

Octane Online Racing

OOR ACC Sporting Code



Version 1.3 - August 2020
ACC Season 4

Preface:

The document is to inform the competitors of Octane Online Racing of their obligations, responsibilities and rights when competing in any Octane Online Racing event. It closely follows the SRO Sporting Code to allow our competitors to move seamlessly between endurance events of both organisations if so desired with the minimum of difficulty in preparing for events.

This document shares heavily from the SRO Motorsport Group Sporting Code and we thank them and appreciate their guidance in formulating this document

The SRO are best known for their development and implementation of the GT3 and GT4 regulations for both real and virtual GT Racing worldwide and with more than 25 years' experience at the forefront of the sport it is both wise and advantageous for Octane Online Racing to implement our code based on their rules. Octane Online Racing will be referred to as OOR in the rest of this document.

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1. General Rules & Driver Conduct

1. Drivers must use their full name in all OOR events to participate in the competition.
2. The maximum allowed ping to participate in our competitions is (**300**). Drivers with a higher ping or an unstable connection may be asked to leave the server or be removed from it by the event administrator or the Race Director.
3. All drivers are expected to be ready to run at the designated time for all official sessions.
4. Drivers are expected to have read and understood the regulations of the championship, as well as the specific and relevant features and rules of the simulation being used.

These include

- OOR Membership
 - The ACC Series Guide (relating to what is involved to compete in your tier)
 - The Octane Online Racing ACC Sporting Code (This Document)
 - Being familiar and competent with the features and controls of Assetto Corsa Competizione.
5. Drivers agree to abide by these series-specific Regulations mentioned above and by participating in any OOR event this constitutes that agreement.
 6. It is solely the Race Directors or Admins decision as to whether a session should be delayed or restarted for driver(s) to join the server.
 7. All drivers should access and run on the designated server prior to the event to ensure they are ready to compete.

8. The 'calling out' of other drivers/teams and/or using inflammatory language during race communication, on social media or in any way, is strictly forbidden and subject to penalties, probation or bans.
9. Bump drafting is prohibited. As well, assisting another competitor who has run out of fuel or experienced a mechanical breakdown by pushing their vehicle with yours is not allowed.
10. It is an implicit requirement that drivers provide 'racing room' to each other.
11. Reversing on the track (other than when to correct your car location following an incident)/going in the wrong direction is strictly forbidden and will result in an immediate Disqualification from that session and return to the pits.
12. Unsportsmanlike conduct is subject to penalties. Any driver attempting to wreck or intentionally ram another competitor will be banned from the session or even the series.
13. The oversight of these sessions is the responsibility of the Race Director, the Stewards & Event Administrators. Administrators can report any misconduct to be reviewed by Stewards and the Race Director, which may lead to penalties or removal from the session and/or formal rebuke or ban.
14. Cheating of any kind is STRICTLY policed and forbidden, if you are caught cheating you will be banned and your details will be passed on to all other ACC Leagues and Organisations.

2. Event Communication

1. All race events will use the appropriate OOR Discord channel for that event to allow for the Race Director and Stewards to communicate to drivers prior to and during events. Please make sure you know the channel you are required to be in before your race.

This will be your split Race Lobby, which you will find in your split channels.

2. Drivers are obligated to join the Race Lobby channel at a minimum 10 minutes prior to each event and must stay in the channel throughout the duration of official sessions and until released by the Race Director or Stewards at the end of the event.
3. A Team Speak server is provided with rooms for each team to communicate amongst themselves, no team chat or social chatting should take place in the official Discord server once qualifying or racing is underway.

You will need two push to talk buttons binded to your wheel in order for this to work.

4. Race results will be posted after each event as soon as possible. Penalties and outcomes will be made available after review by the Race Director and Stewards as soon as possible before the next event. Please be patient and give administrators time to collate these results.

3. Qualifying

1. Drivers must achieve their fastest lap without exploiting external factors. Drivers are prohibited to gain an advantage by exploiting other players in the track, such as bump drafting or driving too close to opponents in front. Any driver doing so may receive a warning or even a penalty for the race session, including removal of the best lap time set or being forced to start at the back of the grid. Slipstreaming is allowed only if the aforementioned factors are not violated.
2. Lap invalidation resulting from off-tracks are handled entirely by the game in qualifying and will not be reversed.
3. Drivers are strictly forbidden to stop directly on-track to teleport back to the garage. Returning to the garage must be done from a safe position and is only allowed from exit routes and other off-track areas so they do not disrupt the qualifying of other drivers.

