



SPORTING REGULATIONS

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Clarifications

It should be noted that, while the organization will attempt to avoid modifying these regulations, it reserves the right to modify any of the definitions and rules described here, always with the primary objective of enhancing the competition, participants' experience, and/or clarifying ambiguities or other concepts initially not included.

The first lap of each race will be more lenient with contact incidents, as long as they are clearly race incidents without significant consequences for any affected driver.

Definitions

These are the standard definitions upon which the following rules regarding incidents and sanctions are based. The definitions stated here will be considered as the standard by the relevant sanctioning team when evaluating events and imposing penalties. The failure to read and/or ignorance on the part of any participant or team does not exempt them from guilt in the event of receiving a sanction.

For further details on the fundamental principles of simracing that will be used to assess actions, please refer to the informational brochure.

[informative brochure](#).

Sanctioning team (Commissioners):

The sanctioning team for each race will be composed of impartial personnel completely unrelated to any championship participant.

Equipment:

A team is understood to be the set of competitors registered together who participate in the championship under a common name and the results of which will be computed for the classification of the team in question.

Delegate or team leader:

It will be an individual designated by the team (or by the subsidiary, if applicable) whose responsibility will be to represent their drivers before the organization. In other words, only the designated person is allowed to communicate with the organization regarding championship matters, including sanctions, claims, reviewing errors in the computation of rankings, etc.

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Ideally, the delegate should remain the same throughout the championship. However, if a change is necessary, the organization must be notified of the intention to make the change well in advance, and never within 24 hours prior to the race.

ARTICLE 0: RESPONSIBILITIES OF DRIVERS AND TEAMS

0.1. Driver Responsibilities:

0.1.1. Knowledge of the Regulations:

Drivers must read this regulation and other informational documents and brochures. Not reading them does not exempt the driver from their responsibility to comply with the established rules and regulations.

0.1.2. Proper Connection and Hardware:

Drivers must maintain a proper connection and ensure their hardware is in good working condition to guarantee predictable car behavior on the track and avoid harming other drivers due to intermittent or lack of vehicle control.

0.1.3. Punctuality:

Drivers must connect to the sessions with a sufficient margin of time to guarantee their participation.

0.1.4. Communication of Claims:

Drivers must notify their team or delegate of their intention to make a claim.

0.1.5. Sportsmanship:

Drivers must behave with respect and sportsmanship both on and off the track, respecting other competitors and officials.

0.1.6. Problem Reports:

Drivers must report any technical problems, incidents on the track, or irregularities they encounter to their team or delegate.

0.1.7. Respect for Decisions of Officials:

Drivers must respect and abide by the decisions of the race officials, judges, and other personnel of the organization. Any disagreement must be presented respectfully and through the proper channels, complying with the pertinent regulations detailed later in this document.

0.1.8. Appropriate Use of Communications:

Drivers must use the championship communication channels responsibly. Abusive language, threats, harassment, or any other inappropriate behavior will not be tolerated.

0.1.9. Account Data Protection:

Drivers are responsible for the security of their own accounts and must take steps to protect their login information.

0.1.10. Practice and Preparation:

Drivers must ensure that they are adequately prepared for each race, including knowing the track, race conditions, and having practiced sufficiently.

0.2. Responsibilities of Teams and Delegates:

0.2.1. Familiarity with the Regulations:

Teams and delegates must read these regulations and other informational documents and brochures. Not reading them does not exempt the team and its members from their responsibility.

0.2.2. Team Management:

Teams must ensure the conduct of their drivers in relation to the organization and other members of the championship.

0.2.3. Representation of the Drivers:

Teams must represent the interests of their drivers regarding reports and claims. Only the team leader or designated delegate for the race will be authorized to communicate with the organization in the permitted scenarios.

0.2.4. Coordination and Communication:

Teams and delegates are responsible for coordinating their drivers, resolving internal conflicts, and maintaining open and constructive communication with the organization.

0.2.5. Problem Resolution:

Teams and delegates must actively collaborate with the organization to resolve issues and improve the quality of the championship.

0.2.6. Championship Promotion:

Teams must contribute to the promotion of the championship, which includes sharing information, participating in promotional events, and presenting a positive image of the championship.

0.2.7. Compliance with Sanctions:

Teams must ensure that any penalties imposed on one of their drivers are carried out in accordance with the organization's instructions.

0.2.8. Team Roster Maintenance:

Teams must keep the list of drivers and team personnel updated and communicate any changes to the organization.

