

# Code of conduct & punishment

Version of document

<b>No.</b>	<b>Date</b>	<b>Author</b>	<b>Comment / Remark</b>
0.1	29.12.2019		Initial version
0.2	11.06.2020	GM	Penaltys PostRace
0.3	11.03.2021	GM	4.9 Maximum driving time
0.4	14.03.2021	GM	4.10 Pit stop
			4.9 Maximum driving time
			4.7.11 ESC prohibition and requirement

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## 1 SERIES INFORMATION AND GENERAL REGULATIONS

### 1.1 Obligation of attendance

During the whole race event, especially during the drivers' briefing, the team leader/driver is obliged to be present. Team leaders/drivers who do not attend the drivers' briefing can be excluded from the start. The obligation of attendance ends with the end of the event.

### 1.2 Validity of the event

If the event is completed before the official end of the event and despite a time delay, the event will be fully counted in any case. The race commission reserves the right to cancel and postpone or to completely cancel the event on the evening before the race in case of excessive delay. If an alternative date is scheduled, this will be announced promptly by email.

### 1.3 Cancellation of individual events

The participants/teams are obliged to cancel their participation in the event of non-participation within the specified period.

### 1.4 Communication

#### 1.4.1 Teamspeak

The communication during the event takes place via Teamspeak only

- TS address: ts.simracing-germany.com
- TS Password: abtabt

#### 1.4.2 Discord

You can join our Discord at the following link.

Link: <https://discord.gg/NSb5tXJ>

### 1.5 Training / Qualification / Race

- A timed lap is given when the lap is started and finished outside the pit lane.
- At the end of practice or qualification, the finish line may only be crossed once on the track.
- During the qualification, the ESC command may only be used inside the own pit box. A resumption to the qualification after leaving or resetting the vehicle outside the own box is excluded in any case.
- If no further timed laps are possible, leaving the vehicle outside the own pit is also allowed.
- In case that a qualification can not be carried out, the race commission will decide on the starting grid.

#### 1.5.1 Early start

- Early starts are punished with a drive-through penalty. The penalty is automatically pronounced by the simulation and must be taken within the first three laps.

#### 1.5.2 Aborting the race

- If an excessive number of accidents occur in the first lap due to the behaviour of the participants, the race commission has the possibility to stop the race.
- Aborted races will be announced via Teamspeak with "Red Flag Red Flag Red Flag Red Flag".
- Each participant is instructed to drive to his pit stop at a slow pace. Overtaking is absolutely forbidden.
- The time lost due to the aborted race will be deducted in the following race/run.
- Accidents that occur during a Red Flag situation will be punished as a serious offence.

## 2 SESSIONS

### 2.1.1 Starting order

The starting order is determined by the qualifying.

### 2.1.2 Race end

After reaching the finish line, an independent return to the box is mandatory. In the so-called run-out lap, the speed of the pit lane must be adjusted. Incidents in the run-out lap will be punished in the same way as those during the race.

Penalties will result in a non-ranking (no championship points).

### 2.1.3 Vehicles

Each racer is responsible for joining the race server with the vehicle he/she has named.

Violations will result in a pit lane start in the race and 2 penalty points.

## 2.2 Track conditions

### 2.2.1 Weather

The weather settings can be adjusted statically or dynamically.

### 2.2.2 Rubber surface on the track

The condition of the track changes dynamically according to the track usage by the participants.

## 3 PENALTY POINTS + PENALTY POINTS ACCOUNT

Violations of the regulations and especially incidents on the race track caused by negligent or reckless behaviour can be punished by the race commission with penalty points and further penalties such as start from the pits or drive-through penalties. These penalty points will be deducted from the race result. Further penalties will be considered at the next start. All penalty points are collected on the penalty points account (SPK) of the respective driver. These can be seen in the official evaluation under column penalties and account (column penalties = penalty points) (column account = penalty points account). If the maximum number of 10 penalty points is reached, the race lock will be for the next run. The account will be zeroed after serving the penalty.

