

PAN DELTA SUPER RACING FESTIVAL

2019

SPEED HERO

SPORTING REGULATIONS

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GENERAL UNDERTAKINGS AND CONDITIONS

All riders, team personnel, officials, promoters/organizers and all the persons involved in any capacity whatsoever participating in the Event undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. SPORTING REGULATIONS
2. TECHNICAL REGULATIONS
3. SUPPLEMENTARY REGULATIONS

as supplemented and amended from time to time (hereinafter collectively referred to as the “Regulations”).

All the persons mentioned above may be penalised in accordance with the provisions of the Regulations.

Whilst these Regulations may be translated into other languages, in case of any dispute regarding interpretation the Official Chinese text will prevail.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider, or any other person having charge of an entered motorcycle during any part of the Event with respect to observance of the Regulations is joint and several with that of the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event.

1 INTRODUCTION

- 1.1 A series of motorcycle races organized by Zhuhai Motorsports Association and promoted by Zhuhai International Circuit.

2) EVENTS

- 2.1 The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and finish after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest.

The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit.

- 2.2 The Organiser is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.

3) OFFICIALS

All the following Officials must be present and available at the time Necessary to ensure smooth and efficient running of the Event:

3.1 Permanent Officials

The following officials will be appointed to perform supervisory and executive roles. Except in cases of illness or Force Majeure the Officials will be expected to be present at each event.

Race Director

Responsible for ensuring proper observance of the Regulations and efficient running of the practice and races. The Race Director has no competence for the application of sanctions.

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

- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations.
- b) The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- c) The starting procedure.
- d) The use of medical cars/fast interventions vehicles.

Technical Director

Responsible for ensuring those technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature.

Medical Director

Responsible for liaison with the Chief Medical Officer appointed by the Organizers to ensure compliance with the Medical Code.

Safety Officer

Responsible for the supervision of all aspects of safety.

Starter is responsible to start the race.

3.2 Individual Event officials

All individual Event Officials shall be appointed for each event. They are:

- a) Officials appointed by the CAMF.
 - 1) The President and two members of the Jury (with FIM Sporting Steward license) they are responsible for ensuring that the event is conducted according to the Regulations.
- b) Officials appointed by the CAMF/Organizer.
 - 2) Clerk of the Course (with FIM Clerk of the Course license) Responsible for:
 - a) Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.
 - b) Ensuring that all officials and services are in place. The stationing of all track personnel and equipment(i.e. marshals, doctors, ambulances, Flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of all practice sessions and warm ups. The Race Director, the Safety Officer, the Clerk of the Course and the Medical Director will make the final inspection of the Circuit to ensure this regulation is complied with, 30 minutes prior to the beginning of the all practice sessions and warm ups. During the final inspection lap, the yellow flag must be waved at each flag marshal post together with the display of other flags and

equipment requested by the Safety Officer.

- c) Taking decisions to ensure the smooth and efficient running of the event.
- d) Ensuring that the event is run within the Regulations.
- e) Notification of protests to the Race Direction.
- f) Immediate approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the Jury.

3) Secretaries

Responsible for:

- a) During the event effecting communications between the various officials.
- b) Providing secretarial support for the Jury, the Race Direction.

4) Other Officials Stewards, Technical Stewards, Security Personnel, Medical Staff etc., as required for the efficient running of the event. All communications between the individual Event Officials must be made via the relevant Permanent Officials.

3.3 JURY MEMBERS

3.3.1 The management of the event will be carried out by the Jury Members which will comprise the following delegates:

- The President appointed by the CAMF – who will chair the meetings
- Two Jury Members
- The Delegate appointed by ZIC
- The Race Director
- The Technical Director
- The Medical Director
- The Clerk of the Course
- The Safety Officer

3.3.2 At any time the duties of the members of the International Jury are:

- a) To ensure the smooth and efficient running of the event.
- b) To make recommendations to the Race Direction concerning any matter that is in contradiction to the Regulations.
- c) To report to the Race Direction any infringements of the Regulations.
- d) Issues requiring further analysis of actions, including any incidences of dangerous riding, will be reviewed by the Jury Members who will exclusively be responsible for issuing any sanctions and penalties on those matters.

3.3.3 The International Jury will meet at any time required during the event, but at least:

- a) Prior to the first practice session.
- b) At the end of each practice day.
- c) At the end of the event.

3.3.4 The quorum for a meeting of the Jury is three persons.

3.3.5 All the Members have one vote. Decisions are based on a simple majority. In the case of a tie, then the President will exercise a casting vote.

3.3.6 The Jury President may also invite the participation of Officials or other persons to assist in the meetings. However, the other persons will have no right of vote.

- 3.3.7** The duties of the Jury are:
- a) To receive reports from the various Officials concerning scrutineering, practice and races.
 - b) To make recommendations to the organizer to improve the smooth and efficient running of the event.