ARTICLE 1: ORGANIZATION OF THE CHAMPIONSHIP

1.1. Championship Structure:

The championship consists of six (6) or eight (8) events/dates.

1.2. Competition Categories:

The championship will be divided in categories for divisions.

1.3. Race Schedule:

The races will be held over the course of two (2) weeks.

1.4. Driver Participation:

Each driver may participate in a maximum of four (4) races.

1.5. Divisions:

The championship will be structured into divisions between twelve (12) teams or (16) teams. A total of three (3) divisions are anticipated.

1.6. Implementation of the Safety Car:

A Safety Car will be manually introduced by the stewards:

- When an accident occurs that causes a significant loss of time to a considerable group of drivers.
- When there are several cars in the middle of the track and any vehicle is adversely affected by it.

Disclaimer: All Safety Car decisions are evaluated by stewards in real-time and cannot be contested to the organization under any circumstances.

1.7. Schedules:

The schedule for the open qualifiers will be at 21:50. The races will start at 22:15. They will take place on Tuesday and Thursday of each week, alternating the divisions as specified below:

- Tuesday, Week 1: Honor Division

European Master Series

- Tuesday, Week 2: Gold Division
- Thursday, Week 2: Silver Division

SCHEDULE

HONOR DIVISION

SEASON 2

#EMS

TRACK TITAN

WWW.EUROPEANSERIES.COM

HONOR 2024

SCHEDULE

GOLD DIVISION

SEASON 2

2024

GOLD

TRACK TITAN

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#EMS



1.8. Pre-Qualification:

1.8.1. Objective:

The Pre-Qualification consists of two qualifying sessions aimed at assessing the skill level of each team and assigning them to the appropriate division. This phase of the championship is crucial to ensure fair and balanced competition throughout the championship.

1.8.2. Process:

Each team must participate in both pre-qualification sessions with a different driver. The sessions will be conducted under conditions specified by the organization.

Each session will use GT3 Class and F3 cars.

Both qualifying sessions will be held at Okayama International Raceway-Full Course.

The final result will be determined by averaging the best lap time recorded by each team's drivers in these sessions.

1.8.3. Pre-Qualification Format:

	PREQ CONDITIONS
CIRCUIT	Okayama - Full Course
SKY	Partly cloudy
WEATHER	82 F, 46% Humidity- Speed Wind 4 MPH SO
TRACK	Initial state of the track: 100% - Remove dirt from the track: NO
IN IRACING	18/02/2024 - 16:00
CARS	Class GT3 - Dallara F3
HOST INFO	Duration 2H - Starting 22:00H - End 00:00H - Day 18/02/2024

The competitions will be governed by the "Lone Qualifier" format, in which each driver will have the opportunity to complete a maximum of 4 laps around the circuit. The Open Setup will be allowed, permitting open and customized adjustments. It is imperative that each driver participates in only one of the two available categories; a single driver from a team competing in both categories will not be permitted. To determine the pre-qualification results, the average of the fastest laps recorded by each competitor will be taken into account.

1.8.4. Mandatory status:

Participation in the pre-qualification is mandatory for all teams, with both sessions requiring a different driver for each session.

1.8.5. Affiliated Teams:

Affiliate teams will not be assigned to a division where main franchise teams are located.

1.8.6. Pre-Qualification Results:

The results of the pre-qualification will be published before the start of the championship, along with the assignment of teams to their respective divisions. Teams will have a specified period of time to file appeals if they believe the assignment is unfair.

1.8.7. Division Change:

Once the championship has started, division changes will not be allowed, except in exceptional circumstances and at the discretion of the organization.

1.9. Promotion and Relegation:

There will be a system of promotion and relegation between divisions at the end of each season. The top 3 performing teams may be promoted to a higher division, while the bottom 3 performing teams may be relegated to a lower division. However, affiliated teams will not be able to promote to divisions where main franchise teams are located. The fourth and ninth-placed teams will enter the playoffs for promotion and relegation, respectively.

Equipment	Score
Team 1	Promotion
Team 2	Promotion
Team 3	Promotion
Team 4	PreQ Playoff
Team 5	Keep Spot
Team 6	Keep Spot
Team 7	Keep Spot
Team 8	Keep Spot
Team 9	PreQ Playoff
Team 10	Relegation
Team 11	Relegation
Team 12	Relegation

1.10. Playoff system:

1.10.1. Description:

At the conclusion of the regular season, a Playoff system will be implemented to determine promotion and relegation between divisions. The teams listed in the table will participate in the playoffs, providing an equal opportunity for promotion or remaining in their current division.

