



OCTANE ONLINE RACING
SPORTING CODE

VERSION 2.1

10/05/2023

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1. REGULATIONS

1.1 Version 1.1 of this Sporting Code comes into force on 10 May 2023 and replaces all previous versions of the Sporting Code within Octane Online Racing. Any subsequent version of the Sporting Code published by Octane Online Racing will supersede the previous version.

2. ON TRACK BEHAVIOUR

2.1 PASSING

Passing / overtaking is an essential aspect of all motorsport and is usually when the majority of incidents will occur.

It's vital that all drivers participating in any race are fully aware of what is allowed in terms of where they can position their car, track limits, where and how they can overtake.

Respecting all cars on track and understanding that not every opportunity that presents itself is a safe and smart opportunity to overtake, will help make your time out on track a lot more enjoyable and you'll gain a lot more respect from your other competitors.

RULEBOOK:

- 2.1.1** 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 the car behind has any overlap.
- 2.1.2** Any overlap (at least a portion of the front bumper overlapping the car ahead's rear bumper) on a straight is deemed to be in a side by side position.
- 2.1.3** At all times when passing/defending in side by side position, both drivers must leave adequate "racing room" to the other driver. Racing room being at least 1 car width minimum to the outside of the track.
- 2.1.4** Squeezing or bumping someone off track deliberately is prohibited. Both drivers must take into account the circuit limits and any track obstacles before attempting to overtake or defend to make sure it is safe to do so.
- 2.1.5** Defending drivers are allowed one defensive move to defend their position from the car behind. They are not allowed to defend if there is any overlap between cars (Refer Rule 2.1.2). Note that following a racing line is not considered defending.
- 2.1.6** Multiple changes of directions on a straight is considered weaving or blocking (depending on how close the car is behind), this includes trying to break a tow/slipstream. Both are strictly prohibited.
- 2.1.7** Both the passing driver and the driver in front are responsible for fair racing during any overtaking. It is the overtaking driver's responsibility to choose a safe time for the overtake.
- 2.1.8** Bump passing and bump drafting are strictly prohibited. This includes any contact that assists in completing an overtake, is not allowed.
- 2.1.9** Any cars who gain an advantage by going off track / outside track limits which in turn assists them in completing an overtake, must give back the position when safe to do so (Refer rule 2.2.4), this also includes bump drafting and bump passing.

2.2 TRACK LIMITS

This refers to the boundaries of the track that drivers must stay within during a race. These limits are typically marked by painted lines or curbs on the edge of the track.

The purpose of track limits is to ensure fair competition and safety for all drivers. By requiring drivers to stay within the designated boundaries, officials can prevent dangerous manoeuvres such as cutting corners or driving off-track to gain an advantage.

All efforts must be made to keep at least two wheels within these track limits during any race, qualifying or practice session.

RULEBOOK:

2.2.1 Track limits are generally defined by the solid white lines around the edges of the circuit, where at least 2 wheels must be inside these white lines to be deemed on track. Some circuits allow the use of some kerbs to be deemed as the edge of the circuit.

2.2.2 The game will enforce the track limits at each circuit and any track limit penalty given by the game will stand, whether this be a track limit warning or penalty.

2.2.3 Disregarding these track limits deliberately and repeatedly to gain an unfair advantage is prohibited. This includes any exploit at certain corners or areas of the circuit that isn't being enforced fairly by the game. These areas will be communicated to the drivers by the Race Director prior to commencement of a race at that said circuit.

2.2.4 Any overtake that is completed by going off track (all 4 wheels outside the white lines) is illegal and the position must be returned when safe to do so or face a penalty. This includes cutting chicanes, going deep into a corner and off track, wide on the grass etc.

2.3 PIT ENTRY, PIT EXIT & PIT LANE

The pit lane is a designated area on a racetrack where drivers/teams can service their cars during a race. It is typically located adjacent to the main straight and is separated from the racing surface by a wall or barrier.

