

N.B.: Updates and/or changes are in red.	
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1. – INTRODUCTION

The Automobile Club d'Italia (ACI) announces the 2025 iRacing Italian ESport Endurance Championship, a Sim Racing competition or car racing simulation. All participating parties (ACI and competitors) undertake to apply, as well as observe, the rules governing the event.

The International Sporting Code of the F.I.A. (CODE) and its annexes, the National Sports Regulations and its Appendices, the ESport Motorsport Simulation Sector Regulations, communications from the organizer and news published on the official ACI SPORT website www.acisport.it they are, to all intents and purposes, the only valid texts to conform to. **For anything not expressly indicated in the Championship Sporting Regulations, the further rules contained in the ACI Sport 2025 Yearbook and in subsequent updates published on the official ACI SPORT website will be valid and will come into force from their date of publication.**

Participation in the Championship will be considered an implicit declaration by the Competitor to know, undertaking to respect and ensure compliance with, the provisions of the Code and its annexes, of the National Sporting Regulations (R.S.N.) and its Appendices, of the ESport Motorsport Simulation Sector Regulations and of this Regulation and its annexes; to recognize ACI SPORT as the sole competent jurisdiction, without prejudice to the right of appeal provided for by the Code and the R.S.N.; to consequently waive the right to appeal to arbitrators or other jurisdiction for facts arising from the organization of the Championship or the conduct of individual competitions; to indemnify the A.C.I., ACI Sport, ACI Sport SpA., the organizer, the Race Officials, as well as the company managing the simulator iRacing.com Motorsport Simulation from any liability of third parties for physical and material damage suffered competitor, its tenants, employees and assets.

ACI SPORT reserves the right to publish the changes and instructions it deems appropriate to impart for the best application of the Regulations of which they will be considered an integral part.

This Regulation comes into force from the moment of its publication on the ACI Sport website (www.acisport.it)

2. – ORGANIZER

The organizer of the event BRUZZONE Daniele – Organization and Promotion of Sports Events – VAT number: 01808210098, ACI ESPORT Organizer License N° 467359, through the online portal simracingleague.it, contact: info@simracingleague.it.

3. – SIMULATOR USED AND TYPE OF COMPETITION

The simulator used for the event is **iRacing in [iRacing.com Motorsport Simulations](http://iRacing.com)**.

The competition is ONLINE, where the hosts/competitors participate while remaining at their homes.

4. – COMPETITORS, DRIVERS

Registration for the Championship is open to holders of **Esports Competitor/Driver License or Esports Driver only, the latter if registered by an Esports Competitor, Natural Person or Legal Person**. The licenses must be valid for the year 2025 as required by the art. 2 of the ESports Sector Regulations.

The participation of pilots with a foreign license is permitted in compliance with art. 2.2.1. of the R.D.S..

Competitors and Drivers must scrupulously comply with all the rules dictated by the current R.S.N., by the ESport Sector Regulations which are intended to be fully reported here and by all the provisions given by the Race Director and the Race Officials in charge. All Competitors and Drivers must remain available (via computer or telephone channels) to the Race Direction until the final ranking is declared.

4.1. - The 2025 iRacing Italian ESport Endurance Championship **it is reserved for crews made up of 2 drivers. There is the possibility of appointing up to two reserve drivers.**

4.2. – ACI Sport may authorize the participation of one or more “Guest Drivers” in the Championship. The "Guest Driver" will compete as a "transparent" car, will be able to take advantage of exemptions to the Regulations and will not be able to accumulate points for the official rankings of the 2025 iRacing Italian ESport Endurance Championship.

5. – CARS ALLOWED

The following cars from the iRacing simulator by iRacing.com Motorsport Simulation are admitted to the Italian ESport Endurance 2025 iRacing Championship, divided into the two classes, GTP and GT3:

GTP
Acura ARX-06 GTP
BMW M Hybrid V8

Cadillac V-Series.R GTP
Ferrari 499P
Porsche 963 GTP

GT3
Audi R8 LMS EVO II GT3
Acura NSX GT3 EVO 22
BMW M4 GT3
Chevrolet Corvette Z06 GT3.R
Ferrari 296 GT3
Ford Mustang GT3
Lamborghini Huracán GT3 EVO
McLaren 720S GT3 EVO
Mercedes-AMG GT3 2020
Porsche 911 GT3 R (992)

6. - REGISTRATION TO THE CHAMPIONSHIP - REGISTRATION AND ADMISSION FEES

6.1 – REGISTRATION

When registering, the competitor or conductor must declare the team they belong to. You will also be asked to indicate whether the Team can be traced back to a licensed Legal Person Competitor or ESport Team (art. 2.6. RDS) for the effects of the Team rankings drawn up by ACI Esport pursuant to art. 8.14 of the R.D.S.