Any transgression will be severely penalized by the Stewards, and repeated offenders may receive a formal rebuke or ban from the series.

4. Drivers on their out lap must let drivers on their fast lap past by moving out of their way. The in-game blue flag system assists drivers in that. Ignoring the blue flag and holding up another driver on their fast lap may be penalized by the Stewards.
5. Drivers also on their out lap/hotap/in lap may never cut the circuit in order to obtain time to set another lap or purely to give themselves extra time to set another lap. You must adhere to all track limits at all times. If anyone is caught cutting the circuit in order to do this, they will be Disqualified from Qualifying.
6. Exiting the pitlane must be done by exercising caution in order not to disrupt the timed lap of other drivers. Crossing the white blend line, veering and jumping onto the ideal line are strictly prohibited and may result in severe penalty from the Stewards. Check your track map as you leave the pits!

7. Approaching a driver on his/her fast lap and overtaking is forbidden. The driver behind must make sure there is ample space in front before starting the timed lap while predicting potential pace differences, so that he/she does not disrupt the qualifying lap of the car in front.

Disturbing another driver on a fast lap from behind may be penalized by the Stewards and repeated offenders may receive a rebuke or ban from the series.

8. Speeding in the Pit Lane is strictly forbidden. If caught Speeding in the Pitlane, you will be DSQ from Qualifying.

The Pit Lane is determined by the Pit Entry Board and the Pit Exit Board. Going over the 50kmh / 31mph inside these boards is deemed as speeding in the pits.

4. Race Starts & Safety Car

In OOR, we use our very own Safety Car at the beginning of each race to handle the formation lap and any necessary Safety Car phases that may arise during the race.

1. The formation lap and race start procedures are handled by the Race Director, Stewards and our OOR Safety Car. The start procedure will be explained in detail before every race session.
2. Drivers are advised not to leave their grid box until after the Safety Car has made its way to the front of the grid and from there, the drivers will be told they can now form a single file queue behind the Safety Car and the formation lap begins.
3. If the race is a Reverse Grid race (Sprint Race 2), all cars are to remain on the grid until their number/name is called out by the Race Director. When your name/number is called out, you are to maintain a single file, behind the SC who will be stationary on track between Turn 1 - Turn 3. When the full grid is single file, we will commence the formation lap.
4. Tyre and brake warming is permitted only during the single file phase of the lap. Once the drivers are called to double file, tyre and brake warming (accelerating, slowing abruptly or weaving) is prohibited.
5. During the formation lap, opponent cars are ghosted (collisions are disabled by the game). Collisions are re-enabled at the Green Flag.
6. You must keep your position in the queue, if you spin or leave the track you must re-join and start from the back of the grid unless otherwise directed by the Race Director or Stewards.
7. The Race Director & Stewards may hand out Drive Through penalties for jumping the start or being out of position during the pre-green flag phase.
8. At the discretion of the Race Director, the formation lap can be extended (into the race start) if we deem it necessary.

9. At the start of the race, the Safety Car will peel away off track and then trail the field into Turn 1. If there are no major incidents requiring the SC, the SC will pull over and return to the pits.
10. If there needs to be a SC called, the SC will sit and wait after T1 and collect the lead car on the following lap.
11. If the SC is called by the Race Director, all cars are to remain in their current race position and slow down (about 75%) until they catch the SC queue.
12. If the SC is called mid-race (anything after Lap 1) the same procedure applies. This time the SC will leave the pits and pick up the lead car the next lap.
13. All race starts after a Safety Car phase (after race start) will be single file and there is to be NO overtaking until after the start/finish line once the race resumes.
14. In the event of Heavy Rain/Thunderstorm at the start of a race, the SC will lead the cars around as per normal and the race will begin in a single file formation.
15. The SC can be called at any stage of the race, which is purely at the discretion of the Race Director & Stewards.

Some things that could bring out a SC:

- A large incident involving multiple cars.
 - An incident that blocks the track for a length of time.
 - A severe change in weather deeming the track undriveable.
16. Under no circumstances, are any drivers to call out for a Safety Car. Doing so can warrant you a DT penalty or removal from the session.
 17. You are able to pit during the SC phase.