1.10.2. PreQ Playoff:

The Playoffs will consist of participating in the PreQ of the next split, making the best average of the two times will win the Playoff. The times marked in that session, in case of beating new teams seeking a place in EMS, may be used to distribute places.

1.10.3. Playoff Results:

The winning team of the playoffs, whether from the upper or lower division, will secure their place in the upper division for the following season. Conversely, the losing team will compete in the lower division in the next season, in case of not beating the rest of the teams of the PreQ.

1.10.4. Communication of Results:

The playoff results and changes in division composition will be announced prior to the start of the new season, allowing teams ample time to prepare.

ARTICLE 2: RACES FORMAT

2.1. Calendar:

📅 Calendar EMS 2024 Split 1

2.2. For both formats:

- Open car configuration (setup).
- Open qualifying for 15 minutes.
- Incident Limit x12 DT x17 DQ

2.3. Specific Qualifying Rules:

2.3.1. No Towing:

Towing the car during qualifying is not allowed. Any attempt to tow the car during this time will result in the disqualification of the qualifying lap in question.

2.3.2. No Car Repairs:

Car repairs are not allowed during qualifying. Any attempt to repair the car will result in the disqualification of the qualifying lap in question.

2.3.3. Cooldown Lap Behavior:

During cooldown laps, drivers must maintain predictable and safe behavior and stay clear of drivers setting fast laps. Drivers on cooldown laps must not block or interfere with drivers attempting to set timed laps.

2.3.4. Elimination of Laps:

Drivers who experience significant incidents during a qualifying lap may have that lap removed from the records as in game rules apply Moderation Qualifying status

2.3.5. Anti-Hotlap & Crash:

Drivers who intentionally cause an accident after setting a fast lap (hotlap) will receive a penalty for their team in the next race or may have points deducted.

2.3.6. No Impeding:

Drivers must avoid impeding other drivers during their qualifying laps. Infringement of this rule may result in the loss of the best qualifying lap.

2.3.7. Behavior on Out Lap:

During the out lap, drivers must maintain predictable and safe behavior and provide sufficient space for drivers on their fast laps.

2.3.8. Overtaking on Fast Lap:

Overtaking is not allowed during a driver's fast lap in qualifying unless the driver ahead clearly gives way.

2.3.9. Setups:

Setups can be modified during qualifying to suit track conditions.

2.3.10. Driving on Grass:

Gaining a time advantage by driving off track limits, including on grass and gravel areas, is prohibited.

2.3.11 Towing extra rules

In the qualifying session, towing will be prohibited until 5 seconds after the last contact

2.4. Race-Specific Rules:

2.4.1. No Fast Repair:

The use of the fast repair option is not allowed during the race.

2.4.2. Communication during the Race:

Communication between drivers, both in writing and voice, is prohibited, as well as communication between team members and drivers from other teams.

2.4.3. Driving on Grass:

Gaining a time advantage by driving off track limits, including on grass and gravel areas, is prohibited.

2.4.4. Behavior on First Lap:

Drivers must exercise extra caution on the first lap of the race, especially in the first corner, where close proximity increases the likelihood of incidents. Significant incidents on the first lap may result in more severe penalties.

This includes:

2.4.4.1. Early Braking:

Drivers should be aware that other drivers may brake earlier than usual on the first lap and adjust their driving accordingly to avoid collisions.

2.4.4.2. Allow Sufficient Space:

Drivers must provide enough space for adjacent cars during the first few corners of the race.

2.4.4.3. Car Positioning:

Drivers should avoid putting their car in a compromising position in the first corner, such as being on the inside when there is insufficient space.

If the stewards consider that the behavior of the first lap is not appropriate, the sanctions for this type of incidents will be multiplied by 2x.

2.4.5. Positional Battle:

When drivers are engaged in a battle for position, they must adhere to the "one move rule," meaning a driver can only make one significant defensive move in response to an overtaking attempt. It is the responsibility of the overtaking driver to execute the maneuver safely, and the responsibility of the defending driver to provide enough space. Excessive defensive moves, such as:

2.4.5.1. Sudden and Unpredictable Changes of Direction:

A driver defending their position on the track must do so in a predictable manner and avoid sudden changes of direction.

2.4.5.2. Blocking on Straightaways:

A driver may not change direction to block a competitor on a high-speed straightaway. Changes of direction for defensive or attacking purposes can only be made once.

2.4.5.3. Late Defensive Braking:

A driver may not brake unusually late to prevent overtaking, as this may lead to a collision.