To be admitted it is necessary to comply with the hardware requirements set out in the art. 5.7 of the Sector Regulations.

Registration for the event will open upon publication of this regulation and will close at 11.59pm on the 5th/03/2025.

When registering, you are required to choose the car from among those admitted to the championship. **This choice, which possibly also includes that of the class, can only be changed by the registration deadline. After this deadline, the choice of car is binding for all races in the series. In the pre-qualification phase only, it will be possible to use a different car model, as long as it is of the same class as the one chosen for the championship.**

6.2 – LIMIT OF REGISTRATIONS PER TEAM

A number of crews not exceeding 2 for each class will be accepted for each registered Team/Scuderia even if without an ACI license but in any case attributable to a physical structure, company or amateur sports association or a group or community identifiable on the web and to which they belong more individuals.

Any excess registrations will be placed on a waiting list in the event of a crew withdrawing before the registration deadline.

6.3 – CHANGE, EXIT OR RESIGNATION FROM A TEAM

During the entire duration of the championship, the driver, even if private, is not allowed to travel to another participating team, or participate in demonstrations, events or any other sim racing competition on any simulator, also hosted by another organizer, on behalf or wearing the colors of this Team, under penalty of exclusion from the event.

In the event of leaving or resigning from a team:

- if the team can be traced back to an ESport Scuderia license holder or a Legal Person ESport Competitor who has registered the Driver, or in the case of a Driver-only license holder registered by a Natural Person Competitor, the driver will be excluded from the event;
- if the driver holds a Competitor/Driver license and has independently registered for the championship, he will be able to continue the event as a private pilot.

After the registration deadline and for the entire duration of the championship, the transit of a driver from one crew to another is no longer permitted, even if they belong to the same Team or Scuderia.

6.4 – FORMALIZATION AND ADMISSION FEES

Drivers admitted to the event after the pre-qualification phase will be required to **payment of the admission fee of €100.00 (one hundred) for each crew.**

The payment must reach the organizer no later than 11.59pm on 16/03/2025 using the methods found at the bottom of the registration application and which will also be communicated by the organizer himself with an information circular.

Failure to pay the admission fee will result in the exclusion of the crew, pursuant to art. 6.1. of the RDS.

7. - GENERAL PRINCIPLES - IMAGE RIGHTS - ADVERTISING - LIVERY - RACE NUMBERS

ACI SPORT organizes and sponsors the 2025 iRacing Italian ESport Endurance Championship and will award the titles of 2025 Italian ESport Gran Turismo Endurance Champion on iRacing and 2025 Italian ESport Prototype Endurance Champion.

The promotional activity of the Championships is the responsibility of ACI Sport S.p.A. - Via Solferino, 32 - 00185 Rome – tel.: 06 44341291 - fax: 06 44341294 - Website: www.acisport.it

7.1. – IMAGE RIGHTS

The Competitors and Drivers recognize and accept that ACI Sport SpA reserves the right to use, directly or indirectly, and to grant third parties the right to use, both in Italy and abroad, without notice and without any compensation being paid to them due:

- (a) the names, brands, images (both moving and static) and results (rankings) of the Teams, Drivers and Competitors, participating in the 2025 iRacing Italian ESport Endurance Championship.
- (b) images of the Car, the suit and/or helmet of the Drivers used in the context of their participation in the 2025 iRacing Italian ESport Endurance Championship.

7.2. – LIVREE (SKIN)

The organizer will not use automatic download software for skins (liveries) during the race.

For the 2025 iRacing Italian ESport Endurance Championship and for its entire duration, the stickers provided with templates by the organizer must be applied to the liveries of each car.

The download of the template will be made available with separate communication.

All registered participants must send their liveries, and optionally their suits and helmets, using the methods that will be announced in a subsequent communication.

The download of the self-installing skin pack containing all the competitors' liveries will be made available.

Liveries that disturb public morals, have sexist or racist contents or are of a sexual, political or religious nature, or create harm to ACI Sport or the organizing portal are not permitted.

Failure to comply with this rule is sanctioned with exclusion from the race.

7.3. – RACE NUMBERS

The race numbers must be chosen during registration, keeping in mind that the following will be accepted:

- from 2 to 99 for the GT3 class
- from 102 to 199 for the GTP class

Numbers #1 and #101 are reserved for the Italian ACI ESport Gran Turismo and Prototipi 2024 champions respectively.

In the event of an incorrect or double choice, the race numbers will be assigned by the organizer and will take into account any preference communicated by the competitor during registration, with priority for the competitors who registered first.

The change of race number, upon request to the organizer, will only be permitted within 48 hours prior to the first championship round.