During a race, drivers can enter the pit lane to make pit stops for things like refuelling, tire changes, and repairs. The pit lane is also where drivers serve penalties for rule violations or where they go if they have a mechanical issue during the race.

RULEBOOK:

2.3.1 You may only enter the pit lane by crossing into the portion of the pit lane that features a dotted white line.

2.3.2 You may never cross over the solid white line, either to enter the pits or to leave the pit entry and go back onto the circuit if you have changed your mind (unless you have no control over doing so eg. an incident).

2.3.3 Drivers must exit the pit lane by staying inside the solid white line at all times and may not enter onto the racetrack until this line comes to an end. There are some circuits where this rule varies slightly, make sure you are aware on which circuits these are. The Race Director will mention this prior to any race at the given circuit where the rules vary.

2.3.4 Those leaving the pit lane where the pit lane exit is on the circuit or racing line, have the right of way and any cars that are currently on track must be aware and alert on who is exiting pit lane. This includes cars that are potentially blue flagged, as they are not deemed blue flagged cars until out of the pit exit lane.

2.3.5 Pit lane speed limit is always 50 km/h, exceeding this limit at any stage during pit transit is deemed to be "speeding in the pit lane". The game does a good job at detecting any infringements on exceeding this limit, and will hand out DT, SG30 or DQ penalties based on severity, these will be converted by the stewards to a 10s penalty and will always stand.

As ACC does not catch all infringements, the stewarding team will check every pit entry for every competitor.

If you have been given an in-game speeding penalty, let the Race Director know so they can convert it to a 10 Second time penalty.

2.4 REJOINING THE CIRCUIT

When a driver has an incident on track and goes off the circuit, there are specific rules and procedures that they must follow when rejoining the circuit. The most important consideration is to ensure that the driver can rejoin the track safely and without interfering with other drivers.

All effort should be made to make sure you have the right tools turned on to know who is around you including: enabling the in-game mini-map, turning on the proximity widget, having the MFD on screen to look at deltas etc.

RULEBOOK:

- 2.4.1** Before rejoining the track (especially from a stationary or slow position), all drivers must ensure that there are no other cars approaching that could potentially collide with them.
- 2.4.2** All drivers must rejoin the track safely, and without interfering with the race or other drivers. This may involve waiting until there is a clear gap in the traffic, or rejoining at a point where there is enough space for other cars to safely avoid them.
- 2.4.3** If you have been pushed slightly wide off the circuit and have full control of your car, are still at race pace with those around you and able to rejoin the track safely, you are allowed this opportunity.
- 2.4.4** All drivers should be paying attention to all circumstances within the race and do their best to avoid collisions where possible.
- 2.4.5** Moving off the racing line to intentionally crowd the edge of the track to prevent another car coming back onto the circuit is not allowed.

2.5 HOLDING YOUR BRAKES

If you have been involved in an incident and/or have lost control of your car, you must make all effort to try and prevent your car causing further damage to other competitors by preventing your car rolling across the racing line or moving across the track to make it a little easier for drivers to try and avoid your car.

RULEBOOK:

- 2.5.1** When/if you have lost control of your car (whether your fault or not) all effort must be made to stop your car from veering across the track or rolling back onto the track, by applying the brakes to stop your car from moving.
- 2.5.2** If no effort and/or brakes are applied and this ends up causing your car to make contact with another competitor, you will incur a significant penalty.
- 2.5.3** In some scenarios, not applying brakes and allowing your car to naturally spin or roll off track is safer and quicker to get your car out of harm's way. This will be taken into account when stewards assess any incident.

