RACE MANAGEMENT
Provisions, rules and information

1. GENERAL PRINCIPLES

1.1. **BRIEFING**

The stewards will hold a short briefing before each race. The instructions given by the stewards during the briefing may integrate and possibly prevail over the series regulations. The instructions given may apply only to that specific event or also to the other events of the series, if so established during the briefing itself.

A pre-briefing document will be distributed in advance to all presenters.

1.2. **COMPLAINTS AND PENALTIES**

The penalties will be applied in accordance with the provisions of the Championship and RDS Regulations which are hereby deemed to be fully referred to.

1.3. **CLAIM**

During the race and within 30 minutes of the publication of the provisional results, motivated complaints to the Race Officials must be submitted EXCLUSIVELY using the specific form that will be assigned to each competitor, driver or delegate in the manner that will be defined by the organizer in an information circular.

The decision, with any related penalty imposed, will be communicated by the Race Officials **through a DOCUMENT available online, the link of which will be provided to all participants**.

In case 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 stated in the previous point, all drivers must have messages received enabled on both the radio channel and in-game text chat.

Race Officials will NEVER INTERVENE on penalties automatically issued by the iRacing.com Motor Simulations iRacing simulator software, which are always assumed to be correctly issued.

1.4. **REVISION**

A competitor may request a review of a decision sanctioning him within 30 minutes of the display of the provisional rankings or notification of the decision.

The electronic submission of the complaint must be carried out through an IT procedure that will be defined by the organizer with an information circular.

The request for review must be submitted to the same CC.S.S. who made the decision, and is accepted only if it contains new elements or elements not previously in the possession of the Race Officials at the time of the decision.

1.5. **APPEAL**

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

Please remember that, also in accordance with the FIA Code, the sanctions of "Stop and Go", "Stop and Go 10", "Drive Through" and the time penalties imposed during the race are final..

2. PENALTY PROVISIONS

2.1. Penalties that can be imposed during the race and after the race are governed by art. 21 of the Championship Regulations

2.2. During QUALIFYING and RACE sessions, the use of in-game chat and radio channels by the competitor to send messages to other drivers or Race Officials IS STRICTLY PROHIBITED.**The use of voice or text chat in qualifying and race sessions will be sanctioned with a warning**.

2.3. **STOP&GO - IMPORTANT: the simulator adds by default a time (at the discretion of the simulator) of penalty (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 the possible "services" (tire**

change - all ticks/refueling/windshield tear-off/fast repair). It is therefore useful to set a macro (#clear$) assigned to a key to reset every 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 has to serve the penalty of starting from the pit lane will not have to line up on the grid,**waiting for the button to appear on the screen*missed start***, therefore he will be able to exit the track only when the last driver has crossed the line marking the end of the pit lane.

2.5. The penalty of disqualification entails immediate disqualification from the race and the impossibility of continuing any other sessions.

2.6. The driver penalised with Pit Lane Start 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 Pit Lane Start penalty is given during the qualifying session, as soon as it is communicated by the Race Officials,**the driver will have to pull over safely by activating towing and will not be able to return to 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 in good time during the Qualifying phase any complaints regarding the Qualifying phase itself, these incidents will be evaluated post-race and any penalties will be commuted into sanctions in seconds added to the final race time, as provided for by the ESports Sector Regulations.

3. STARTING PHASES

LAUNCHING AND RESTART PROCEDURE

3.1. For each race the start will be a rolling one.

3.2. At the start of the formation lap, the GT4 class leader must follow the pace car at a distance of no more than one car length, while the TCR class leader must maintain a gap from the last GT4 car of at least 10 seconds.

3.3. Upon the pace car returning to the pit lane, all GT4 cars must maintain a maximum speed of the pace car, while the TCR class poleman must maintain a speed no higher than 80 km/h.

3.4. The GT4 class will start from the green automatically imposed by the simulator, **while the TCR class will have to ignore the simulator's automatic race start command**.

3.5. The poleman of the TCR class will determine the starting time once the STARTING ZONE defined by the Stewards and communicated in the pre-briefing document preceding each event has been reached.

3.6. IT IS FORBIDDEN:

- For the GT4 class, bring forward the start
- for the TCR poleman, start outside the STARTING ZONE;
- For the TCR class, anticipate the poleman's start;
- pull alongside a car from your own formation before the leader has started the race;
- for the GT4 class significantly exceed the speed of the pace car before the start of the race, for the TCR class significantly exceed the speed of 80 km/h before the leader has started the race;

Any violation of one of the above provisions will be sanctioned by the stewards with a penalty of at least 10 seconds or more depending on the advantage obtained.

3.7. GT4 class cars starting from the pit lane will have to directly follow the instructions provided by the sim on the screen and join their class, while TCR class cars will have to wait for the entire TCR field to pass and join the queue.

3.8. In the rolling start, the Race Officials can take action in the event of incidents occurring before the start of the race.

3.9. In the event of incidents involving a significant number of drivers, the Race Officials may call for the Safety Car to be deployed. The starting procedure at the end of the Safety Car laps will be Single Line - Lapped to the back.