3.4 RACE DIRECTION

1. The Race Direction will comprise the following persons:
The CAMF Representative – Safety Officer will chair the meetings.
The ZIC Representative and Race Director.
2. The quorum for a meeting of the Race Direction is two persons.
3. Each member has one vote. Decisions are based on a simple majority.
4. The Race Direction will meet at any time required during the event.
5. The duties of the Race Direction are:
 - a) To impose penalties for any infringements of the Regulations. The competence of Race Direction concerning the application of sanctions and penalties will be limited to those offences that can be considered as being indisputable matters of fact. These would include such offences as pit lane speeding, passing under yellow flags, etc.
 - b) To impose penalties on organizers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
 - c) To adjudicate on any protest relating to infringements of the Regulations.

4 THE CALENDAR

4.1 Event Date:

- Event 1: Zhuhai International Circuit, March 22-24
Event 2: Zhuhai International Circuit, June 14-16
Event 3: Zhuhai International Circuit, September 20-22

- 4.2** The Organizer reserves the right to propose the inclusion, substitution or cancelation of events in the provisional calendar.

5 SCHEDULE

The Event schedule will be refer to the Provisional Race Programme

5.1 Each event shall be comprised of the following sessions:

- One 30 minutes Practice Session
- One 20 minutes Qualifying Session
- Two 10 Laps Race with a maximum time of 30 minutes

5.2 The length of a race may only be varied by the Race Direction.

5.3 The schedule can only be varied as follows:
a) Prior to the event by the CAMF and ZIC;
b) During the event by the Race Direction.

The Race Programme / Race schedule may change from time to time to accommodate “LIVE TV” or due to force majeure.

6 CLASSES

6.1 Classes will be for the following categories:

- **1000cc**

Open A – Open to all production four stroke from 751cc up to 1500cc.

Open B –Production four stroke from 751cc up to 1500cc. must comply with FIM Super Sport rules and regulations.

Only Chinese riders (including Mainland China, Hongkong China, Macau China and Chinese Taipei) will be accepted in this class and valid identification document is required.

- **600cc**

CL1 – Production four stroke, up to 750cc

CL2 – Super Sport 600cc. must comply with FIM Super Sport rules and regulations.

7 ELIGIBLE COMPETITORS

Mainland China riders must hold a current and valid circuit competition licence issued by CAMF.

All International riders including riders from Hong Kong China, Macau China and Chinese Taipei must hold a current and valid COMPETITION LICENCE and VISA.

A rider must also be in possession of a current medical certificate of aptitude and Insurance.

8) ENTRIES

8.1 Application procedure and deadline of each event will be announced and published before each event.

8.2 The Entry fee is CNY 2,000 per entry per event.

8.3 Entry fees are non-refundable.

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

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

8.6 **Riders’ meeting.**

Riders and/or teams must compulsorily attend any briefings organized by the Race Director and the Race Direction.

The riders will be previously informed in writing through their own Team about the place, date and time of the briefing.

Failure to attend the briefing in full will result in disqualification from the next practice session or race.

A waiver can be granted by the Race Direction.

8.7 Every Rider during registration must provide a copy of their Insurance & Start Permission letter from their respective FMN to the promoters. Any rider that does not provide either one of the document their entry will be rejected.

9) PASSES – TEAM IDENTIFICATION

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

- One rider pass
- Four team crew passes

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

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

9.4 The pass must be used by the person, non-transferable and worn conspicuously. Abuse of privileges (including transferring or using invalid pass) will result in the revocation of the pass and the Entrant will be penalized with a fine in the amount of CNY 1,000.

10) TECHNICAL CONTROL – MEDICAL CONTROL – DOPING CONTROL

Unless a waiver is granted by the Race Direction, teams who do not Comply with the schedule for technical or medical controls will not be Allowed to take part in the event.

Any rider to be tested for doping control must report to the doping control room in the Medical Centre with sufficient identification within one hour of notification. One associate may accompany the rider.

11) STARTING NUMBERS

11.1 Each rider accepted for the SPEED HERO will be able to choose their own starting number which will be valid for the whole championship. Numbers 1 will be reserved for the previous year overall champion.

11.2 The background colors and figures (numbers) for all classes are white background with dark numbers or black backgrounds with bright numbers

The size for all the front numbers is:

Minimum height	: 140 mm
Minimum width	: 80 mm
Minimum stroke	: 25 mm
Minimum space between numbers	: 10 mm

The sizes of all the side numbers are:

Minimum height	: 120 mm
Minimum width	: 70 mm
Minimum stroke	: 20 mm
Minimum space between numbers	: 10 mm

The allocated number for the rider must be affixed on the motorcycle as follows:

- a) Once on the front, either in the center of the fairing or slightly off to one side; the number must be centered.
- b) Once, on each side of the fairing or on the lower rear portion of the lower fairing, the number must be centered.

In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

12) TEAM PERSONNEL IN THE PIT LANE

For safety reasons, the following rules must be strictly respected.

- 12.1** Team personnel will not be permitted in the pit lane during practices, warm-up and race of another class unless they are making adjustments to their motorcycle.
- 12.2** The maximum number of team personnel per rider in the working area in front of the pits is limited to:
- 12.3** The maximum number of team personnel per rider on the signaling platform is limited to 4 for all the classes.