2.6 UNSPORTSMANLIKE CONDUCT

RULEBOOK:

- 2.6.1 Flashing of lights is prohibited unless you are alerting blue flag traffic (one flash per lap allowed).
- 2.6.2 If it is a night race, your headlights must be on at all times. It is recommended to use the automatic headlights and rain light features within the game.
- 2.6.3 Reversing is only allowed if it is the only way to recover your car after making contact with a wall/barrier. Any unnecessary reversing on track is strictly prohibited.
- 2.6.4 Any driving in the wrong direction deliberately will result in a disqualification.
- 2.6.5 If needing to teleport to the pits, all drivers must park in a safe position (on the side of the track furthest from the racing line).
- 2.6.6 In-game chat is not to be used at any stage. All communication should be done via Discord voice or chat.
- 2.6.7 No improper use of Discord is allowed, this includes abuse, excessive use of voice chat etc.

2.7 POST-RACE / QUALIFYING

RULEBOOK:

- 2.7.1 Please make sure you pull over to the side of the track in a safe manner, before returning to pits.
- 2.7.2 At the conclusion of any session, you must not make contact with another car, either recklessly or intentionally for any reason.

3. RIGHTS TO A CORNER

One of the most important rules to understand on track is who has the rights to a corner when battling with another car(s).

This means knowing and understanding which car entering a corner has the right to take their desired line, who must leave space (sometimes all involved) and who should be yielding to make sure that the corner is taken safely and successfully by all cars involved.

Different motorsports have different rulings surrounding this, so make sure you are fully aware of what is required of you and what rules we have in place in sim racing.

3.1 CORNER ENTRY

This refers to the point at which a driver begins to turn into a corner, typically while braking and downshifting to a lower gear. It is the first stage of a corner and sets the foundation for the driver's trajectory through the turn and their exit speed onto the next straight or corner

RULEBOOK:

3.1.1 A defending car has the right to take any line into a corner if there is no overlap with another car before entering the braking zone, as long as they haven't already made a defensive move prior to the corner - in that case, they must not change direction and they must take the current line into the corner.

3.1.2 Once they enter the braking zone, the defending car must keep a natural and consistent line into the corner and not move back across or change to an unnatural line in order to defend from a car behind.

3.1.3 If the defending car reaches the turn in point and has commenced their turn in and there is no overlap deemed to be in "side by side position" (Refer Rule 3.1.4), they have the right to the corner and the attacker car must yield/back-out of the move.

3.1.4 Side by side position is deemed to be in play when the attacking car has their nose in front of the defending cars rear wheels, before the turn in point.

3.1.5 If you are making a late lunge under brakes, you need to make sure you can reach side by side position before this point and still be able to make the corner - meaning you are able to successfully slow your car up enough to not collide with the other car trying to make the corner and leave them racing room to be able to take the corner.

3.1.6 If the cars are in side by side position at turn in, racing room (a car width) must be left during the corner to allow both competitors to successfully make the corner.

3.2 CORNER EXIT

This refers to the point at which a vehicle has completed the turn in phase of the corner and is starting to open their steering and beginning to accelerate out of the corner towards the outside apex.

RULEBOOK:

3.2.1 If the driver on the inside is behind at corner exit or is in side by side position (refer 3.1.3), they must leave space for the driver on the outside (at least 1 car width on track not including the apex/apron).

3.2.2 If the driver on the inside is ahead at corner exit and isn't in side by side position (refer 3.1.3), they are not required to leave this space and the car behind should be yielding/backing out.

3.3 MOVING UNDER BRAKES

"Moving Under Brakes" (MUB) is a term used in motorsport to describe a situation where a driver moves their car under braking, in an attempt to defend or attack a position. Sudden changes of direction just before or within the braking zone are considered extremely dangerous, as they can leave the attacking driver nowhere to go.

The braking zone is an area where one would expect a car to brake for the corner. This is not a set point as it varies based on cars, track congestion, weather, damage, situation of race. All of these are taken into account for any decision relating to the braking zone.

RULEBOOK:

3.3.1 When entering into a braking zone, you must be predictable, consistent and consider all of the cars and conditions around you.

3.3.2 Any movement/changing of direction into the braking zone deemed unsafe that results in unavoidable contact or evasive action taken by another car behind will incur a penalty.