BEHAVIOUR BEHIND THE SAFETY CAR AND RESTART

3.10. All drivers must follow the on-screen instructions and maintain a steady speed behind the Safety Car. The restart is *single file – lapped back*: single-file line with lapped cars positioned behind the lead-lap cars of their respective classes.

1. **First neutralisation lap**

The simulator performs an initial, provisional reshuffle.

2. **Initial wave-around**
   • Race Control may authorise a wave-around for lapped cars that are still ahead of their class leader.
   • If any lead-lap cars are trapped between the Safety Car and the leader, a dedicated *wave trapped* procedure will be executed.
3. **Second neutralisation lap**
   An automated system, under Race Control supervision, restores the **exact race order recorded before the Full Course Yellow was deployed**.
   - Each class is reordered so that every car regains the position it held when the Safety Car was dispatched.
   - Positions lost solely because of pit-stops or repairs taken during the caution are reinstated; any changes caused only by the running order behind the Safety Car are nullified.
4. **Extending the neutralisation**
   Depending on circuit length or the number of wave-around cars, Race Control may add one or more extra Safety Car laps.
5. **Supplemental wave-around**
   If lapped cars are still out of place after class separation, Race Control may authorise an additional wave-around.
6. **Restart**
   Once all cars are correctly aligned, the Safety Car is instructed to pit; the green flag is shown one lap later.
   Note: Manual adjustments to the standings will be applied only in case of an obvious simulator error.

ENTER AL PIT IN REGIME THE SAFETY CAR

3.11. iRacing handles the SC exactly like the pace car in oval racing. Therefore:

- At the exit of the SC the pit lane will be closed.
- Shortly before the end of the first lap of SC the pit lane will be open for drivers on full laps.
- The pit lane opens to lapped drivers one lap after drivers at full lap.
- The driver who does not make a pit stop when the pit lane opens will find it closed on the next SC lap.

It should therefore be noted that:

- If you make a pit stop when the pit lane is still closed, the simulator will issue an End of Line penalty, meaning the driver will be forced to join the back of the grid. This is therefore inadvisable if you are at full throttle, but of little or no relevance if you have to make repairs that require time.
- If the pit stop is made when the pit lane is closed again, the driver will be penalised by the simulator with a 15 second Stop&Go.
- In the case of towing, access to the pit lane is unlimited.

4. USING THE PITLANE

4.1. Use of the pit lane.
In the interest of safety and to minimize the risk of contact caused by synchronization errors within the simulator, all drivers are advised to follow the procedure below during pit stop operations:

- Upon entering the pit lane, it is **mandatory** to drive along the central lane (fast lane) until a few meters before one's designated pit stall, then steer into the pit stall (work lane) to perform the stop.
- At the end of the stop, it is **mandatory** to return to the fast lane as soon as possible and follow it until exiting the pit lane..

Should a driver travel along the work lane for an unnecessarily extended distance, they may be subject to a penalty at the discretion of the Stewards, depending on the advantage gained or the potential danger caused..

Drivers are also strongly advised to avoid any overlapping or "ghosting" with other vehicles, whether moving or stationary in their pit stalls. Occasional synchronization errors (ghost car) may indeed cause unintended contact. Upon leaving their stall, if another car is stationary in the immediately following pit box, the driver is advised to apply full steering lock to minimize any potential overlap.

Penalties will always be applied in the following cases:

- **When overlapping results in contact with significant sporting consequences (such as vehicle damage or alteration of race position), and the driver's responsibility is established. The penalty shall never be less than a 20-second Stop&Go.**

4.2. During the pre-race briefing, the sports stewards may give additional instructions that are valid for that specific event.

5. LAST 8 MINUTES OR LAST 4 LAPS OF THE RACE

5.1. Given the short time remaining for evaluation and communication to competitors/drivers, any violations of the Regulations in the last 8 minutes and, in any case, in the last 4 laps 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 paragraph 7) into time added to the final race time.

5.2. All race episodes that cannot be judged before the checkered flag will be evaluated post-race in order to draw up the final classification.

6. RED FLAG

6.1. In the event of a serious bug, automatic disconnection by the server of at least a third of the starting field or a crash of the iRacing server during the "Race" phase, the Race Officials will declare the Red Flag displayed.

- In case of completion ofAT LEAST 75% of the race(relating to the classification as explained below), the Race itself will be considered finished with the definitive classification referring to the penultimate lap **completed** from the leader, before the Red Flag.
- In case of Red FlagBEFORE 75% of the race is completed, The Race Officials to provide to recover the classification relating to the penultimate lap **completed** from the leader before the Red Flag (if this is not possible, the ranking determined by the Qualifying Session will be recovered) and to restart a new server with the minimum possible Qualifying minutes (which will however have no value for the purposes of positioning the conductors on the grid). TheRace Officialsproceedyearto the "next session" as soon as all Pilots have entered the server.

6.2. The race will now last the same number of minutes remaining 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).

6.3. This lap will then be completed by the drivers at the minimum speed necessary to follow the Race Direction's instructions for repositioning. The lap will be conducted by the driver in first position. Once repositioning is complete,The Race will start in "single file lapped keep position" with the entry of the iRacing Safety Car on the track and it will be **PROHIBITED** entering the Pit Lane until the Sim displays the "Green Flag".