13) PRACTICE

- 13.1**
 - i) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
 - ii) The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown in the pit lane to indicate the minutes of practice remaining.
 - iii) The end of practice will be indicated by the waving of a checker flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the checker flag riders may complete one additional lap prior to entering the pits.
 - iv) If practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all marshals posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the count-down device in the pit lane and on the monitors of the official timekeepers at the moment the red flags were displayed.
 - v) After practice has started, the condition of the racing surface of the circuit should not

be altered except on instruction from the Race Director and the Safety Officer in response to a localized change in conditions.

13.2 Qualifying practices result

The results will be based on the fastest time recorded by the riders in all qualifying practices.

In the case where all qualifying practices have been cancelled, the results will be based on the fastest time recorded by the riders in all free practices.

In the event of a tie, riders' second and subsequent best times will be taken into account.

13.3 Qualification for the Race

To qualify for the race, a rider must achieve a time at least equal to 110% of the time recorded by the fastest rider of his class in the qualifying.

Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the free practice sessions and/or warm up he has achieved a time at least equal to 110% of the fastest rider in the same session. Such riders will start the race from the back of the grid.

Any rider who has not qualified at the end of the last qualifying practice cannot take any further part in the event unless allowed by the Race Director.

If the total registered entry number is more than 38, the following formula shall be used to determine the qualified starters number of its class on the second race.

$$= \frac{38}{\text{total entry number}} \times 100\% \times \text{entry number of its class}$$

*The result will be rounded up.

Only riders who finish in the first race are qualified to participate in the second race of an Event.

13.4 Lap time

All laps of the riders will be timed.

14) GRID POSITIONS

14.1 The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.

14.2 For all classes, the Grid will be arranged in the "in echelon" 3-3-3-3 configuration. There will be a distance of 9 metres between each row.

14.3 Grid positions of Race 1 will be based on the fastest time recorded by the riders in all qualifying practice.

14.4 The grid of the 2nd race of the Event shall be determined based on the fastest lap time of the first race with the fastest competitor taking pole position.

14.5 In the event of a tie, riders' second and subsequent best times will be taken into account.

14.6 The final grid will be published at the latest one hour before the start of the race.

15) **START PROCEDURE**

15.1 **Normal Start procedure**

15.1.1 Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push their motorcycle onto the grid from the pit lane.

15.1.2 Approximately 15 Minutes (Except in the case of a restarted race) before the Start of the race) - Pit lane exit opens for sighting lap.

Green lights on **and green flags waved** at the pit lane exit.

Count-down boards of 5, 4, 3, 2 and 1 minutes are shown at the pit exit.

Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments.

15.1.3 Approximately 10 Minutes (Except in the case of a restarted race) before the Start- Pit lane exit closes.

15.1.4 Riders who do not go on to the grid may start the warm up lap from the pit lane under the instructions of the marshal positioned at the pit lane exit.

Riders starting the warm up lap from the pit lane must start the race from the back of the grid.

15.1.5 When riders reach the grid after the sighting lap(s) they must take up their positions and may be attended by up to four persons. All attendants on the grid must wear an appropriate pass. Having taken up their grid position, riders must take off their helmets, except in the case of a restarted race.

Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.

15.1.6 The Race Director may, at this stage, choose to declare the race as "wet" or "dry" and the starter will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a board. If no board is displayed, the race will automatically be "dry".

15.1.7 Riders on the grid may, at this stage, make adjustments to the motorcycle or change tyres to suit the track conditions.

All adjustments must be completed by the display of the 3 minutes board. After this board is displayed, riders who still wish to make adjustments must push their motorcycle to the pit lane. Such riders and their motorcycles must be clear of the grid and in the pit lane before the display of the 1 minute board, where they may continue to make adjustments. Such riders will start the warm up lap from the pit lane and will start the race from the back of the grid.

Working on the machine on the grid after the 3 minutes board is presented may be penalized.

15.1.8 Refuelling or changing fuel tank on the grid is forbidden.

15.1.9 5 Minutes before the Start of the Warm Up Lap - Display of 5 Minute Board on the grid.

Generators must be disconnected and removed from the grid as quickly as possible.

Trolleys and air blowers must be removed from the grid as quickly as possible.

15.1.10 3 Minutes before the Start of the Warm Up Lap - Display of 3 Minute Board on the grid.

Tyre warmers must have been removed from motorcycles on the grid or in the pitlane.

15.1.11 1 Minute before the Start of the Warm Up Lap - Display of 1 Minute Board on the grid.

At this point, all team personal will leave the grid.

All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start his motorcycle must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start it. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

15.1.12 30 Seconds before the Start of the Warm Up Lap - Display of 30 Second Board on the grid.

15.1.13 Green flag waved to start warm up lap.

In the interest of safety, should a rider stall his motorcycle, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance.

