区快速通道启动或离开发车位，而排在该赛车后面的赛车为避免影响其它赛车。
- b) 有多辆赛车从维修区出口发车，其中一辆未能及时发车，而排在该赛车后面的赛车为避免影响其它赛车。

无论上述哪种情况，赛车仍能够超车并恢复至原来的发车位。

297. 如果在该圈中，赛事仲裁委员会认为某车手在不必要的情况下超车，可以根据第 17 条款进行处罚。

298. 安全车返回维修区后，允许各赛车超车的位置为跨越终点控制线，否则视为抢发车行为，违者将被处罚通过维修区。

299. 如果决赛未恢复，决赛成绩将按照决赛暂停信号给出前一圈计算。

300. 如果决赛在安全车中立比赛时暂停，安全车车队的每一圈比赛成绩均为有效，此时，无论是否恢复比赛，将不再参

<p>the race suspension signal.</p> <p>300. Should the final be suspended during a Safety Car neutralised period, all lap times recorded under the Safety Car shall be considered valid. In such instances, regardless of whether racing resumes, the lap time immediately preceding the suspension shall no longer be referenced.</p> <p>301. Upon display of the 3-minute signal, all cars on the pit lane fast lane must have all wheels fully mounted and on the ground. Failure to comply shall result in the car being penalised with a drive-through penalty.</p>	<p>照暂停比赛前一圈的比赛成绩。</p> <p>301. 在 3 分钟信号出示时，所有在维修区快速通道上的赛车全部车轮必须安装完毕且落地。否则，该赛车将接受通过维修区的处罚。</p>
<p><b>FINISH</b></p> <p>302. The signal for the conclusion of the final race (the chequered flag) shall be displayed at the finish control line in accordance with Article 18, once the leading car has completed the full distance of the final race.</p> <p>303. Should the chequered flag be displayed before the leading car completes the stipulated number of laps or time, for any reason whatsoever, the race shall be deemed concluded upon the display of the chequered flag and the leading car crossing the finish line.</p> <p>304. Should the chequered flag fail to be displayed in a timely manner for any reason, the race shall conclude at the scheduled time.</p> <p>305. Upon passing the chequered flag, all cars must decelerate and proceed directly to the parc fermé without undue delay, nor accept any form of object or other assistance (except where necessary with stewards' assistance). Drivers must not release their seatbelts or remove helmets until reaching the closed parking area.</p> <p>306. Cars unable to reach the closed parking area under their own power shall be towed there by stewards.</p> <p>307. Following the conclusion of the final race, each car is permitted to pass the chequered flag only once. Any subsequent passage shall incur a penalty of RMB 2000.</p> <p>308. Following the final race, finishing positions shall be determined by the order in which drivers crossed the finish line and the number of laps completed. However, drivers must cross the finish line on the track to be considered as having completed the final race under all circumstances. Where disputes arise regarding the order of multiple drivers crossing the finish line, the timing system's high-speed finish line imaging report shall serve as the final authority.</p>	<p><b>结束</b></p> <p>302. 决赛结束的信号（终点方格旗）将根据第 18 条款，一旦领先的赛车完成全部决赛距离，将在终点控制线给出。</p> <p>303. 无论任何原因，如果终点方格旗在领先的赛车完成规定数量的圈数，或者时间之前出示，决赛的结束将以终点方格旗出示为标志，领先赛车通过终点线即结束比赛。</p> <p>304. 无论任何原因，如果终点方格旗没有及时给出，决赛以应该结束的时间结束。</p> <p>305. 通过终点方格旗后，所有赛车必须减速，直接返回封闭停车场，不得出现不必要的延迟，或者接受任何形式的物体或其它协助（除非在必要情况下有裁判协助）。在未到达封闭停车场时车手不能解除安全带及头盔。</p> <p>306. 不能利用自身动力抵达封闭停车场的赛车由裁判将赛车带回封闭停车场。</p> <p>307. 决赛结束后，每一辆赛车只允许通过一次方格旗，否则将罚款 2000 元。</p> <p>308. 决赛结束后，决赛的名次将依据车手通过终点的顺序和已完成的圈数进行排列，但无论任何情况，车手必须在赛道上驶过终点线才称为完成决赛。当多名车手通过终点的顺序存在争议时，以计时系统终点高速成像报告为最终依据。</p>

