CODE OF CONDUCT

Version september 2023

1. Code of conduct

1.1 Drivers are responsible for their actions both on and off track and shall comply with any and all rules in this document and any rules explained before the event.

1.2 Drivers are expected to review the current race information for any pertinent rules revisions for the current event.

1.3 Cheating in any form will not be tolerated in any way.

1.3.1 Failure to report a bug/glitch/game issue that gives you an unfair advantage can result in disqualification.

1.3.2 Driver that create an unfair advantage by exploiting rules can be penalized up to and including expulsion from a race, an event or the full championship

1.4 Drivers are expected to participate in an ethical and sportsmanlike manner.

1.4.1 Taunting, trash-talking, griefing and berating other drivers, staff, sponsors and other affiliates is not tolerated and may lead to immediate expulsion. We expect there is mutual respect and a positive atmosphere between all drivers, team managers and the Staff.

1.4.2 These rules apply during any session on an official or hosted Sim Formula Europe server, as well as in public/forum/discord.

1.5 Patches and plug-ins are allowed as long as they do not affect the functions of the simulation, create and unfair advantage or affect other drivers.

1.6 Pre-race preparation: We expect all drivers to prepare in advance for a racing event. If a driver attends an event and is clearly unprepared, the Stewards may ask that driver not to participate. Stewards may use the Top Lap times log to verify driver practice times. The Stewards may opt to post a minimum race time for drivers to achieve in qualifying in order to participate in the current week's race. This is to ensure drivers have prepared for the event properly and that they will not be a danger to all the teams and drivers who have put significant time into preparing for the event.

2. General Rules

2.1 Drivers must have a stable internet connection. This means they must maintain a ping no higher than 150ms (as viewed on the race server). Drivers that are above 150 may be asked to leave the server.

2.1.1 WIFI and GSM/3G/4G connections are known to cause extremely high ping and lag – do not use these types of connections.

2.2 Drivers must use their full name within – any driver failing to do so will forfeit all points for that car and will not be allowed to participate in following events until the issue has been corrected.

2.2.2 Drivers that compete in our events will have to use real name on the forum and in the competition system as well.

2.3 Exceptions to any rule will be posted in the specific race thread, and will only be an exception for that given race.

2.4 The Sim Formula Europe events are run from Europe, and therefore all times mentioned will refer to Central European Time (CET) – GMT+1 – or Central European Summer Time (CEST) – GMT+2.

2.5 The administration reserve the rights to change the car, tracks and rules.

3. Car identification, livery and carmake

3.1 If specifically noted – drivers/teams will be required to provide an approved livery for their car before they are allowed to participate.

3.2 Profanity, nudity, or anything administration deem as offensive is not allowed as part of a livery.

3.2.1 Drivers and teams are responsible for the content of their liveries. Names, logos, websites, slogans or other information related to any real company, organization or association must be used with the consent of their respective owners.

3.3 Templates for car liveries are available in rFactor 2

3.3.1 Drivers and Teams are not allowed to change the location of the number plate.

3.3.2 Drivers and Teams are not allowed to change the font on the number plate

3.3.3 Any specific category stickers shall remain on livery

3.3.4 LMH class color = White(#ffffff)

3.3.5 LMP2 class color = Blue (#0000ff)

3.3.6 LMP3 class color = Purple (#ff00ff)

3.3.7 GTE class color = Red (#ff0000)

3.3.8 GT3 class color = Green (#00ff00)

3.4 Liveries must be submitted using the series rules – this can either be in game or shared through file sharing option

3.5 During the Sim Formula Europe championship a car manufacturer is chosen.

4. Qualifying

4.1 A qualifying session will be used to determine the starting grid for the race by taking the fastest time for each car.

4.2 Qualifying will be an in-game session, length, date etc. will be determined by the series.

4.3 After the qualifying session there will be a warm-up session before the race, unless otherwise stated.

5. Race

5.1 Each driver must have the in-game chat option enabled so that the administration can use it to communicate to drivers in the race server.

5.2 If posted by admins that an event requires drivers to be connected to Teamspeak, drivers will need to be on provided teamspeak server.

5.2.1 The administration will use TeamSpeak to announce important information to all teams, such as pre-race briefings, Code 80, race warnings and penalties, and other information.

5.2.2 While online, all drivers must be in their assigned channel.

5.2.3 It is recommended that the driver always has at least one team-mate present in their team channel. The team-mate can easily contact the race director through a direct message on TeamSpeak if any problem occurs before or during the race.