### 3.1 Penalty points account (SPK)

When 10 penalty points are reached, the driver automatically receives a race suspension for the next run.

The SPK consists of penalties from the races. The reduction of points is only possible by following the procedure below.

### 3.2 Reduction of penalty points

Penalty points are only set to 0 after the finished season. (outstanding penalties are excluded)

### 3.3 Level of penalties

**Warning:**

- A warning is given only once per run. Further incidents will be punished as misdemeanours.

**Minor offence (LV):**

The following penalties may be imposed for a minor offence

- 1 penalty point on the overall ranking

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### **Medium misdemeanor (MV):**

The following penalties can be imposed for a medium offense

- 2 penalty points on the overall ranking
- Pit lane start
- drive through
- Evaluation penalty

### **Serious offence (SV):**

The following penalties can be imposed for a serious offence

- 3 penalty points on the overall standings
- Pit lane start
- S/H Penalty X seconds
- Evaluation penalty

### **Maximum penalty (HS):**

Race ban! You will be banned for the next race.

The definition takes place on the basis of the general punishment catalogue §6.

Penalty Nr.	Penalty
P01	Warning
P02	Penalty points
P03	Score penalty
P04	Drive through
P05	S/H Penalty X Seconds
P06	Pit lane start
P07	Disqualification
P08	Exclusion from a race weekend
P09	Exclusion from the series and loss of all points

### **SeasonEnd Penalty**

PENALTY NR.	PENALTY	DGTM	DNLS-CC
P01	Warning		
P02	Penalty points		
P03	Score penalty	-5 Points	-0,2 Points
P04	Drive Through	-20 Points	-1,00 Points
P05	S/H Penalty X Seconds	-25 Points	-1,25 Points
P06	Pit lane start	-30 Points	-1,50 Points
P07	Disqualification		
P08	Exclusion from a race weekend	-50 Points	-5,00 Points
P09	Exclusion from the series and loss of all points		

## 3.4 Penalties for yellow card infringements

### **Warning:**

Unsicheres Verhalten unter gelb. Fahrer beschleunigt trotz ersichtlichem Unfall weiterhin, es werden bis auf die Unfallbeteiligten keine Fahrzeuge überholt bzw. andere Fahrer gefährdet.

### **Light misdemeanor**

Passing under yellow without danger/impairment.

Driver accelerates despite apparent accident, vehicles not involved in the accident are overtaken, but other drivers are not endangered or hindered.

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#### **Middle misdemeanour**

Overtaking under yellow with danger/impairment.

Driver accelerates despite apparent accident and overtakes vehicles not involved in the accident and/or additionally endangers or hinders other drivers. (Evasion and/or braking manoeuvres provoked).

#### **Strong misdemeanour**

Überholen unter gelb mit Folgeunfall.

Fahrer beschleunigt trotz ersichtlichem Unfall, es werden nicht am Unfall beteiligte Fahrzeuge überholt und/oder es kommt zur Kollision mit mindestens einem weiteren Fahrzeug.

Overtaking under yellow with subsequent accident.

Driver accelerates despite apparent accident, overtakes vehicles not involved in the accident and/or there is a collision with at least one other vehicle.

### **3.5 Validity of penalties and penalty points**

Penalty points are valid over the season. Penalty points are only zeroed after the season has ended. Penalties resulting from penalty points do not lose their validity after the end of the season.

### **3.6 Time / replacement penalty**

Evaluation penalties can be imposed as a substitute penalty even after the end of the race.

- Drive-through penalty into a 30 seconds substitute penalty
- Stop and go penalty in a 35 seconds substitute penalty
- Time penalties in the following alternative penalty: imposed penalty time plus 35 seconds

## **4 SPORTING REGULATION**

### **4.1 Preamble**

#### **4.1.1 Spirit of the regulations**

The highest premise for all parties involved, primarily administrators, race commission and drivers, should be the idea of sporting fairness. The following regulations are binding for the organisation as well as for the drivers and pursue the goal of creating an appropriate and transparent framework for a fair sporting competition on the race track.