3.3.3 If you are defending on the inside line as you enter the braking zone and the attacking car is taking the outside line and has space in front of them, you must allow them that space to brake into.

3.3.4 The same rule applies in the opposite scenario, where the attacking car is making the move on the inside, they cannot move across in or near the braking zone, they must allow that space on the outside for the defending car to brake into.

3.4 "DIVE BOMBS"

A "dive bomb" refers to an overtaking manoeuvre in which a trailing driver aggressively enters a corner and brakes much later than the leading driver, often resulting in the trailing driver carrying excessive speed into the turn and making contact with the leading driver or running off the track.

The term "dive bomb" suggests that the trailing driver is taking a reckless or overly aggressive approach to the corner, essentially diving into the turn with little regard for the safety of themselves or their competitors. This type of manoeuvre is often seen as dangerous and unsportsmanlike, as it can result in collisions or cause the leading driver to lose position on the track.

RULEBOOK:

3.4.1 "Dive bombing" is strictly prohibited under any circumstances and will incur a heavy penalty for any contact resulting from the move, either deliberately or accidentally.

3.4.2 Drivers can still incur a penalty if the car ahead has had to take evasive action to avoid contact from a car who commits a "dive bomb", again either deliberately or accidentally.

3.5 "STICKING THE NOSE IN"

The term "sticking their nose in" generally refers to a driver attempting to make an overtaking manoeuvre by positioning their car alongside another car, often on the inside of a turn, to force the leading driver to yield or risk contact.

This tactic is often used by aggressive drivers who are trying to gain position quickly or make up ground on competitors. However, it can be risky, as the leading driver may not see the trailing driver and can make contact, leading to a crash or other penalties.

RULEBOOK:

3.5.1 Attacking cars should be avoiding "sticking their nose in" on the inside of a corner if the car ahead has the rights to the corner at turn in (they must be in side by side position, refer to rule 3.1.4), this includes if they need to take evasive action to prevent contact. Both scenarios can result in a penalty. .

4. FLAG RULES

4.1 BLUE FLAG

Blue flag rules in motorsport are used to indicate to a slower driver and/or a driver that is a lap down that a faster driver and/or a driver who is a lap ahead, is approaching from behind and has the right to pass.

RULEBOOK:

4.1.1 A car will be shown a blue flag when a car behind (who is a lap ahead) is within 1 second. When this is first shown is when you are officially blue flagged.

4.1.2 Once you are shown the blue flag, you must move out of the way as soon as it is safe to do so by moving off the racing line. This can be on a straight, before a braking zone, after a corner etc.

4.1.3 You should be allowing the car to pass at the earliest safe opportunity to do so.

4.1.4 Blue flagged cars must not impede the progress of the car behind. This means the driver must not make any sudden moves or block/defend the car behind's path.

4.1.5 Both the blue flagged car and the car behind must be predictable with their movements on track at all times and any overtake must be attempted in a safe manner.

4.1.6 Any overtake must be attempted in a safe and respectful manner. Consideration must be made to where on circuit the overtake is being attempted.

4.1.7 If the blue flagged car is in a battle for position with another car, they both must still be aware of the blue flags and when safe to do so, let the car behind through. In this case, the car behind must take this into account and wait for a safe opportunity to overtake.

4.2 UNLAPPING ETIQUETTE

If you believe you are in a faster car or are considerably faster than the driver ahead due to any circumstance during the race that has put you in a position to be blue flagged, you are allowed the opportunity to unlap yourself.

RULEBOOK:

4.2.1 Only if you are faster than the car ahead of you, as per 4.2.3, you may consider unlapping yourself.

4.2.2 You must only attempt to pass the car as per the usual overtaking rules within this Sporting Code.

4.2.3 You will be allowed 2 laps maximum to try and extend your gap to the car you overtake outside the blue flag gap of 1 second. If you are unable to extend the gap and are still within 1 second to the car behind, you must give back the position.