5.3 Race can either start with formation lap and/or standing or rolling start.

5.3.1 Drivers are responsible for their actions during the formation lap. In case of any incident involving damage to other drivers, increased penalties will be applied.

5.3.2 Drivers shall maintain a safe but reasonable distance to other drivers, following each other based on starting position (drivers should alternate with the car to their immediate right/left, and should not be immediately behind the car ahead on the grid).

5.3.3 If it is a manual formation lap – drivers are expected to maintain a smooth pace under pit-speed limiter (80 km/h) around the track, unless told otherwise by race stewards.

5.3.4 Drivers should always be prepared for the accordion effect, especially when approaching any tight corners.

5.3.5 Drivers must not perform burnouts to warm up their tyres. This can lead to accidents and does not significantly heat up the tyres.

5.3.6 Drivers must not use brake checking (accelerating and suddenly braking heavily) to warm the brakes. To efficiently warm the brakes, put pressure on both the accelerator and the brake pedals, "dragging the brakes". This generates plenty of heat and is a safe way to maintain a smooth, consistent, predictable speed.

5.3.7 Drivers who spin, or otherwise drop out of place during the formation lap must safely blend into formation lap traffic or wait for the field to go past before rejoining the track, then carefully make their way through the grid to their assigned starting spot.

5.4 Race starts are subject to extra scrutiny, and penalties are increased for incidents that happen at the beginning of the race, according to the defined Orange Zone (see 5.6 below).

5.5 The green flag for a race start is given to each driver as they cross the start/finish line (where the game starts counting a new lap). In this moment, the driver can turn off the pit-speed limiter and start racing. This means that each driver will start racing one at a time after they complete the formation lap.

5.5.1 Always check the first post of each race thread, as the starting procedure may vary in some races.

5.6 For each race an **"Orange Zone"** will be defined in that event's Race Announcement thread. If a driver causes an incident in the Orange Zone, penalties are doubled.

5.6.1 Drivers who repeatedly cause incidents in the Orange Zone may be subject to additional penalties, up to and including suspension and/or expulsion. This will be determined by the Stewards Committee and is not subject to appeal.

5.6.2 Passing is permitted in the Orange Zone, but all the cars will be very close to each other at this point so extreme caution must be taken.

5.7 As soon as the race director announces "CODE-80 in 10 seconds", the full track becomes under Orange Zone until the green flag is resumed.

5.8 Restarts will only occur due to server malfunction. Otherwise, restarting a race is not an option – don´t ask.

5.8.1 Restarts will only be granted upon significant server malfunction affecting a minimum of 20% of the starting grid.

5.9 Spectating is not allowed; drivers are only allowed to join the server as a spectator 1-3 laps or 5 mins before they are about to do a driver swap with their team-mate.

6. Passing & on-track behaviour

6.1 It is difficult to define concrete passing rules in online events due to handling and braking differences between the different classes or cars. In general, the passing driver is responsible for being aware of the performance limitations of cars in other classes, and for making a safe pass at a safe time. However, it is the responsibility of both drivers to make sure that a safe pass is made. Failure to do so may result in a penalty.

6.1.1 Faster cars/classes are NOT automatically given the right to pass. All cars/classes have the right to race on the track, and each car and class will be involved in their own battles. Faster cars must make passes when it is safe to do so.

6.1.2 Cars being lapped must give up their position within 4 corners of receiving a blue flag, or risk receiving a penalty.

6.1.3 Generally speaking, the preferred times (in order of preference) for a faster car to pass is on the straights, exiting a corner, or entering the braking zone. Passing a car mid-corner is very dangerous and should be avoided, unless the passing car is confident that the other driver is aware of the passing move.

6.2 Entering a turn, the passing driver must at least get their front wheels even with the rear wheels of the car they are passing before the point of turn-in, to have earned the right to a lane. At this point the driver being passed is responsible to leave a lane open.

6.2.1 Chopping – Passing drivers who move back into the lane of the car being passed before being clear may be subject to penalty.

6.2.2 Brake checking – Passing drivers who move back into lane and immediately brake may be subject to penalty.

6.2.3 Bump-passing is not allowed and may be subject to penalty unless the offending driver gives back the pass, even if it occurred accidentally. Bump-passing is defined as the passing driver nudging the car ahead to make it unstable, then passing it while the passed driver is recovering control.