#### **4.1.2 Salvatorius Clause**

Basis for the complete execution, as well as all decisions within these series, is solely these regulations in the version valid at the time of the event. Should the wording not be suitable in individual cases to bring about a situation or decision that corresponds to the basic idea of sporting fairness, a decision deviating from the wording of the regulations may be made in this case with sufficient justification. If such a case occurs, the organizers will subsequently clarify, amend or supplement the wording of the regulations in such a way that it becomes generally valid for all subsequent events..

#### **4.1.3 Authority of the race commission**

If it proves necessary in individual cases, the race commission can make decisions additional to the regulations during an ongoing event in favour and to the disadvantage of the participants, as long as it is ensured that all addressed participants receive the appropriate information. These decisions of the race commission are binding for all participants.

## 4.2 Behaviour

### 4.2.1 General behaviour

The protection of the dignity of the individual is a fundamental claim of the ADAC. Tolerance, loyal behaviour and mutual appreciation are the basis for a trusting relationship. Actions whose recognisable aim is to deliberately cause harm to a competitor are at no time tolerated. This regulation concerns the driving activities in all parts of the competition, the chat or voice chat as well as the race debriefing in the forum and any further communication of the drivers, as far as the race commission is informed. In serious cases disqualification may be the consequence. It is forbidden to move a vehicle in the opposite or transverse direction to the driving direction. An exception is made if a vehicle has to be moved from a dangerous position.

### 4.2.2 Behaviour towards officials

Direct instructions by the officials (race director, race commission) during an event must be followed immediately. Deliberate violation of the instructions of the officials will result in immediate disqualification.

The officials will be named in the regulations or appendix of the event.

### 4.2.3 Sanctions for misconduct

If a driver's behaviour on or off the track is so negative that it endangers the event, he will be warned by the race commission, asked to leave the race server in case of continuation or recurrence and removed from the server in case of non-compliance. A demonstrably intentional violation of this warning will result in immediate exclusion from the league.

## 4.3 Admittance to race

Drivers can enter or leave the server during the entire duration of an event. A restart of the server due to missing drivers or waiting for drivers is not possible. Drivers who start the race too late must enter the race with a certain delay.

## 4.4 Communication

Chatting, both voice and text chat, is only allowed to drivers during the training session and only in necessary cases and during the drivers briefing. In addition, chatting during ongoing sessions is generally prohibited, unless the race commission gives an explicit permission to chat. Likewise, changing text and voice chat channels without approval is prohibited from the start of qualifying onwards. The voice and text chat function must generally be activated ( in the cockpit as well), as both are used as communication channels of the race commission.

## 4.5 Preparation and knowledge of track

A driver may only participate in the race if he has sufficient experience in handling the vehicle and circuit. This includes in particular vehicle control in traffic and off the racing line. Every participant must be able to see the traffic behind in the mirror. Drivers who attract attention in the training sessions due to insufficient racing preparation, lack of vehicle control or track knowledge and thus have a negative influence on the course of the race, may be asked by the race commission to leave the server and, if this is not respected, may be removed from the server after prior notification.

## 4.6 Limits of track

The route is generally defined by the white lines that mark the border of the route. Curbs, artificial turf, grass pavers, speed bumps and elevated curbs, which are usually set in second row, as well as other equipment attached to the normal curb, are considered to be track. At all times a part of the vehicle must be inside or on the track. The track boundary may only be left to avoid an accident. No advantage may be gained by taking a shortcut. Impunity occurs when the advantage gained is immediately reversed. In the event of an accident, leaving the track is not punished. In addition to this regulation there may be special regulations for each track, which will be announced in the drivers' briefing. Drivers who gain an advantage by leaving the race track will be punished by the race commission.