5. Track Limits

1. Track limits are determined by the game utilizing the in-game warning and penalty system for infractions. The Race Director and Stewards will only reverse an in game penalty in extremely extenuating circumstances.

There may also be certain areas off track advised by the Race Director and Stewards before a race as exceeding track limits and going into these areas repeatedly will result in a penalty.

2. Pit entry/exit lanes are considered part of the racing surface for the cars on track, unless the Race Director decides otherwise for certain track layouts. Drivers using the pits have to stay within pit entry/exit lane lines with all four wheels and are not allowed to cross over. Riding on the line will be acceptable and any penalty decision will be at the discretion of the stewards.
3. Pitlane Speeding is strictly enforced with the speed limit set at 50 Km/h (31 Mph). Drivers exceeding this speed at any time from pitlane entry to pitlane exit during the race will be given a 15 second time penalty.

The Pit Lane is determined by the Pit Entry Board and the Pit Exit Board. Going over the 50kmh / 31mph inside these boards is deemed as speeding in the pits.

4. Going off track with all four wheels due to a mistake is considered part of racing. Repeatedly leaving the track at the same corner(s) may be deemed as gaining an advantage and a penalty may be given either by the in-game penalty system or the Stewards.
5. Gaining a position or gaining an advantage against a competitor or gaining track position (gaining time) by leaving the track in any way is against the rules regardless of any in-game penalty being handed out and may lead to penalties by the Stewards, unless the position is given back immediately or the driver slows down to compensate within the same lap as deemed appropriate by the Stewards.

6. Flag Rules

6.1 Green Flag

1. Once drivers are called to double file on the formation lap and the pace car has pulled into the pitlane all the cars will maintain 80 Km/h with the pole car setting this pace.
2. All cars are to maintain a double file and 80 Km/h until the green flag. Any jumpstarts will be penalised by the Stewards

6.2 Yellow Flag

1. These are always enforced and drivers need to respect a rule of "No passing when under yellow".
2. Yellow flags are usually preceded by White Flags indicating a slow car. Drivers must be cautious and prepare to slow down and avoid any incident ahead.
3. Ignoring yellow flags may result in a penalty at the discretion of the Stewards.

6.3 Blue Flag

1. A driver being shown a blue flag is not allowed to defend his track position against the "lapping car".
2. When safe to do so, the blue flagged car must safely move off the racing line and allow the lapping cars to pass.

This must be done within 4 corners from when a blue flag is shown when the gap behind falls under 1.5 seconds and at safe place on the track.

Knowing these parts on the track is just as important as learning brake markers and turn in points.

3. Intentionally holding up or defending against a lapping car may result in a DT penalty or even disqualification by the Stewards.

Drivers about to be lapped should be predictable in their actions and not make sudden changes of direction or track position.

4. The driver who is in the “lapping car” and approaching a blue flagged car, must still adhere to track rules and make a pass safely, in a place that is also safe to do so.
5. Lapped drivers are allowed to unlap themselves, but they must request to do so to the car ahead over voice comms. The car ahead is under no obligation to accept (“Yes that’s ok”, or “No, not at this stage”).

If you are allowed to pass you must be able to pull away after passing the driver and not hold them up.

6.4 Black & Orange Flag

1. When a player has excessive damage the driver will be indicated in-game with an black and orange flag.
2. You may also be shown a black and orange flag if you do not have your lights on when required.
3. If your damage is too severe and you do not believe you are able to get back to the pits in a safe manner, put your car in a safe position off track and teleport back to the pits.
4. A driver may also be advised by the Race Director or Stewards to return to the pits if they deem your damage to be too severe to remain on track. Not responding to the warning and staying out on track may result in Disqualification by the Stewards.

