



SEASON 26

SERIES REGULATIONS

## DOCUMENT RECORDS

DOCUMENT DATA	
Title	V8 Veterans League – Season 26 Series Regulations
Version	1.0
Date of issue	9/12/2025
Status	<b>RELEASE</b>

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DOCUMENT HISTORY			
Version	Status	Date of issue	Remarks
0.1	DRAFT	21/10/2025	
1.0	RELEASE	9/12/2025	1.15 Schedule Updated 3.12 Safety Car Procedures Updated

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## **1. ADMIN**

### **1.1. General**

- 1.1.1 All matters pertaining to the operations of the League will be regulated by these Rules.
- 1.1.2 The Rules apply to all participants.
- 1.1.3 Unless authorised by the Rules, no interpretation, modification or change to anything referred to in the Rules is permitted.
- 1.1.4 All Competitors are expected to conduct themselves in a manner that reflects positively on the League, League Manager(s), Sponsors, Attendees, and other Participants being represented.
- 1.1.5 In the case of the Rules being interpreted in two or more different ways, the League Manager(s) reserves the right to determine which interpretation is valid. Any such determination by the League Manager(s) with respect to the interpretation of the Rules is final and not subject to review.
- 1.1.6 If any part of these Rules is void that part will be severable and will not affect the enforceability of the remaining sections of these Rules
- 1.1.7 Bullying and/or abuse towards other drivers, race control and league management in any forum or private message will not be tolerated.
  - 1.1.7.1. Acts described above, as determined by League Management may be dealt with by the following but not limited to: In Sim voice chat ban, Discord chat bans, League suspensions, removal from the League.
- 1.1.8 The League Manager(s) reserves the right to not accept any entry to the league and the right to expel drivers from the league.

### **1.2. Commencement & Duration**

- 1.2.1 The provisions of the Rules take effect on at the date of issue and will continue unless amended by the League Management.
- 1.2.2 Upon taking effect, the Rules will be superseded and replace any previous Rules or regulations, however described, relating to the League.

### 1.3. Variation

- 1.3.1 League Management reserves the right to vary or amend the Rules at any time for any reason.
- 1.3.2 Any such amendment or variation will be advised to Competitors in reasonable time according to the circumstances.
- 1.3.3 Any update to the Rules will take effect from the date of the document advising of such update.

### 1.4. Definitions & Abbreviations

<b>Car</b>	means either the Ford Mustang Supercar Gen3, or Supercars Chevrolet Camaro Gen 3, as made available for use in iRacing
<b>Competitors</b>	means Teams, Team Representatives and Participants.
<b>Driver</b>	means a person driving a car in a Session.
<b>Finish Line</b>	means the primary line on the respective configuration of a circuit where measurements are taken for the purpose of establishing a lap time.
<b>RCS</b>	means Race Control Steward of any Split as described in Rule 2.1.2.2.
<b>Committee Member</b>	a person who has been nominated by the League Manager(s) and Drivers to represent them in matters relating to the running of the League, or as required to assist by the League Manager(s)
<b>DSO</b>	Driving Standards Officer
<b>DNF</b>	Classified as Did Not Finish race.
<b>DSQ</b>	Disqualification from race and cannot use round as drop.

<b>Incident</b>	means any occurrence or series of occurrences involving one (1) or more Drivers or Cars, which is reported to the RCS by the RD, or noted by the RCS and subsequently investigated, which may have constituted a breach of the Rules.
<b>Investigation</b>	means an inquiry into an Incident and/or the circumstances surrounding a possible breach of the Rules conducted by the RCS in accordance with Rule 2.3.
<b>iRacing</b>	means iRacing Software as available for download in its unmodified format from <a href="http://www.iRacing.com">www.iRacing.com</a>
<b>The League</b>	The V8 Veterans League, run on the iRacing platform.
<b>League Manager(s)</b>	Person, People, or Organisation that is responsible for the management of the League
<b>Participant</b>	means any person associated with a Team, Driver, or the League Manager(s).
<b>SC1 Line</b>	Safety Car line across the <i>Track</i> prior or at the beginning of <i>Pit Entry Road</i>
<b>SC2 Line</b>	Safety Car line across the <i>Track</i> after the <i>Pit Exit Road</i> .
<b>Split (n)</b>	means the number (n) of the ranked split a Driver is assigned to, based on the pre-qualifying results as defined in Rule 3.16
<b>Penalty</b>	means any of the sanctions contained in the Recommended Penalties which may be applied to Participants.
<b>Pit Stop</b>	means any time that a Car is stopped in the pit lane in any Session to enable virtual modification to the Car.
<b>Pit Lane Start (PLS)</b>	A Pit Lane Start penalty is where a driver does not set a qualifying time, and then driver will not take to the grid and they will wait in their pit box unit "Missed start" is displayed by iRacing.

<b>Recommended Penalties</b>	means the table of Penalties listed in the Rules that contains details of the Penalties that may be applied.
<b>RD</b>	means Race Director, who is a League Manager and has the responsibilities as described in Rule 2.1.2.1.
<b>Redress</b>	means a driver acknowledges an error and self-penalises by waiting for the other party and letting them continue back Infront of the self-penalising driver. This action shows respect to their fellow competitors.
<b>Round</b>	means a distinct group of sessions which form part of the League, typically beginning at the scheduled commencement of qualifying and concluding at the end of the final scheduled race in line with the current season schedule.
<b>Rules</b>	mean all the provisions of the League Operations Manual together with any Schedules and Appendices, including but not limited to the Supplementary Regulations, Further Supplementary Regulations, and circulars
<b>Rear of Grid (ROG)</b>	A Rear of Grid penalty is where a driver is to not set a qualifying time and take the grid as per normal. It is acknowledged that a driver will be placed in a grid slot sorted by their iRating amongst the drivers who did not set a qualifying time.
<b>Season</b>	means all the Rounds within a gazetted season.
<b>Session</b>	means a period of time allocated to a particular activity within iRacing in a Round. Examples of a Session include, but are not limited to, practice, qualifying and race.
<b>Supplementary Regulations (Sup Regs)</b>	means the official document issued by the League Manager(s) or the Race Director of the League with the object of laying down the details of a Round. Reference to Supplementary Regulations includes any Further Supplementary Regulations.
<b>Team</b>	means the group of drivers that has entered this Season.



<b>Team Representative</b>	means a person nominated to act as a primary delegate for operational purposes during a Season.
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- 1.4.1 In addition to these definitions as specifically prescribed above, the definitions are deemed to be incorporated in and form part of these Rules.

## **1.5. Interpretation**

- 1.5.1 In all the provisions of the Rules, unless the context otherwise requires:
- 1.5.1.1. Reference to “the Rules” will include any amendment or variation of them.
  - 1.5.1.2. The singular includes the plural and vice versa.
  - 1.5.1.3. Words importing a gender include any gender.
  - 1.5.1.4. A reference to anything, including but not limited to any amount, is a reference to the whole of it.
  - 1.5.1.5. Headings are for convenience only and do not affect the interpretation of the Rules.

### **1.6. Acquaintance with Rules**

- 1.6.1 Every person to whom the Rules apply is deemed to have acquainted themselves with the Rules; and
- 1.6.2 Agreed to submit themselves exclusively to the Rules without reserve to the consequences that may result from a breach of these Rules; and
- 1.6.3 Agreed they will not become a party to any suit at law or equity against or any Officials of the League, or any other official, person or entity (including but not limited to Competitors) subject to the Rules, until all remedies allowed by the Rules and any applicable regulations of the League (to be determined by the League at its absolute discretion) have been fully exhausted.
- 1.6.4 A breach of the above rule by any person or entity will automatically prevent that person or entity from participating in any part of the league for all that period in which any suit at law or equity is pending.
- 1.6.5 Ignorance of the Rules provides no excuse from the observance of the Rules. If a Driver is found not to comply with any Rule, it shall be no defence to claim that no advantage was obtained.
- 1.6.6 Acknowledgment of, agreement with, and acceptance of, the Rules shall be deemed to have occurred by either submission or participation of a Competitor in the Rounds of the League.

### **1.7. Series Entry**

- 1.7.1 An entity or body will be deemed to have entered the League upon registration and payment thereof. Individual Round by Round entries are not required.
- 1.7.2 An entity or body will be permitted to register for the league at any stage during the Season, however no pro-rata amounts to fees will be applied. Payment in full for the entire season is required irrespective of registration date.
- 1.7.3 Any entity or body who has not complied with all registration requirements will not be permitted to compete in any Round of the League.

## **1.8. Minimum Driver Requirement**

- 1.8.1 To be permitted to compete as a Driver in the League, a Driver must comply with all the following:
  - 1.8.1.1. Hold an active subscription on iRacing.
  - 1.8.1.2. Be aged 40 years and over at the time of Round 1 (see table in Section 1.13)
  - 1.8.1.3. Be willing to provide proof of their age to the League Manager(s).
  - 1.8.1.4. Pay any applicable fees as per the entry requirements in the Application form.
- 1.8.2 Be a member of the V8 Veterans League Discord Channel.

### **1.9. Trusted Spotters**

- 1.9.1 Trusted Spotter is an extension of the Friends feature in iRacing. You may designate any Friend as a “Trusted Spotter”. This allows them to join you as a Spotter in any Session, including Hosted or League Sessions which have been flagged as restricted for viewing. Normal Spotter rules still apply, and they are not to communicate with other drivers, which may result in a penalty for the driver they are spotting for. Trusted Spotters do not need a crew password, but if the hosted Session has a password, the Trusted Spotter must use it, remember if you have the Spotting setting set to: “OFF”, no one will be able to join you as a Spotter.
- 1.9.2 Trusted spotters are an extension of the driver they are spotting for and are subject to the rules and regulations of the series. Actions required to be taken against a spotter will be extended to the driver.
- 1.9.3 Trusted spotters are allowed access to the V8 Veterans Discord, and it the Driver/Teams responsibility to ensure they have the correct discord roles.