4.2.4 You are only allowed one opportunity to achieve this with the other car.

4.2.5 All drivers and cars need to be aware of who is around them, what pace they are setting and any potential scenario where it's beneficial to you to just let them unlap themselves.

4.3 YELLOW FLAG

In motorsport, "yellow flags" are used to indicate that caution is required on the track due to a potentially hazardous situation. When a yellow flag is shown, drivers are required to slow down and exercise caution while passing through the affected area of the track.

RULEBOOK:

4.3.1 When you are approaching yellow flags, you must make an effort to enter with caution to avoid any incident/obstacle ahead.

4.3.2 You must not make an overtake where avoidable during yellow flags. If a car is off track, or has spun or is stationary, you may pass only if safe to do so.

4.3.3 Overtaking other cars who have slowed safely to avoid the yellow flag incident is strictly forbidden, if you have found yourself having done so - you will need to redress the position at the earliest and safest convenience to avoid a penalty.

4.3.4 Completely ignoring yellow flags may result in a penalty at the discretion of the Stewards.

4.4 BLACK AND ORANGE FLAG

In motorsport, the black flag is used to signal to a driver that they must immediately exit the track and return to the pits. This can be for a variety of reasons, such as a safety violation, unsportsmanlike conduct, or a technical problem with the car that needs to be addressed.

In the instance of sim racing - it's waved to signal that the car needs to be repaired and is in an unsafe condition to be on track.

RULEBOOK:

4.4.1 If your car is unsafe to drive and can cause further incidents on track, do not attempt to drive it to the pits. Please make sure you have pulled over on the side of the track safely, and return to pits.

5. PROCEDURES

5.1 PRACTICE SESSIONS

Practice sessions are held prior to Qualifying and gives competitors the opportunity to prepare for the upcoming event/round. These sessions vary in length, please make sure to check the settings for the upcoming round on Discord.

RULEBOOK:

5.1.1 Competitors competing in the upcoming round should make every effort to join the server during this practice session window to make sure they are ready for Qualifying.

5.1.2 Respect and awareness should be shown to all those on track to avoid unnecessary contact with another competitor.

5.1.3 If you're on an out lap or cooldown lap, you must show courtesy and awareness to those who might be on hot lap or push lap.

5.1.4 Deliberately cutting the track or speeding through the pits is not allowed. If caught, you run the risk of being disqualified from qualifying and/or the round.

5.1.5 All competitors during the practice session must join the official Discord voice channel in preparation for the round, and to make sure that they can hear any instructions by the Race Director.

5.2 QUALIFYING

Qualifying sessions set the grid for the upcoming race and vary in length, please make sure to check the settings for the upcoming round on Discord.

There are several strict rules when it comes to Qualifying and breaking these rules can result in grid penalties, disqualification from the Qualifying session and/or the round.

RULEBOOK:

5.2.1 Competitors should attempt to leave a reasonable distance to the car ahead to make sure they do not impede the driver ahead.

5.2.2 Lap invalidations by the game are official, and will not be reversed or altered.

5.2.3 There is to be no overtaking of drivers who are on a valid lap, they have the right to attempt to set lap times during a valid lap.

5.2.4 You may let another car past on the initial out lap if safe to do so and if you clearly show this intention by moving off the racing line safely and slowing slightly.

5.2.5 If you are on an out lap or an in lap - please be aware and respectful to those on track who might be currently on a valid hot lap. Please make sure you are off the racing line and not weaving, to allow them a fair run at completing their qualification.

5.2.6 Drivers also on their out lap/hot lap/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.

5.2.7 The pit exit rule for Qualifying is different to all other sessions. Those exiting pits must be aware if a car is on a current hot lap and if so, wait before they leave the pit lane or make sure they are not on the racing line - still making sure to obey all other pit exit rules.

5.2.8 Speeding in the pit lane is prohibited. If caught speeding in the pit lane, this can warrant you a grid penalty for the next race.