7. Passing & On-Track Behaviour

1. The driver in front has the right to choose any line at any section of the track. The driver in front loses this right when an overtaking driver brings their front wheel to line up with the other driver's head. At this point drivers are in "side-by-side" position and both have to give each other at least 1 car's width room.
2. Defending is allowed and accepted as one reactionary move by the driver in front. They are not allowed to defend if there is any overlap between cars. Note that following a racing line into a corner is not considered defending (unless cars are deemed side-by-side).
3. Both the passing driver and the driver in front are responsible for fair racing during the pass. It is the passing driver's responsibility to choose a safe time for the pass.
4. Passing attempts when going into a turn are where most accidents happen. The preferred racing line through most corners is usually very narrow and sometimes it will be impossible for two cars to negotiate a tight corner side-by-side at full speed. For each corner, the right to the preferred racing line is decided at the turn-in point. A driver attempting to pass at corner entry has to be in a side-by-side position at the turn-in point to have a right to enter the corner side-by-side. If not, they must back off and give way to the driver up front.
5. Dive-bombing should be avoided and is subject to a penalty at the discretion of the Race Director & Stewards. If the attempting driver was out of control and causes contact, or time loss to another driver, any applied penalty may be harsher than normal.
6. Brake checking, unnecessary slowing through a corner, punting, bump-passing, cutting-off or chopping are all deliberate actions

whether there is contact or not, and are not permitted and will be subject to a penalty.

7. Blocking is not allowed and is subject to a penalty.
8. Weaving to break a draft is considered blocking.
9. Out-of-control or spinning drivers should lock their brakes to make it easier for other drivers to predict their movements. After a spin, the driver must keep the brakes pressed to make sure the car does not roll forward or back in order to not create an unpredictable situation for cars passing by.
10. Drivers who go off track limits but can keep their cars under control should slow down or wait for traffic to clear and re-join in a safe manner.
11. The Flashing of Lights is only permitted to alert a lapped driver ahead that you are about to pass and it cannot be more than 3 repeat flashes. At no other time must the flashing of lights be used to distract a driver ahead. A penalty at the discretion of the Race Director & Stewards may be given for breaching this rule.

8. Incident Reviews & Penalties

1. Official Race sessions will be reviewed by race Stewards live in conjunction with the Race Director.
2. Reviews will be conducted by a minimum of two Stewards and the Race Director. Warning/penalty decisions will be issued by the Race Director.
3. Live Race Director & Steward(s) will have authority to assign in-session penalties.
4. Penalty criteria is as follows:
 - Unavoidable contact or action: Racing incident, no penalty.
 - Avoidable contact or action: Warning, TP (Post-Race Time Penalty), DT (Drive Thru Penalty), SG (Stop and Go Penalty - 0 to 60 seconds in length), DQ (Disqualification from results)
 - Unsportsmanlike conduct or any other misdemeanour: Warning, Disqualification or Ban from the series determined by the Administrators and the Race Director.
5. Serving penalties: In-session penalties (DT or SG) must be served during the course of the race with the exception of penalties handed out during the final lap.
6. Receiving a DT or SG penalty in the final lap will add an appropriate time penalty to the driver's final result, depending on severity of the penalty (0 to 180 seconds).
7. Post-race time penalties (TP) may be handed out during the race session if deemed necessary by the Stewards in conjunction with the Race Director.
8. Race Control will advise warnings or other messages to drivers and teams via Discord voice chat during the race. During longer events

Drivers and Teams will also be able to make use of the Team Speak Server to request a Steward to join their channel to discuss an incident but only if one is available at the time.

9. Absolutely no debates will be entered into in the voice channel on Stewards decisions or directions. We are happy to give you a very brief explanation if you are unsure why the penalty or advice was given but if you disagree with the decision please make use of the protest system.
10. Other penalties given by live Stewards and the game itself will be displayed as RCTRL messages at bottom or right-hand side of your screen (DT, SG, and TP) once assigned
11. If a driver makes an avoidable contact and causes another driver to spin, lose positions or sustain heavy damage, the offending driver can expect a DT as a minimum.
12. Repeat offenders will receive SG penalties with gradual severity.
13. Stewards will exercise reasonable judgement at all times and particularly when reviewing light contacts, taps, bumps.
14. The Stewards will note and review all incidents noted during each session. During a race, priority will be given to incidents involving cars in the first 15 positions, however all incidents noted will be reviewed either during or after each race. Any incident brought to the attention of the Stewards using an incident report submitted via the post-race Protest system will be reviewed as soon as possible but after the Stewards have completed their review of incidents noted during a race. Incidents not filed via the Protest system may not be reviewed by the Stewards.
15. Incidents where insufficient time or evidence prevents an in-session penalty to be handed out will be dealt with and communicated after the race. Post-session penalties may be post-race time penalties, disqualification from the race results or even ban from the series.
16. The final results may be issued only after the Stewards have reviewed all incidents and applied the corresponding penalties. The final results will include the effective order should any post-race penalty be handed

out by Race Direction.