### **1.10. Supplementary Regulations**

- 1.10.1 Supplementary Regulations **may** be issued prior to a Round of the League.
- 1.10.2 Supplementary Regulations will act as an addition or modification to the Rules for the Round that they are issued and will not apply to any other Round of the League unless Specified in the Supplementary Regulations.
- 1.10.3 Supplementary Regulations will be posted in Discord, before 9pm EST/ESDT, Wednesday prior to the round

### **1.11. Series Identification**

- 1.11.1 Participants, Teams, including Team sponsors, will refer to the League in its full title “Racecraft V8 Veterans League”, “Racecraft V8 Veterans”, or “Racecraft V8 Vets”.
- 1.11.2 Any advertising material or content produced by the Participants, Teams, including Team sponsors, must include the full title of the League in the appropriate forms as listed in the previous section, and it is the responsibility of the Team to ensure that this requirement is met.

#### **1.12. Sponsors – General**

- 1.12.1 Each participant, team recognises that sponsors of the league, drivers, other participant, teams, rounds, as well as sponsors supporting in any way the League are essential for the ongoing sustainability and success of the League.
- 1.12.2 Neither the participants, teams nor their respective members or related entities will do or say anything which is reasonably construed as being unfairly prejudicial, unreasonably critical, or malicious to any sponsor or of any sponsor's products, services, or personnel.

#### **1.13. Live Streaming**

- 1.13.1 A Round, or such part of it as is determined by the Tournament Organisers, will be produced by the Tournament Organisers, and distributed to internet platforms.
- 1.13.2 By entering the series, the entity or body agrees to relinquish any claim or right to the broadcast or any other material related to that broadcast should it be requested for promotional purposes.
- 1.13.3 Any filming or any other means of recording images for commercial purposes during a Round by any Participant is strictly forbidden unless with the prior written permission from the Tournament Organisers.

#### **1.14. Fixed Setups**

- 1.14.1 Fixed setups are supplied by the league for all drivers. Please do not share setups (be it on iRacing servers, emails, forums, 3rd party file/setup sharing, etc.) – they are made available for members use only.

## 1.15. Schedule – 2025/26 – Season 26

### 1.15.1 Provisional calendar\*

ROUND	DATE	TRACK	TRACK VARIANT	RACE LENGTH	LAPS
<i>Pre Qual</i>	<i>TBA</i>	<i>TBC</i>			
1	18/12/2025	Adelaide		250	78
OFF	25/12/2025	Christmas			
OFF	1/1/2026	New Years			
2	8/1/2026	Shell V-Power Motorsport Park at The Bend	International Circuit	200	41
3	15/1/2026	Waykins Glen International	Cup	150	39
4	22/1/2026	Circuit de Barcelona Catalunya	Grand Prix	200	43
5	29/1/2026	Canadian Tire Motorsports Park		250	64
6	5/2/2026	[Legacy] Silverstone Circuit	2008 - Historical Grand Prix	200	40
7	12/2/2026	Sebring International Raceway	International	300	50
8	19/2/2026	Suzuka International Racing Course	Grand Prix	200	35
9	12/2/2026	Miami	Grand Prix	150	28
10	19/2/2026	Circuit Gilles Villeneuve		200	46
	26/2/2026	Make Up			

All times Sydney time AEDT or AEST

#### Standard Race

7:30pm – Practice

8:30pm – Qualifying – 10 minute lone (3 laps)

8:45pm – Warm Up – 5 minutes

8:50pm – Griding + Race

\* This calendar is subject to change based on changes made to the Official iRacing V8 Series, and at the discretion of the League Manager(s). Changes that are made will be passed on to all competitors in the announcement section of the discord channel.

## 2. JUDICIAL

### 2.1. Permanent Officials

- 2.1.1 Permanent Officials must be impartial in all their duties.
- 2.1.2 The following persons, appointed as Permanent Officials, will be identified in the Supplementary Regulations each Round and will be responsible for:
  - 2.1.2.1. Race Director (RD)
    - 2.1.2.1.1. The overall continuity and execution of each Round of the League.
    - 2.1.2.1.2. Executing the Round Participation Procedures as per 3.6.
    - 2.1.2.1.3. Observe each session, and the League.
    - 2.1.2.1.4. Oversee penalties being applied for breaches of the Rules after a Session has completed (post-race penalties).
    - 2.1.2.1.5. Issuing of classifications of sessions.
  - 2.1.2.2. Chief Race Control Steward (CRCS)
    - 2.1.2.2.1. Oversee each Splits Race Control Steward
    - 2.1.2.2.2. Oversee any investigations into breaches of the Rules during a race session.
    - 2.1.2.2.3. Assist in determining any penalties to be applied for breaches of the Rules after a Session has completed (post-race penalties)
    - 2.1.2.2.4. Suspending and resuming a race as per Rule 3.9
    - 2.1.2.2.5. Enforcing of any penalties
    - 2.1.2.2.6. Oversee the Race Control Stewards group with adjudication of post-race penalties for other splits.

2.1.2.3. Race Control Steward (RCS)

- 2.1.2.3.1. Conducting any investigations into breaches of the Rules during a race session.
- 2.1.2.3.2. Determining any penalties to be applied for breaches of the Rules after a Session has completed (post-race penalties)
- 2.1.2.3.3. Suspending and resuming a race as per Rule 3.9
- 2.1.2.3.4. Enforcing of any penalties
- 2.1.2.3.5. Assist in the Race Control Stewards group with adjudication of post-race penalties for other splits.

2.1.2.4. Driving Standards Officer (DSO)

- 2.1.2.4.1 DSO is only called upon by the Chief Race Control Steward upon request for advice.
- 2.1.2.4.2 DSO monitors post-race protests and will make final adjudicating decisions in the event of appeals by a driver or team.



## **2.2. Incidents and Infringements**

- 2.2.1 The RD, or drivers may report any Incident or suspected breach of the Rules to the RCS.
- 2.2.2 The RCS or RD may also investigate an Incident or suspected breach of the Rules by themselves.
- 2.2.3 Drivers can only report incidents relating the car they represent. No other team member may raise an incident during or post-race on behalf of a driver. The driver must also represent themselves in any post-race appeal of an incident.
- 2.2.4 Drivers must first report an incident on the iRacing race server by gaining the attention first up with a "RC, car #" and wait for RC acknowledgement before sending the report that includes car #, Lap # and Turn #.
- 2.2.5 Other methods of reporting an incident, such as direct messaging to members of the race control group is unacceptable and will not be reviewed.
- 2.2.6 The RCS or RD will be available for 30 minutes post-race for infringement clarification or reporting of incidents. After this 30-minute period further incidents cannot be report, and the RCS or RD do not have to provide clarification. Drivers will be allowed 2 -5 minutes to discuss.
- 2.2.7 It shall be at the discretion of the RCS to decide if any Competitor and/or Driver involved in an Incident should be penalised.
- 2.2.8 Unless it is clear to the RCS that a Driver and/or Drivers are wholly or predominantly to blame for an incident, no Penalty will be imposed.
- 2.2.9 Unless it is completely clear that a Driver and/or Competitor was in breach of the rules, any Incidents involving more than one (1) Car will result in an Investigation being conducted by the RCS after the Session.

2.2.10 There are incident limits for incidents automatically issued by iRacing in a Session:

2.2.10.1. Incident limit is 17 incidents for the first penalty, and every 15 incidents thereafter; or as otherwise announced by the League Management on a per race basis.

2.2.10.2. Exceeding these incident counts will result in a drive thru penalty at every time these limits are breached. i.e., Pit Lane Penalty at 17 incidents, then at another drive thru at 32 incidents, then again at 57 etc.

2.2.10.2.1. It is the onus on Drivers to review these setting when entering Race Servers in iRacing, and to race to the details set.

2.2.10.3. RCS will not reset, undo, or clear any black flags or penalties issued by iRacing, unless the RCS is confident that an error has occurred.

### **2.3. Investigations**

2.3.1 Upon the report of an Incident by the RCS will be tasked to investigate in accordance with these Rules.

2.3.2 The RCS, at their absolute discretion, will have the ability to conduct the Investigation as they see fit.

2.3.3 At the completion of an Investigation, the RCS may:

2.3.3.1. Impose a Penalty on the offending Driver; or

2.3.3.2. Determine that no Driver was wholly or predominantly to blame for an Incident and that no action is warranted; or

2.3.3.3. Determine that no breach of the Rules has occurred.

- 2.3.4 Penalties will be communicated to the Driver as soon as practicable. A full list of race penalties will be issued at the time of the Provisional Classifications for the respective session being published.
- 2.3.5 If an Investigation is conducted and concluded during a Session, the RCS can apply a Penalty to a Participant during that Session.
- 2.3.6 Penalties applied during a Session cannot be protested while the session is live. Post Race Protests may be lodged as per process outlined in section 2.5.
- 2.3.7 Where relevant, Penalties applied can be repealed by the RCS only under exceptional circumstances, to be determined by the RCS in his/her absolute discretion, such as new information becoming available regarding an Incident.