5.3 COUNTDOWN

The countdown & formation lap gives the Race Director, Steward and Competitors an opportunity to do any final changes and preparations for the upcoming race.

This includes any grid changes that might need to be made for whatever reason.

RULEBOOK:

5.3.1 Make sure you click ready prior to the countdown timer reaching 0. Failing to do so will mean you start from the pit lane. This will not be reversed.

5.3.2 This is your final opportunity to make sure you have loaded your setup, set your fuel and tyres and are ready to race.

5.4 FORMATION LAP (SINGLE FILE PHASE)

RULEBOOK:

5.4.1 Some OOR events will feature a Safety Car. If there is a Safety Car, the Race Director will indicate to all drivers to hold on grid until the SC is ahead of the field, and from there - the formation lap will begin behind the safety car.

5.4.2 If there is no Safety Car, the driver in P1 will set the pace for the formation lap.

5.4.3 The initial phase of the formation lap will be single file, with max pace of 100km/h, unless indicated otherwise by the Race Director.

5.4.4 During the formation lap, all cars are ghosted. This should not be abused, competitors should avoid driving through other vehicles during the formation lap.

5.4.5 If you lose control of your car during the formation lap but can continue (no major damage), you will be given the opportunity to redress to your qualifying position. If you lose control just before

or during the double file phase - you will need to start from the back of the grid, at the discretion of the Race Director.

5.5 FORMATION LAP (DOUBLE FILE PHASE)

RULEBOOK:

5.5.1 The Race Director will indicate when it is time to go into double file to prepare for race start.

5.5.2 Max speed by the Safety Car and/or the front row (P1 & P2) is now 80km/h.

5.5.3 All cars must be within 1-2 car lengths of the car ahead during this phase and prior to lights going green.

5.5.4 Drivers (except those in P1 and P2) may exceed 80km/h during the initial double file phase in order to get close to the car ahead if they have fallen back. But must be done early in order to make sure the grid is set before the preparation for green flags.

5.5.5 Any car exceeding 80km/h once the green flags have been waved, will receive a 10 Second Penalty for speeding at race start.

5.5.6 If you are further than 2 car lengths back at green flags, you will receive a 10 Second Penalty for being out of position at race start.

5.5.7 All cars need to make sure they are lined up in two columns, in line with the painted grid boxes on the grid.

5.6 SAFETY CAR

If there is a Safety Car called, the Race Director will announce this over voice communications and the Safety Car will exit the pits.

There are 3 Phases of the Safety Car.

Pick-Up Field Phase

- This is the initial phase of the SC when it is called by the Race Director.
- When called, all cars are to slow safely to 100 km/h and remain in their current positions.
- The SC will head out to T1/T2 to collect the lead car as they begin the upcoming lap.
- Strictly no overtaking under all phases of the SC. If you crash or spin during the SC, you will need to resume in the position you re-enter (safely) the track/lap. The Race Director may be able to reinstate your position if something unforeseen takes place to drop your position.
- You may decide to pit during this phase, or stay out on track.
- The car that crosses the line on track(not in pits) in P1 is deemed to be the lead car and this is the car the SC will pick up and begin the next phase.

Lapping Phase

- Once the lead car has been collected, the SC will continue around the circuit whilst the remaining cars bunch up behind in single file.
- The SC will remain at 80 km/h during this phase.
- If you pit during this phase, the SC will not wait for you to bunch up.
- You are allowed to warm tyres and brakes during this phase, but again, you must do so safely.
- The length of time for this phase is at the discretion of the Race Director, but usually lasts until the last allowed car to bunch up has done so.