## 4.7 Behaviour on track and duels

### 4.7.1 Ground rules

The attitude should be: "Be careful" and not "I don't care". An accident does not mean you can take the rest of the field with you.

Drivers, who hinder or endanger other drivers by their driving style or who do not meet the requirements, can be excluded from further participation in the race/series by the race commission.

Drivers who obviously hinder, block, push away or endanger other drivers can be punished with evaluation and/or further penalties.

If a driver intentionally causes an accident he will be excluded from the race.

### 4.7.2 Behaviour under yellow

If the driver approaches an accident site or a yellow restricted area, the speed must be adjusted to the situation. Overtaking is prohibited. Increased caution applies here. The yellow flag is still effective for the two following turns. Only after the second turn the yellow flag is lifted and the driver is allowed to regain his race pace and overtake.

### 4.7.3 Overtaking

Hindering other vehicles during overtaking manoeuvres is prohibited. As soon as there is an overlap between two vehicles, on a straight line and in front of a braking zone, the own line must be held. If an attempt is made to brake out a driver, the process must be stopped and the ideal line released if the vehicle on the inside of the turn does not reach half the length of the overlap before the turning point. In addition, entering the turn may only be done at a suitable speed. It must be possible to keep your own line. In a direct duel a single change of lane is allowed. Every driver who returns to the ideal line after having previously defended his position off the ideal line must, when entering the turn, keep at least one vehicle length between his own vehicle and the track border (white line).

### 4.7.4 Lapping

If lapping is imminent, the driver to be lapped is always responsible for allowing overtaking. However, if the driver being overtaken allows drivers from the lead lap to overtake, the race speed must be maintained as much as possible. In particular, sudden deceleration outside the usual braking zones or failure to accelerate out of turns should be avoided, as this behaviour is difficult to anticipate by the driver behind. Leaving the ideal line is only permitted if this happens early and clearly visible to the person overtaking.

### 4.7.5 Braking points

Every driver has to choose the braking points and the speed in such a way that he avoids hitting the vehicle in front at any time. Particular caution is required in the starting phase, as altered braking points can occur here. Extraordinary braking points without necessity are to be avoided at all costs. Deliberately hitting the rear of the car is explicitly forbidden.

### 4.7.6 Stopping on lane

In general, a driver may not leave his vehicle on the track, but must drive it into the pit lane or any other place off the track.

### 4.7.7 Leaving the lane

If a driver leaves the track, he must ensure that no one is hindered when starting up again. Ruthless driving onto the track will be punished by the race commission.

### 4.7.8 Turn around

Every driver must try to get his vehicle off the track as quickly and carefully as possible if an accident occurs. The driver must not turn his car back in the right direction until all traffic has passed. Otherwise press the ESC key.

### 4.7.9 Defects

If a driver is relatively slower than other vehicles due to damage to his car, he should drive his vehicle on the track outside the racing line or clear the racing line at a suitable point as soon as a faster vehicle approaches. If the vehicle can no longer be controlled safely and thus represents a danger to the other drivers, the driver must enter the pit lane or end the race.

#### 4.7.10 Qualifying

In the formation lap (outlap), drivers have to be given space on a fast lap. The same applies to the outlap (inlap). The pit lane must be left in such a way that no drivers are hindered on a fast lap.

#### 4.7.11 ESC prohibition and requirement

~~During the qualification, the car may only be left within the pit lane (by pressing the ESC key). A resumption of the qualifying is excluded after leaving or resetting the vehicle outside the pit lane. If you come to a standstill on the track during the qualifying, that it is no longer possible to make way and thus hinder the following traffic, the ESC key must be used. The resumption of the qualifying is not allowed.~~

### 4.8 Guidelines for vehicle lighting

These guidelines are intended to provide a better understanding / assessment of the race situations within a race, in particular to avoid any misunderstandings during the race in advance.

During a lap manoeuvre to signal, that you want to overtake.