8. - STRUCTURE OF THE EVENT, CALENDAR AND DURATION OF THE CHAMPIONSHIP

The Championship will be structured in a field made up of 50 cars, divided into a maximum of 20 GTP class crews and a maximum of 30 GT3 class crews determined by a pre-qualification phase for admission, and will take place over 9 (nine) races which will be carried out according to the table below:

DATA	AUTODROME	term
29/03/2025	Daytona International Speedway - Road Course	180
12/04/2025	Sebring International Raceway - International	180
03/05/2025	Autodromo Nazionale Monza - GP without first chicane	180
24/05/2025	24 Hours of Le Mans circuit - 24 Hours of Le Mans	180
14/06/2025	Watkins Glen International - Classic Boot	180
05/07/2025	Spa-Francorchamps circuit - Endurance	180

13/09/2025	Barcelona Catalonia Circuit - Historic	180
11/10/2025	Road America - Full Course	180
01/11/2025	Silverstone Circuit - Grand Prix	180

For each event there is a race lasting 180 minutes, preceded by a qualifying session lasting 15' in LONE mode with 3 useful laps available excluding the outlap. For the 4th round of the championship the duration of the pre-qualification session will be 20'.

ACI SPORT reserves the right to modify this Calendar and the duration of the competitions at its sole discretion.

9. ADMISSION PREQUALIFICATIONS:

9.1. HOT STINT

9.1.1. - **The days 5 and 8 March on the Watkins Glen International - Classic Boot circuit and the days 6 and 9 March 2025 on the Circuit de Barcelona Catalunya - Historic circuit** prequalification servers (hosted) will be available for 12 hours daily, every 30 minutes from 1.00 pm to 1.00 am each day, lasting 1 hour, including a 40-minute practice session and a qualification session of 20 minutes, with 3 useful laps available, excluding the outlap.

In the case of scheduled maintenance of the iRacing software, sessions will be added for an additional two hours on the maintenance day, from 11:00 to 13:00.

9.1.2. To the admission prequalifications **both handlers of each crew must participate. As mentioned, the choice of the pre-qualifying car is free, as long as it is a model of the same class with which the championship will be raced.**

9.1.3. Each driver will be awarded the sum of AVERAGE LAP TIME over the length of the 3 laps available in the LONE QUALIFY sessions for each of the two tracks.

9.1.4. Each crew will be awarded the additional sum of the two best times established in the manner referred to in the art. 9.1.3 marked by the drivers who constitute it.

Average lap times will not be valid if all 3 useful laps have not been completed or even just one incident point has been assigned by the simulator and reported in the report..

In the event that only one of the drivers of a crew has achieved an average useful time in the LONE QUALIFY session in both circuits, the entire crew will not be admitted..

9.1.5. At the end of the pre-qualifications, a number of crews equal to 20 for the GTP class and 30 for the GT3 class will be admitted to the event, in order of pre-qualifying ranking from best to worst time set.

If one of the two classes does not reach the expected number of registered or qualified crew, crews from the other class will be admitted, until a total of 50 crews are reached.

10. - PROGRAM OF THE CHAMPIONSHIP

The 2025 iRacing Italian ESport Endurance Championship will take place from 6 March to 1 November 2025. ACI SPORT reserves the right to make changes to the program due to organizational needs and/or based on the number of participants.

The event may be postponed or canceled only in cases of force majeure recognized by the ACI.

The virtual day and time always refer to the start of the race session.

1st ROUND: Daytona International Speedway - Road Course

29/03/2025

VIRTUAL RACE SESSION DATE AND TIME: 29/03/2025 h. 13.00

2nd ROUND: Sebring International Raceway - International

12/04/2025

VIRTUAL DATE AND TIME RACE SESSION: 12/04/2025 h. 3.30pm

3rd ROUND: Autodromo Nazionale Monza - GP without first chicane

03/05/2025

VIRTUAL DATE AND TIME RACE SESSION: 03/05/2025 h. 10.00

4th ROUND: 24 Hours of Le Mans circuit - 24 Hours of Le Mans

24/05/2025

VIRTUAL RACE SESSION DATE AND TIME: 05/24/2025 h. 7.30pm

5th ROUND: Watkins Glen International - Classic Boot

14/06/2025

VIRTUAL DATE AND TIME RACE SESSION: 14/06/2025 h. 2.00pm

6th ROUND: Spa-Francorchamps circuit - Endurance

05/07/2025

VIRTUAL RACE SESSION DATE AND TIME: 07/05/2025 h. 10.30

7th ROUND: Circuit de Barcelona Catalonia - Historic

13/09/2025

VIRTUAL RACE SESSION DATE AND TIME: 09/13/2025 h. 09.00

8th ROUND: Road America - Full Course

11/10/2025

VIRTUAL DATE AND TIME RACE SESSION: 11/10/2025 h. 1.00pm

9th ROUND: Silverstone Circuit - Grand Prix

01/11/2025

VIRTUAL DATE AND TIME RACE SESSION: 01/11/2025 h. 12.00

11. – COMMUNICATION CHANNELS, COMPETITOR / SPOTTER

All admitted competitors will be included in a specific list for the duration of the event only [iRacing league called ACI ESport Endurance](#), through which they will be able to access the race sessions.