Coming-In Phase

- Once the field has been bunched up or it's predicted to have bunched up by the end of the lap, the Race Director will announce that the SC is coming in this lap.
- The SC will pick up the pace slightly to 100 km/h and peel away in Sector 3.
- Once the announcement is made that the SC is peeling away, the lead car has control of the field.
- On the circuit map we have (on Discord), you will see a blue line, this line is the earliest you are able to "resume racing" and the latest you can resume racing is the start/finish line.
- Your movements and pedal inputs must not be erratic or dangerous. Slamming on your brakes during this phase is dangerous and you will incur a penalty for dangerous driving.
- Once the leader crosses the start finish line, the race is green. There is to be no overtaking prior to the start/finish line, so make sure you allow yourself ample space and time to attack and defend and not get yourself caught out.

RULEBOOK:

5.6.1 If the Safety Car is called mid-race (after the completion of lap 1) the same procedure applies. The Safety Car will leave the pits and pick up the lead car the following lap.

5.6.2 All race starts after a Safety Car (the Coming-In Phase) will be single file and there is to be no overtaking until after the start/finish line once the race resumes.

5.6.3 The Safety Car can be called at any stage of the race, which is purely at the discretion of the Race Director.

Examples of a cause to bring out a Safety Car:

- 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.

5.6.4 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.

5.6.5 The length of time a Safety Car can remain out can vary and is up to the discretion of the Race Director. Please refer above to the phases of the Safety Car. The Lapping Phase is the phase which can be extended.

5.6.6 Pitting is allowed under the Safety Car. You may repair all damage, change tyres and refuel.

5.6.7 If there is a mandatory stop and the pit window is closed, you can change tyres.

5.6.8 If there is a mandatory stop and the pit window is open, and you have already served your mandatory stop, you can change tyres.

5.6.9 If there is a mandatory stop and the pit window is open, but you haven't served your mandatory stop - you cannot change tyres, doing so removes your mandatory stop and you will incur a SG30.

5.6 VIRTUAL SAFETY CAR

During any race session a Virtual Safety Car may be called instead of a full Safety Car.

These are usually for a shorter length of time and the race can sometimes resume at any part of the circuit, rather than just the start/finish line.

RULEBOOK:

5.6.1 If a Virtual Safety Car is called during the race, the Race Director will inform all competitors over voice chat.

5.6.2 The lead car (driver in P1) will set the pace (80km/h) with all other competitors to bunch up in single file behind them.

5.6.3 The length of time a Virtual Safety Car can remain out can vary and is up to the discretion of the Race Director.

5.6.4 The Race Director will indicate to the competitors when the VSC is ending and from this point the driver in P1 will have control of the field and when they resume race pace, is when the VSC has officially ended.

5.6.5 If the Race Director has indicated that the race will resume at the beginning of a new lap, there is to be no overtaking until after the start/finish line.

6. PENALTIES

6.1 PENALTY ADJUDICATION

RULEBOOK:

6.1.1 Infractions of the Sporting Code will result in penalties that may be applied either during or after the race.

6.1.2 Penalties may be applied to any competitor who fails to comply with the Sporting Code.

6.1.3 The stewards may impose any of the penalties below, depending on the severity of the offence committed:

- a) Reprimand;
- b) Time penalty;
- c) Drive through or Stop Go penalty;
- d) Grid penalty;
- e) Disqualification;
- f) Suspension;
- g) Exclusion

6.1.4 No two incidents are identical, and each scenario will be assessed on its own merits. The stewards may choose to impose a penalty outside of the standard penalties listed above if they deem it necessary to maintain safety and fairness on the track.

6.1.5 The stewards will notify the driver and/or team of any penalties incurred as soon as possible after the incident has occurred (where possible). The driver and/or team have the right to appeal the decision within a specified time frame as outlined in the Sporting Code.

6.1.6 Penalties may be imposed during the race, after the race, or before the next race. The stewards may also choose to impose a penalty retroactively if new evidence comes to light after the race has concluded.

6.1.7 The stewards may consider a competitor's history of penalties when determining the appropriate penalty for a new offence. If a competitor repeatedly commits the same offence, the stewards may impose a more severe penalty.