<p><b>PARC FERMÉ AFTER THE RACE</b></p> <p>309. Only officials responsible for the parcelling procedure shall be permitted access to the parc fermé following the final race. No interference whatsoever with parcelling operations shall be permitted without the authorisation of the officials.</p> <p>310. Upon commencement of the final race parcelling procedure, the parcelling regulations shall also apply to the area between the finish control line and the entrance to the parc fermé.</p> <p>311. The parc fermé shall be manned by security personnel; unauthorised persons shall not be permitted entry.</p> <p>312. Cars returning to the parc fermé after completing the final must ensure their fuel tanks contain sufficient capacity to allow the extraction of 3 litres of petrol for sampling.</p> <p>313. Scrutineers shall conduct inspections within the parc fermé to verify the actual modifications made to cars, either in full or in part, against their car inspection certificates.</p>	<p><b>决赛后封闭</b></p> <p>309. 只有负责封闭程序的赛事官员可以进入决赛后封闭停车场。除非得到上述官员的许可，不允许任何形式干预封闭停车场工作。</p> <p>310. 当决赛封闭程序启动时，封闭规则也将适用于终点控制线和封闭停车场入口之间的区域。</p> <p>311. 封闭停车场须有安保人员值守，任何未经授权的人员均不得入内。</p> <p>312. 完成决赛后返回封闭停车场的赛车必须确保赛车油箱内能够抽出 3 公升汽油做油料抽检。</p> <p>313. 车检裁判在封闭停车场内将根据赛车检验证书对全部或部分改装的实际情况进行检验。</p>
<p><b>CLASSIFICATION</b></p> <p>314. All cars that pass the chequered flag shall be ranked according to the number of laps completed. Drivers with identical lap counts shall be ranked by the order in which they crossed the chequered flag.</p> <p>315. Entries failing to complete two full laps shall not be classified and shall be treated as 'Did Not Start'. Only entries completing at least 75% (inclusive) of the race distance and passing the chequered flag shall be classified.</p> <p>316. In the result, teams failing to complete the race shall be ranked according to the order of their withdrawal from the race, with those withdrawing later placed ahead of those withdrawing earlier. Drivers crossing the chequered flag in the pit lane shall be classified as having failed to complete the race, with their completed laps counted based on the number of laps completed when crossing the control line. The organisers shall annotate their names with the notation 'Did Not Finish'.</p> <p>317. Final race results shall be published following the conclusion of the race.</p> <p>318. Results shall be categorised as follows:</p> <p>a) 'Free Practice Results' shall be published following the conclusion of free practice sessions.</p> <p>b) 'Provisional Results' shall be published immediately following the conclusion of qualifying and the race.</p> <p>c) Following publication of the 'Provisional Results' for qualifying and the race, 'Final Results' shall be published once the Technical Delegate has submitted the scrutineering report and all protests have been resolved.</p> <p>d) Should no protests be lodged within 30 minutes of the 'Preliminary Results' announcement, the 'Official Results' for the qualifying session or final will be published. If protests are</p>	<p><b>成绩</b></p> <p>314. 所有通过终点方格旗的赛车名次按照完成圈数多少排列，完成圈数相同的车手按照通过终点方格旗的先后排列成绩。</p> <p>315. 未完成两个完整圈的车组不计算成绩，按照“未发车”处理。只有完成第一名车组决赛长度 75%（含）以上且通过终点方格旗的车组可计算成绩。</p> <p>316. 决赛成绩中，没有完成决赛的车组排名按照其退出决赛的先后顺序排列，后退出决赛的车组排在前，先退出决赛的车组排在后。在维修区冲过终点方格旗的车手按照未完成决赛计算，完成圈数按照其通过控制线圈数计算。组织者将在其姓名后注明“未完成决赛”字样。</p> <p>317. 决赛成绩将在决赛结束后公布。</p> <p>318. 成绩分为。</p> <p>a) 自由练习结束后公布“自由练习成绩”。</p> <p>b) 排位赛和决赛结束后立即公布“初步成绩”。</p> <p>c) 排位赛和决赛“初步成绩”公布后，待技术代表提交车检报告且处理完全部抗议后将公布“正式成绩”。</p> <p>d) “初步成绩”公布 30 分钟后，如果没有抗议，将公布排位赛或决赛“正式成绩”。如果有抗议，赛事仲裁委员会将进行调查，并在调查结束，“初步成绩”公布 30 分钟后公布“正式成绩”。</p>