All communications between the organizer and the competitors will take place via the dedicated DISCORD channel [discordapp.com](#) by connecting to the [Simracingleague.it](#) server, or by sending emails. The organizer assumes no responsibility for non-delivery due to technical problems and/or email boxes full, deactivated and/or cataloged by the recipient as junk mail (spam)..

Competitors and conductors are the only people authorized to speak with the Race Officials.

The competitor, a natural person or legal person / Sports Director of the Team, is subject to strict liability in the event of violations of the Regulations and the sporting code of conduct by the drivers registered by him.

The use of one or more spotters who access any session of the event as a spectator is free, without the need for any communication to the organizer.

In the briefing phase preceding each race, the use of the DISCORD software will be mandatory.

Only one driver per crew may participate in the briefing or his team manager if in possession of a sports license valid for the current year.

11.1 – MANDATORY WEBCAM - COMPETITOR'S PIC

All drivers, during any official session (pre-qualifying, qualifying, free practice, race) they will have to equip themselves with a webcam or use the camera of a mobile device that allows you to appreciate both the face and, even partially, the movements of the arms on the steering wheel in its frame.

Upon entering any official session and until its end, competitors must connect to the application [Zoom](#) through the credentials that will be provided by the organizer from time to time through the official communication channel, and transmit the webcam shot. Non-high definition resolutions are also permitted and transmission of the audio channel is not necessary, as long as the host's face is always recognisable.

For this purpose, it is mandatory for each competitor to provide the organizer, when officially requested, with a passport photo - which can be used in the overlay graphics of live videos - and a copy of the identity document.

If a virtual reality headset is used, the conductor is required to notify the organizer or the sports commissioners and allow them to carry out identity verification at the start of the session and before the helmet is worn.

Failure to use the webcam or equivalent system will result in immediate or post-race exclusion from the current session as determined by the sports commissioners.

The images transmitted by the hosts can be used during the live broadcasts of each event, unless the host himself explicitly denies consent with prior communication to the organizer.

12 – CREW - RESERVE DRIVERS - MINIMUM PARTICIPATION OBLIGATION

A crew can nominate up to two reserve drivers.

Once registered, the reserve drivers will be able to replace, with the exception of the pre-qualification phase, one or both members of the crew and **they cannot be appointed as reserve drivers by any other crew participating in the championship, even if they belong to the same team.**

Both owners of the crew, under penalty of exclusion from the series, have the obligation to take part in at least 4 races of the series.

The composition of the crew for a race, under penalty of exclusion of the crew itself, must be communicated by 9.00 pm on Tuesday of the week of the race.

13. – SESSION TIMES AND SERVER SETTINGS

The program for each race includes the following times and server settings.

Times are always intended as Local Time (Italy).

13.1 – PREQUALIFICATIONS

Below are the specifications of the prequalification server.

iRacing server location	DE-Fra
Tank capacity	100%
Session type	Open Practice + Lone qualifier
Virtual date and time	01/04/2025 h. 10:00
Weather conditions	Static Weather (Party Cloudy, 72°F (22°C), 55% Humidity, Wind 2MPH N)
Track conditions	Track State 100%
Setup	Free
Qualifying Conduct Scrutiny	STRICT
Team Driving	No
Fast Repair	0
Driving aids	Disallow all driving aids (but clutch assist On)
Tire consumption	And
Damage	And
Automatic penalties	No
Automatic disqualification	No

13.2 – BRIEFING, FREE PRACTICES, QUALIFYING, RACE

The day of the race will follow the following program:

RACE DIRECTION BRIEFING	
TIME	14:00
LENGTH	15'
LIMITATIONS	DISCORD SRL voice channel mandatory
FREE TESTS	
TIME	14:15
LENGTH	30' (25' Round 4)
QUALIFICATIONS	
SESSION TYPE	Lone qualifier
TIME	14:45 (14:40 Round 4)
LENGTH	15' - 3 LAPS (20' Round 4)
WE ARE	
TIME	15:00

LENGTH	180'
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Below are the race server specifications

iRacing server location	DE-Fra
Tank capacity	100%
Session type	Open practice + Lone qualifier + Race
Virtual day and time	See race
Weather conditions	Timeline Weather (real on the race date)
Track conditions	MARBLES: Clean Marbles OPEN PRACTICE: Track State 50% - LONE QUALIFIER: Automatically generated from prev. session RACE: Automatically generated from prev. session
Setup	Free
Qualifying Conduct Scrutiny	STRICT
Team Driving	Yes - Drive Fair Share
Drivers	2
Qualifier Must Grid	No
Start type	Launched
Fast Repair	0
Driving aids	Disallow all driving aids (but clutch assist On)
Tire consumption	Yes
Damage	Yes
Automatic penalties	No
Automatic disqualification	No

14. – MANDATORY FREE PRACTICE

On Tuesday, Wednesday and Thursday of each race week, free practice servers will be available from 9.00pm to 12.00am.