6.3 Blocking is not allowed for any reason. Blocking is defined as altering the race line in reaction to another driver in an attempt to prevent a pass. When exiting a turn, pick a

line and stay there. Blocking will be penalized.

6.4 Altering the racing line (weaving) to prevent a following car from drafting is considered blocking and is prohibited.

6.5 If a driver spins while on track, they should immediately lock their brakes until completely stopped, (even if still on the track), and hold brakes on until they can assess the situation (waiting for a clear opening on track to resume). When a driver doesn't lock his brakes, the car is prone to spin or roll in a far more unpredictable fashion and cause a further incident. A driver involved in an incident while spinning on track and not locking their brakes completely will be held responsible for that incident.

6.6 Drivers who are off-track and cars which have spun on the track itself must resume the race in a safe manner. This may mean driving forwards and/or reversing to a safe area to first get turned in the direction of travel, then merging safely into the flow of traffic away from the racing line.

6.7 If for any reason a car becomes permanently disabled, either in pitlane, on track, or in a run-off area, the driver should exit to the rFactor Monitor. A parked car will cause a yellow flag in that area for the remainder of the race.

6.8 Yellow flags as displayed by rFactor are to be observed by slowing appropriately for the situation. Drivers who do not observe the yellow flag and as a result either add to the existing incident or become involved in an additional incident will be penalized. Claiming "I didn't slow because no one else did" is not acceptable. Each driver is responsible for their own actions.

6.8.1 Due to limitations with the game code, we´re unable to automatically penalize drivers for passing in a yellow flag zone. If, during the course of reviewing the race and/or via a post-race incident report (PROTEST), the Stewards determine that a driver passed another vehicle in a yellow flag area, that driver may be penalized for Passing Under Yellow. Observing the "Gentlemen's Rule" (see rule 6.11) is encouraged should a driver complete a pass when in a yellow flag zone.

6.9 Drivers demonstrating unpredictable behaviour may be subject to penalty. Some common examples of unpredictability include:

6.9.1 A driver suddenly changing lanes 'to get out of the way' when lapping cars appear in their mirror or when the blue flag appears. Drivers must hold a predictable line and pace until the pass is initiated by the lapping car, then they must hold their current lane.

6.9.2 A driver braking early into a corner when (a) lapping car(s) appear(s) in their mirror or when the blue flag appears. Often the lapping car is planning on following and has nowhere to go when a driver brakes early or suddenly.

6.9.3 Not accelerating at a normal race pace out of a corner. When in an acceleration zone, lifting off the throttle is equal to applying the brakes but without the benefit of brake lights as a warning. The following car has nowhere to go.

6.10 Drivers deemed by the Stewards Committee as having driven in an overly aggressive manner (causing an incident or not) may be subject to penalty.

6.11 If a driver is involved in an incident they feel they may be responsible for initiating, it is encouraged that the offending driver apply the **"Gentleman's Rule"** (GR). This is the online racing equivalent of saying "my fault, sorry". It simply means that you safely stop or drive slower than normal until the car that you may have harmed has passed you

again.

6.11.1 Drivers whom the Stewards clearly observe applying the GR after an incident may be assessed a reduction in penalty if one is applied. (e.g. Penalty reduced to an Infraction; Infraction reduced to a Warning).

6.11.2 If a driver causes significant damage to the other vehicle, a GR may not be sufficient and the stewards may impose additional penalties as appropriate.

6.11.3 If a driver violates 13.3.4 and applies the GR and minimum damage this will be moved to 13.3.5 or even 13.3.3.

6.11.4 When race is over – drivers should either complete a cooldown lap or safely and predictably pull off the track into a run-off area and hit 'Escape' to exit to the Monitor. Remember that chatting or leaving the server before the last car has crossed the finish line is against policy.

6.11.5 It is not acceptable behaviour for a driver to crash into other cars or track side objects once they have finished their race. Donuts, burnouts, etc. may be done only once a driver has completed a cool down lap and driven back around to the start/finish straight. Any driver found in violation and causing an incident with another driver who is still completing their last lap may be subject to penalization, up to and including suspension.

7. Flag rules

7.1 Blue flags are shown to warn that an approaching car will put a lap on the driver and must be allowed to pass. Drivers that are being lapped must help the passing driver make a complete and safe pass within 4 corners maximum.

7.1.1 At certain tracks, a series of corners in short succession may be designated as one corner for the purposes of observing the blue flag; this will be at the Stewards' discretion.