The riders will make one lap, at unrestricted speed, followed by a safety car. The safety car will overtake slow riders.

On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between the side lines defining the grid position and keep their engines running. If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.

Any rider who arrives at the pit lane entry point after the safety car must enter the pit lane and start the race from the pit lane exit.

An official will stand at the front of the grid holding a red flag.

Any rider who encounters a problem with his motorcycle on the warm up lap may return to the pit lane and make repairs.

Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.

As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered and the safety car has taken up its position, an official at the rear of the grid will wave a green flag.

The Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

15.1.14 A red light will be displayed for between 2 and 5 seconds.

The red light will go out to start the race

A safety car will follow behind the motorcycles for the whole of the first lap.

Any rider who anticipates the start will be required to carry out the ride through Procedure described at following article.

The motorcycle must be stationary at the time the red lights are turned off. Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned on.

Any movement whilst the red lights are on will be considered as a jump start and will be penalized.

The Race Direction will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty.

15.1.15 If, after the start of the race, a rider stalls his motorcycle, then he may be assisted by being pushed along the track until the engine starts.

If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance.

15.1.16 After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light or green flag to start any riders still in the pit lane.

15.1.17 Should there be a problem that might prejudice safety for the start, of the warm up lap or the race the Starter will invoke the Start Delayed procedure as follows:

START DELAYED

- A red flag is waved from the Starter's rostrum and the red light stays on.
- The "Start Delayed" board is displayed. A marshal will wave a yellow flag at each row of the starting grid from the signalling platform.
- Riders must stay in their grid position with helmets on, engines may be switched off.
- The machine(s) which caused the Start Delayed procedure will be removed to the pit lane, regardless of what work is needed to restart the machine. If they can be restarted the rider

may start the warm up lap from pit lane, and will start the race from the back of the grid.

- After display of the Start Delayed board, mechanics are allowed on the grid . Only tyre warmers, stands, and hand-carried tools are allowed, no generators are allowed on the grid.
- Only essential officials are allowed on the grid.
- The start procedure will be re-commenced at the 3 minutes board which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
- Following the 1 minute and 30 second boards the riders will complete an additional Warm up lap. The race distance will be reduced by one lap.
- The race distance will be reduced by one lap.
- Any person who, due to his behavior on the grid is responsible for a “start delayed”, may be penalized.

15.2 Quick Restart procedure

When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If there is to be a restart, the following procedure will apply as follow:

- Upon arrival in the pit lane, repairs and adjustments may be made to the motorcycle. Refueling is not permitted. Any bike that enter into the pit box will be considered retired and won't be allowed to restart.
- When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane, which will be a minimum of 5 minutes. The time remaining to the opening of the pit exit will be displayed on timing screens and countdown boards.
- When the time period has elapsed, the pit lane exit will be opened for SIXTY SECONDS only. Riders will make one lap at unrestricted speed to the starting grid, followed by a Safety Car. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car. Any rider arriving behind the Safety Car must go into the pit lane. Such riders will have to start the warm up lap from the pit lane and will start the race from the back of the grid.
- Any riders remaining in the pit lane after it has been closed will have to start the warm up lap from the pit exit and start the race from the back of the grid.
- After the closure of the pit lane exit, tyre warmers must be removed from all machines remaining in the pit lane.
- ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid. In the case of a race impacting new grid positions, the mechanic should avail himself of his riders' new grid position from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.

- All riders will arrive back on the starting grid, and stop, with engines running, no adjustments may be made. Any rider requiring repairs or adjustments on the sighting lap from the pit exit must enter the pit lane.
- As soon as the Safety Car arrives on the back of the grid, a 30 seconds board will be displayed at the front of the grid. At this point the mechanics must immediately leave the grid by the quickest route. The 30 seconds may be reduced at the discretion of the Race Direction when the grid is cleared and it is considered safe.
- After 30 seconds have elapsed and/or the grid is clear, a green flag will be shown to start the warm up lap.
- The riders will make one warm up lap at unrestricted speed, followed by a Safety Car. When the last rider has passed the pit exit it will be opened for a period of 30 seconds to release any rider waiting. After 30 seconds, the pit lane exit will remain closed until after the start of the race. Any rider not able to leave the pit exit whilst it is open will start the race from the pit exit. Any rider delaying the progress of the warm up lap will be overtaken by the Safety Car.
- Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.
- Riders who started the warm up lap from the pit lane must start the race from the back of the grid as directed by officials. If two or more riders, they will take up the last grid positions in order of their grid positions. Any rider arriving after the Safety Car will also start from the back of the grid, behind any riders who started the warm up lap from pit lane, and in the order they arrive.
- After the start signal has been given and the last rider has passed the pit exit, the pit exit will be opened. Any riders still in the pit lane may then start the race.

16) RIDE THROUGH PROCEDURE

During the race, the rider will be requested to ride through the pit lane, stopping is not permitted.

He may then rejoin the race.

The rider must respect the speed limit (Art. 18.13) in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.

In the event of a restarted race, the above regulation will also apply.