All the conductors of each crew - communicated within the times and in the manner referred to in the previous art. 11.2 - have the obligation to participate, under penalty of exclusion of the crew from the race, in the free practices for a certain minimum time.

The minimum time will be calculated by multiplying the time of the fastest lap set by the driver in all sessions by the total laps completed by him, until 60 minutes is reached or exceeded. *Ex: Driver A sets the fastest time in free practice at the Daytona circuit in 1:32,000. To reach the minimum altitude, pilot A will have to complete at least 40 laps (92'x40=3,680' i.e. 1h 1m 20s).*

It is possible to reach the minimum quota by participating in a single free practice session or by splitting it into several sessions.

Below are the specifications of the weekly free practice server.

iRacing server location	DE-Fra
Tank capacity	100%
Session type	Open Practice
Virtual date and time	Session date, race time
Weather conditions	Timeline Weather (real at the session date)
Track conditions	Track State 50%
Setup	Free
Team Driving	Yes - No Rule

Fast Repair	0
Driving aids	Disallow all driving aids (but clutch assist On)
Tire consumption	Yes
Damage	Yes
Automatic penalties	No
Automatic disqualification	No

15. – QUALIFYING, STARTING GRID, STARTING OF THE RACES

The starting grid will be determined by a qualifying session preceding the Race itself.

The starting grid will be arranged in two rows in accordance with the provisions of the iRacing simulator.

The start procedure will be launched, with the separate class procedure provided for by art. 3 of annex 1 to the Regulation.

The start of the Race will take place at the time indicated in the program.

16. – BALANCE OF PERFORMANCE AND TELEMETRY

16.1. – BALANCE OF PERFORMANCE

The balance of performances for each championship race will be set following the collection of data from the participating competitors/teams identified by the organizer, who must provide it by Saturday of each week following a test (by 03/21/2025 for the first race).

The teams will be notified of at least two car models among those participating in the championship for which they will have to send the organizer the recording of the telemetry and the replay of a stint of 25 laps, following these instructions:

- Only mode is allowed **private trial session**. Hosted sessions are not permitted.
- All session settings must strictly follow the set parameters (which will be communicated separately for each event).

Before starting the stint:

1. **Enable telemetry** in the simulator before getting into the car (ALT+I).
2. Disable or configure third-party software to prevent it from automatically deleting telemetry files or dividing them by lap (e.g. VRS).
3. The stint must start by **5 minutes** from the start of the session, measured by the "Elapsed" timer in the Black Box (F1) screen of the simulator.
4. Using a fully restored car: used tires, preheated engines or similar conditions are not allowed.
5. Configure your setup with a 100% **full tank**.

During the stint (stint):

1. For GTP hybrid cars, the setting must remain on "**Balanced**" for the entire duration of the stint, including the exit and return lap phases.
2. The stint must include:
 - The **exit lap** (lap 0).
 - **25 consecutive laps**.
 - The **return lap** at the end of 25 laps, with a pit stop to record tire data.
3. **Race speed** mandatory for all laps. Slow, cool-down or mid-stint cooldown laps are not permitted.
4. The maximum time loss allowed in the exit or return lap sectors is **102.5% of the average** of the sector during the stint (e.g. maximum 0.5s more for a sector of 20s).
5. Slowdown/cut corners are not permitted.

End of the stint and exit from the simulator:

1. At the end of the 25th lap, stop in the **pit pitch** before exiting the simulator to ensure tire data is recorded.
2. Save a file **full replay** of the session before closing the simulator.

After closing the simulator, send the telemetry file **unprocessed** (.ibt) which must include the entire stint (exit and return laps included) and the replay file (.rpy) of the entire stint, both compressed in .zip the .7z to speed up transfers, through a file sharing link (e.g.: [WeTransfer](#) the [SwisseTransfer](#)) a direzionesportiva@simracingleague.it.

Important Notes:

- Restart the simulator between warm-up sessions or stint attempts to ensure optimal conditions.
- Driving errors or penalties **1x** will be ignored in the performance evaluation, but are allowed at most **4 incidents 1x** for the entire stint.
- Driving aids (excluding GTP hybrid settings) can be changed freely during the stint.
- It is not mandatory for a driver registered in the competition to carry out the stint.
- Teams can optionally submit qualification data for other models as well, using the same weather conditions.