#### **2.4. Competitor Obligations Regarding Investigations**

- 2.4.1 To facilitate any investigation a Participant in the League at the request of the RCS must:
  - 2.4.1.1. Fully cooperate in good faith with the RCS.
  - 2.4.1.2. Provide a full and truthful account of matters within their knowledge.
  - 2.4.1.3. Fully and truthfully answer any questions.
  - 2.4.1.4. At the request of the RCS, produce any document, image, video data, telemetry, or any other thing in their possession or under their control relevant to the investigation.
  - 2.4.1.5. Not make any false or misleading statement or make a statement either calculated to or likely to mislead the RCS during the Investigation. Any false or misleading statement made by a competitor may result in the Competitor being issued with a Penalty by the RCS at their absolute discretion.

## **2.5. Protests**

- 2.5.1 The RCS or RD decision on the night is final.
- 2.5.2 The RCS or RD will be available for 30 minutes post-race for infringement clarification or reporting of incidents. After this 30-minute period further incidents cannot be report, and the RCS or RD do not have to provide clarification.
  - 2.5.2.1. Drivers will be allowed 2 -5 minutes to discuss.
  - 2.5.2.2. If a driver is penalised from a post-race decision, they have the right to raise a ticket for clarification from Race Control.
  - 2.5.2.3. If drivers have not presented themselves in the Race Control Waiting Room in Discord, within 15 minutes, and the room is empty, Race Control will be free to stand down in Discord.

i.e. If you want clarification, get into the waiting room within 15 minutes of race ending.

### **3. SPORTING**

#### **3.1. General**

##### **3.1.1 iRacing automated judicial system**

- 3.1.1.1. The iRacing client provides an inbuilt automated judicial system that penalises drivers when committing a racing infraction. These infractions will be valid through-out the course of the competition with the addition of penalties being applied by the race steward.
- 3.1.1.2. The automated judicial system is native to the iRacing client and as such cannot be tampered or altered by the drivers, teams, and tournament organiser. A reference of these penalties can be found in Section 8 of the [iRacing Sporting Code](#).

#### **3.2. Briefings**

- 3.2.1 The RD and/or RCS may from time to time conduct a briefing prior to the start of each round.
- 3.2.2 The Briefing will be posted in league Discord, Announcements channel in the lead up to the Round.
- 3.2.3 The RCS may also provide a briefing to drivers using in-game voice communication prior to the start of a race.

#### **3.3. Pit Lane Order**

- 3.3.1 Pit lane order is randomised by iRacing. Participants accept that this is out of the control of the Tournament Organisers.

### 3.4. License Point Penalties

3.4.1 License point penalties will be given out depending on the severity of incidents, and act as a deterrent to repetitive, unsportsmanlike behaviour during race sessions.

3.4.2 License Points will be allocated as per the green section in table below.

Driving Infraction	Penalty handed down		License Points / offence			Season Lic Pt Threshold	
	In Race	Post Race	1st	2nd	3rd+	Pts	Penalty
Careless - No Impact	Warning	0	0	1	2	15	Pit Lane Start
Careless - Minor Impact	Redress	5	2	3	5	25	DSQ & 1 Race Ban
Careless - Some Impact	PLP	20	5	7	10	35	DSQ & 2 Race Ban
Careless - Major Impact	Stop+Hold	30	10	15	20	50	DSQ & 3 Race Ban
Reckless - Major Impact	Stop+Hold (1 lap)	40	15	20	30	65	League Removal
Dangerous** - Negligence, major impact	Stop+Hold (1 lap)	50	20	50	80		
DQ - See RC Notes	DQ						
	Droppable round		Points carry full season - deducted from total			Penalty for lic points accumulation	

\*\* Significant loss of position or damage to a, or multiple competitors (including cause effect) may result in immediate max penalty

# Management to decided length of ban subject to circumstances behind infringements.

RC will take into account the nature, location, and lap of the incident and positions lost when grading an infringement.

3.4.3 In any single race, where multiple offences occur points will increase in value as indicated.

3.4.4 Race License points are accumulated over the course of a season, and do not diminish in value over time.

3.4.5 Accumulated license points will result in further penalties as indicated in yellow section.

3.4.6 If a single race threshold is reached in one race, then in the next applicable race a season points threshold is reached, both penalties will apply.

3.4.7 License points will be deducted from drivers total points for the round.

3.4.8 License Points data will be made public to all drivers.

3.4.9 Pit Lane Starts and Race Bans from the previous season will be carried over to the current season.

3.4.10 Race Bans are to be served observing Race Control in a split to be determined by the CRS.

3.4.11 Previous season licence points carried over to the current and next season, however, they are only kept for 10 rounds. i.e. Previous season 10 points Rnd 1, deducted after Rnd 1 in current season.

- 3.4.12 It's a driver's responsibility to keep track of their license points into each round, as Pit Lane Start or Race Bans need to be served when totals are reached.

### 3.5. Practice

- 3.5.1 There are no limitations on Drivers practicing on circuits within the iRacing service at any time.
- 3.5.2 A 1-hour Practice session will be conducted in the race server prior to commencement of Qualifying, unless otherwise stated by League Management.
- 3.5.3 Official practice sessions in practice format are often supplied by the League Management, and may or may not include the following session times:

DAY	TIME (AEST or AEDT)	COMMENTS
Fri, Mon - Wed	5pm – 9pm, 9pm-1am	2x 4-hour sessions
Thu	7:30pm – 8:30pm	Race Session (1hr Practice)
Sat - Sun	9am – 1pm, 1pm - 5pm, 5pm – 9pm, 9pm - 1am	4 x 4-hour sessions

- 3.5.4 In the event that server maintenance overlaps with a planned practice session, League Management will make every effort to reschedule a practice session, however this cannot be guaranteed.

### 3.6. Grid Determination

- 3.6.1 Grid determination will be determined by the lap times from a 3-lap lone qualifying, over period specified in section 4.1, prior to commencement of the Race. A Medium level of qualifying scrutiny is applied to the session.
- 3.6.2 Where a driver fails to set a valid lap time during this qualifying period, their grid position will be determined by iRacing.

### **3.7. Round Participation Procedures**

- 3.7.1 Drivers who place in the top 3 of any Race must make themselves available to the split broadcaster to provide commentary on the race. These Drivers should remain available until dismissed by the RD via Discord, or until the completion of the live broadcast.
- 3.7.2 Split 1 Races are produced live on race night, split 2, 3 & 4 are broadcasted via a replay file.

### **3.8. Towing**

- 3.8.1 There will be a no tow rule in effect for race sessions. Only with Race Control permission in the race are you allowed to tow. Failure will lead to being classified as did not finish DNF" from the race, and a Rear of Grid start (ROG) next round. Once a car has been towed it can re-enter the race event at any time. Further penalties for regular towing without permission may result in further penalties.
  - 3.8.1.1. Drivers may tow / exit car / exit iRacing in their pit box without communication with Race Control.
- 3.8.2 Where a driver has requested a tow to RCS, but subsequently the driver is then able to drive their vehicle for any reason, they must either;
  - 3.8.2.1. Wait for RCS to clear them to tow, or;
  - 3.8.2.2. Notify RCS that they are now able to drive, and then proceed to catch up to the rear of the field.
  - 3.8.2.3. A driver who opts to catch up to the rear of the field instead of waiting for a clearance to tow from RCS will receive a 1 lap black flag penalty issued by RCS through iRacing at the commencement of green flag racing.
  - 3.8.2.4. When requested a tow drivers should expect to be 1-3 laps down from their position when they make the request. The intent is to simulate real world racing and NOT to get back to the pits as quickly as possible for a fast repair.
  - 3.8.2.5. Request to tow not required if you have crossed the finish line to take the chequered flag.



- 3.8.2.6. If a request to tow is required during the final stages of the last lap, where driver chat is disabled, please either wait for chat to be re-enabled, or attempt to make contact with Race Control via text chat.  
Drivers who need to request to tow during a period of Disabled Voice chat should make every effort to remove themselves from the racing line if possible.

### 3.9. Racing Rules

#### 3.9.1 General

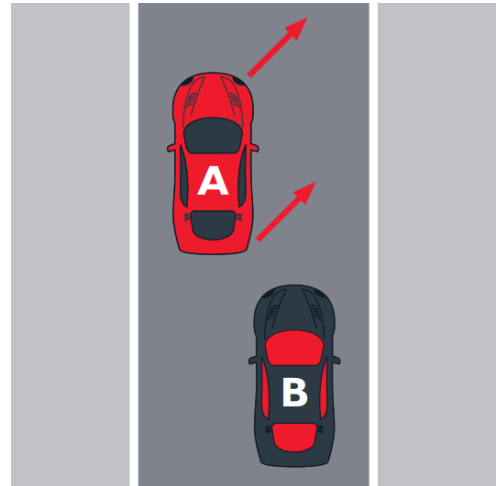
- 3.9.1.1. Overtaking, according to the circumstances, may be carried out on either the right or the left.
- 3.9.1.2. **‘Reasonable overlap’** is deemed as the headlights of the overtaking car reaching the front of the rear wheel arch. This will however be determined on a case-by-case basis by Race Control, who will take into account all the circumstances of the event.
- 3.9.1.3. It is not permitted for any Driver to unfairly gain an advantage because of contact with another car.
- 3.9.1.4. At no time, whether on the Racetrack, the Pit Entry, the Pit Lane or the Pit Exit may a Car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other Drivers or any other person.
- 3.9.1.5. Any painted line defining the track edge is considered to be part of the Track but a kerb is not.

## 3.9.2 Defending

- 3.9.2.1. Any driver defending their position on a straight, and before any braking area, may use the full width of the track during their first move, provided no portion of the overtaking car (Car B) is alongside their car (Car A). Whilst defending in this way the driver may not leave the track without justifiable reason.