2.4.5.4. Returning to the Racing Line after a Defensive Move:

After executing a defensive move, the driver must safely and controllably return to the racing line.

2.4.5.5. Dangerous Maneuvers in Corners:

During overtaking maneuvers in corners, drivers must ensure that they do not force other competitors off the track. It is the responsibility of both drivers to ensure that all cars remain on the track.

2.4.6. Overtaking under Yellow Flag:

Overtaking is prohibited under yellow flag conditions unless a driver is clearly slowing down or experiencing significant issues. Violations of this rule may result in severe penalties.

Drivers must also:

2.4.6.1. Reduce Speed:

Reduce speed and be prepared to change direction in case an incident is obstructing the track.

2.4.6.2. Avoid Unnecessary Overtaking:

Do not take advantage of the yellow flag to overtake unless the driver in front is clearly slowing down or experiencing significant issues.

2.4.7. Pit Entry and Exit:

Drivers must follow the designated lines when entering and exiting the pits, yielding to cars on the track. Drivers must also adhere to the designated speed limit in the pit lane.

This includes:

2.4.7.1. Entry and Exit Lines:

Drivers must follow the marked lines when entering and exiting the pits.

2.4.7.2. Pit Lane Speed:

Drivers must comply with the posted speed limit in the pit lane at all times.

2.4.7.3. Track Priority:

Drivers exiting the pits must yield to cars on the track.

2.4.7.4. Use of Speed Limiter:

Drivers must activate the speed limiter when entering the pit lane to ensure they do not exceed the speed limit.

2.5. Use of special software for races (TrackTitan):

2.5.1. Mandatory Use:

All drivers must use TrackTitan telemetry software during all championship races. This software is essential to ensure a leveled and fair playing field for all competitors.

Before and after each race, random checks of the drivers' telemetry data will be carried out to ensure compliance with this rule.

Failure to comply with this rule (non-use of TrackTitan or software's data manipulation) will result in sanctions, which may include disqualification from the race, loss of points in the championship, or even exclusion from the championship.

2.5.2. Driver Identity Verification:

TrackTitan will be used as a tool to confirm the identity of each driver. This ensures that the registered driver is the one actually participating in the race, maintaining the integrity of the championship.

The use of TrackTitan helps prevent any fraudulent or non-regulatory behavior. The telemetry provided will be used to verify that all races are carried out according to established regulations.

By requiring the use of TrackTitan, an environment of transparency and trust is fostered among competitors, which contributes to a healthy sportsmanship and fair competition.

2.5.3. Incident Reviews:

In case of incidents on the track, TrackTitan telemetry data can be used as a reference to solve disputes and make fair decisions. Although it will still be mandatory to provide telemetry under threat of sanction to solve any incident. In addition to its verification function, TrackTitan offers drivers the opportunity to analyze their performance and learn from their telemetry data to improve in future races.

ARTICLE 3: POINTS ALLOCATION

3.1. Points System:

Points will be awarded based on finishing position in each race, following the standard championship structure.

Pole	5
FL	3
LL	1
+LL	2
1	50
2	40
3	32
4	26
5	22
6	20
7	18
8	16
9	14
10	12
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1
21	0
22	0
23	0
24	0

3.2. Extra points:

Extra points will be awarded for reaching certain milestones:

Milestone	Points
Pole position	5
Fastest Lap of the Race	3
Most laps led	2
Lead a complete lap	5
Finish a race with less than 5 incident	5

3.3. Points Eligibility:

All drivers who start a race will be eligible for points, regardless of whether they finish the race or not. However to score it will be necessary to complete 50% of the race laps.

3.4. Team Points:

The points earned by the drivers of a team will be combined to determine the team's score.

3.5. Points Tie:

In the event of a tie in the overall score, the driver or team with the most first-place finishes will be declared the winner. If the tie persists, second-place finishes will be considered, and so on; in case of still tied the first team to get the best placed result will be the tie winner.

3.6. Incomplete Races:

If a race cannot be completed for any reason, points will be awarded based on the positions at the time of the race interruption.

3.7. Scoring in Rescheduled Races:

If a race is rescheduled and some drivers are unable to participate on the new date, points will be awarded based on the rescheduled race, not the original race date.

3.8. Change of Race Format:

The organizers reserve the right to change the race format if necessary for the proper progression of the championship. Any changes will be communicated to all teams and drivers at least 15 days in advance.

3.9. Point Deduction:

The organizers reserve the right to deduct points as part of sanctions for misconduct or rule violations.

