

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 Regulations.

1.2. PROTEST

The competitor, in the event that an interest or right has been infringed, can send a protest after the race.

The protest must be submitted **within the following 24 hours of the day of competition and must contain the name and surname of the competitors involved, a brief description of the facts, the simulator timestamp and the replay file corresponding to the claimed event.**

The replay file must necessarily contain an action taken at least 30 seconds before and 30 seconds after the claimed event.

Protest must be sent electronically to the email address race.commission@simracingleague.it.

A competitor who intends to file a protest concerning more than one competitor must file as many protest as there are claimed competitors.

Situations and replay files that show even only a partial alteration of the physics, movements and trajectories of the cars due to missing or incorrect client / server synchronization (cc.dd. lag) can never be evaluated by the Race Direction.

1.3. The Race Direction WILL NEVER INTERVENE for penalties imposed automatically by the RaceRoom simulator software, which are always assumed to be correctly imposed.

1.4. APPEAL

The methods of appeal are governed by the Championship Regulations.

2. PENALTIES

2.1. The penalties that can be imposed for violation of the sporting code are:

- Warning (equivalent white / black flag)
- Penalties in time
- Drive Through
- Stop & Go
- in positions (in the final classification and / or in the starting grid, starting from the pitlane)
- in points
- Disqualification

NB: the competitor who has to serve the penalty of the start from Pit Lane who does not respect the penalty and starts from the grid, will be sanctioned after the race with the sanction **10 sec Stop & Go, converted into a penalty in time of 35 seconds.**

3. RED FLAG

- 3.1. In the event of a serious bug, automatic disconnection by the server of at least one third of the starting field or server crash during the competition phase, the Race Direction will declare Red Flag.
 - In case of completion of AT LEAST 75% of the race (inherent to the classification as explained below), 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 **completed** by the leader before the Red Flag (if this is not possible, the classification determined by the sor from the previous session) and to restart a new server.
- 3.2. At this point the race will have a duration equal to the missing minutes of the race before the bossa flag + 10 minutes, with the grid set by the race direction based on the positions as determined in the previous point.
- 3.3. Drivers who had accumulated from 2 to more laps of lapping before the red flag will have to start from the pitlane.

4. DRIVING CONDUCT - GENERAL PRINCIPLES

- 4.1. The Race Direction will evaluate violations in according of sporting code, in particular the following basic concepts concerning driving behavior:
 - 4.2. **TRACK LIMITS**
 - 4.2.1. 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.
 - 4.2.2. **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.**
 - 4.2.3. Exiting from the track is allowed only following contact or to avoid imminent danger.
 - 4.2.4. 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.
 - 4.2.5. 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.
 - 4.3. **OBSERVATION OF SIGNALS**
 - 4.3.1. 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.
 - 4.4. **OVERTAKING**
 - 4.4.1. Overtaking can be done, depending on the circumstances, both on the right and on the left.
 - 4.4.2. **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.**

4.4.3. 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.

4.5. LAPPED CAR AND OVERTAKING BETWEEN DIFFERENT CLASSES

4.5.1. 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.

4.5.2. 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.

4.5.3. 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.

4.6. BLOCKING

4.6.1. 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).

4.7. UNSAFE REJOIN AND UNJUSTIFIED RISK

4.7.1. 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.

4.7.2. 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.

4.7.3. 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.

4.8. INCIDENTS AND TOWING

4.8.1. 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.

4.8.2. 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.

4.8.3. 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.

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

4.9. ENTERING AND EXITING THE PIT LANE

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

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

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

4.9.4. 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).

4.9.5. **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.**

4.9.6. 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. Viewing the map on the HUD is recommended for the same reason.

Race Direction