In the case of a race interrupted prior to the penalty being complied with, and if there is a second part, the rider will be required to ride through after the start of the second part of the race.

In the case of a rider carrying forward a penalty for anticipation of the start, into the second part of an interrupted race and subsequently found to have anticipated the second start, the

rider will be shown the black flag.

After notification has been made to the team, a yellow board displaying the rider's number will be shown at the finish line for rider being penalized for a ride through.

Failure by the relevant rider to ride through, having been shown the board 5 times, will result in that rider being shown the black flag. In the case where it has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of 35 seconds.

17) **“WET” AND “DRY” RACES**

All races will be categorised as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

17.1 Dry Races - A race classified as dry will be interrupted by the Clerk of the Course, if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.

17.2 Wet Races - A race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons and riders who wish to change tyres or make adjustment must enter the pits and do so during the actual race.

17.3 In all cases where the first race is stopped for climatic reasons, then the restart will, automatically, be a “wet” race.

18) **BEHAVIOUR DURING PRACTICE AND RACE**

1. Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalised according to the provisions of article 20.

2. Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit- lane. Any infringement of this rule will may be penalised with one of the following penalties: fine - ride through –time penalty – drop of any number of grid positions at the rider's next race – disqualification - withdrawal of points –suspension.

3. Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may re-join it at the place indicated by the officials or at a place which does not provide an advantage to him.

Any infringement of this rule during the practices will be penalised by the cancellation of the lap time concerned and during the race, by a penalty decided by the Race Direction.

If a change of position penalty is imposed a board will be displayed for the rider on the finish line during a maximum of 5 laps. If the rider did not go back after the board has been presented 5 times, he will be penalized by a ride through.

During the final lap of the Race any infringement found the Rider will be automatically be dropped 5 places from the position the rider finishes after taking the checker flag.

4. Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the motorcycle and holding it. The marshal may then assist him to re-start the motorcycle.

5. If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.

6. If the rider encounters a problem with the motorcycle which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his motorcycle in a safe place as indicated by the marshals.

7. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.

8. Riders may enter the pits during the practice & qualifying & race but taking the motorcycle inside the pit box is not permitted.

9. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.

10. Riders are not allowed to transport another person on their motorcycle or to be transported by another rider on his motorcycle.

11. Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.

12. No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team.

13. A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 km/h crossed out is placed.

Any rider found to have exceeded the limit during the practice will be subject to a fine of CNY 500.

Any rider who exceeds the pit lane speed limit during a race will be penalised with a ride through.

The Race Direction must communicate the offence to the team of the rider after having received the information from the Official in charge.

14. Stopping on the track during practices and races is forbidden.

15. During the practice sessions and warm ups, practice starts are permitted;
- a) When it is safe to do so, at the pit lane exit before joining the track and
 - b) After passing the checker flag at the end of practice sessions and warm-ups when it is safe to do so, off the racing line and only in the designated Practice Start Zone(s) and following the procedure as communicated to teams prior to the first practice session. Infringement of this rule will incur an instant fine and further penalties may be applied.

Any rider found to have infringed this rule will be subject to an instant fine of CNY 1,000. Further penalties may be applied.

16. It is forbidden to stop, reduce speed, change direction on the start-finish straight after the chequered flag for any celebrations of any kind.

17. Riders are strictly not allowed to change direction more than once when coming out of last corner on the last lap before the checker flag. A time penalty of 30 seconds will be added to the total riders' total time if the above is not observed.

18. Change of direction more than one time on the last lap approaching the finishing line is strictly prohibited. However if the rider decides to change course from Left to right or right to left depending on the circuit may do so only one time.

Any infringement of this rule will be penalized with one of the following penalties: penalty points - fine - change of position – time penalty – drop of any number of grid position at the rider's next race – disqualification - withdrawal of Championship points - suspension.

19. End of each session, each rider may cross the chequered flag no more than once under pain of fine of CNY500 for each additional time the chequered flag has been crossed.

20. After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane/parc fermé.

21. Any rider or team whose motorcycle spill oil on the track causing interruption of practice or race twice in the same event may be penalised by the Race Direction.

22. A solid white line on the left hand side after the pit exit line. Riders must stay inside the painted lines defining the pit exit road until passing the end of the solid white line, during all track sessions (practice and race).

Infractions may be penalised with an instant penalty by the Race Direction.

23. Rider must not stop, slow down or block any other rider on the track during practices and qualifying is forbidden.

Any infringement of this rule will be penalized with one of the following penalties; 15 sec, added to their total best time taken during Qualifying, Start the race from Pit Lane in Race or fine..

19) PIT STOPS

Riders may enter the pit lane (but must not cross the line into the pit box) during the race.

Refuelling is strictly prohibited. Any infringement of this rule will be penalized with a disqualification.

- Riders who wish to change tyres in the pit lane must stop in front of their garage and turn off the engine. The use of power tools (maximum two at the same time, electric or pneumatic) is allowed.
- Stands or lifts must operate manually and cannot be power assisted.
- The use of an auxiliary starter and/or of a booster battery is allowed to restart the motorcycle.
- A marshal will monitor the situation and report any infringement of this rule which will be penalised by the Race Direction with a ride through.