### 4.9 Maximum driving time

- After a driving time of 2,5 hours (150 Minutes) the driver must take a break of at least 30 minutes.
- The driving time is the time in which the driver participates in the race without an interruption of at least 120 minutes. Introduction lap(s) / formation lap(s) and finishing lap(s) are not added to the driving time.

### 4.10 Pit stop /Pit lane

- Within the pit lane, the driver must remain in Fast Lane until he is two car lengths in front of his pit. It is forbidden to deliberately block the following car or to stop outside your own pit lane. Violations will be punished by the race commission.
- The movement of vehicles with their own engine power against the direction of driving is allowed for a maximum of one vehicle length.
- When leaving their own pits, each driver immediately enters the Fast Lane and follows it until the part of the track where threading back onto the track is allowed. Should other cars approach from behind when entering the race track, the driver may only drive back onto the racing line when he has reached race speed and is not hindering other drivers.
- ~~At all pit stops involving a driver change, all four tyres on the vehicle must be changed.~~

### 4.11 Server breakdown or technical difficulties

#### 4.11.1 Server issues/ Disconnection before and during the race

If the race cannot take place properly due to technical problems with the server or the simulation, the race commission has the possibility to stop the race and restart or cancel it.

If the race is restarted, the result of the qualifying will be taken over, if it has already taken place and the result is available to the race commission. Before the race is restarted, at least one practice session of five minutes must take place to give all drivers the chance to connect to the new session (check connectivity).

If a race cannot be finished (for whatever reason), it will be cancelled without substitution. In exceptions it is possible to agree on an alternative date.

### 4.12 Termination of the race

- The end of the race is indicated to each rider by showing the chequered flag when crossing the finish line. When the prescribed number of laps is reached, first the fastest rider and then all those who follow are waved off, regardless of the number of laps they have completed by then. In races over a time distance, the chequered flag will be waved off when the leader passes the finish line after the time has expired.
- The organizer can determine that the race ends after a certain time, even if the intended distance has not been reached. After the start of the event such a decision requires the approval of the race commission.

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- After the leading car has finished the race, overtaking is prohibited on the final lap for those cars that are still in the race and have not yet been waved off. The finish line may only be crossed once. Violations will be punished by the race commission.
- All drivers have to drive into the pits on their own and only then may they press the ESC key.

### 4.13 Positioning

- The winner is the driver who has covered the intended distance with his vehicle in the shortest time or the longest distance in the prescribed time, taking into account all possible penalties.
- The placement of the drivers is based on the shortest driving times required for the race distance with the same number of laps, then on the number of laps completed to the end. In races over a certain time distance, the driver who has reached the highest number of laps is the winner. In races with the same number of laps, the winner is the driver who reached the number of laps first.
- If several drivers occupy the same rank (ex-aequo ranking), the points or prizes awarded are shared. The following position will be omitted.

### 4.14 Minimum distance, minimum duration

In all races lasting less than four hours, only those vehicles that have completed at least 90% of the distance covered by the winner will be scored.

## 5 RACE COMMISSION / PROTESTS / PENALTIES

### 5.1 Race commission

The Race Commission has the unrestricted authority to enforce compliance with the rules, codes and the provisions of the event and series announcement within the framework of the event for which they have been nominated.

#### 5.1.1 Duties of the race commission

The race commission evaluates offences according to the penalty catalogue of the event/series. For offences that are not listed in the catalogue of penalties, a discretionary decision is made.

### 5.2 Race director

A race director may be appointed for certain competitions within an event. This must be listed accordingly in the event or series regulations. The race director must work in permanent coordination and in constant cooperation with the race commission.