3.10. Withdrawal from the Competition:

If a driver or team withdraws from the competition before its completion, all accumulated points up to that point will remain in the standings, but no points will be awarded in the remaining races.

3.11. Changes in Points Allocation:

Any changes to the points allocation structure will be communicated to the teams and drivers at least one week prior to the next race.

3.12. Penalties and Points:

Penalties imposed by the organization will result in point deductions in the championship standings.

If a team receives 3 severe sanctions or 2 very severe sanctions, it will be investigated and evaluated to determine:

- Race ban.
- Qualifying ban.
- Driver ban.
- Retirement of all points scored and impossibility to score new points.
- Championship exclusion (Team).

ARTICLE 4: PENALTIES SYSTEM

4.1. Claim Process:

Drivers and teams have the right to file claims for actions they deem necessary. There is no limit to the number of claims, but each driver or team can only file a claim once for a specific action. Claims must be submitted within 24 hours after the race has ended.

In cases where the claimed situation is unclear or the sanctioning committee is unable to reach a definitive decision, a meeting may be called involving representatives of the parties involved to reach a fair solution that upholds fairness and respect, as desired in this championship. Participants will have a form where they can send these claims.

The nature and clarity of the reports will be monitored and the organization may limit a team due to misuse of the form.

4.2. Right of Appeal:

Each team has the right to submit one (1) appeal per championship if they believe an error has been made in the imposition of sanctions. If the sanctioning team rules in favor of the appealing team, the right to appeal for future races will be preserved. However, if the appeal is unsuccessful, this right will be forfeited for the remainder of the championship.

4.3. Types of Sanctions:

The sanctions will be issued by the commissioners and may consist of:

- Time penalty: 5, 15, 30 seconds added to the driver's final race time.
- Championship points deduction: minimum 5 points, increasing depending on the severity of the incident.
- Disqualification from the race.
- Prohibition of participation in the classification (Qualy) of the following race.
- Prohibition to participate in the next race.
- Position Penalty: Loss of one or more positions in the race in which the offense was committed.

4.4. Maintenance of Incident Points:

Incident points will not be cleared after crossing the finish line.

4.5. Towing Regulations:

If towing is necessary, it is mandatory to reach the pit lane after completing an additional lap at a reduced speed. Failure to comply with this rule will result in a time penalty. In the qualifying session, towing will be prohibited until 5 seconds after the last contact..

4.6. Hardware and Connection Responsibility:

Drivers are responsible for ensuring they have appropriate hardware and internet connection to participate in the championship without causing issues for others. If the organization detects a car with evident connection or control problems, it is within the organization's discretion to remove the driver from the track.

4.7. Respect and Sportsmanship:

Any lack of respect towards the organization or other participants will result in severe sanctions, at the discretion of the organization.

4.8. Violation Assessment:

Our sanction system aims to promote fairness, sportsmanship and fairness in the championship. To achieve this, three levels of seriousness have been established in relation to the infractions committed:

- **Minor Offense:** This category includes those minor offenses that, however, affect the dynamics of the competition. Penalties can range from adding time after the race to subtracting 5 championship points.
- **Moderate Violation:** This category includes medium severity offenses that can significantly alter the development of the race. The sanction in these cases can vary from the subtraction of 6 to 15 championship points.
- **Serious offense:** This severity level is reserved for very serious fouls that damage the integrity of the race. Sanctions may exceed the deduction of 15 championship points and may carry an additional sporting sanction, such as a reprimand or suspension.

The nature and severity of each infraction will be evaluated on a case-by-case basis by the sanctioning committee, and sanctions will be assigned according to the impact that the offense has had on the competition.

Below are some of the common situations and their possible sanction for reference:

	Example action	Sanction
1	Lateral contact resulting in loss of position for the other driver	Light
2	Hitting another car during an overtake exceeding the track limits	Light
3	Causing a collision by not respecting enough space in a defense maneuver	Light
4	Blocking or Impeding in Classification (Not repeated)	Light