20) FLAGS AND LIGHTS

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders.

All flags are presented waved.

20.1 Flags and Lights Used to Provide Information:

- **Green Flag**
The track is clear
This flag must be waved at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap and for the warm up lap.
This flag must be shown waved at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

This flag must be waved by the starter to signal the start of the warm up lap.

When the pit lane is open, this flag may be waved at pit lane exit.

- **Yellow and Red Striped Flag**
The adhesion on this section of the track could be affected by any reason other than rain.
This flag must be shown waved at the flag marshal post.

- **White Flag with diagonal red cross**
(stroke width of the cross: between 10 and 13 cm)
Drops of rain on this section of the track.
This flag must be waved at the flag marshal post.

- **White Flag with diagonal red cross**
(stroke width of the cross: between 10 and 13 cm)
+ **Yellow and Red Striped Flag**
Rain on this section of the track.

These flags must be waved together at the flag marshal post.

- Blue Flag

Waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.

During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.

During the race, the rider concerned is about to be lapped. He must allow the rider(s) who are lapping him to pass him at the earliest opportunity. Passing within a group of lapped riders is forbidden under the blue flag. Any infringement of this rule may be penalised by the Stewards.

- Chequered Black/White Flag

This (these) flag(s) will be waved at the finish line on track level to indicate the finish of race or practice session.

End of each session, each rider may cross the chequered flag no more than once under pain of fine of CNY500 for each additional time the chequered flag has been crossed.

- Chequered Black/White Flag and Blue Flag

The chequered black/white flag(s) will be waved together with the blue flag at the finish line on track level when a rider(s) closely precedes the leader during the final lap before the finish line.

- Green Light

This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap(s) and the start of the warm up lap.

- Flashing Blue Lights

Will be switched on at the pit lane exit at all time during practices and races.

20.2

Flags Which Convey Information and Instructions:

- Yellow Flag

Waved at each row of the starting grid, this flag indicates that the start of the race is delayed.

Waved at one row (or more) of the starting grid, this flag indicates that a rider on that row is having difficulties.

A single yellow flag waved at the flag marshal post indicates that there is a danger ahead beside the track.

Two yellow flags waved together at the flag marshal post indicate that there is a hazard wholly or partly blocking the track.

The riders must slow down and be prepared to stop.

Overtaking is forbidden up until the point where the green flag is waved.

Any Infringement of this rule during a practice session will result in a fine of CNY 500 and will result in a disqualification in the qualifying session.

In case of infringement of this rule during the race, the rider be penalised by a ride through. In the case where it has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of 35 seconds.

In both cases, further penalties may also be imposed.

- Red Flag and Red Lights

When the race or practice is being interrupted, the red flag will be waved at each flag marshal

post and the red lights around the track will be switched on. Riders must return slowly to the pits.

When the pit-lane exit is closed, this flag may be waved at the pit lane exit and the light will be switched on. Riders are not allowed to exit the pit lane.

Any Infringement of this rule may be penalised by the Stewards.

The red flag will be shown motionless on the starting grid at the end of the warm up lap.

The red flag may also be used to close the track.

The red lights will be switched on at the start line for between 2 and 5 seconds to start each race.

- **Black Flag**

This flag is used to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap.

He cannot restart when this flag results from a penalty.

Any Infringement of this rule may be penalised by the Stewards. This flag can also be presented to a rider for a reason other than a penalty (ie. for checking or changing a transponder), in that case he can restart.

- **Black Flag with orange disk (Ø 40 cm)**

This flag is used to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.

Any Infringement of this rule may be penalised by the Stewards.

21) FINISH OF A RACE AND RACE RESULTS

21.1 When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, behind a 1st protection line. The chequered flag will continue to be displayed to the subsequent riders.

When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane.

As soon as the chequered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit.

If a rider(s) closely precedes the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the Chequered flag and the Blue flag. That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.

21.2 In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.

21.3 The results will be based on the order in which the riders cross the line and the number of laps completed.

21.4 To be counted as a finisher in the race and be included in the results a rider must:

- a) Complete 75% of the race distance.
- b) Cross the finish line on the race track (not in the pit lane) within five minutes of the race winner. The rider must be in contact with his machine.

21.5 The riders placed in the first three positions of its class in the race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation in the podium ceremony by the first three riders is compulsory.

22) INTERRUPTION OF A RACE

22.1 If the Race Director decides to interrupt a race at any point from the start of the warm up lap onwards, then red flags will be displayed at the finish line and at all marshals' posts and around the circuit.

Riders must immediately slow down and return to the pit lane..

The results will be the results taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed .

Exception: if the race is interrupted after the checker flag, the following procedure will apply:

1. For all the riders to whom the checker flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
2. For all the riders to whom the checker flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
3. The complete classification will be established by combining both partial classifications as per the lap/time procedure.

