

RACE DIRECTION

Regulations, standards and information

1. GENERAL PRINCIPLES

1.1. PROTESTS, APPEALS AND PENALTIES

The penalties will be applied in accordance with the provisions of the Regulations of the championship and of the RDS which are understood to be fully referred to here.

1.2. PROTEST

During the race, motivated protests to the Race Officials must be received EXCLUSIVELY on the text chat of the DISCORD channel dedicated to reporting (protest), to which the competitors and drivers will be enabled 10 minutes before the event.

The report can only be sent by the competitor or the driver.

The decision, with any related penalty imposed, will be communicated by the Race Officials **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 @ Race-control voice chat.

For the reasons referred to in the previous point, all conductors 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 / driver both during and after the race.

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

1.5. The Race Officials WILL NEVER INTERVENE for penalties inflicted automatically by the iRacing simulator software of iRacing.com Motor Simulations, which are always assumed to be correctly imposed.

1.6. APPEAL

The appeal procedures are governed by the Championship Regulations and the RDS.

2. PROVISIONS ON PENALTIES

2.1. The penalties that can be imposed in the race and after the race are governed by art. 18 of the Championship Regulations

2.2. During the QUALIFYING and RACE sessions, the use by the competitor to send messages to other drivers or Race Officials 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 recurrences will be evaluated and sanctioned according to gravity.

2.3. **STOP & GO - IMPORTANT:** the simulator adds by default a time (at the discretion of the simulator) of penalties (therefore impossibility to move the car from the pit stall) every time a Driver penalized with STOP & GO enters the pit lane to serve the penalty without having deactivated ALL possible "service" (tire change - all checks / refueling / windshield tear-off / fast repair). It is therefore useful to set a macro (#clear\$) assigned to a key to reset any possible service upon entering the pit lane before serving the Stop & Go, under penalty, as mentioned, of an automatic increase in the penalty time.

2.4. The driver who should serve the penalty for starting from the pit lane will not have to line up on the grid, **waiting for button missed start on screen**, therefore 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.

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- 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. In the event that the start from Pit Lane penalty is issued during the qualifying session, as soon as communicated by the Race Officials, **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 Race Officials to evaluate any complaints regarding the Qualification phase in good time during the Qualification phase, these episodes will be evaluated in the post-race and any penalties will be commuted to seconds penalties added to the final time. race, **as per the table in paragraph 6 (post-race penalty conversion table).**

3. STARTING PHASES

START AND RESTART PROCEDURE

- 3.1. The standing start procedure after the safety car is entirely managed by the simulator.
- 3.2. The cars starting from the Pit-lane must follow the directions provided by the Sim on the screen directly.
- 3.3. In the case of accidents involving a significant number of drivers, the Race Officials can call the entrance to 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.
- 3.4. The restart procedure after the safety car is entirely managed by the simulator. The penalties deriving from any overtaking that should be illegally carried before the green flag are delegated to the simulator.
- 3.5. In the restart, the Race Officials can take measures in the event of accidents occurring or unjustified deceleration of the leader in the phases immediately following the green flag command.

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 Officials, 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 time of the race.
- 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. In case 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 Officials 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 case of the Red Flag BEFORE the completion of 75% of the race, Officials will provide in the first instance to retrieve the ranking concerning the penultimate lap **completed** by the leader before the Red Flag (if this is not possible, you will retrieve the ranking determined from the Qualification Session) and to restart a new server with the minimum possible Qualification minutes (which in any case will have no value for the purposes of positioning the conductors on the grid). The Race Officials will provide to the "next session" as soon as all the drivers will be entered into the server.
- 5.2. 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" (from a standstill) and the first lap of the race will serve to reposition the drivers in relation to the Official classification (as detailed above) before the Red Flag via radio communication (Race Control channel).

- 5.3. This lap will therefore be covered by the drivers at minimum speed 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, the Race will start in "single file lapped keep position" by entering the iRacing Safety Car on the track and it will be **FORBIDDEN** to enter the Pit Lane until the "Green Flag" by the Sim.
- 5.4. 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.
- 5.5. 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 penalty "will be imposed **black flag in laps**"(equal to the accumulated number of dubbing laps -1). This sanction must be served simultaneously with the display of the "Green Flag" by the Sim, not before and not after, under penalty of disqualification from the race.

6. PENALTY CONVERSION TABLE POST-RACE

TYPE OF PENALTIES	CORRESPONDING SECONDS
START FROM PIT-LANE	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 Officials will evaluate the violations in force in the sporting code rules of conduct for sporting code (FIA CODE) and in particular the following basic concepts:
- 7.2. **TRACK LIMITS**
 - 7.2.1. The track limits are those established by the FIA rules, 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 runway. An off-track driver is judged when no part of the car remains in contact with the track.
 - 7.2.2. **Although random and subject to constant changes, the limits of the track as regulated and managed by the simulator software can in any case be taken as a reference by the competitor during any competition session, except in cases where this entails an obvious and immediate gain. of position or opposition to overtaking**
 - 7.2.3. The exit from the track is allowed only following contact or to avoid imminent danger (or if it is provided for in other points of the regulation).
 - 7.2.4. It is possible to use the entrance and exit lane from the pits if this is part of the race surface, but always paying attention to the cars entering or rejoining the race upon their exit.
 - 7.2.5. If a car leaves the track for any reason, the driver can only return when he is in a safe condition, not hindering his opponents and gaining no advantage.
- 7.3. **OBSERVATION OF THE SIGNALS**
 - 7.3.1. All pilots 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 defend position. Any driver 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 driver who is about to be overtaken must not move from his trajectory to prevent overtaking if it is already in progress .

7.5. DOUBLING 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 it is mandatory to allow the fastest driver to pass at the earliest opportunity.

7.5.2. The lapped driver is required to maintain a consistent and predictable race line, as well as to facilitate overtaking, including by slowing down his pace and moving off 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, although not having an obligation to move from the race line, has the obligation to give birth to a coherent and predictable trajectory.

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. A rider who creates a dangerous situation, such as, for example, a dangerous return to the track after a loss of control or an accident, may 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 Officials through the predefined communication channels.

7.8. ACCIDENTS AND TOWING

7.8.1. In the event of damage caused by an accident, 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 rider who becomes responsible for any of the above violations may be subject to investigation and penalization.

7.9. ENTRY AND EXIT TO THE PIT LANE

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

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 pit lane, 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 leave the pit lane 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 the administration of the DRIVE THROUGH.**

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, where possible, the display of the map on the HUD or information on the gaps on the screen (RELATIVE BOX) is recommended.



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