RACE DIRECTION
Regulations, standards and information

1. GENERAL PRINCIPLES

1.1. **PROTEST, APPEALS AND PENALTIES**
The penalties will be applied in accordance with the provisions of the championship regulations referred to in full here.

1.2. **PROTEST IN RACE - SLIT 1 ONLY**
During the race, motivated protest to the Race Direction must be received EXCLUSIVELY on the text chat of the DISCORD dedicated channel, to which the competitors will be enabled 10 minutes before the event**.**
The report can be sent by the competitor or, if present, by his Team Manager / Spotter.
The decision, with any related penalty imposed, will be communicated by the Race Direction through a DOCUMENT that can be consulted online whose link will be provided to all participants.
In the event of a penalty, this will also be notified on the iRacing simulator via in-game text chat and, if deemed necessary, also via in-game voice chat (@Race-control).
For the reasons referred to in the previous point, all competitors must have enabled the reception of messages both on the radio channel and on the in-game text chat.

1.3. **The DRIVE THROUGH and STOP & GO penalties imposed during the race cannot be appealed by the competitor both during and after the race.**

1.4. **Penalties in time and those imposed in the post-race can be appealed by the competitor after the race**

1.5. Race Direction WILL NEVER INTERVENT for penalties automatically imposed by the iRacing.com Motor Simulations iRacing simulator software, which are always assumed to be correctly imposed.

1.6. **APPEAL**
The methods of appeal are governed by the Championship Regulations.

2. PROVISIONS ON PENALTIES

2.1. The penalties that can be imposed in the race and after the race are governed by art. 19 of the Championship Regulations

2.2. During the QUALIFYING and RACE sessions, the use by the competitor to send messages to other competitors or the Race Direction on the in-game chat and radio channels IS STRICTLY FORBIDDEN. **The use of voice or text chat in the qualifying and race sessions will be sanctioned with the Warning**. Any reiteration will be evaluated and sanctioned by the Stewards according to gravity.

2.3. **STOP & GO - IMPORTANT: Simulator adds in default time penalty (at the discretion of the simulator and, therefore, the impossibility of moving the car from the pit stall) every time a Driver penalized enters the pit lane to serve S&G penalty** without having deactivated ALL the possible service (tire change and all checks / refueling / windshield tear-off / fast repair). It is therefore useful to set a macro (#clear$) assigned to a button to reset any possible service upon entering the pit lane before serving a penalty (to avoid an increase in the penalty seconds)**.**

2.4. **The competitor who has to serve the penalty for starting from the pit lane** will not have to take the grid, **waiting for *missed start* button to be shown on the screen**, so he will be able to go out on the track only when the last driver has crossed the demarcation line of the end of the pit lane.

2.5. The penalty of disqualification entails immediate disqualification from the race and the inability to continue any other sessions.

2.6. The driver penalized with Start from the Pit Lane who does not respect the penalty and starts from the grid, will be sanctioned with Stop & Go 10 sec.

2.7.   If during the qualifying session the Pit Lane Departure penalty is given, as soon as communicated by the Race Direction, the **Driver must pull over safely by activating towing and will not be able to resume the track to continue his qualification**. Failure to comply will result **in immediate disqualification from the race**.

2.8.   If it is not possible for the Stewards to evaluate in good time during the Qualification phase any protest regarding the Qualification phase itself, these episodes will be evaluated in the post-race and any penalties will be commuted to penalties in seconds added to the final time. race, **as per the table in paragraph 6 (post-race penalty conversion table).**

3.   STARTING PHASES

LAUNCHED START AND RESTART PROCEDURE

3.1.   The rolling start and restart procedure after the safety car is entirely managed by the simulator.

3.2.   The penalties deriving from any overtaking that should be illegally carried before the green flag are delegated to the simulator.

3.3.   The cars starting from the Pit-lane must follow the directions provided by the sim on the screen directly.

3.4.   In the rolling start, the Stewards can take measures in the event of
   -   unjustified deceleration of the leader in the phases immediately following the turning off of the lights or the green flag command.
   -   incidents occurring before the start of the race

3.5.   In the case of an incident involving a significant number of competitors, the Race Direction can call the entrance of the Safety Car. The starting procedure at the end of the laps of the Safety Car will be of the Single Line - Lapped to the back type.