<p>received, the Stewards shall investigate. Upon completion of the investigation, the 'Final Results' will be published 30 minutes after the 'Provisional Results' announcement.</p>	
<p><b>PODIUM CEREMONIES AND PRESS CONFERENCE</b></p> <p>319. Representatives of the top three drivers in each category and the top team in the Team Cup must attend the award ceremony. Subsequently, the top three drivers must participate in the press conference. Failure to attend the award ceremony or to complete all required ceremonial procedures (including but not limited to ascending the podium, group photographs, and champagne celebrations) shall result in the cancellation of the driver's results and points for that race, with the position and points remaining vacant for that race.</p> <p>320. The post-race award ceremony shall commence at the time stipulated in the competition schedule. Unless Technical Delegate report any irregularities during scrutineering, awards shall be presented based on the 'provisional results'.</p>	<p><b>颁奖仪式和赛后新闻发布会</b></p> <p>319. 决赛的各组别车手杯前三名和车队杯第一名代表须出席颁奖仪式，然后其车手杯前三名必须参加新闻发布会。不参加颁奖仪式或未按照要求完成所有仪式程序（包括但不限于登台领奖、合影及开香槟庆祝等）的取消当站决赛成绩和积分，该成绩和积分当站空缺。</p> <p>320. 决赛后颁奖仪式将按比赛时间表规定的时间进行，除非有技术代表车检报告违规的，颁奖仪式将根据“初步成绩”颁发奖项。</p>



**APPENDIX 1**

**LIST OF ELIGIBLE TCR CARS FOR THE 2026 SEASON**

As defined by TCR Technical Bulletins provided by WSC.

**附录 1**

**2026 赛季 TCR 车型列表**

由 WSC 发布的 TCR 技术公告定义。

**APPENDIX 2**  
**INFORMATION REQUIRED UNDER ARTICLE 29**

**PART A**

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

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

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

List of any supplementary trophies and special awards.

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

Any other item specific to the Competition.

**PART B**

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

附件 2:  
比赛附录内容

第 A 部分:

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

赛车场的详情, 需要包含:

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

赛车场的准确定位:

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

各种荣誉奖项和特殊奖项的的名单。

由 ASN 任命的下列竞赛官员的姓名:

赛事主管;  
赛事秘书;  
车检主管;  
医疗主管。

与比赛相关的其他特殊项目。

第 B 部分

赛事总监;  
仲裁主席;  
仲裁委员;  
技术代表;



Secretary of the Stewards  
Any others

数据检查员；  
媒体代表；  
仲裁秘书；  
其他人员。

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

第 C 部分  
上诉需要提交至：中国汽车摩托车运动联合会

PART D  
Detailed timetable

第 D 部分  
详细的比赛日程表

PART E  
Insurance Copy

第 E 部分  
保险复印件



**APPENDIX 3**

**ENTRY FORM FOR THE 2026 CTCC CHINA CUP**

Available from 1<sup>st</sup> February 2026 from Seres Promoter secretariat.

附件 3:

2026 赛季 CTCC 中国杯报名表

自 2026 年 02 月 01 日起可从推广商秘书处获取。



**APPENDIX 4**

Protest Form  
Change of Engine Form  
Change of Car Form

Available on official CTCC China Cup Website or secretariat.

附件 4:

投诉表  
发动机更换申请表  
赛车更换申请表

可在 CTCC 中国杯官方网站或秘书处获取。



**APPENDIX 5**

**CAR LAYOUT**

To Be issued by Promoter prior each Competition.

附件 5:

赛车组织者广告位置

由推广商在每场比赛前发布。

## APPENDIX 6

附件 6:

**Table of Penalty Guidelines**

Offence 违规事项	Practice 练习	Qualifying 排位赛	Race 决赛	BWP 车手罚分
<b>General 通则</b>				
Not attending or too late to Drivers Briefing 迟到或缺席车手会	Up to RMB 3000 fine 最高 3000 元罚款			
Disobeyed marshals/officials' instructions 不遵守赛道裁判或赛事官员的指示	RMB 5,000 fine and/or loss of lap times 最高 5000 元罚款/取消圈速成绩		Drive Through Penalty 通过维修区处罚	1
Did not respect the 3-minute warning (Car not resting on the wheels) 不遵守 3 分钟牌 (赛车没有落地)			Drive Through Penalty 通过维修区处罚	
Teams did not clear grid before 1-minute warning 车队在 1 分钟牌出示时仍未离开发车格			Up to 10 seconds race time penalty or Drive Through Penalty 最多罚时 10 秒计入总成绩/通过维修区处罚	
Overtook during Safety Car operation 在安全车程序下超车			Up to 10 seconds race time penalty or Drive Through Penalty 最多罚时 10 秒计入总成绩/通过维修区处罚	1
Refuelling in the pit lane 在维修区通道进行加油	Loss of all times 取消成绩		Disqualification 取消成绩	
Not wearing official cap at podium and/or at the Press Conference / not spraying Champagne on the podium 在颁奖台/新闻发布会不戴官方赞助商帽子/不配合颁奖仪式		Up to RMB 5000 fine 最高 5000 元罚款		
Display of unauthorized sponsorship badges at podium or missing series logos 在颁奖台出现未经授权的赞助商商标/缺失锦标赛 logo			Up to RMB 5000 fine 最高 5000 元罚款	
Failure to attend post session driver weighing 未参加赛后车手称重	Loss of all times 取消成绩		Disqualification 取消成绩	
<b>Driver's Conduct &amp; Driving Standard 驾驶行为</b>				
Pushed another car - very minor – win position 迫使其他赛车离开赛道 (轻微的) 并获利	Reprimand or cancellation of the fastest lap time 警告或取消最快圈速		Reprimand or 5 seconds race time penalty 警告或罚时 5 秒计入总成绩	2

Offence 违规事项	Practice 练习	Qualifying 排位赛	Race 决赛	BWP 车手罚分
Caused a collision / contact - other car continued with delay or Disadvantage 造成碰撞 (其他赛车能够继续比赛但失去位置)	Up to 3-place grid penalty 车手参加的下一回合决赛最多退后 3 个发车位处罚		Up to 30 seconds race time penalty or up to 3-place grid penalty for next race 最多罚时 30 秒计入总成绩/车手参加的下一回合决赛最多退后 3 个发车位处罚	2
Caused a collision / contact - other car unable to continue 造成碰撞 (其他赛车无法继续比赛)	Up to 5-place grid penalty 车手参加的下一回合决赛最多退后 5 个发车位处罚		Up to 30 seconds race time penalty or Drive Through or up to 5-place grid penalty for next race 最多罚时 30 秒计入总成绩/车手参加的下一回合决赛最多退后 5 个发车位处罚	2
Caused a collision / contact - other multiple cars unable to continue 造成碰撞 (其他多辆赛车无法继续比赛)	Up to 10-place grid penalty 车手参加的下一回合决赛最多退后 10 个发车位处罚		Up to 60 seconds race time penalty or Drive through or up to 10-place grid penalty for next race 最多罚时 60 秒计入总成绩/车手参加的下一回合决赛最多退后 10 个发车位处罚	3
Left track gain advantage or rejoined in an unsafe manner 离开赛道获利或不安全返回赛道	Cancellation of the fastest lap time and/or up to 3-place grid penalty 取消最快圈速/车手参加的下一回合决赛最多退后 3 个发车位处罚		Up to 10 seconds race time penalty or up to 5-place grid penalty for next race 最多罚时 10 秒计入总成绩/车手参加的下一回合决赛最多退后 5 个发车位处罚	1
Exceeded Track Limits 超过赛道限制	Loss of relevant lap times 取消相关圈速		Time penalty for repeat offences (over 5 TL during the Race) 罚时计入总成绩 (多次违反, 正赛中超过 5 次超出赛道限制)	1
	Multiple offences (over 10 TL in FP/ overall 3 TL in Qualifying) 多次违反 (自由练习中超过 10 次/排位赛钟超过 3 次超出赛道限制)			1
Failing to comply with the scheduled driver nomination 未按驾驶车手名单和顺序驾驶			Disqualification 取消成绩	
<b>Technical 技术违规</b>				
Weight of car does not comply with regulations 车重与规则不符	Loss of all times 取消成绩		Disqualification 取消成绩	
Contravention of regulations regarding wheels & tires 违反轮胎相关规则	Loss of all times 取消成绩		Disqualification 取消成绩	
Technical Infringement 技术违规	Loss of all times 取消成绩		Disqualification 取消成绩	