In the following points the race director is superior to the race commission:

- Monitoring of training, qualifying, warm-up and races
- Compliance with the timetable. If necessary, the race director submits proposals to the race commission for changes to the schedule or the event or series announcement
- Imposition of evaluation penalties
- Handling of a possible re-start
- Drivers briefing
- Pronunciation of penalties

### 5.3 Protest

#### 5.3.1 Protest against companions

If situations arise during the events which a driver considers worthy of protest, he can submit a protest. A protest form is provided for this purpose. Violations of the regulations and especially negligent or reckless behaviour on the race track can lead to the awarding of penalty points and further penalties such as starting from the pits or drive-through penalties by the

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race commission. These penalties will be deducted from the race result or will be taken into account for the next participation.

### 5.3.2 Protestable and non-protestable situations

Situations worthy of protest are essentially defined as those in which the opponent of the protest either deliberately brings about the disputed situation by his actions for his own benefit, or at least accepts the foreseeable consequences of his actions. Also classified as worthy of protest are situations caused by an obvious lack of overview of the surrounding racing events.

Simple driving errors are expressly not considered worthy of protest if the consequences of such errors are not deliberately or approvingly caused by the driver. An obviously nonsensical protest (e.g. due to ignorance of basic rules) will be punished with -1 point.

### 5.3.3 Invalid protests

Decisions of the race commission and the race director are final and not contestable.

A protest against the result of the qualifying is not allowed.

### 5.3.4 Validity of a protest

#### Form

A protest must be submitted fully completed via the official protest form for the respective event. Incorrect or missing information, e.g. wrong time index, wrong race will invalidate the protest.

## 5.4 Penalty

### 5.4.1 Completion of outstanding penalties (Post-Race penalties)

#### Drive-through penalties

A drive-through penalty must be completed by the end of the third lap. It is not allowed to refuel or change tyres.

#### Pit lane starts

Teams/drivers who have to do a pit lane start may not start their race from the pit lane until the entire car-class in which they start has passed the pit exit line. The team may line up at the end of the pit lane, on the right-hand side of the road.

## 6 CATALOGUE OF PENALTIES

Intentionally exploiting faulty mechanics in the simulation to give oneself an unfair advantage or to harm other drivers is a serious offence and leads to series exclusion.

Using third party software that affects or modifies basic game mechanics (cheating) will result in immediate disqualification. The amount of penalty points per type is determined in the series-specific regulations.

### 6.1 Dealings, Insults

- During the race: serious offence
- Outside the race e.g. in the TS, chat or forum: Decision of the race commission

### 6.2 Violation of the chat ban

- Minor offence for a single breach
- Medium offence for multiple breach

### 6.3 Start

The following offences are generally punished with a drive through / stop and go / time penalty:

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Moving the vehicle when the start is stationary after taking up the start position before the start flag is lowered or, when using a start light, any movement of the vehicle between the red lights being switched on and the start signal or, when using an automatic start light, any movement of the vehicle between the second red double light and the start signal.  
leaving the starting position within the column or leaving the formation early before the start signal is given when starting after rolling start.

### 6.4 Leaving the track

- Immunity from punishment if you leave/have to leave the track due to a driving error and do not gain any advantage from it, or if this advantage (gain of time or space) is immediately reversed.
- Slight offence if you cross the track boundary several times (4 times at the same place) without taking advantage (e.g. due to driving error).
- Medium to serious offence, if an advantage is gained by shortening or leaving the track several times (2 times).
- Serious offence if you overtake a driver as a result.
- Serious offence if leaving the track (without driving error) causes an accident.
- Serious offence if the driver makes unrealistic use of the track limits to gain an advantage.
- Disqualification if whole passages are omitted to gain time.