4.   LAST 8 MINUTES OF THE RACE

4.1.   In consideration of the short time remaining for the evaluation and communication to the competitors / drivers, any violations of the Regulations in the last 8 minutes of the race, excluding the final lap, may, at the discretion of the Race Direction, be evaluated post- race and any penalties other than the sanction in seconds will be converted (as per the table in paragraph 6) into time added to the final race time.

4.2.   All the events of the race that are impossible to judge within the checkered flag will be evaluated in the post-race in order to draw up the final ranking.

5.   RED FLAG

5.1.   **The following procedure is valid only for SPLIT 1. If problems occur in SPLIT 2, the organizer, following checks, may decide to validate the results or to repeat the race.**

5.2.   In the event of a serious bug, automatic disconnection by the server of at least one third of the starting field or crash of the iRacing server during the "Race" phase, the Race Direction will declare the Red Flag displayed.
   ●   In case of completion of AT LEAST 75% of the race (inherent to the classification as explained further on), the Race itself will be considered finished with the final classification referring to the penultimate lap **completed** by the leader, before the Red Flag.
   ●   In the event of a Red Flag BEFORE the completion of 75% of the race , the Race Direction will in the first instance recover the classification relating to the penultimate lap recovered. **completed** by the leader before the Red Flag (if this is not possible, will be determined by qualification results) and to restart a new server with the minimum possible Qualification minutes (which will not have any value for the purposes of positioning the Drivers on the grid). The Race Direction will proceed to the "next session" as soon as all the Drivers have entered the server.

5.3.   At this point the Race will have a duration equal to the missing minutes of the race before the Red Flag + 10 minutes. The restart will be "standing" and the first race lap will be used to reposition the Drivers in relation to the Official classification (as detailed above) before the Red Flag via radio communication (Race Control channel).

5.4. This lap will then be covered by the Drivers at the minimum speed useful in order to follow the directions of the Race Direction for repositioning. The lap will be led by the driver in first position. Once the repositioning is complete, <u>the Race will start in "single file lapped keep position" by entering the iRacing Safety Car on the track displayed</u> and it will be **FORBIDDEN** to enter the Pit Lane until the "Green Flag" is by the Sim.

5.5. If one lap is not enough for repositioning, we will proceed slowly for a further lap in order to complete the procedure, before introducing the Safety Car.

5.6. Drivers who, before the Red Flag, had accumulated from 2 to more laps of dubbing, will be repositioned by the Race Direction in the rear positions of the grid and after the Safety Car has entered the Race Direction the "sanction will be imposed **black flag in laps**"(equal to the accumulated number of dubbing laps -1). This sanction must be served <u>simultaneously with the display of the "Green Flag" by the Sim</u>, <u>not before and not after</u>, under penalty of disqualification from the race.

6. POST-RACE PENALTY CONVERSION TABLE

TYPE OF PENALTIES	CORRESPONDING SECOND
PIT-LANE START	**15 SECONDS**
DRIVE THROUGH	**20 SECONDS**
STOP & GO	**25 SECONDS**
STOP & GO 10 SEC	**35 SECONDS**

7. DRIVING CONDUCT - GENERAL PRINCIPLES

7.1. The Race Direction will evaluate the violations to the sporting code, in particular the following basic concepts regarding the conduct Driving:

7.2. **TRACK LIMITS**

7.2.1. The track limits are those established by CODE FIA, that is to say that the white lines that define the edges of the track are considered part of the track itself, while the curbs are considered external to the track. Driver is judged off track when no part of the car remains in contact with the track.

7.2.2. **Although random and subject to constant changes, track limits as regulated and managed by the simulator software can in any case be taken as a reference by the driver during any competition session, with the exception of cases where this entails an obvious and immediate gain of position or opposition to overtaking**.

7.2.3. Exiting from the track is allowed only following contact or to avoid imminent danger.

7.2.4. It is possible to use the entry and exit lane from the pits if this is part of the race surface, but always paying attention to the cars entering it or rejoining the race upon their exit.