Offence 违规事项	Practice 练习	Qualifying 排位赛	Race 决赛	BWP 车手罚分
<b>Pit 维修区</b>				
Reversed car under own power in pit lane 在维修区使用自身动力倒车	Up to 5-place grid penalty 车手参加的下一回合决赛最多退后 5 个发车位处罚		Drive Through Penalty 通过维修区处罚	1
Speeding in pit lane 维修区超速	RMB 250 fine for each km/h above the limit and/or up to 3-place grid penalty 每超速 1 公里/时罚款 250 元 和/或车手参加的下一回合决赛最多退后 3 个发车位处罚		Up to 10 seconds time penalty / Drive Through Penalty 最多罚时 10 秒计入总成绩/通过维修区处罚	1
Crossed the demarcation line at pit exit 跨越维修区出口分界线	Up to RMB 2,000 fine or cancellation of the fastest lap time and/or up to 3-place grid Penalty 最高 2000 元罚款 取消最快圈速并/或车手参加的下一回合决赛最多退后 3 个发车位处罚		Drive Through Penalty 通过维修区处罚	
Ignoring pit exit light 无视维修区出口灯号	Cancellation of the fastest lap time and/or up to 5-place grid penalty 取消最快圈速并/或车手参加的下一回合决赛最多退后 3 个发车位处罚		Drive Through Penalty / Disqualification 通过维修区处罚/取消成绩	1
Breach of Parc Fermé regulations 违反封闭程序	Loss of all times 取消成绩		Disqualification 取消成绩	
<b>Start 发车程序</b>				
False start 抢发车			Min. 5 seconds time penalty 至少罚时 5 秒计入总成绩	
Overtook before the re-start of the race (Safety Car) 在比赛重启前超车 (安全车程序结束前)			Up to 10 seconds race time penalty or Drive Through Penalty 最多罚时 10 秒计入总成绩/通过维修区处罚	1
<b>Flags 旗语</b>				
Did not slow down under Yellow flag 黄旗下不减速	Cancellation of fastest lap time and/or up to 5-place grid penalty 取消最快圈速/车手参加的下一回合决赛最多退后 5 个发车位处罚		Up to 30 seconds time penalty or Drive Through Penalty 最多罚时 30 秒计入总成绩/通过维修区处罚	2
Did not comply with Blue flag/Impeding 不遵守蓝旗/阻挡	Reprimand 警告	Up to 3-place grid penalty 车手参加的下一回合决赛最多退后 3 个发车位处罚	Time penalty or Drive Through Penalty 罚时/通过维修区处罚	1

Offence 违规事项	Practice 练习	Qualifying 排位赛	Race 决赛	BWP 车手罚分
Overtook under Yellow flag 黄旗下超车	Cancellation of fastest lap time and/or up to 5-place grid penalty 取消最快圈速/车手参加的下一回合决赛最多退后 5 个发车位处罚		Time penalty or Drive Through Penalty 罚时/通过维修区处罚	1
Failed to respect Black & Orange flag 不遵守故障旗	Black Flag and Loss of all times 黑旗并取消成绩		Black Flag and/or Disqualification 黑旗并/或取消成绩	2
Failed to respect Black flag 不遵守黑旗	Loss of all times 取消成绩		Exclusion 本节除名	3
Did not comply with Red flag 不遵守红旗	Cancellation of fastest lap time and/or up to 5-place grid penalty 取消最快圈速和/或车手参加的下一回合决赛最多退后 5 个发车位处罚		Time penalty or Drive Through Penalty 罚时/通过维修区处罚	2
Take Chequered flag more than once 多次通过方格旗	Up to RMB 2,000 fine or cancellation of fastest lap time and/or up to 5-place grid Penalty 最高 2000 元罚款 取消最快圈速并/或车手参加的下一回合决赛最多退后 5 个发车位处罚		Up to RMB 2,000 Fine and/or up to 5-place grid penalty for next race 最高 2000 元罚款和/或车手参加的下一回合决赛最多退后 5 个发车位处罚	1

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

**上述判罚仅为指导性规定，仲裁委员会将据此进行判罚。然而，对于任何违反规则的行为，仲裁委员会可酌情处以其认为适当的任何处罚。**