After the collection and analysis of the data, within the week preceding the race, the organizer will make public the BoP which will eventually be applied to each car.

Failure to provide the requested data will result in exclusion from the next championship race for all team crews.

16.1. TELEMETRY

All drivers are required to record their telemetry and show it to the stewards if they request it for the definition of race events. **In the event that the driver is not able to provide such data, the stewards may consider this behavior to be voluntarily elusive in determining responsibilities..**

17. – REFUELING, REPAIRS AND DRIVER CHANGE

There are no limitations on repairs and refueling other than those provided for in the event of fulfillment of penalties regulated in Annex 1 of these Regulations. The driving time of each driver in the race is determined by the Drive Fair Share setting. **Any penalty imposed automatically by the simulator for excessive driving time by a driver will be considered correctly applied and cannot be appealed..**

18. – SPEED LIMIT IN THE PIT LANE

the speed of travel in the pit lane is automatically regulated by the simulator.

19. – RANKINGS AND SCORING SYSTEM

This championship requires the following rankings to be drawn up:

- Drivers Ranking Italian ESport Gran Turismo Endurance Championship 2025 iRacing
- Drivers Ranking Italian ESport Endurance Prototype Championship 2025 iRacing
- Crew Ranking Italian ESport Gran Turismo Endurance Championship 2025 iRacing (unofficial)
- Team Ranking Italian ESport Gran Turismo Endurance Championship 2025 iRacing (unofficial)
- Crew Ranking Italian ESport Endurance Prototype Championship 2025 iRacing (unofficial)
- Team Ranking Italian ESport Prototype Endurance Championship 2025 iRacing (unofficial)

19.1 – FINAL POSITION OF THE COMPETITORS IN THE COMPETITION

At the end of each race the relevant race ranking will be drawn up based on the official report provided by iRacing.com. The crews indicated as RUNNING and DISCONNECTED will be classified based on the laps completed and will receive the relevant points only if they have completed at least 50% of the race time/laps.

Crews indicated as DISQUALIFIED in the race report provided by the server will be classified at the bottom of the ranking in order of laps completed, but will not receive points.

Any sanctions imposed by the Race Officials after the race may influence the final positions.

19.2 – SCORING SYSTEM

The following scores will be assigned to each Driver for the above Rankings.

When calculating the ranking, the worst score obtained by each driver or crew will be eliminated. It will be possible to discard a race where you were absent, but it will not be possible to discard the result of a race where you were sanctioned with exclusion, even in the case of loss of license points.

CLASSIFICA TION	POINTS	CLASSIFICA TION	POINTS
1°	22	7°	6
2°	18	8°	4
3°	15	9°	2
4°	12	10°	1
5°	10	Pole: 2 points	
6°	8	Fast lap: 1 point	

GT3			
CLASSIFICA TION	POINTS	CLASSIFICA TION	POINTS
1°	27	12°	8
2°	23	13°	7
3°	20	14°	6
4°	18	15°	5
5°	16	16°	4
6°	14	17°	3
7°	13	18°	2
8°	12	19°	1
9°	11	From 20° to 30°	0
10°	10	Pole Position: 2 points	
11°	9	Best Lap: 1 point	

Pursuant to art. 8.13. of the R.D.S., in order to be included in the ranking, a conductor must be absent in no more than 50% of the events on the series calendar.

Furthermore:

- a driver is considered absent in an event when, although registered, he does not complete at least one valid lap during the race phase.
- a driver is considered to have started an event if he is registered, verified and has completed at least one valid lap during the race phase.

19.3 – SCORING FOR TEAM AND CREW RANKING

The team ranking is to be considered unofficial and will not be valid for the effects of the Team rankings drawn up by ACI Esport pursuant to art. 8.14 of the R.D.S. which remain the responsibility of the sports body.

For the team classification, the scores obtained by the crew of that team will be added for each race and for each class, even in the event of the participation of the reserve driver.

For the crew ranking, all the points obtained by the crew in each race and for each class will be added, even in the case of participation of the reserve driver.

20. – AWARDS OF THE CHAMPIONSHIP

20.1. – The driver or drivers first in the ranking at the end of the Championship for each class will receive the title of Italian Esport Gran Turismo Endurance 2025 iRacing Champion and Italian Esport Prototype Endurance 2025 iRacing Champion and will be invited to the awards ceremony of the ACI 2025 motor racing champions for the delivery of the title.