6.4. If one lap is not enough to reposition, a further lap will be carried out slowly to complete the procedure, before introducing the Safety Car.

6.5. Drivers who have accumulated 2 or more laps of lapping before the Red Flag will be repositioned by Race Direction to the rear of the grid and after the entry of the Safety Car the Race Direction will issue the following penalty: **black flag to laps giri**" (equal to the number of accumulated dubbing laps -1). This penalty must be served simultaneously to the display of the "Green Flag" by the Sim, not before and not after, under penalty of disqualification from the race.

7. DRIVING CONDUCT - GENERAL PRINCIPLES

7.1. Race officials will assess violations of the sporting code in compliance with the current rules of sporting driving conduct (FIA CODE) and in particular with the following basic concepts:

7.2. **TRACK LIMITS**

7.2.1. The track limits are those established by the FIA rules, that is, the white lines that define the edges of the track are considered part of the track itself, while the kerbs are considered external to the track. A driver is judged to be off the track when no part of the car remains in contact with the track.

7.2.2. **Although random and subject to constant changes, the track limits as regulated and managed by the simulator software can still be taken as a reference by the competitor during any race session, except however in cases where this leads to an evident and immediate gain in position or opposition to overtaking.**.

7.2.3. Leaving the track is permitted only following contact or to avoid imminent danger (or if provided for in other points of the regulation).

7.2.4. It is possible to use the pit entry and exit lane if it is part of the racing surface, but always pay attention to the cars entering it or rejoining the race as they exit.

7.2.5. If a car leaves the track for any reason, the driver may only re-enter when it is safe to do so, without hindering opponents and without gaining any advantage.

7.3. **OBSERVATION OF SIGNALS**

7.3.1. All drivers are required to observe any indication, warning, flag or other signal that is automatically produced 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, either on the right or on the left.

7.4.2. **No more than one change of direction is permitted to defend one's position. According to the FIA CODE, any driver moving towards the ideal racing line, having just defended his position off the racing line, must leave at least one vehicle's width between his car and the edge of the track.**.

7.4.3. The driver who has overtaken must maintain his trajectory for a sufficient distance so as not to interfere with the progress of the vehicle being overtaken, while the driver who is being overtaken must not move from his trajectory to hinder the overtaking if this is already in progress.

7.5. **DUBBING AND OVERTAKING BETWEEN DIFFERENT CLASSES**

7.5.1. It is possible to use the full width of the track, however, if you are overtaken by a car that is about to lap you must allow the faster driver to pass at the first possible opportunity.

7.5.2. The lapped driver is required to maintain a consistent and predictable racing line, as well as to facilitate overtaking.

7.5.3. In the event of overtaking between vehicles of different classes, the driver of the faster vehicle has the duty to overtake under the same conditions as in paragraph 7.4, while the driver of the slower vehicle has the duty to maintain a coherent and predictable trajectory.

7.6. **BLOCKING**

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

7.7. **UNSAFE REJOIN AND UNJUSTIFIED RISK**

7.7.1. A driver who creates a dangerous situation, such as re-entering the track in an unsafe manner after a loss of control or accident, may be penalized.

7.7.2. On the track, it is not permitted to proceed slowly without justifiable reason, to drive in a clearly incorrect manner or in a manner considered potentially dangerous for other drivers.

7.7.3. Any driver who repeatedly commits serious errors and who demonstrates difficulty in controlling the car (such as excessive changes of direction, exits from the track, sudden slowdowns), even if attributable to the quality of his internet connection (with the exception of cases of proven server problems), may be subject

to investigation and penalization, up to and including the display of the black flag (DQ) by the Race Officials through the predefined communication channels.

7.7.4. In all cases where groups of vehicles arrive, the driver who must return to the track is required to slow down until, if necessary, even stopping the vehicle to give priority to those arriving at high speed.

7.7.5. Any re-entry into the track that leads to a collision with an oncoming group of cars may result in disqualification from the race.

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 whether or not to continue the race.

7.8.2. A driver who has suffered serious damage to his car, requiring him to proceed slowly, and who intends to return to the pits, must drive in safe conditions, avoiding ideal trajectories.

7.8.3. Where the regulations 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. Any pilot found guilty of any of the above violations may be investigated and penalized.

7.9. **PIT LANE ENTRY AND EXIT**

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

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

7.9.3. Any driver intending to enter the pitlane must ensure that it is safe to do so.

7.9.4. The competitor exiting the pit lane, considering the simulator's ability to display a green or red light (or similar signals) when exiting the pit lane, may exit the pit lane only when the green light is on (or the relevant 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 adjacent line, under penalty of DRIVE THROUGH being administered.**

7.9.6. In cases where the simulator does not provide indications on the moment of exiting the pit lane, the driver must pay maximum attention, entering the track without invading the ideal trajectory and checking the rearview mirrors for any oncoming cars. For the same reason, it is recommended, where possible, to display the map on the HUD or information on the gaps on the screen (RELATIVE BOX).

THE RACE OFFICIALS