At the time the red flag is displayed, riders who are not actively competing in the race will not be classified.

Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane, pushing or riding on their motorcycle, will not be classified.

22.2 If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the Championship.

22.3 If three laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started according to article 23 if it is found impossible to re-start the race, then the results will count and half points will be awarded in the Championship.

22.4 If the results calculated show that two-thirds of the current race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be deemed to have been completed and full Championship points will be awarded.

23) RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

- 23.1** If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits, the Race Director will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.
- 23.2** The results of the first race must be available to teams before the second part of a race can be started.
- 23.3** The start procedure will follow the Quick Restart Procedure, Art. 15.2), unless otherwise informed by Race Direction.
- 23.4** Conditions for the re-started race will be as follows:
- 1) In the case of situation described in 22.2 (less than 3 laps completed) above:
 - a) All riders may re-start , including riders who may not have completed the sighting or warm up lap for the original start..
 - b) Motorcycles may be repaired. Refuelling is forbidden.
 - c) The number of laps will be two-thirds of the original race distance rounded down to the nearest whole number of laps.
 - d) The grid positions will be as for the original race.
 - 2) In the case of situation described in 22.3 (3 laps or more and less than two-thirds completed) and 22.4 (two-thirds completed)above:
 - a) Only riders who are classified as finishers in the first race may re-start.
To be eligible to re-start the rider must enter pit lane, riding or pushing their motorcycle, within 5 minutes after the red flag was displayed in the interrupted race.
 - b) Motorcycles may be repaired.
Refuelling is forbidden.
 - c) The number of laps of the second race will be the number of laps required to complete two-thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of 5 laps.
 - d) The grid position will be based on the finishing order of the first race.
 - e) The final race classification will be established according to the position and the consolidated number of laps of each rider at the time he crossed the finish line at the end of the last part of the race. Provisions of Art. 21.4 will apply.
- 23.5** Any start position penalties applying to a rider in the first race. e.g. a drop of grid position or starting the race from pit lane, will be considered to have been served at the original race start and will not apply to the restarted race.
- In the case of Art. 22.2 (race interrupted with less than 3 laps completed) the new start will be a completely new race so therefore existing start position penalties will apply.
- 23.6** Should a re-started race be interrupted and Race Direction deems it possible to re-start, then

the conditions for a further re-start will follow Art.22.4, with the race distance and results defined as follows:

- a) If the re-started race is interrupted when 5 or more laps have been completed, the race will be deemed to have been completed and full Championship points awarded. The race classification will be according to Art. 22.4. ii. e.
- b) If the re-started race is interrupted when less than 5 laps have been completed, the race would be re-started a further time if possible, and Race Direction will determine the number of laps with a minimum of 5 laps. The grid will be based on the results of this interrupted race provided 3 or 4 full laps were completed (a race of less than 3 laps will be null and void and will not determine the grid or eligibility for a restarted race).
- c) If that further re-started race (third race) is interrupted when less than 5 laps have been completed, no further re-starts will be made. The race results will then be determined by the first part of the race and full Championship points awarded, provided that in the first part of the race 5 laps or more had been completed.
- d) If the first race is re-started and none of the races (original or subsequent re-starts) have completed 5 or more laps, then the race is deemed to be cancelled and no Championship points will be awarded.
- e) Race Direction may reschedule re-started races in the race programme as necessary.

24) CHECK AREA

At the end of the race, or the final part of a race that has been interrupted, all the classified motorcycles will be directed to a compulsory check area (parc fermé) pending inspection by the Technical Stewards or potential protests. It is the responsibility of the teams and riders to ensure that the machine is in the parc fermé. Motorcycles will normally be released from the parc fermé 30 minutes after the finish of the race.

The top three classified finishers in each class will be held at the podium area, the remaining machines will be directed to the Parc Fermé.

25) AWARD

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

The top three finishers of each class will be presented trophies where entries are 4 or more. The first finisher of a class will be presented a trophy where entries are less than 3. No trophies shall be awarded when a class has only 1 entry. The class will be dissolved for the event and the entry will be upgraded to the next higher class.

25.2 For each race, Championship points will be awarded to each class on the following scale:

1st: 25 points	6th: 10 points	11th: 5 points
2nd: 20 points	7th: 9 points	12th: 4 point
3rd: 16 points	8th: 8 points	13th: 3 points
4th: 13 points	9th: 7 points	14th: 2 points
5th: 11 points	10th: 6 points	15th: 1 point

25.3 At the end of the series, the top three riders of each class accumulating the highest number of points shall be awarded the series class trophy.

25.4 In case of a tie, the position of the rider in the classification of the first race will be used as the

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

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

26) PROMOTION

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

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

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

27) ADVERTISING AND RIGHTS

27.1 All advertising must comply with the FIM International Sporting Code and with any laws that apply within the People's Republic of China.

All bikes will be required to carry the organizer's advertising within the 100 sq. cm. space reserved for the organizer on both sides of the bike.

Advertising must be complete and in place during presentation of the bike for scrutineering.