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5	Using intimidation tactics, such as aggressive moves toward other driver	Light
6	Not using the pit lane correctly (taken into account: white lines, lanes and other marking elements in each iRacing circuit)	Light
7	Not respecting the fast lane of the pit lane	Light
8	Forcing another car off the track in an overtaking maneuver	Light-Moderate
9	Line change in braking zone causing a crash	Light-Moderate
10	Crash during the formation or warm-up lap (It will be checked if there is erratic driving by the leader of the test)	Light-Moderate
11	Slight rear blow in a curve that causes the hit car to spin	Moderate
12	Cause Collision in Exit Pit Lane	Moderate
13	Blocking or reiterative impeding on Qualifying.	Moderate
14	Returning to the track in an unsafe manner after an incident causing a crash	Moderate-Severe
15	Reckless overtaking maneuver ("divebomb") resulting in a crash	Moderate-Severe
16	Rear hit on a straight line that causes the hit car to spin	Moderate-Severe
17	Premature acceleration at the exit of a safety car	Moderate-Severe
18	Aggressive blocking causing a crash	Severe
19	Failing to slow down in yellow flag zone causing a crash	Severe
20	Ignoring blue flags causing a collision with a turning car	Severe
21	Collision with a stationary or extremely slow car on the track without justification	Severe
22	Causing a multiple accident (3 or more cars affected) by reckless driving	Severe
23	Not complying with mandatory repairs the first time you can enter the pits	Severe
24	Trying to get to the pit boxes with a car with obvious damage.	Severe
25	Coming out of the pits lapped and interfering in a competitor's race.	Very Severe
26	Trying to get to the pit boxes with a car with obvious damage and causing an incident or a crash.	Very Severe

ARTICLE 5: ADDITIONAL SITUATIONS

5.1. Race Cancellation or Postponement:

In the event that a race needs to be canceled or postponed due to technical reasons or circumstances beyond our control, a decision will be made based on the situation. The race may be rescheduled, declared void, or the result may be determined based on the status of the race at the time of cancellation.

This article will only be invoked in extreme cases of need or urgency.

5.2. Driver Availability:

Drivers declared must ensure their availability for all scheduled races. If a driver is unable to attend a race, they must inform the organizing committee at least 24 hours in advance. Repeated failure to participate in races may result in penalties or expulsion from the championship.

5.3. Unsportsmanlike Behavior:

Any unsportsmanlike attitude or behavior, both on and off the track, may lead to sanctions. This includes aggressive driving, intentional blocking, actions that endanger other drivers, name-calling, and harassment.

5.4. Team Change:

Once the championship has started, drivers cannot change teams without prior consent from the organizing committee.

5.5. Interaction with Race Leaders:

Drivers who are about to be lapped by the race leaders must work together to facilitate safe and smooth overtaking. Drivers are not expected to immediately or abruptly move off the racing line, but rather to maintain predictable driving and allow overtaking in a suitable spot on the track. It is important to avoid sudden maneuvers or parking the vehicle, as these actions can create unnecessary risks. Drivers must use good judgment and common sense in these situations to ensure the safety and integrity of the competition.

5.6. Observance of race signals and flags:

Drivers are required to respect all signals and race flags that are displayed during the course of the competition. These indications are vital to maintain order, safety and the integrity of the race:

- Yellow flag: Indicates a dangerous situation on the track, usually due to an accident or a stopped vehicle. Pilots should slow down and be prepared to change direction if necessary. Overtaking is prohibited in a yellow flag zone.
- Blue flag: A driver is shown being caught by another driver who is one lap ahead in the race. The driver who receives the blue flag must allow the fastest vehicle to pass him safely in the shortest possible time, avoiding sudden actions or abrupt stops.
- Red flag: Indicates that the race has been stopped, usually due to a serious dangerous situation. The drivers must reduce their speed and return to the pits following the instructions of the race direction. NOTE: this flag will only be used in exceptional situations to restart the race if possible. It will restart in a normal situation immediately prior to the causing situation. For example, if a driver causes an intentional accident in which several cars were damaged, the order of the restart will take into account the position of these cars prior to the accident.

Ignoring any race flag (**including black and orange must be served on the first lap possible**) or signal may result in penalties, which may include added time, loss of positions, disqualification from the race, or even a ban from future races, depending on the severity of the infraction. It is the responsibility of each driver to be aware of the race signals and flags and act in accordance with them.

The inability of the drivers to start and stop the march or carry out any maneuver when required by the race situations and/or race control may be sanctioned in the same way as it is an action that threatens the integrity of the race and for which drivers must be prepared and in full power to carry out at all times.

5.7. Handling accident situations and loss of position:

In the event of a dangerous situation or accident on the track, drivers are expected to respond in a safe and considerate manner, even if it results in a significant decrease in speed or a change in their racing line. This is crucial to prevent further accidents and ensure the safety of all competitors on the track.

If a driver is forced to slow down to avoid an accident and, as a result, loses one or more positions compared to another driver who was able to avoid the situation at a higher speed, the loss of position will be considered a natural consequence of the race and will not be subject to claims.

