RACE DIRECTION
Provisions, rules and information

1. GENERAL PRINCIPLES

1.1. **BRIEFING**

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

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

1.2. **CLAIMS AND PENALTIES**

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

1.3. **CLAIM**

During the race and within 30 minutes following the publication of the provisional results, justified claim to the Race Officials must be received EXCLUSIVELY with the appropriate form which will be assigned to each competitor, driver or delegate in the manner to be defined by the organizer with an information circular.

The decision, with any related penalty imposed, will be communicated by the Race Officials **through a DOCUMENT that can be consulted online, the link of which 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 hosts must have enabled the reception of messages both on the radio channel and on in-game text chat.

Race Officials WILL NEVER INTERVENTION for sanctions inflicted automatically by the iRacing.com Motor Simulations iRacing simulator software, which are always assumed to have been correctly imposed.

1.4. **REVIEW**

A competitor may submit a request for review of a decision sanctioning him or her within 30 minutes of the provisional rankings being posted or the decision being notified.

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

The request for review must be presented to the same officials who took the decision, and is accepted only if it contains new elements or elements not previously in the possession of the competition officials at the time of the decision.

1.5. **APPEAL**

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

Please remember that, also pursuant to the FIA Code, the "Stop and Go", "Stop and Go 10", "Drive Through" sanctions and 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 the art. 22 of the Championship Regulations

2.2. During the QUALIFICATION and RACE sessions, the use by the competitor to send messages to other hosts or the Race Officials on the in-game and radio chat channels 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 penalty time (at the discretion of the simulator) (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 "services" " possible (tire change - all ticks/refueling/windshield tear-off/fast repair). It is therefore useful to set a macro (#clear$) assigned to a button to reset every possible service upon entering the pit lane before serving the Stop & Go, otherwise, as mentioned, an automatic increase in the penalty time will occur.**

2.4. The driver who serves the penalty for 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 only be able to exit the track when the last driver has crossed the demarcation line at 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 penalized with Starting from Pit Lane who does not respect the penalty and starts from the grid will be sanctioned with **Stop&Go 10 sec**.

2.7. If the penalty of Starting from the Pit Lane is given during the qualifying session, as soon as 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 determine **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 episodes will be evaluated post-race and any penalties will be commuted into sanctions in seconds added to the final qualifying time. race, as required by the ESport Sector Regulations.

3. STARTING PHASES

STARTING AND RESTART PROCEDURE

3.1. For each race the start will be launched with a STARTING ZONE defined by the Stewards communicated in the pre-briefing document that anticipates each event.

3.2. At the start of the formation lap, the GTP class leader will have to follow the pace car at a distance of no more than one car, while the GT3 class leader will have to maintain a gap of at least 10 seconds from the last GTP car.

3.3. When the pace car returns to the pit lane, all GTP cars must generally maintain the speed of the pace car, while the GT3 class polesitter must maintain a speed no higher than 80 km/h. Please remember that the simulator's automatic race start command must be ignored.

3.4. The poleman of each class will determine the time of start once the STARTING ZONE has been reached.

3.5. IT IS FORBIDDEN:
- for the poleman, start outside the STARTING ZONE;
- anticipate the poleman's start;
- overtake a car from your formation column alongside before the leader has started the race;
- for the GTP class significantly exceed the speed of the pace car before the leader has started the race, for the GT3 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 sports commissioners with a penalty of at least 10 seconds or more depending on the advantage obtained.

3.6. The GTP class cars that start from the pit lane will have to directly follow the directions provided by the SIM on the screen and queue up in their class, while the GT3 class cars will have to wait for the entire GT3 field to pass and queue up.

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

3.8. In the case of accidents involving a significant number of drivers, the Race Officials may call for the Safety Car to come in. The starting procedure at the end of the Safety Car laps will be Single Line - Lapped to the back.

BEHAVIOR BEHIND THE SAFETY CAR AND RESTART

3.9. All drivers must follow the instructions on the screen regarding the position to be taken behind the SC. The restart is in "single line - lapped back", therefore in single file and with the lapped drivers behind the drivers at full speed.