20.2. – For each race and for each class of the championship the following cash prizes will be assigned to the crew which will be paid at the end of the championship:

POSITION	AWARD
1°	€ 30,00

2°	€ 20,00
3°	€ 10,00

20.3. – At the end of the championship the following cash prizes will be paid to the 1st to 5th ranked crew for each class:

POSITION	AWARD
1°	€ 1000,00
2°	€ 500,00
3°	€ 250,00
4°	€ 100,00
5°	€ 50,00

20.4. – The possible division of the prizes among the crew members will be agreed with the organizer.

21. – RACE OFFICIALS

18.1 - The college of Stewards will be designated by ACI Sport and reported in the Special Competition Regulations.

22. – CLAIMS AND PENALTIES / INCIDENT POINTS

Penalties will be applied in accordance with the provisions of the Sector Regulations and the RSN which we report below.

The methods of imposition and fulfillment of penalties, the methods of reporting to the Race Officials during the race, the conditions for displaying the red flag and the related communication systems are reported in Annex 1 to these Regulations which are hereby assumed to be transcribed..

The intervention of the Match Officials will be in Classic mode (art. 10.1 R.D.S.).

22.1. – CLAIM (art. 11.3 R.D.S.)

It is the competitor's right, in the event that one of his interests or rights has been violated, to send a claim to the stewards.

The competitor can submit a claim from the start of the race up to 30 minutes from the time of publication of the provisional ranking.

Any claim received after the aforementioned deadlines is considered unacceptable.

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

Any claim received otherwise is considered null and void.

The competitor who intends to present a claim concerning more than one car or more than one competitor must present as many claims as there are drivers claimed about.

22.2. – REVIEW (art. 11.4 R.D.S.)

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 review 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.

22.3. APPEAL – (art. 11.5 R.D.S.)

A competitor may submit a notice of appeal to a decision of the sports commissioners within 30 minutes of the time of publication of the provisional rankings, and in compliance with the provisions of the ESports sector regulations.

The methods of formalizing the appeal are regulated by the current R.S.N. and the Sports Justice Regulations.

Please remember that, also pursuant to the FIA Code, the “Stop and Go”, “Stop and Go 10”, “Drive Through” sanctions and time penalties are final (Art. 10.2 G R.D.S.).

22.4. – WARNING (art. 10.2 A R.D.S)

Warning is a reprimand for a violation of the conductors' behavior deemed not to be particularly serious.

The second warning received by a driver in the same race entails the sanction of adding 5 seconds to the final race time. The Stewards has the right to impose a different sanction in cases considered more serious.

The Warning ends within the same race.

22.5. – PENALTY IN TIME OR IN LAPS (art. 10.2 D R.D.S)

The time penalty must be expressed in minutes and/or seconds, the lap penalty must be expressed in laps.

Time penalties are applied to the final race time while lap penalties are applied to the final race distance.

The above penalties can both be used.

The competitor is not required to be summoned for the purposes of applying time and lap penalties.

22.6. – DRIVE THROUGH (art. 10.2 B R.D.S)

In ESports Speed Races on Circuit, the Stewards may apply the Drive Through (DT) penalty in the event that a driver behaves during the race which violates the sporting rules.

The Drive Through penalty must be served by traveling through the pit lane at the speed limiter.

The Drive Through penalty must not be applied in the last 8 minutes excluding any final lap. Instead, 20 seconds must be added to the race time of the driver concerned.

The Drive Through must be completed by the driver within the deadline automatically imposed by the simulator, under penalty of exclusion from the event with a decision by the Stewards.

22.7. – STOP AND GO E STOP AND GO 10” (art. 10.2 C R.D.S)

In ESports Speed Races in Circuit, the Stewards may apply the "Stop and Go" and "Stop and Go 10 seconds" penalties in the event that a driver behaves during the race which violates the sporting rules.

The "Stop and Go" penalty must be served by returning to the pit lane and stopping on your own pitch. The "Stop and Go 10" penalty must be served by returning to the pit lane and stopping for 10 seconds on your pitch.

The "Stop and Go" and "Stop and Go 10" penalties must not be applied in the last 8 minutes excluding any final lap. As a replacement, 25 seconds must be added to the race time of the handler concerned in the case of "Stop and Go" or 35 seconds in the case of "Stop and Go 10".

The "Stop and Go" and "Stop and Go 10" must be completed by the driver within the time limit automatically imposed by the simulator, under penalty of exclusion from the event with a decision by the Stewards.

22.8. – STARTING FROM THE PIT LANE (art. 10.2 E R.D.S)

The Stewards may impose the penalty of "starting from the pit lane" to be served at the first subsequent participation.

The driver who serves the penalty for starting from the pit lane will not have to participate in the qualifying session and will not have to line up on the grid. He will only exit the pit lane when the last driver has crossed the demarcation line at the end of the pit lane.