7.2.5. If a car leaves the track for any reason, the driver can rejoin only when in a safe condition, not hindering his opponents and gaining no advantage.

7.3. **OBSERVATION OF SIGNALS**

7.3.1. Drivers are required to observe any indication, warning, flag or other signal that is produced automatically by the simulator or that comes from the Race Direction, via text chat, audio chat and / or through the channels and in the manner defined for the competition.

7.4. **OVERTAKING**

7.4.1. Overtaking can be done, depending on the circumstances, both on the right and on the left.

7.4.2. **More than one change of direction is not allowed to deny the slipstream and / or defending position (weaving). Any driver that is moving towards the ideal line, having just defended his position off the line, must leave at least the width of a vehicle between his car and the edge of the track**.

7.4.3. The overtaking driver must maintain his trajectory for a distance sufficient not to interfere with the movement of the vehicle being overtaken, while the overtaken driver must not move out of his line to prevent overtaking if it is already in progress.

7.5. LAPPED CAR AND OVERTAKING BETWEEN DIFFERENT CLASSES

7.5.1. It is possible to use the total width of the track, however, if you are reached by a car that is about to lap you it is mandatory to allow the fastest driver to pass at the earliest opportunity.

7.5.2. The lapped car is required to maintain a consistent and predictable race line, as well as to facilitate overtaking, including by slowing down his pace and moving away from the race line.

7.5.3. In the case of overtaking between cars of different classes, the driver of the fastest car has the duty to overtake in the same conditions as in paragraph 9, while the driver of the slower vehicle, despite not having an obligation to move from the race line, has the obligation to maintain a consistent and predictable race line.

7.6. BLOCKING

7.6.1. Maneuvers that could hinder other drivers are strictly prohibited, such as deliberately driving a car over the edge of the track, unjustified use of the brakes during defense (blocking).

7.7. UNSAFE REJOIN AND UNJUSTIFIED RISK

7.7.1. Drivers who create a dangerous situation, such as, for example, a dangerous rejoin on the track after a loss of control or incident, can be penalized.

7.7.2. On the track, it is not allowed to proceed slowly without justified reason, to drive in a clearly wrong way or in a way considered potentially dangerous for other drivers.

7.7.3. The driver who should make repeated serious mistakes and who should demonstrate difficulties in controlling the car (such as excessive changes of direction, off the track, sudden slowdowns), even if to be attributed to the quality of his internet connection (with the exception of proven cases server problems) may be subject to investigation and penalization, up to the display of the black flag (DQ) by the Race Direction through the predefined communication channels.

7.8. INCIDENTS AND TOWING

7.8.1. In the event of damage caused by an incident, it is the driver's responsibility to evaluate the opportunities to continue the race or not.

7.8.2. The driver who has suffered serious damage to the car so much that he has to proceed slowly and who intends to return to the pits, must drive in safety conditions, avoiding the ideal trajectories.

7.8.3. Where the regulation and the simulator itself allow towing and re-entry into the race, the driver is required to request it as soon as possible if his race pace is less than 50% of the leader's race pace.

7.8.4. The driver who becomes responsible for any of the above violations may be subject to investigation and penalization.

7.9. ENTERING AND EXITING THE PIT LANE

7.9.1. The section of the track leading to the pit lane is referred to as the "pit lane entrance".

7.9.2. During the race, access to the pit lane is allowed only through the entrance to the pitlane.

7.9.3. Any driver who intends to enter the pitlane must ensure that he can do so in total safety.

7.9.4. The competitor exiting the pitlane, considering the possibility of the simulator to show a green or red traffic light (or similar signals) at the exit of the pit lane, will be able to exit the pitlane only when the green light is on (or the relative signal is displayed).

7.9.5. **When exiting the pits, it is mandatory to follow the exit lane for its entire length and without crossing the contiguous line, under penalty of Race Direction.**

7.9.6. In cases where the simulator does not offer information on when to exit the pit lane, the driver is required to pay the utmost attention, entering the track without encroaching on the ideal trajectory and checking the rear-view mirrors for the possible arrival of other cars. For the same reason, it is recommended, where possible, to display the map on HUD or gap information (RELATIVE BOX).

THE RACE DIRECTION