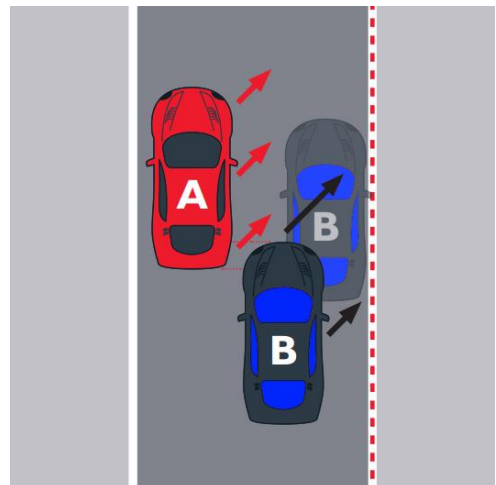
More than one (1) change of direction to defend a position is not permitted.

Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

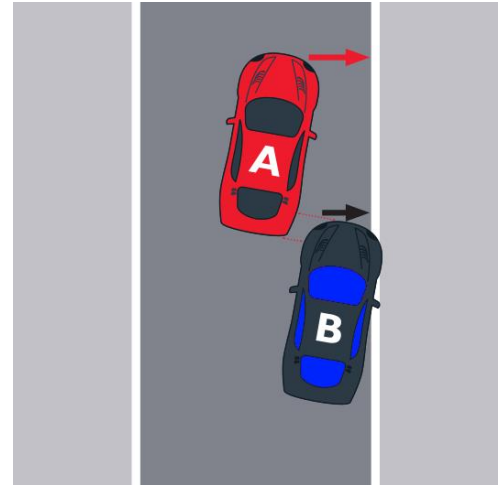


## 3.9.3 Overlapping

- 3.9.3.1. When **any overlap** exists on a straight, with Car A leading Car B, Car A may move off the racing line, however, must provide Car B **no less than one car width** racing room to the track edge.

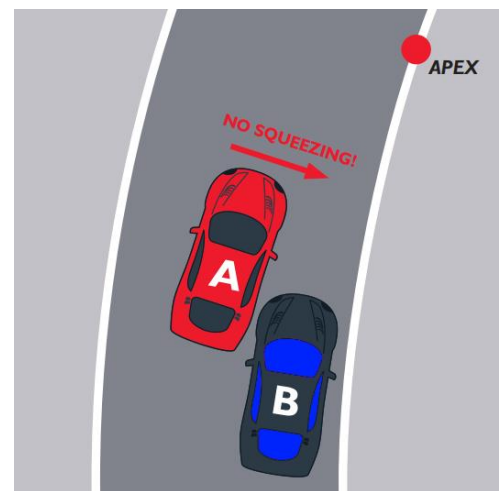


- 3.9.3.2. If the front of Car B has limited **overlap** on Car A, Car A is not permitted to force Car B outside the track limits and must allow racing room.



- 3.9.3.3. Contact entering a corner; If **reasonable overlap** exists (deemed as the headlights of the overtaking car reaching the front of the rear wheel arch being overtaken) at the turn in point, the car being overtaken (Car A) **must allow** racing room.

The car being overtaken (Car A) must not crowd (Car B) beyond the track limits or trigger contact.



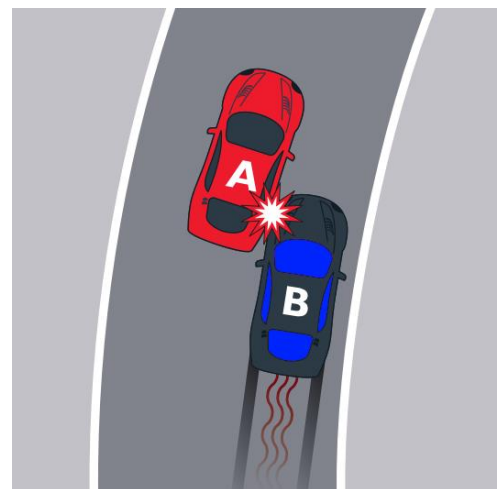
## 3.9.4 Overtaking and maintaining control

- 3.9.4.1. In general, the onus is on the overtaking car to pass safely, always **maintaining control**.

Overtaking cars should **not expect** the preceding car to simply give-way.

**“Dive-bombing”** and related contact **are not** considered passing safely. You **cannot use another car as a brake**.

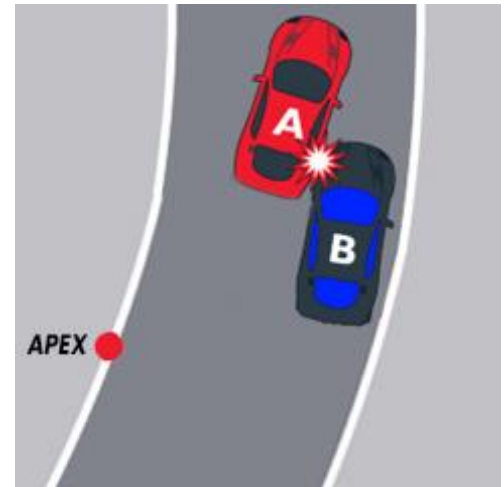
**All drivers** have a duty of care to always provide racing room.



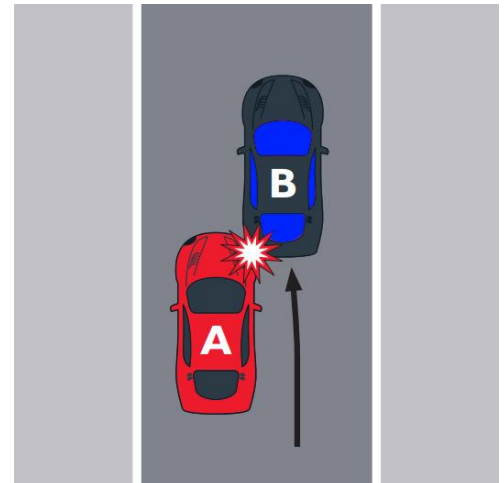
## 3.9.4.2. Contact exiting a corner;

Overtaking cars should not expect the preceding car to simply give-way.

The car overtaking (Car A) must not crowd (Car B) within the track limits or trigger contact.

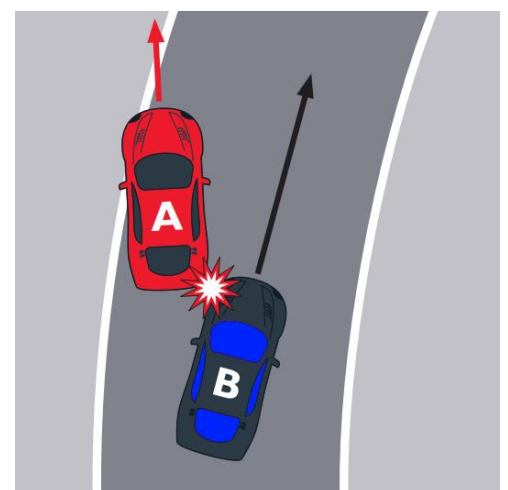


## 3.9.4.3. The onus **at all times** is on the **overtaking car** (Car B) to be **clear** of the **overtaken car** (Car A) before attempting to cut back across in front of the overtaken car.



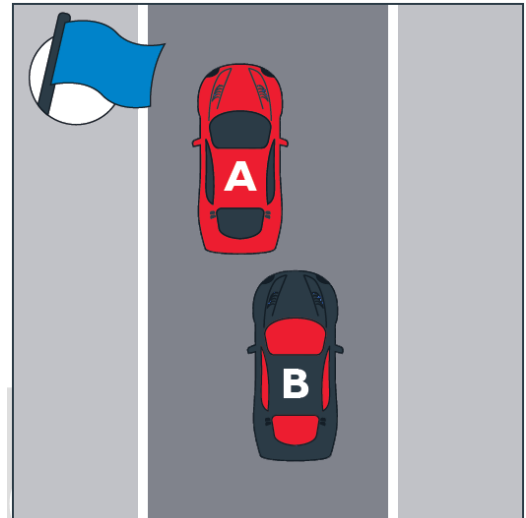
## 3.9.5 Bumping

### 3.9.5.1. Any driver that unfairly gains an advantage or position because of contact with another car – a “**bump and run**” will be penalised accordingly.



## 3.9.6 Lapped Cars;

- 3.9.6.1. As soon as a Car is caught by another Car which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity. The driver to be lapped will be shown blue flags by iRacing when the faster car is **1.5 seconds behind. When the interval between the 2 drivers is under 0.8 second, the driver being lapped is to provide a passing opportunity within the following lap at the first possible opportunity.**



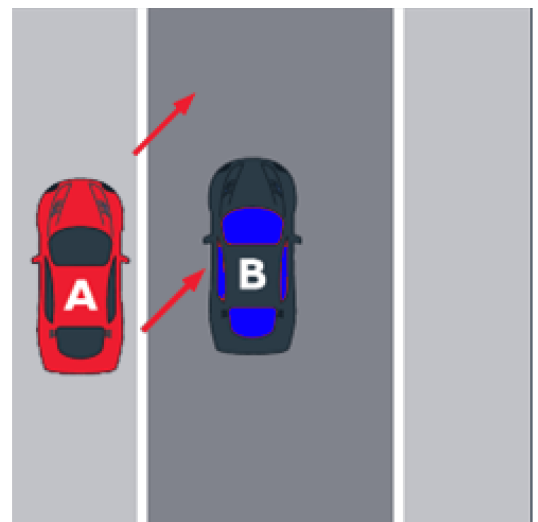
Any Driver who appears to ignore the blue flags **may** be reported to the RCS. A penalty may apply where the driver being lapped is deemed to have impeded the progress of the lapping driver.