### 6.5 Lapping

- Slight misdemeanour if you change into the ideal lane shortly before and in the braking zone and it remains without consequences
- Medium misdemeanour if the overtaken rider leaves the racing line and this leads to misunderstandings / an accident
- Medium offense if the person to be lapped deliberately blocks the person behind
- Serious offence if the blocking causes an accident

### 6.6 Overtaking

- Slight misdemeanour if you change into the ideal lane shortly before and in the braking zone and it remains without consequences
- Medium misdemeanour if you change to ideal lane shortly before and in the braking zone and the car behind you has to swerve
- Medium offense if you do not leave enough space and there is contact
- Medium offense if you cannot keep your lane on the inside lane due to too high speed and there is contact
- Medium offense if you change lanes several times without contact
- Serious offence if you change into the ideal lane shortly before and in the braking zone and an accident occurs
- Serious offence if an accident involving several vehicles is caused by misconduct

### 6.7 Rear-end collision

- Generally medium offences
- Slight offence if the touch remains without consequences
- Slight offense if surprisingly early braking point
- Serious offence if the other party loses several places
- Serious offence if several drivers are involved in the accident
- Serious offence in the starting phase, except for touching without consequences
- Maximum penalty for recognizable intent.

### 6.8 Conscious accumulation of the person behind

Generally medium misdemeanour to serious misdemeanour if the opponent loses several places.

## 6.9 Driving onto the track after an accident

- Basically medium to serious offences as soon as a driver is seriously affected by the collision.
- Maximum penalty as soon as a vehicle is involved in an accident by the collision.
- On tracks without a run-up area, everything possible must be done to stay on one side of the track in case of an accident. In case of violation of this rule, depending on the seriousness of the offence: medium to serious offence.
- To carry out a punishment of the injured person, at least one of the following points must be given.
- The casualty has clearly lost speed and it is evident that he/she can no longer maintain the speed usual on that part of the track.
- The angle at which one drives onto the track is too steep.
- You have left the track further than approx. 2 vehicle widths. Possible for example in the Pouhon or Blanchimont on Spa.

## 6.10 Pit entry and exit

- slight offence when crossing (with at least one whole wheel) the pit line without an accident
- medium offense when crossing the pit line with massive obstruction of another driver but without an accident
- serious offence when crossing the pit line including causing an accident

## 6.11 Hindering other drivers during qualifying

- slight misdemeanour for stopping a rider in the qualifying session with little fault
- serious offence of stopping drivers in the qualifying round in the event of gross negligence intentional

## 6.12 ESC-Ban

- Medium offense and qualification ban for the next race if ESC ban is violated
- Serious offence and Quali Prohibition for repeated offences
- Maximum penalty in the last race for violation of the ESC ban

## 6.13 Breach of the ESC-bid

- Serious offence if a driver is hindered by remaining on the track for too long

### 6.13.1 Evaluation standard

The more the driver's behaviour deviates from the Code of Conduct, the more serious the fault and the higher the number of penalty points within a misdemeanour. The reverse is also true!

### 6.13.2 Ground for the reduction of penalty

- These cannot be listed here exhaustively and are at the discretion of the race commission. For example, moments of surprise, intransparent race situations etc. are to be taken into account to reduce the penalty. Waiting for the opponent in an accident can only be considered to reduce the penalty if the offence has only caused a direct change of places. Unusual consequences due to faulty physics calculations can also be assessed as mitigating.
- This can be situations in which a vehicle starts to skid due to e.g. incorrectly adjusted brake balance and possibly causes an accident or due to curbs or meadows the vehicle starts to skid and is uncontrollable. Exceptions are situations in which there is sufficient time for the following driver to adjust to this situation; a slip or light braking is not considered to be an impairment.

### 6.13.3 Impunity

Ghostcontacts will not be penalized as long as it is obvious that it is a calculation error of the simulation (a collision occurs without visible contact). However, if it is clearly recognisable that a driver is causing an accident, he can be held responsible despite Ghostcontact.

## 6.14 Discretionary matter

The race commission can set an appropriate penalty for offences not described in the rules.

## 6.15 Effect of penalty points

Every driver is obliged to check if he is eligible to start. If it is determined that a driver is participating in spite of a race ban, he will be banned from the next two events.

### 6.15.1 Exclusion from the ongoing season

If a driver is banned for the second time in a season due to his penalty points balance, he will be banned for the rest of the season and will not be allowed to compete in any further races.