6.1.8 If a driver or team receives multiple penalties throughout the season, the stewards may choose to impose additional penalties, including but not limited to a suspension, disqualification from the championship, or exclusion from future races.

6.1.9 The specific penalties for each offence are outlined in the Sporting Code. However, the stewards reserve the right to impose a penalty outside of the standard penalties if they deem it necessary.

6.1.10 Penalties enforced by the game includes, but is not limited to:

- a) Track limits
- b) Speeding in pit lane

- c) Game issued disqualifications for failing to serve a Drive-Through or Stop-Go penalty.

6.1.11 Penalties enforced by stewards includes, but is not limited to:

- a) Race start procedure
b) Collisions
c) Conduct

6.2 PENALTIES FOR ON TRACK INCIDENTS

The stewards may apply one of the following penalties depending on the severity of the incident:

- Minor: A time penalty of 5, 10 or 15 seconds for a minor incident.
- Moderate: A drive-through penalty for a significant incident.
- Severe: A stop-go penalty or disqualification for a dangerous or extremely serious incident.

Please note that the severity of each incident is assessed on its own merits, and the stewards have the discretion to increase or decrease the severity of the penalty based on the circumstances.

We will further expand on certain penalty types and what to expect over the coming months.

7. PROTESTS

Participants have the opportunity to lodge a protest for any incident that might have been missed during the race or for a penalty they might have received that they strongly believe might be incorrect.

To lodge a protest, please head to the **PROTESTS** channel within Discord and follow the included instructions in order to lodge a post-race protest.

The format required is:

- Split: Eg. AP Yellow, EU Blue, NA Red
- Round #:
- Race #:
- Car #:
- Opponent car(s) #:
- Lap #:
- Turn #:
- Short description of the incident:
- Video evidence link: Please present this as a viewable uploaded link.

7.1.1 Protests can only be lodged from 3 hours after the race has concluded, up to 48 hours after the race has concluded. The messages will be time stamped by the Discord server confirming the time of the Protest. Any lodged protest not sent within this timeframe will be dismissed.

7.1.2 Protests sent in the wrong format or if the lodged protest is incomplete will be discarded by the Stewards regardless of the adequacy of their content.

7.1.3 Participants misusing the Protests channel by sending spurious reports and/or calling out other drivers will result in a penalty or even disqualification from the event/series.

7.1.4 If the Protest Team feels it necessary, we will endeavour to contact the competitor in regards to the outcome of your protest two days prior to the commencement of the next round. Competitors should be aware that not all protests will require communication from the stewarding team.

8. PENALTY POINTS

The OOR Penalty Point system is designed to encourage all drivers to work hard on their race craft and on-track behaviour whilst making all drivers accountable for their actions on track.

Any driver that receives a penalty during the season will also have this penalty converted to a Penalty Point.

All drivers start the season with 0 Penalty Points (this is subject to change in the future)

Penalty Point - Penalty Values:

- 5 Second Time Penalty - 0 Points (Minor Indiscretion)
- 10 Second Time Penalty - 1 Point
- 15 Second Time Penalty - 2 Points
- Drive Through - 3 Points
- Stop Go 10 - 4 Points
- Stop Go 20 - 5 Points
- Stop Go 30 - 6 Points

8.1.1 Penalties issued by the Race Director or Stewards during an official session will lead to the accumulation of Penalty Points (PP).

8.1.2 If a driver accumulates 8 or more Penalty Points during any race, they will receive a DSQ for that round and will not receive any championship points.

8.1.3 Every 8 Penalty Points a driver accumulates during a season, the driver will receive a Qualifying Ban for the next round they are able to enter.

8.1.4 If a driver accumulates 24 Penalty Points during a season, they will be removed from the remainder of the series.

8.1.5 Track limit penalties & pit lane speeding penalties issued by the game itself are not included in the Penalty Point system unless the Race Director feels it necessary to duplicate the warning or penalty to make it count towards a drivers Penalty Points.