22.9. – EXCLUSION (DISQUALIFICATION) (art. 10.2 F R.D.S)

The exclusion of a competitor or driver from the race or from the ranking is decided by the Stewards and can be inflicted before, during or at the end of the event, depending on whether the infringements or irregularities have been detected before, during or at the end of the competition itself.

Exclusion from the race entails immediate disqualification from the event for the competitor or driver.

22.10. – FINE (art. 10.2 H R.D.S.)

In the case of declarations damaging to the reputation referred to in the articles. 8.5 of the R.S.N. and 5.1.2. of the R.D.S., if such behavior is detected during the event, the officials can impose a fine of between 260.00 and 26,000.00 euros pursuant to art. 216 bis of the R.S.N. If the harmful statements were found outside the competition, the civil code. will send the referral to the Federal Sports Court.

22.11. – SERIOUS INFRINGEMENTS OF THE SPORTING RULES

Infringement of the sporting regulations may also result in exclusion from the entire Event and the loss of points acquired in all races played in the same Event which will be deducted from those accrued or to be accrued in the rankings.

22.12 – INCIDENT POINTS (INC PER OFF TRACK)

For each race session, a maximum of 60 incident points per crew will be admitted.

The verification of whether the maximum allowance has been exceeded will take place immediately after the end of the race by the Stewards.

In order to consider only the incident points generated by exceeding the limits of the track, drivers who have exceeded the foreseen quota will be deducted 4 inc for each lap for which the final iRacing report shows the "car contact" warning. However, in the case of multiple contacts occurring in the same round, no further deductions will ever be made.

If the limit is exceeded even after the deductions have been made, the crew will be sanctioned with:

- 20 second penalty;
- 5 second penalty for every additional 5 inc in excess.

The sanctions deriving from exceeding the incident point limit do not lead to the reduction of license points pursuant to art. 23 of the regulation.

23. – LICENSE POINTS

A points-based license system will be adopted for the 2025 Italian ESport Endurance Championship.

23.1. – INITIAL AMOUNT OF LICENSE POINTS

At the beginning of the event, each participating driver is awarded 13 license points.

23.2 – LOSS OF LICENSE POINTS

Each sanction imposed by the college of sports commissioners, both during the race and after the race, will result in the deduction of license points as follows:

- Warning: no points;
- 5 second penalty: -2 points;
- Absence not communicated at the briefing and starting grid line-up (art. 8.5 RDS): - 2 points;
- 10, 15 second penalty and Pitlane Start: -3 points;
- 20 second penalty and above, Drive Through, Stop & Go: -4 points;
- Exclusion (Disqualification): -5 points

23.3 – LOSS OF THE ENTIRE AMOUNT OF LICENSE POINTS

If the driver, following a penalty, loses the entire amount of license points, he will be excluded from participating in the next championship race.

If the loss of the entire amount of license points occurs due to a sanction received in the last championship race, this will result in the loss of the points acquired by the crew in that race.

If, following exclusion, a crew finds itself with only one driver, including the reserve pilot, the entire crew will not be able to participate in the race.

The reduction of driving license points can never lead to a negative result.

23.4 – AMOUNT OF LICENSE POINTS FOLLOWING EXCLUSION

The driver excluded from a test following the loss of the entire amount of license points, **is admitted to participate in the race following the one from which he was excluded with an amount of points equal to 2 for each remaining races in which he will be able to participate.**

24 – USE OF EXPLOITS AND GLITCHES

The use of exploits and glitches that exploit simulator programming errors or limitations (so-called bugs) to gain an illicit advantage is strictly prohibited.

Such practices will be considered as unsportsmanlike conduct, punishable, in the opinion of the sports commissioners, even with exclusion from the race, from subsequent races or from the entire series.

25. – ASSIGNMENT OF TITLES

The score for the assignment of the titles will be that provided for in the art. 20.

26. - ITALIAN EXPORT CHAMPION TITLE GRAN TURISMO ENDURANCE 2025 IRACING AND ITALIAN EXPORT CHAMPION ENDURANCE PROTOTYPES 2025

The final ranking for the assignment of the titles of Italian ESport Gran Turismo Endurance 2025 iRacing Champion and Italian ESport Gran Turismo Endurance 2025 iRacing Champion will be obtained by adding the best 8 results obtained during the races of the Italian ESport Endurance 2025 iRacing Championship, taking into account of the rules referred to in the previous article 9.2.

27. - EX AEQUO

In the case of ex aequo between two or more drivers, the best ranking position will be determined on the basis of the following discriminants referring to the final races or single races, in order of priority: number of victories, number of second places, number of podiums, best placings, number of races in which the driver was classified.



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In the event of a further ex aequo, the handlers are declared tied and if both first in a titled series, they are declared co-winners of the series.

ACI SPORT approval number: CV – _____ - Approval date: _____