NOTE: Driver who is being impeded must call out to Race Control and not the other driver.

## 3.9.7 Rejoining the track

- 3.9.7.1. The track, for the purpose of judging compliance with the Driving Code of Conduct, shall be taken to mean that part of the track defined by the outer edge of a solid line along each side of the track. Or where no line is marked, the limit of the bitumen / race surface.

- 3.9.7.2. Off the road (all four tyres) equals outside track limits.  
If you are outside the track limits:  
-Get off the throttle  
-Reduce/control speed  
-You have **no** racing rights. Zero!  
-An unsafe re-entry equals a **penalty**.



3.9.8 A Driver must not consistently:

- 3.9.8.1. Cut corners by driving over the inside of kerbs or off the Racetrack surface; or
- 3.9.8.2. Cut any corner which results in material or debris being brought onto the Racetrack; or
- 3.9.8.3. Perform any act which results in material or debris being brought onto the Racetrack.
- 3.9.8.4. Penalties may be applied to individuals who breach specific rules or codes of conduct. These penalties may be imposed by the RCS before, during or after an event depending on its nature.

3.9.9 Driver expectation:

- 3.9.9.1. A driver within reason, is expected to hold their brakes in the event of an incident, to help prevent the risk of contact with others.
- 3.9.9.2. A driver where possible should redress an incident where they believe they are at fault. This action could reduce the severity of the penalty from race control and shows respect towards fellow competitors. Refer Section 6.12

**3.10. Suspending, Resuming and Abandoning a Session in Progress**

- 3.10.1 A Session which has commenced will not be suspended save for an issue with the iRacing software which renders the majority of Drivers unable to compete in the Session at an equal level, the decision of which belongs to the CRS.
- 3.10.2 If a qualifying session during a Round is suspended, the classification will be formed as of the time immediately prior to when the disruption event occurred, as determined by the CRS and the Session will be abandoned.
- 3.10.3 If a race needs to be suspended, the CRS will decide as to the operational viability of it restarting to be completed.
- 3.10.4 If it is determined a race can be restarted, it will be set up as a new race session in iRacing with the grid order being set as the race order at the end of the lap prior to the disruption event occurred. The distance, fuel limits, and other race conditions of the new race session will also be at the discretion of the RD.

- 3.10.5 If a race cannot be restarted, it will be considered abandoned, and the classification will be formed as the race order at the end of the lap prior to the disruption event occurred.
- 3.10.6 If the leader of an abandoned race has completed more than 75% of the original scheduled distance in laps, full points will be awarded for that race.
- 3.10.7 If the leader of an abandoned race has completed less than 75% of the original scheduled distance in laps, half points will be awarded for that race.
- 3.10.8 If the leader of an abandoned race has completed less than 50% of the original scheduled distance in laps, no points will be awarded for that race.
- 3.10.9 If a session is not able to launch due to iRacing maintenance, server issues, or any other issue that prevents a session from being launched:
  - 3.10.9.1. The race will be deemed as a drop round for all drivers
  - 3.10.9.2. If more than 1 round was abandoned during the season, League Management will have discretion to alter calendar to allow a race to be run.
  - 3.10.9.3. The availability of Race Control and Broadcasters cannot be guaranteed for any Make Up round and is therefore subject to availability.

### **3.11. Driver Disconnection**

- 3.11.1.1. If a Driver is the subject of a disconnection from iRacing, they may attempt to re-join the session and complete enough of the race to be classified as a finisher. If the driver cannot re-join then they will be classified as per the preliminary classification issued by iRacing, provided they complete 75% race distance.

### **3.12. Safety Car Deployment**

- 3.12.1 The Safety Car(s) will be named "SAFETY CAR" or similar on your relative.
- 3.12.2 The Safety Car will be a McLaren 720S GT3 EVO.
- 3.12.3 When a Safety Car period is called it will commence by being communicated via the iRacing Voice and Text Chat. "SAFETY CAR, SAFETY CAR, SAFETY CAR" or "SAFETY CAR BOARDS & FLAGS, SAFETY CAR BOARDS & FLAGS".

- 3.12.3.1. When a Safety Car period is announced by the RCS, at the point of announcement;
  - 3.12.3.1.1. The Safety Car will not be deployed if the leader is between the SC1 line and the SC2 line on the track.
  - 3.12.3.1.2. If the leader takes the next/first opportunity to enter the pit lane, the Safety Car may be deployed at any time by the RD.
- 3.12.4 Once a Safety Car is called, all cars must maintain safe race pace until they reach the back of the Safety Car train and reduce speed safely and remain in single file to follow the SC.
  - 3.12.4.1. Safe race pace will be deemed to be full race pace, with enough of a gap to the car in front to avoid any collision. No overlapping is to occur during this time.
- 3.12.5 The Safety Car will be ordinarily reserved for use when a tow has been requested, and the requesting Car pose a risk to drivers or recovery staff if the race was occurring at a physical racetrack in real life. The RCS however, at their discretion may call the Safety Car when a car tows without permission, if car was deemed to be potentially a risk.
- 3.12.6 RSC have complete discretion over the use of the Safety Car, including when and if to deploy the Safety Car. They may take into consideration factors such as but not limited to: laps remaining in the race, time left in the sessions, whether or not deploying a safety car will result in the race finishing under 'yellow flags'.
- 3.12.7 The Safety Car will pick up the leader of the race, or into the leaders track position gap should the lead car enter pit lane.
  - 3.12.7.1. The SC will announce "Safety Car is on track" when they pass the SC2 Line. When the Safety Car crosses the SC2 line, cars on track are not permitted to pass unless instructed to do so via chat or voice instruction.
- 3.12.8 Pit Lane ENTRY will remain "OPEN" under the Safety Car, unless instructed otherwise by the Race Director. When passed the SC1 Line, cars are permitted to break out of the train whilst entering pit lane. Overtaking cars in the train is permitted whilst the car has all four wheels in the pit lane entry (defined by solid or dotted line).



- 3.12.9 Pits will remain open during the Safety Car deployment, but pit exit (at the Green Cones) will be closed when the Safety Car crosses the start finish line. The pit exit will reopen after the Safety Car and the proceeding train of competition vehicles have passed the pit exit. If SC/RC are unable or fails to notify that pit exit is closed or open. Drivers are still expected to re-join at the tail end of the Safety car train. After the last car on the SC train has passed the blue pit exit cone.
- 3.12.10 No passing is to occur once the Safety Car has been called. Unless the car being passed is stationary or is travelling at greatly reduced speed due to damage, has entered the pit lane access road, or has left the track limits. Passing of any cars under the Safety Car may result in a penalty.
- 3.12.11 Drivers are not to pass the Safety car unless instructed to do so via chat or voice instruction. Cars between the SC and the leader will be given authority by RC to pass the SC at the earliest opportunity (normally on the first lap of the SC)
- 3.12.12 Field Cleansing will be conducted on the final lap of the SC, where possible, in order to remove lapped cars from the lead lap competition.
- 3.12.13 RC announce the last lap for the SC, all lead lap drivers move to the left of the track, all lapped cars move to the right of the track.
- 3.12.14 In the first half of the lap, RC announce that field cleansing may commence and lapped cars may overtake in track order. Cars not attached to the SC train at this time forfeit their right to move forward of lead laps cars during that SC period.
- 3.12.15 If RCS deem appropriate to the circumstances, they may request that lapped cars move backwards in the Safety Car pack (but remain in on-track order), allowing all lead lap cars to be unimpeded at the restart.
- 3.12.16 Any car/cars that requested a tow and caused a Safety Car deployment will not be eligible to leave the pit lane until after the safety car has past and pit exit is open and must re-join at the end of the SC train.
- 3.12.17 Any car/cars that requested a tow and caused a Safety Car deployment will not be eligible to pass cars during field cleansing during the respective Safety Car Period.
- 3.12.18 There is no set number of laps behind the safety car, however it will be the goal of the RCS to limit this to maximum 3 laps where practicable.

- 3.12.19 When RCS advises the field that racing will resume at the end of the current lap, the Safety Car will accelerate from the field and all cars must maintain a single file procession, nose to tail with no weaving or overlapping permitted.
- 3.12.20 The Race Leader must then maintain control of the field and maintain a constant speed (approx. 80km/h, or as advised by Race Control).
- 3.12.21 There shall be no more than four car lengths between cars whilst in the train prior to race restart from when the RCS announces that the safety car has accelerated from the head of the safety car train. From the time it is announced the race will be going green at the end of the lap, drivers are expected to position themselves no greater distance than five car lengths from the car in front.
- 3.12.22 When drivers hear "SAFETY CAR IN PIT LANE", the leader is then in control of when they wish to restart the race. This can be anytime between hearing the message and the Start / Finish line on the track.
- 3.12.23 When the RCS announces that the safety car has accelerated from the head of the safety car train, all tire warming manoeuvres are to cease.
- 3.12.24 Drivers may not have any part of their car in front of another car prior to the control line regardless of if they are on the lead lap or not, unless taking avoiding action for an abnormality ahead on track.
- 3.12.25 Once the leader accelerates above the constant speed, the race is "GREEN". Drivers may not overtake another Driver ahead until they have crossed the control line regardless of if they are on the lead lap or not, unless taking avoiding action for an abnormality ahead on track, or other evasive action.
- 3.12.26 Should a car spin or go off track during the Safety Car session, they will only be permitted to re-join in the order in which they re-join the track. Cars will not be permitted to move back through the field to regain their position prior to spinning or going off track.
  - 3.12.26.1. The rules for rejoining apply to cars off track who rejoin during a Safety Car period.