3.10. On the second pace car lap, the automatic procedure will allow the fully revved GTP category cars to get behind their leader.

3.11. Once the position has been taken, each presenter will have to follow the instructions given by the commissioners on the audio channel which will arrive in this order:
- the lapped GTPs will have to overtake the pace car and therefore follow the last GTP car, overtaking the GT3s, and maintaining the correct positions between lapped cars;
- the lapped GT3s and the GT3s that are between the pace car and the leader of the GT3s will have to overtake the pace car and then follow the last of the GT3s while maintaining the correct positions between lapped cars.
- The GT3 leader will immediately have to maintain a distance from the last GTP of at least ten cars;
- When the pace car returns, the leader of the GTP class will have to maintain the same speed and will be able to start the race once he enters the starting zone;
- Once the pace car returns, the leader of the GT3 class will have to maintain a speed of around 80 km/h and will be able to start the race once he enters the starting zone.

The same rules as in the art. apply. 3.5.

ENTER AL PIT IN REGIME THE SAFETY CAR

3.12. iRacing handles the SC exactly like the pace car in oval racing. Therefore:
- Upon exiting the SC the pit lane will be closed.
- Shortly before the conclusion of the first lap of SC the pit lane will be open for the drivers at full revs.
- The pit lane opens to lapped drivers one lap after full lap drivers.
- The driver who does not pit when the pit lane opens will find it closed on the next lap of SC.

Therefore, take into account that:
- If the pit stop is made when the pit lane is still closed, the simulator inflicts the End of Line penalty, therefore the driver will be forced to queue at the back of the grid. This is therefore inadvisable if you are in full swing, but of little or no importance if you have to make time-consuming repairs.
- However, if the pit stop is made when the pit lane is closed again, the driver will be penalized by the simulator with a Stop&Go of 15 seconds.
- In the case of towing you can access the pit lane without limitations.

4. USE OF THE PITLANE

4.1. Use of the pit lane.
Upon returning to the pits **it is mandatory to travel in the central lane** (so-called fastlane) until just before your pitch and then serve the stop.
Upon restarting from the pitch **it is mandatory to go immediately to the fast lane** and then follow it until the exit.
the violation of this rule, even if reported through a complaint, entails the sanction of drive through (or 20 seconds on the final race time).

4.2. During the pre-race briefing, additional provisions valid for that particular race may be given by the stewards.

5. LAST 10 MINUTES OF THE RACE

5.1. In consideration of the short time remaining for evaluation and communication to competitors/drivers, any violations of the Regulations in the last 10 minutes of the race, excluding the final lap, may, at the discretion of the Race Officials, be evaluated post-race and possible penalties different from 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 ranking.

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 crash of the iRacing server during the "Race" phase, the Race Officials declare the Red Flag exposed.

- In case of completion of <u>AT LEAST 75% of the race</u> (related to the ranking as explained later), the Race itself will be considered finished with the final ranking referring to the penultimate lap **completed** by the leader, before the Red Flag.

- In case of Red Flag <u>BEFORE 75% completion of the race</u>, The Race Officials proceed in the first instance to recover the classification relating to the penultimate lap **completed** by 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 in any case will have no value for the purposes of positioning the conductors on the grid). The RaceOfficials proceed to the "next session" as soon as all the Drivers have entered the server.

6.2. <u>At this point the race will have a duration equal to the remaining minutes of the race before the Red Flag + 10 minutes</u>. 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 previously detailed) before the Red Flag via radio communication (Race Control channel).

6.3. This lap will therefore be covered by the drivers at the minimum speed in order to follow the instructions of the Stewards 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" with the iRacing Safety Car entering the track</u> and it will be **PROHIBITED** the entrance into Pit Lane until the Sim displays the "Green Flag".

6.4. If one lap is not enough for the repositioning, we will proceed slowly for a further lap in order 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 the Race Direction to the rear positions of the grid and after the entry of the Safety Car the sanction will be imposed by the Race Direction "**Lap black flag**" (equal to the number of accumulated dubbing laps -1). This fine will have to be served <u>simultaneously</u> to the display of the "Green Flag" by the Sim, <u>not before and not after</u>, under penalty of disqualification from the race.