All bikes participating in any official sessions and races must have all organizers' advertising in place. Failure to comply may result to the bike being prevented from participating in the session, race of the entire event and may be excluded from any official results.

Advertising on the bike in the spaces available to the rider is unrestricted.

The organizer may provide the competitors with badges that must be sewn onto the rider's overalls in accordance with guidelines that may be issued in line with this provision.

27.2 Editing the audio/visual property of the Event 's Organizer without the authorization of the Organizer is not allowed.

A penalty of CNY 3,000 will be punished in the violation of this article and the related materials will be permanently deleted. If the amount of fine cannot cover the loss of the Organizer, the rest the will be carried by the competitor.

27.3 Use of the Organiser logo/title by the competitors, manufacturers and riders or their agents or representatives is prohibited other than by prior permission in writing from the Organiser. The logo/title is only for the factual reports on newspapers, radio, television, news, websites, media and other media.

For the violation of this article, the following will apply:

- a) A penalty of CNY 5,000 will be punished and post a statement in the event organizer / promoter's designated media to clarify the facts. If the amount of fine cannot cover the loss of the Organizer, the rest will be carried by the competitor.
- b) The organizer will have the right to refuse these offenders to join the event.

28) TEAM ADVERTISING

Teams may place the team's flags and sponsors' flags at designated areas. Advertisings on these flags that conflict with the event organizers are strictly forbidden. Each participating team can place its team banner on top of the garage gate above the pit garage. On the front gate 4 (four) flags are permitted and on the back gate 6 (six) flags are permitted.

Flag sizes cannot exceed: 5m (height) X 1m (width). Placement of purely commercial advertising on the front gate of the pit garage is strictly forbidden.

The uppermost space on the front gate of the pit garage belongs to the official event organizer. Teams are forbidden to place their advertising there.

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

Any infringement of the above regulations will be punished.

29) DRONE USAGE

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

For the violation of this article, the following will apply:

- a) The drone will be forfeited and a penalty of CNY 4,000 will be imposed.
- b) The organizer will have the right to refuse these offenders to join the event.

30) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

30.1 Instructions may be given by the Race Director or the Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars must be posted on the official notice board and given to each team representative. Posting on the official notice board and giving to the team representative will be deemed as proof of delivery.

30.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, must be posted on the official notice board. Posting on the official notice board will be deemed as proof of delivery and official publication.

30.3 Any communication from the Officials or the Clerk of the Course to a team or rider must be communicated in writing or by Time keeping monitors. Similarly, any communication from a team or rider to the Officials or the Clerk of the Course must also be made in writing.

31) EXTRA DEPOSITS IN CASE OF MACHINE CONTROL FOLLOWING A PROTEST

The deposit in case of dismantling and reassembling a machine to measure the cylinder capacity or etc., following a protest, is CNY20,000. - (material included) If the party who makes the protest is the losing party, the deposit shall be paid to the winning party.

If the party who makes the protest is the winning party, the deposit shall be reimbursed.

PROTEST & APPEAL

PROTEST Caution / Deposit: CNY5000	Within 1 hour after results or 30 minutes after notification of a Race Direction decision
RACE DIRECTION HEARING	Race Direction Meeting
APPEAL against RACE DIRECTION Caution / Deposit: CNY10,000	30 minutes
FIM Asia JURY HEARING	Immediately
CONFORMATION OF THE DECISION	YES = no more appeal
NO	
APPEAL against FIM Asia JURY DECISION Caution / Deposit: USD1,000	5 days
CDI HEARING	6 weeks
APPEAL BEFORE THE CAS	5 days

APPENDIX ONE

LIST OF PENALTIES

	INFRINGEMENT	Practice	Qualifying	Race	Miscellaneous
1	Crossing the solid white line upon pit exit or pit entry	Fine: CNY500	Fine: CNY500	Ride Through	—
2	Exceeding pit lane speed limit	Fine: CNY500	Fine: CNY500	Ride Through	—
3	Failure to observe the yellow flag: Practice	Fine: CNY500	Timed laps cancelled.	Ride Through	—
4	Failure to observe the red flag	Fine: CNY1000	Timed laps cancelled.	Ride Through	—
5	Crossing the Chequered Flag more than once	Fine: CNY500	Fine: CNY500	Fine: CNY500	—
6	Failure to observe track limits	—	Three fastest lap times cancelled	Ride Through	—
7	False start	—	—	Ride Through	—
8	Failure to comply with the black flag	—	—	—	Exclusion
9	Failure to appear, or arriving late at the podium ceremony	—	—	—	Fine: CNY1,000
10	Abuse of identification pass	—	—	—	Pass revoked CNY1,000 charged
11	Smoking in unauthorized areas	—	—	—	Fine: CNY500
12	Failure to attend the mandatory rieder's meeting	—	—	—	Fine: CNY1,500
15	Not wearing official cap during podium ceremony	—	—	—	Fine: CNY 1,000

APPENDIX TWO

TEAMS' BANNERS