9. License Points

Brand new for Season 4 is our OOR Licence Point system. This is designed to encourage all drivers to work hard on their race craft and on-track behaviour.

1. All drivers will start their Octane Online Racing ACC Series career with 100 Licence Points (LP) at the commencement of their first official league race.
2. Penalties issued by the Race Director or Stewards during the official sessions will lead to License Point deductions (LPD) that accumulate for drivers as the event & series progresses.
3. Licence Point - Penalty Values:
 - TP5 - 1 Point
 - TP10 - 2 Points
 - TP15 - 3 Points
 - DT - 4 Points
 - SG10 - 5 Points
 - SG20 - 6 Points
 - SG30 - 7 Points

TP = Time Penalty

DT = Drive Thru Penalty

SG = Stop Go Penalty

4. If a driver accumulates 20 or more LPD during any round, they will receive a DSQ for that round and will not receive any championship points. They will also receive a ban for the next upcoming round.
5. Once a driver accumulates 10 LPD during a season, they will receive a Qualifying Ban for the next round they are able to enter. Every subsequent 10 LPD they receive, will incur the same penalty.

6. If a driver accumulates 25 LPD during a season, they will receive a race ban for the following round and also be ineligible to participate in the ACC Contender Series Finals.
7. Track limit penalties & pit lane speeding penalties issued by the game itself are not included in the LP system and will not result in LPD unless the Race Director feels it necessary to duplicate the warning or penalty to make it count towards a drivers LP.
8. You may earn back Licence Points by having 3 consecutive rounds with 0 infringements, this will add 5 Licence Points back onto your licence (Your accumulated point tally during the season will still count).
9. At the conclusion of the Season - for every 3 rounds a driver has taken part in, they will have 5 points added back to their Licence for the following Season. Eg. If you complete 12 rounds for the season, 20 points will be added to your licence.
10. Potentially, if a driver participates in all rounds (15) without receiving a penalty and registers for the following Season, they would have 150 Licence Points at the start of Season 5.
11. If any driver runs out of Licence Points, they will need to attend a meeting with our League Admin and/or be removed from the Series.
12. Licence Point tallies and deductions will be made available in our results and standings sheets.

10. Marking Attendance

For us to be able to provide the best league experience possible, you will be required to mark your attendance for your upcoming race on our Discord Server.

On Discord, each tier has their own attendance channel, and you simply need to mark yourself as !in (IN) or as !out (OUT) for the upcoming race by typing your answer in the chat box.

1. You must do this at least 24 hours prior to your upcoming league race. If you are unsure if you can make it due to a late engagement, mark yourself as !in and let your League Admin know of your circumstance so he is aware.
2. You may change your attendance as many times as needed up until the event.
3. You can enter your attendance as soon as the sheet has updated for the upcoming round.
4. If you are a late change (under 24 hours until race start) please notify your League Admin of this change.

Those that continually fail to mark their attendance 24 hours prior to race will be penalised.

- ☒ 1st and 2nd Offence: Warning
- ☒ 3rd, 4th & 5th Offence: Qualifying Ban
- ☒ 6th+ Offence: Race Ban

11. Protests

Participants may be allowed to file protests up to 48 hours after the race session has concluded. A channel in your tiers discord channels will be available named "Protests" and will be open for participants to submit their protests in the following format:

- Car #
 - Opponent car(s) #:
 - Lap #:
 - Turn #:
 - Short description of the incident:
1. The messages will be time stamped by the Discord server confirming that the time of the Protest is within the post-race 48 hour window. Any Protests not sent within this timeframe will not be accepted or looked at.
 2. Protests sent in the wrong format or incomplete will be discarded by the Stewards regardless of the adequacy of their content.
 3. Participants misusing the Protests channel by sending needless reports and/or calling out other drivers will result in a penalty or even disqualification from the event/series.
 4. Each driver has a maximum of 5 protests for the season. A protest that ends up being issued a penalty will not count towards this total.

This is an evolving document and still has lots more to be added, your patience is appreciated during this time.