7.

8. RACE CONDUCT - GENERAL PRINCIPLES

8.1. The Race Officials will evaluate 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:

8.2. **TRACK LIMITS**

    8.2.1. The limits of the track are those established by the FIA rules, meaning 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. A driver is judged to be off the track when no part of the car remains in contact with the track.

    8.2.2. **Even if they are random and subject to constant changes, the limits of the track as regulated and managed by the simulator software can still be taken as reference by the competitor during any race session, with the exception of cases in which this leads to a clear and immediate gain of position or opposition to overtaking**.

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

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

    8.2.5. If a car leaves the track for any reason, the driver will be able to return only when it is in a safe condition, without hindering his opponents and not obtaining any advantage.

8.3. **OBSERVATION OF SIGNALS**

8.3.1. All drivers are required to observe any indication, notice, 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 with the methods defined for the competition .

8.4. OVERTAKING

8.4.1. Overtaking can be carried out, depending on the circumstances, both on the right and on the left.

8.4.2. **No more than one change of direction is allowed to deny the slipstream and/or defend one's position (weaving). 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**.

8.4.3. The driver who overtakes must maintain his trajectory for a sufficient distance not to interfere with the movement of the overtaken vehicle, while the driver who is about to be overtaken must not move from his trajectory to hinder overtaking if it is already in progress .

8.5. LAPPING AND OVERTAKING BETWEEN DIFFERENT CLASSES

8.5.1. It is possible to use the full width of the track, however, if you are overtaken by a car about to lap it is mandatory to allow the fastest driver to pass at the first possible opportunity.

8.5.2. The lapped driver is required to maintain a coherent and predictable racing line, as well as to facilitate overtaking, possibly also slowing down his pace and moving away from the racing line as long as this does not create danger.

8.5.3. In the case of overtaking between cars of different classes, the driver of the faster class has the duty to overtake in the same conditions as in paragraph 7.4, while the driver of the slower class, although not having the obligation to move from the racing line, has the obligation to maintain a coherent and predictable trajectory.

8.6. BLOCKING

8.6.1. Maneuvers that could hinder other drivers are strictly prohibited, such as deliberately driving a car beyond the edge of the track, or the unjustified use of the brakes in the defense phase (blocking).

8.7. UNSAFE REJOIN AND UNJUSTIFIED RISK

8.7.1. The driver who creates a dangerous situation, such as, for example, dangerously returning to the track after a loss of control or accident, may be penalized.

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

8.7.3. The driver who commits repeated serious errors and who demonstrates difficulty in controlling the car (such as excessive changes of direction, going off the track, sudden slowdowns), even if this is to be attributed to the quality of his internet connection (excluding cases of proven server problems) may be subject to investigation and penalisation, even up to the display of the black flag (DQ) by the Race Officials through the predefined communication channels.

8.7.4. In all cases in which groups of cars arrive, the driver who must return to the track has the obligation to slow down until, if necessary, even stopping the car to give priority to those arriving at high speed.

8.7.5. Any return to the track which leads to a collision with an oncoming group of cars may lead to exclusion from the race.

8.8. INCIDENTS AND TOWING

8.8.1. In the case of damage caused by an incident, it is the driver's responsibility to evaluate whether or not to continue the race.

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

8.8.3. 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.

8.8.4. The driver who is responsible for any of the violations reported above may be subject to investigation and penalization.

8.9. ENTRY AND EXIT FROM THE PIT LANE

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

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

8.9.3. Any driver who intends to enter the pitlane entrance must ensure that he can do so in complete safety.

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

8.9.5. **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 being subjected to a DRIVE THROUGH.**

8.9.6. In cases where the simulator does not offer indications on the moment of exit from the pit lane, the driver is required to pay maximum attention, entering the track without invading 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 the HUD or information on gaps on the screen (RELATIVE BOX).

THE RACE OFFICIALS