7.1.2 If a blue–flagged driver is able to pull away from the blue flag condition, they may continue. However, if the blue flag condition occurs again, they must give way within 4 corners.

7.1.3 Drivers being lapped must maintain their current and predictable racing line. Any incidents that occur due to unexpectedly changing their line will be penalized.

7.1.4 If the drivers have not yet entered a corner, when possible, it makes sense for the blue flag driver to take the outside line.

7.2 While the yellow flag is displayed, drivers are only permitted to overtake other vehicles if those vehicles are moving very slowly, damaged or stationary.

7.2.1 Drivers must be cautious under yellow flag. Be prepared for slow, damaged or stationary cars on track.

7.2.2 Drivers are not allowed to create a yellow flag zone by staying stationary on track, or by creating a dangerous environment for other drivers.

7.3 Red flags will be used in rare emergencies only and immediately stop the entire race.

7.3.1 Red flags will only be thrown in the case of significant server failure and with no chance of the server recovering.

7.3.2 Teams are allowed to swap drivers during the red flag situation, but they must restart from pitlane.

7.4 Red flag – server crash – If the race is not restarted

7.4.1 If the server crashes before the ¼ distance point the event will be abandoned and/or rescheduled, no points will be issued.

7.4.2 If the server crashes after the ¼ distance point has been reached, ¼ points will be awarded based on the positions at the end of the last completed lap.

7.4.3 If the server crashes after the ½ distance point has been reached, ½ points will be awarded based on the positions at the end of the last completed lap.

7.4.4 If the server crashes after the ¾ distance point has been reached, ¾ points will be awarded based on the positions at the end of the last completed lap.

7.5 Red flag – server crash – If the race is restarted

7.5.1 The server log, replay, or other sources will be used to determine the positions at the end of the last completed lap. Cars will line up for the restart based on this order.

7.5.2 Points for the event will be awarded proportionally for each part of the race.

7.5.3 To be allowed to rejoin the race after a red flag period, your car must not have been posted as a DNF prior to the server crash/restart point.

7.5.4 Restarts of the race after a red flag/server crash are at the discretion of the Race Administrator; factors to be considered are amount of time remaining, time in the real world, and other factors deemed germain by the Race Administrator.

8. Headlight and horn usage

8.1 Drivers are allowed to flash their headlights – but it must be appropriate. Flashing is not required, and should not be overused.

8.1.1 A sequence of flashes must last no longer than 2 seconds and cannot include more than 4 flashes.

8.1.2 If drivers are inappropriate with the headlights stewards can penalize these drivers, ranging up to suspension from races.

8.2 Use of the horn is not allowed during a race.

9. Pit Entry and Exit

9.1 Drivers must exit and enter the pits at a safe speed relative to other cars in or near the pits.

9.2 Drivers entering and exiting the pits must not touch the blend lines.

9.3 Drivers on track are not allowed to use the pit blend lane as part of the official racing surface.

9.4 Drivers must remain on pit road until they are close to approaching their pit stall. Drivers are expected to safely leave the pit lane road to enter their stall.

9.5 Drivers must carefully rejoin the pit lane road when leaving their stall, and only when it is safe to do so.

9.6 Drivers are not allowed to pass between pitting cars and the garages.

9.6.1 The only time a driver is allowed to pass between a car and the garages is when the track requires double stacking of the pitboxes, and their box is the inside stall, between the outside stall and the garages and only if there is option to not go outside the car.

9.7 Drivers in pit lane must adhere to pit lane speed limits at all times in all sessions

(Practice, Qualifying, Warm-up and Race) of an official race event and any time they are on an official hosted Server.

9.8 Drivers causing contact or driving in an unsafe manner can be subjected to penalties.

10. Chat

10.1 Drivers are not allowed to use in-car text chat during Qualifying or Race sessions for any reason, including "Sorry", "Pit in" and "Pit out".

10.1.1 The Race Steward will notify drivers when they are allowed to resume chat functions post-Qualifying and post-Race.

10.2 The Race Steward will use ALL CAPITALS to make posts that must be read. Drivers are expected to read these and are subject to any penalties associated with not following any instructions given ("I didn't see it" is not an acceptable defense).

10.3 Drivers must refrain from posting chat messages while the Race Steward is conducting the pre-race briefing.

10.4 Drivers are allowed to use in-car text chat during Practice, Warm-up, post-Qualifying, and post-Race.

11. Track Surface

11.1 We use the in-game cut detection system; warnings will be given when track limits are abused, and subsequently penalties will be applied. If/when there are any exceptions to this, they will be posted in the specific Race Announcement thread.