A driver who causes an incident under a yellow flag situation, both local and global, will be subject to more severe sanctions than those specified in this regulation for that type of incident.

5.8. Track Limits:

Drivers must keep at least one wheel within the track limits at all times, unless they are forced to leave the track for safety reasons. Drivers who consistently exceed track limits to gain an advantage may be penalized in addition to the in-game penalties.

5.9. Technical Assistance:

All drivers are expected to be able to handle minor technical issues on their own, such as problems with their hardware or software. If a driver is unable to participate in a race due to technical problems caused by their own hardware and/or connection equipment, they will not be compensated for the missed race.

5.10. Disputes Between Drivers:

Disputes that arise between drivers during a race or championship must be formally reported to the organizing committee. Drivers and teams are expected to act with integrity and sportsmanship in these situations, avoiding retaliation on the track and providing all necessary evidence to facilitate the resolution of the dispute.

The evidence provided may include, but is not limited to, video recordings, screenshots, telemetry logs, and third-party testimonials. It is important to note that all submitted evidence must be authentic, clear, complete, and not manipulated in any way. Submitting false or manipulated evidence, or intentionally omitting relevant information, is a serious act of misconduct that can result in severe penalties for the driver or team involved, including disqualification from the championship.

The organizing committee will evaluate all the evidence presented and make a decision based on the available information. Drivers and teams are obligated to accept and respect the decisions of the organizing committee.

5.11. Exploitation of Room Configuration Errors:

In the event of a configuration error in the race environment, such as the absence of a fuel limitation, drivers and teams are expected to act with integrity and fair play. Taking advantage of these errors to gain a competitive advantage is considered a serious violation of the championship rules.

Teams that discover a configuration error must immediately report it to the organizing committee. Teams or drivers are not allowed to intentionally benefit from such errors, and they are expected to adhere to the spirit of the rules instead.

If a team or driver is found to have exploited a configuration error to their advantage, the organizing committee may take disciplinary action, which could include race disqualification, loss of championship points, and/or a ban from participating in future races or the championship.

ARTICLE 6: SOFTWARE ERRORS AND UNREALISTIC SITUATIONS

6.1. Bugs y glitches:

Drivers must inform the organizing committee if they encounter bugs or glitches in the game that affect the races. If a driver intentionally benefits from a bug or glitch, they may be expelled from the competition and their team will be disqualified.

6.2. Connection Errors:

If a driver is disconnected from the game due to a connection error and cannot rejoin the race, it will be considered a technical withdrawal. No points will be awarded, and no compensation will be provided for connection errors.

6.3. Server Technical Issues:

In the event that the game server experiences problems that affect the race, such as lag or mass disconnections, the organizing committee may decide to restart the race or reschedule it for another day.

6.4. Game Updates:

If a major game update is released during the championship season, the organizers may choose to incorporate it or not into the championship. Details of the implementation will be discussed and communicated to all teams and drivers.

6.5. Game Physics Glitches:

If there is a significant glitch in the game physics that results in unrealistic behavior of the vehicles or the environment, the incident must be reported to the stewards immediately after the race. The organizing committee will make a decision on whether this incident affects the race results.

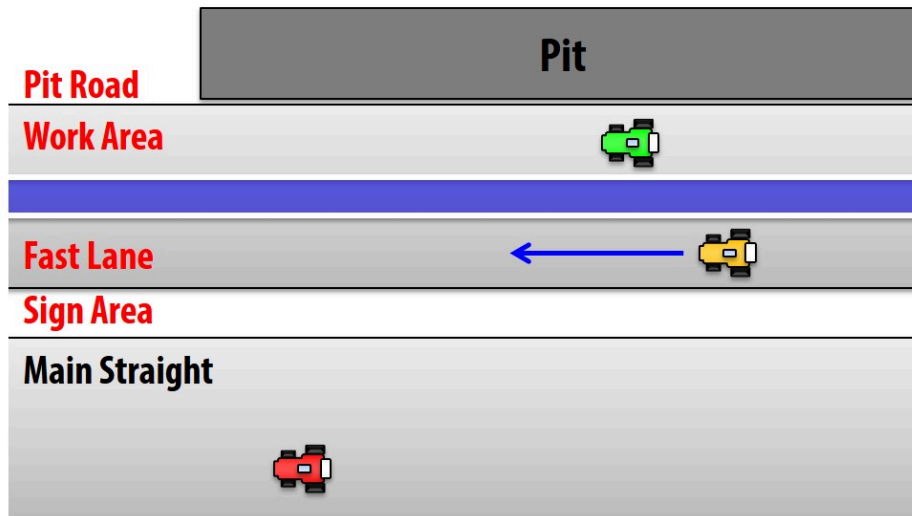
6.6. Rendering Errors and Graphical Problems:

Rendering errors, graphical glitches, or any other in-game visual inconsistencies are not grounds for pausing or canceling the race. Drivers must continue to compete to the best of their ability.