- 3.12.27 The SC2 Line shall determine the single file order of cars that are on track, and those re-entering after a pit stop during SC periods. The RD shall use this line to determine who was in front between two cars where determination is required. In the case of a dead heat, the car on track will take precedence over the car re-entering. In the case of a dead heat where the safety car is involved, the Safety Car will always take precedence.
- 3.12.28 When cars leave a pit bay service, the car in the pit wall lane (fast lane) is the car who has right of way over another car leaving their stall and seeking to re-join or merge.
- 3.12.29 Solo reckless driving that results in a safety car maybe classified by Race Stewards as Reckless Major Impact, or even dangerous driving, where maximum licence point will be awarded, resulting in either; start from pit for the next round, DSQ and a Race Ban.

### **3.13. Pit Stops**

- 3.13.1 A pit stop may be taken at any time during a session.
- 3.13.2 Any other adjustments, as made available in iRacing, are allowed to be made at a pit stop.
- 3.13.3 Any time a pitstop is taking place drivers are permitted to change gear in pit lane and must use their pit lane speed limiter to transit pit lane from control line at entry until control line at exit. Drivers are not permitted to change gears up and down in a repetitive motion to gain an advantage.
- 3.13.4 Pit lane transitions may be checked by the RCS, and improper transitions will incur a 10-point post-race penalty.
- 3.13.5 Pit lane transitions are from SC1 Line (pit entry) to SC2 Line (pit exit). The pit entry forms part of the racetrack and drivers are expected to remain on the racetrack. Drivers that do not remain on the racing surface entering or exiting the pits to gain any form of advantage will incur a 5 point post-race time penalty.
- 3.13.6 Pit lane exit priority is defined as the order of the cars crossing the green (cones) line at pit exit, lead car crossing the line has priority to the pit exit lane.
- 3.13.7 Pit lane Exit will be closed at the start of the race until the last on track car has past the SC2 line or the RC has announced Pit Exit is Open.

### 3.14. Compulsory Pit Stops (CPS)

- 3.14.1 To complete a compulsory pit stop, the car must drive down pit lane under its own power and be raised on its jacks.
- 3.14.2 Each car must perform **two** compulsory pit stops per race.
- 3.14.3 A Car may only perform a compulsory pit stop after it commences lap 2 on the Racetrack.
- 3.14.4 The Penalty for failure to complete a compulsory pit stop will be classified as did not finish "DNF"
- 3.14.5 Should the SC be deployed prior to the leader commencing lap 2 on the racetrack, and the SC period continues after the commencement of lap 2, the compulsory pit stop window will not open until one lap after the race goes green.
- 3.14.6 On resumption of green flag racing, the compulsory pit stop may not be served until the driver has crossed the S/F line on track under green flag conditions at least once.
- 3.14.7 You cannot complete two compulsory pit stops under the same Safety Car Period.
- 3.14.8 If a car enters pit lane (passes the SC1 line), before a safety car period, this is deemed as a green flag stop.

### **3.15. Finishing & Classification**

3.15.1 Session timing will be measured via iRacing only.

3.15.1.1. After passing the chequered flag, drivers are reminded that the session timing does not end until the last car on track takes the chequered flag, of which during this time incident points will occur.

3.15.1.2. Whilst cars are on track postrace, deliberate contact is unacceptable and can be reviewed by the CRS.

3.15.2 The chequered flag will be shown on the screen of the leading Car and then subsequent following Cars as they cross the Finish Line after the end of the scheduled number of laps.

3.15.3 To be classified as a finisher a car must have covered at least seventy-five percent (75%) of the total laps covered by the winner, rounded UP to the nearest full number of laps. Laps are counted in the preliminary classification from iRacing.

3.15.4 If a Car does not complete 75% of the race in the amount of time allotted by iRacing once the winner has crossed the line, it will not be classified as a finisher.

3.15.5 All cars that have entered and competed in the qualifying and race server must have their telemetry made available at the conclusion of the race. At the conclusion of each race the following places must submit their telemetry in the form of a racing .ibt file as outlined below.

Split 1, 1st, 2nd and 3rd places.

Split 2, 3, and 4, 1st place.

Additionally, Telemetry may be requested by the Race Director at any time throughout the meeting during, or after the event. This telemetry is to be kept by the driver for a period of 7 days unless requested beforehand. Failure to adhere to this request within 24 hours of the request will result in disqualification from the requested race, disqualification from the next race, and further penalties may be applied.

### 3.16. Effect of Protest

- 3.16.1 A prize won by a competitor and/or Driver against whom a Protest has been lodged will be withheld until a decision has been reached about the Protest.
- 3.16.2 Where a Protest has been lodged, the outcome of which could affect the classification of a session, the organisers will only publish the Provisional Classifications and will withhold all prizes until a final decision concerning the Protest, including any appeals, with respect to new informing coming to the attention of the RCS, have been determined.
- 3.16.3 Where a Protest has been lodged, the outcome of which could affect only part of the classification of the session, the organisers will only publish that part of the classification which is not affected by the Protest as final and the corresponding prizes distributed.

### 3.17. Issuing and Declaration of Classification

- 3.17.1 At each Round the following three (3) Classifications will be issued for each session:
  - 3.17.1.1. Preliminary Classification: A classification for information purposes only. As per iRacing published results.
  - 3.17.1.2. Provisional Classifications: Issued after the conclusion of all CRCS investigations and determinations. As per post-race penalty sheet
  - 3.17.1.3. Final Classification: Issued after the completion of the Protest period and any protest hearings (if required). This could be 2-3 days after the round. Results will be entered into Sim Racer Hub.

### 3.18. Point System

- 3.18.1 All races in each Round of the League will award points which will be used to determine the Championship.
- 3.18.2 Each Driver will be awarded points based on the Final Classification of each Race in the League.
- 3.18.3 For information purposes, projected points and respective leader boards **may be** generated based on Preliminary and Provisional Classifications for races prior to their awarding once the Final Classification for a race has been generated.

- 3.18.4 Driver's license points accumulated over the season will be deducted from the drivers' championship.
- 3.18.5 Drivers not classified in any race will not earn any points for that race.
- 3.18.6 In the event of two (2) or more Drivers being tied on points during or at the end of the League, the final order will be determined in accordance with each Driver's overall placing in each race of the League as follows:
  - 3.18.6.1. The Driver with the greater number of first place finishes will be awarded the higher place in the final Championship/Series order.
  - 3.18.6.2. If this fails to break the tie, then the Driver with the greater number of second place finishes will be awarded the higher place on the leader board and so on until the tie is broken.



3.18.7 Unless otherwise advised in the Supplementary Regulations for a given round, League points will be awarded for each Race in accordance with the tables below.

STANDARD RACE POINTS ALLOCATION							
1st	181	13th	154	25th	130	37th	106
2nd	177	14th	152	26th	128	38th	104
3rd	174	15th	150	27th	126	39th	102
4th	172	16th	148	28th	124	40th	100
5th	170	17th	146	29th	122	41st	98
6th	168	18th	144	30th	120	42nd	96
7th	166	19th	142	31st	118	43rd	94
8th	164	20th	140	32nd	116	44th	92
9th	162	21st	138	33rd	114	45th	90
10th	160	22nd	136	34th	112	46th	88
11th	158	23rd	134	35th	110	47th	86
12th	156	24th	132	36th	108	48th	84

### 3.18.8 Bonus Points:

3.18.8.1. Bonus points are as follows and are only applicable for drivers who have classified for the race, as per section "Finishing & Classification".

- Start on Pole 1 points
- 0 Race incidents 3 points
- Lead any lap 1 points
- Lead most laps 1 points
- \*Fastest Lap 1 points

\*Must finish in the top 10 to be eligible for fastest lap bonus.

### **3.19. Championships & Leader Boards**

- 3.19.1 For the purposes of calculating the League leader boards during a season, points accumulated from all races will count towards a Driver's total score.
- 3.19.2 At all times Drivers will be ranked on the League leader boards by the number of points earned in line with the above, highest to lowest.
- 3.19.3 Drivers will be allowed two (2) dropped race over the course of the season. However, any accumulated license points will be deducted from points at end of the season.
- 3.19.4 Driver's dropped races will be automatically calculated as their lowest scoring races.
- 3.19.5 All races, except Round 10, may be counted as dropped race.
- 3.19.6 The Driver who has accumulated the most points at the end of the final race of the season, taking into consideration the dropped races, will be Champion of their respective Split.

### **3.20. Pre-Season Qualifying and Driver Splits**

- 3.20.1 In the week leading up to the start of the season League Management will use a circuit of their choosing to conduct pre-season qualifying sessions, where times will be used to assist in determining new drivers to the series ranking for the new season.
- 3.20.2 Pre-season qualifying circuit will consist of one track from the proceeding season, using the same track conditions and car setups to allow for a benchmark comparison of times between pre-season qualifying and post-season qualifying.
- 3.20.3 The allocation of drivers to splits before the start of a Season will be at the league management's discretion. The pre-qualifying times as described above will be taken into account as will all other available information.
- 3.20.4 Drivers are expected to give their best attempts at setting their quickest times and if found to be "sand bagging" they may be banned by the League Manager(s) from the new season.
- 3.20.5 The League Manager(s) will attempt to divided "splits" into a maximum of 50 cars, but this will be subject to the number of entries received and will be advised on discord prior to the commencement of pre-season qualifying.