ARTICLE 7: CONDUCT DURING RACES

7.1. Pit Lane Entry:

Any unsafe entry (Not keeping 2 wheels within the marked lines on the track) or excessive speed or abnormally reduced speed (20% slower than the maximum speed allowed in the pitlane) will be sanctioned.



7.2. Use of the Fast Lane and Pit Stalls:

Drivers must remain in the fast lane of the pit lane until they reach their designated pit stall, and should only return to the fast lane when it is safe to do so. Drivers must not impede other drivers in their respective pit stalls. The car in the fast lane always has priority over the car exiting the pit stall.

7.3. Game manipulation:

Any form of game manipulation, such as the use of hacks, mods, or cheats, will result in immediate disqualification and may lead to expulsion from the championship.

7.4. Disrespectful Behavior:

Drivers must show respect towards their teammates, competitors, stewards, and organizers at all times. Any form of disrespectful behavior, including name-calling, harassment, or threats, may result in penalties.

7.5. Behavior in Practice Sessions:

Practice sessions are for the benefit of all drivers. Drivers must behave respectfully and avoid disrupting the practice of other drivers. Any behavior that is deemed detrimental to other drivers may result in penalties.

7.6. Race Information:

Drivers and teams are required to read all race information provided by the organizers, including event regulations, race-specific instructions, and any other details provided. Ignorance of the information will not be considered a valid excuse for non-compliance with the rules.

7.7. Race Recording:

Drivers are expected to save and maintain a record of their races. This can be done by recording a video of the race or by activating the iRacing telemetry option. These records may be requested by the organizers at any time to help resolve disputes. The organization must provide a reason for requesting the telemetry from the team, and it will be considered a violation if the organization has reasonable doubts about the incident in question.

7.8. Use of Team Colors and Logos:

Drivers must use their team colors and logos on their vehicles during the race. Any changes to colors or logos must be approved by the competition organizers in advance. The patterns required by the organization must also be respected.

ARTICLE 8: AWARDS

8.1. Recognition of Effort and Ability:

We highly appreciate the effort, dedication, and skill demonstrated by all participants throughout the championship. To acknowledge these important aspects, we have established an awards system that honors the achievements of the most exceptional drivers and teams.

8.2. Prize Structure:

The championship's prize distribution will be divided among the top competitors based on their final rankings. Detailed information regarding the prizes will be announced prior to the start of the season and may be subject to variations depending on factors such as the number of participants, sponsors, and available budget. Prize quantity will be announced on administrative rulebook

8.3. Awards Ceremony:

Upon the conclusion of the championship, an awards ceremony will be held to acknowledge and congratulate the winners. All participants are invited to attend this celebration, which will serve as a recognition of the victorious individuals and a show of gratitude to everyone who took part in the competition.

ARTICLE 9: SPORTSMANSHIP AND CONCLUSION

9.1. Sportsmanship and Enjoyment:

It is important for all drivers and teams to remember that the primary goal of the competition is to have fun and enjoy the excitement. Sportsmanship should always prevail, and all actions should be in line with the principles of fair and honorable competition.

9.2. Respect and Courtesy:

All participants are expected to show respect and courtesy to their fellow competitors, organizers, and anyone else involved in the championship. Unsportsmanlike behavior, including bullying, harassment, or the use of derogatory language, will not be tolerated and may result in penalties.

9.3. Effort and Dedication:

We recognize and appreciate the effort and dedication of all participants. Every driver and team has invested time and resources in preparing for the championship, and this commitment raises the level of competition and enhances the excitement for everyone involved.

9.4. Healthy and Fair Competition:

We encourage all drivers to engage in fair and healthy competition, giving their best on the track and accepting the results with good sportsmanship. Any disagreements or disputes should be resolved respectfully and through the appropriate channels.

9.5. Conclusion of the Championship:

At the conclusion of the championship, all participants are invited to celebrate their achievements and the achievements of their fellow competitors. Regardless of individual or team results, every participant has contributed to the success of the championship and should take pride in their participation. In the spirit of competition and sportsmanship, we extend our gratitude to all drivers and teams for their participation and look forward to future competitions.