- 3.20.6 The league management will try to provide a promotion relegation system across all splits.
- 3.20.7 The top five drivers as classified by their best eight races in the series from splits 2, 3 and 4 will automatically be promoted to the split above their current, regardless of the entry of new drivers
  - 3.20.7.1. If a driver has competed in less than 8 races, their average points per round completed, will be applied to rounds with a result, to classify as 8 races.
- 3.20.8 Lower ranked drivers in the above split as classified by the best eight races in the series from splits 1,2 and 3 will be relegated to the split below their current split. Once a driver has been allocated a split, they will then complete the Season in that split.
- 3.20.9 If a driver's past or ongoing performance warrants a promotion to a higher split, they may be moved to a higher split at the sole discretion of the League Management.
- 3.20.10 If a driver's performance, attendance, or other factors cause League Management to consider a driver's position to be in a lower split, League Management have discretion over the relegation of that driver to a lower split.
- 3.20.11 Total entries for the season will be capped to **200 drivers**.
- 3.20.12 If more than 1 qualifying server is loaded in iRacing per night, there is an expectation of drivers only entering 1 server. If two servers are entered the slowest time will be taken as the time for that evening.
- 3.20.13 League Management reserves the right to allocate drivers who are broadcasters to various splits.
- 3.20.14 Drivers are only permitted to race in the split that they have been allocated. If a driver qualifies in the wrong split, they will be disqualified from the race.

### **3.21. Drivers Helping League Management**

- 3.21.1 Split 1 Drivers who have finished in the top 20 drivers of the current season who wish to have a full season break from the League, they have the option of returning to split 1 if;
  - 3.21.1.1. Their break is for the duration of one (1) season only, and;
  - 3.21.1.2. They are assisting League Management with the running of the League.
  - 3.21.1.3. The decision to allow such a break is at the sole discretion of League Management, and if/what assistance they require during the season.
- 3.21.2 Any waitlisted driver who helps management with a season or more of race control will be classed a current season driver when nominations for upcoming season are called.

### **3.22. Session Replays**

- 3.22.1 It is advised the drivers maintain a log of the sessions they compete in by saving their replay footage for storage after the race. The League Manager(s) will request this for any Post Race Protests.
- 3.22.2 It is not the responsibility of The League Manager(s) to save the replay files from every split of every race.
- 3.22.3 Failure to provide this will lead to dismissal of any Post Race Protest.

### **3.23. In Session Communication Between Teams and Drivers**

- 3.23.1 Communication between a Driver and RC during a Session must be kept professional.
- 3.23.2 Use of the in-race voice chat functionality is to be used exclusively for the purpose of Drivers reporting incidents to Race Control. Any non-driver is not permitted to use iRacing voice or text chat. The use of the iRacing voice or text chat functionality must not be used during racing for the purpose of communicating with other Drivers. Drivers and Teams found to be doing so may be penalised.
- 3.23.3 The iRacing voice or text chat functionality must not be used at all during qualifying. Drivers found to be doing so may be penalised.
- 3.23.4 Excessive use of swearing will not be tolerated.
- 3.23.5 Once a call has been made to Race Control for adjudication, drivers shall cease communicating about this, other than to RC for clarification of what has been said, but not to question a decision.

### **3.24. Collusion**

- 3.24.1 Collusion or collaboration outside of the iRacing sporting codes between Drivers is forbidden.

### **3.25. Result Manipulation**

- 3.25.1 Discussions or acts which intend to arrange or manipulate any outcome of a session in the League are prohibited and punishable in line with the recommended penalties, including round disqualification of car and all team participants in that split of the series

### **3.26. Hacking**

- 3.26.1 Hacking, or any modification made to the original game, by any participant is prohibited and punishable in line with the recommended penalties.
- 3.26.2 At the discretion of League Management, any participant found to be hacking may be removed and/or banned from the League.

### **3.27. Platform Exploitation**

- 3.27.1 Exploiting, intentionally using any iRacing bug to seek an advantage, to be determined at the sole determination of either the RD or RCS is prohibited and punishable in line with the recommended penalties.

### **3.28. Impersonation**

- 3.28.1 Participating in any part of the League under another Driver's account or soliciting, inducing, encouraging or directing someone else to play under another Driver's account is prohibited and punishable in line with the recommended penalties.

### **3.29. Software Manipulation**

- 3.29.1 Input multiplying software programs are not permitted for roll bar and brake bias adjustment. Brake bias and roll bar adjustments and changes must be made manually as supplied in game by iRacing.
- 3.29.2 Any in car adjustments shall not be automatically derived from telemetry.

### **3.30. V8 Veterans Discord**

- 3.30.1 Drivers are required to be in the V8 Veterans Discord Channel on race night and must make themselves available to Race Control, League Admin and the Split 1 Broadcasters. Failure to be present may result in a deduction of 10 championship points. Repeat offences will result in a DSQ.

### **3.31. Split 1 Broadcast Zoom Feature**

- 3.31.1 Split 1 Drivers will earn 1 bonus per round if participation in SimSpeed Zoom channel.



#### 4. TECHNICAL

##### 4.1. iRacing Session Configuration

- 4.1.1 Each race within each Round will be conducted as a League Session in iRacing.
- 4.1.2 Each League Race Session will be configured with the following settings, unless otherwise announced in supplementary regulations:

ITEM	DETAILS
<b>SESSION DETAILS</b>	
Description	Split X Race Server
Server	AUS/Syd
Start Time	Correct Day / Time 7:3X pm (AEDT)
Max Drivers	60+ (Usually checked pre-Calendar)
Admin	Steward/Race Control for Split
<b>LEAGUE SETTINGS</b>	
League	V8 Veterans Season xx
League Season	Season xx
<b>RACE SETTINGS</b>	
Time Limit	4 Hours
Practice Length	1:00
Qualify Laps	3 (0:10)
Warmup Length	0:05
Race Laps	X laps (2:45) Refer 1.14.1 for number of laps
Racing Discipline	Sports Car
Start Zone	X
Fast Repairs	1
Maximum Incidents	Unlimited
Incident Warning	At 17 Incidents / Every 15 Incidents
Qual Conduct	Strict
Tire Change Rule	X
Start with Qual Tire	X
Starting Type	Standing
Restart Type	Double-file back
Full Course Cautions	X
Lucky Dog	X
Wave Arounds	✓
Short Parade Lap	X
Caution Laps Do Not Count	X
Repeat Cautions Single File	X
Disable Decals & Numbers	X
Damage	✓

ITEM	DETAILS
Disallow Virtual Mirror	X
<b>ADVANCED SETTINGS</b>	
Hardcore Level	Allow all driving aids
IRacing Range	No Limit
License Range	Rooke 1.0 – Pro/WC 4.0
Restrict Results	X
Restrict Spectators	X
Allow Leagues	V8 Veterans Season xx
Fixed Setup	✓
<b>SAFETY CAR</b>	
Model	McLaren 720S GT3 EVO
Max Fuel	100%
Weight Penalty	0kg
Engine Power	100%
Max Tire Changes	Unlimited
Race Setup	Anything loaded
<b>RACE CAR 1</b>	
Model	Supercars Ford Mustang Gen 3
Max Fuel	100%
Weight Penalty	0kg
Engine Power	100%
Max Tire Changes	Unlimited
Race Setup	SxxRx Vets – track.sto
<b>RACE CAR 2</b>	
Model	Supercars Chevrolet Camaro Gen 3
Max Fuel	100%
Weight Penalty	0kg
Engine Power	100%
Max Tire Changes	Unlimited
Race Setup	SxxRx Vets – track.sto
<b>TRACK</b>	
Circuit	Refer 1.14.1 for circuit
Circuit Layout	Refer 1.14.1 for circuit layout
Prac Track Usage	100%
Qual Track Usage	Carry Over
Warm Up Track Usage	Carry Over
Race Track Usage	Carry Over
Leave Marbles	X

ITEM	DETAILS
<b>WEATHER</b>	
Temp	18°C
Cloud Cover	Partly Cloudy
Moisture	None
Wind	2 kph N
Humidity	0%
Weather	Static

- 4.1.3 For league practice sessions, - **Starting track state: 100%.**
- 4.1.4 Server conditions are subject to change. Changes will be issued in the Supplementary Regulations

## **5. OPERATIONS**

### **5.1. Competition Numbers**

- 5.1.1 Drivers are required to nominate their preferred number selection upon registration for the series.
- 5.1.2 The allocation of competition numbers is at the sole discretion of the League Management.

### **5.2. Compulsory markings on cars**

- 5.2.1 Unless otherwise specified in the Supplementary Regulations, each Car competing in any round must reserve the front and rear windscreen banner for the title sponsor, as determined by the League Manager(s). This banner will be provided to all prior to the series commencement and must be used in the colour scheme as provided.
- 5.2.2 First time windscreen banner infringement to display the banner will result in a warning from the RD.
- 5.2.3 Second windscreen banner infringement will result in a 10 licence points from the competitor's championship.
- 5.2.4 Any further windscreen infringements will result in DSQ and removal from the server.

## 6. RECOMMENDED PENALTIES

### 6.1. Code of Driving

- 6.1.1 The League adheres to the [iRacing.com official sporting code](https://www.iracing.com/official-sporting-code) in all hosted servers and public forums. All iRacing members are bound by this code of conduct and are subject to its conditions and provisions whilst competing in the League

### 6.2. Driving Standards

- 6.2.1 The following driving standards will be considered as part of any steward investigation and a penalty multiplier or license point penalty may apply where a standard is considered breached:
- 6.2.1.1 **Careless Driving**  
Departing from the Standards of a competent Driver.
  - 6.2.1.2 **Reckless Driving**  
Any unintentional action by a Driver which creates serious risk to others.
  - 6.2.1.3 **Dangerous Driving**  
Any intentional action by a Driver which creates serious risk to others.

### 6.3. Conduct Guidelines

- 6.3.1 Understand:
- 6.3.1.1. Tough decisions will be made.
  - 6.3.1.2. Decisions rest with the Stewards.
  - 6.3.1.3. **Drivers must respect the decisions of the Stewards.**

#### 6.3.2 Basics

- 6.3.2.1. The onus is on all Drivers and Competitors to always respect the Rules.
- 6.3.2.2. Rules applied firmly/fairly.
- 6.3.2.3. Zero Tolerance policy with regards to threats and abuse of the League Officials, other officials, other drivers, team members and Staff either verbally or in text/writing. This includes but is not limited to; the iRacing platform, and Discord server that The League operates in.

#### 6.4. Penalties

- 6.4.1 Penalties may be applied to individuals who breach specific rules or codes of conduct whilst in any League Event. These penalties may be imposed by the RD or RCS before, during or after an event depending on its nature.

#### 6.5. Race Incident Points

- 6.5.1 During the League Series, iRacing incident points will begin to accrue from race start, right through until the last driver on track has taken the chequered flag. Despite having finished the race, Drivers may still accrue incident points via their post-race actions (loss of control, off track and car contacts)
- 6.5.2 Each race will have a maximum number of incident points before drivers are automatically issued an in-race iRacing penalty. The maximum number of incident points for each race will be 17, unless otherwise outlined in a Driver Briefing for that round.
- 6.5.3 Any incident points that accrue after the race finish will not be reviewed or removed. Drivers who continue to act in a manner that may accrue incident points after race finish, do so at their own risk.
- 6.5.4 Drivers found deliberately trying to cause post-race incidents with other vehicles will be penalised accordingly with post-race point penalties (car contact etc).
- 6.5.5 Cars must cross the Finish Line or enter the Pit Lane under their own power. Cars may not provide external assistance to other cars by pushing or aiding them in any way. The Racetrack includes the pit entry, lane, and exit. Cars providing external assistance will be subject to penalty.

6.5.5.1. This does not apply to vehicles that have already finished the race.

## **6.6. Practice and Qualifying Penalties**

- 6.6.1 All Drivers are expected to conduct themselves in a respectful manner towards each other and all other stakeholders in the League. This applies to all on-track and off-track matters. Any breaches of this are to be reported to the League Manager(s), RD or RCS.
- 6.6.2 Evidence of these matters will be referred to the League Manager(s), RD or RCS.
- 6.6.3 In accordance with Rule 2.4, Drivers must act in good faith towards the League Manager(s), RD and RCS. Deliberately misleading a League Official will be dealt with accordingly.
- 6.6.4 Driving infringements during Practice will be based on a determination of impeding others. Penalties for impeding other drivers may range from loss of qualifying time (pit lane start) or exclusion from a practice session or Race.

## **6.7. The No 'ESC' Rule**

- 6.7.1 Drivers must request permission to use ESC from RCS in the event of a Race incident. Refer 3.8 Towing
- 6.7.2 Failure to do so will result in a DNF from the race session and a ROG start next round.

## **6.8. Black Flags**

- 6.8.1 Black flags are automatically issued by iRacing or by the RCS. Drivers are expected to observe the in-game instructions and penalties associated with a Black Flag.
- 6.8.2 CRS will not clear Black Flags that have been issued automatically in game, unless there is clear evidence to dispute their validity.
- 6.8.3 The "No ESC" rule applies in pit lane during race sessions. Drivers are required to drive to their pit box before using the ESC function.

- 6.8.4 The League cannot be held accountable for iRacing issued in game Black Flag penalties that may disadvantage any Driver.
- 6.8.5 Understanding the conditions around the automatic Black Flags and how they are issued by iRacing is the responsibility of the Driver.
- 6.8.6 The League CRS may also manually issue Black Flags for infringements. These will be issued by in-game commands.
- 6.8.7 Black Flags issued by RC cannot be served under SC as generally these are for driving infringements. If SC period arises RC will clear the flag and reissue after that period.

## **6.9. Blue Flags**

- 6.9.1 Refer Racing Rules Section 3.9

## **6.10. Car Contact**

- 6.10.1 A Driver in any session who is deemed by the CRS to have made avoidable or at fault car contact with another car will be subject to penalty.
- 6.10.2 Penalties may be applied before, during or post-race.
- 6.10.3 Car contact can be classified as with the driving standards and license points may be applied.
- 6.10.4 Contact between cars in Pit Lane may be reviewed by the League Officials and a Penalty may be applied.
- 6.10.5 Net code may occur, and race control will take into consideration whether car contact would have occurred regardless of net code.



### **6.11. Track Re-Entry**

- 6.11.1 Whereby a Car is attempting to re-enter the track during any Race Session, the Driver must.
  - 6.11.1.1. Do so in a manner that does not impede or make contact with another car.
  - 6.11.1.2. Do so about the condition of their vehicle and with full regard for their fellow Drivers.
  - 6.11.1.3. Do so as soon as possible, and as close as possible to their exit point from the track. I.e. a driver must not cut corners or sections of track excessively whilst outside the limits of the race surface.
- 6.11.2 Failure to observe these conditions may result in a penalty being issued based on the driving standards and licence points may be applied.
- 6.11.3 Refer Driving Conduct Section 3.9

### **6.12. Redressing Position**

- 6.12.1 Where contact between two cars occurs that results in a place gained by driving that may attract a penalty, the offending driver may redress the position without steward involvement. A redress will only be accepted by the RCS when:
  - 6.12.1.1. The contact between the cars is a 1 on 1 scenario.
- 6.12.2 A redress instructed from race control it must occur within one lap of the call, or further penalties occur.

### **6.13. Pit Lane Penalties (PLP), Drive Through or Stop-Go Penalties (SGP)**

- 6.13.1 The issue of a Drive Through, or Pit Lane Penalty (PLP) requires a driver to enter and proceed through the pit lane without stopping for any type of pit service. Once completed a driver may re-enter the race and is deemed to have served the penalty.
- 6.13.2 Drivers are advised not to serve a pit lane penalty voluntarily, as these will not be recognised by Race Control. Drivers doing so after an incident, will still have their full penalty applied by Race Control. Only then will it be deemed to be served.
- 6.13.3 The issue of a Stop-Go (or Stop-Hold) Penalty requires a driver to enter and proceed to their pit bay and bring the car to a complete stop (and hold if necessary). There may be no form of service taken on the car during this time. Once the car has completed this penalty it may proceed back on track via pit exit safely.
- 6.13.4 Should a driver stop and take any form of service after being issued with a PLP and attempt to or re-enter the race, the PLP will be deemed as not having been served and a second PLP will be issued and monitored by the League Officials.
- 6.13.5 Once issued, a driver must serve the PLP within the time allotted by iRacing. Failure to do so will result in a penalty being applied by the iRacing server.
- 6.13.6 A driver may not serve a penalty during a safety car period. Any driver attempting to do so will be re-issued the penalty with graduation of severance (i.e.: DT to Stop and Go; Stop and Go to Stop and Hold, Stop and Hold (+10 additional seconds).
- 6.13.7 A driver may not serve a PLP on their last lap of the race. Attempting to do so will result in the driver being issued as a 30-point penalty post-race.
- 6.13.8 Notification of a PLP will be issued via in game race radio and text chat.
- 6.13.9 A Drive Through applied post-race will be issued as a 20-point post-race penalty.

#### **6.14. Deliberate Contact / Retaliation**

- 6.14.1 Any car contact or indiscretions that are deemed to be “Dangerous” that causes a loss of time, or damage to another competitor/s will result in the immediate removal from the race server by the CRS and lose of License Points will apply. Deliberate or “payback” driving will not be tolerated at any time and will be dealt with harshly.

#### **6.15. Argumentative behaviour towards RCS**

- 6.15.1 As per the 6.2. Conduct Guidelines, there is zero tolerance towards abusive or argumentative behaviour towards RCS. This behaviour can be deemed as “Reckless or Dangerous” and lose of licence points will apply.
- 6.15.2 “Back Chat” will not be tolerated. Drivers may politely seek clarification, however arguing or questioning a decision beyond basic clarification will be viewed as a breach of the Rules.
- 6.15.3 Drivers wishing to review or protest an incident should follow the procedure outlined in Section 2.5.
- 6.15.4 At the sole discretion of RCS, drivers that breach this rule may be penalised ranging from a 10-point post-race points penalty, to a Stop & Hold up to 40 seconds, or even disqualification, depending on the severity of the breach.
- 6.15.5 RCS may penalise further breaches of this rule during a race session by muting that driver from voice chat. If this takes place, further post-race penalties may be administered by the League Manager(s).

#### **6.16. Rage Quitting**

- 6.16.1 Rage Quitting will not be tolerated by the league and will incur 10 licence points.
- 6.16.2 If you decide to manually disconnect from the server without informing Race Control, it may be deemed as Rage Quitting.

### **6.17. Unsportsmanlike Behaviour**

- 6.17.1 Race Control can warn a Driver of unsportsmanlike behaviour. If a Drivers conduct does not change than Race Control may penalise the Driver accordingly, from time penalties, drive thru, stop, and hold, DSQ, and removal from the server.
- 6.17.2 The unsportsmanlike flag cannot be protested or appealed. It is at the discretion of the Race Director and the DSO to issue this as a warning for acts that are in not in the spirit of the regulations.