11.2 Drivers are allowed to put more than 2 wheels off the track surface in order to avoid an accident or to avoid another car. Drivers are not allowed to go off to improve their lap time. *If drivers get a warning or penalty by the game this will not be removed.*

11.3 During qualifying, same rules apply.

12. Points

12.1 Each championship has a point system, unless posted elsewhere standard is:

12.1.1 25-18-15-12-10-8-6-4-2-1

12.2 The car must complete at least 50% of the distance of the class-winning car to be eligible for Championship points.

13. Penalty levels and overview

13.1 Penalties can be received either in-race from the Live Stewards, in-race from the game's automated "cut track" system or after the race in the incident review.

13.1.1 Penalties received via a post-race incident review can either be applied to the race results or to the driver/car next race.

13.1.2 These penalties will be applied to your car by the game.

13.2 These are the different types of incidents that are subject to penalties:

13.2.1 Aggressive Driving **(AD)** – assessed when a driver displays overly aggressive driving.

13.2.2 Avoidable Contact **(AC)** – assessed when a driver makes contact with another driver in a manner which is deemed avoidable.

13.2.3 Blocking **(BL)** – assessed when drivers alter their racing line in reaction to another driver in an attempt to prevent a pass or to reduce the effect of drafting.

13.2.4 Chatting **(CH)** – assessed when a driver 'chats' during a "No Chat" session.

13.2.5 Failure to Lock Brakes **(FLB)** – assessed when a driver is involved in an incident and failed to lock their brakes completely, moving unpredictably on track or after they stopped.

13.2.6 Ignoring Blue Flag **(IBF)** – assessed when a lapped driver does not give way within 4 corners to a driver that is lapping him.

13.2.7 Ignoring Yellow Flag **(IYF)** – assessed when a driver does not slow appropriately for a Yellow Flag zone.

13.2.8 Passing Under Yellow **(PUY)** – assessed when a driver completes a pass when the yellow flag is displayed.

13.2.9 Pit Lane Violation **(PLV)** – assessed when a driver exceeds the pit lane speed limit, enters or exits the pit lane unsafely, enters a closed track, or violates the pit lane blend line.

13.2.10 Track Cutting **(TC)** – assessed when a driver puts more than 2 wheels off the track other than when involved in an accident, significant mistake or accident avoidance, or otherwise benefits either by time or by position.

13.2.11 Unsafe Re-join **(UR)** – assessed when a driver fails to resume the race in a safe manner.

13.2.12 Unpredictable **(UP)** – assessed when a driver has demonstrated unpredictable behaviour.

13.2.13 Unsportsmanlike **(US)** – assessed when a driver behaves in a manner which is deemed unsportsmanlike by The Stewards Committee.

13.3 Typical incidents will fall into 5 classes:

13.3.1 Racing incident – typical racing incident, no penalty involved.

13.3.2 Warning – driver needs to be warned of an action that caused problems, but it does not warrant a penalty.

13.3.3 Infractions – driver violated a rule and caused an issue on track, but not enough for a full penalty. (2 infractions = 1 penalty)

13.3.4 Penalty – driver violated a rule and/or caused an issue on track resulting in significant lost time/lost position for another competitor. Penalty is: Pit lane drive-through

13.3.5 Penalty – driver violated a rule and/or caused an issue on track resulting in significant damage. Penalty is: Pit box stop/hold **–** 60 seconds.

13.4 If a driver receives two Avoidable Contact penalties within two consecutive races (or two in one race), they will be placed on probation for the next event.

13.5 If a driver receives any kind of Avoidable Contact penalty while on probation, they will be given a one-race suspension and are not permitted to race in the next event.

13.6 Short-cut of track (decided automatically by the game): The penalties applied are as follows:

13.6.1 First, second, third and fourth infractions – warning

13.6.2 Fifth and subsequent infractions – Pit lane drive-through

13.6.3 If the game deems the cut to be too excessive, it will overrule 13.6.2 and the

penalty applied will automatically be a Stop-and-Go or DT

13.7 Blue Flag violation: the penalty is: – Pit lane drive-through

13.8 Yellow flag violation: the penalty is: – Pit lane drive-through

13.9 Blocking: the penalty is: – Pit lane drive-through

13.10 Pit Lane Violation: the penalty is – Pit lane drive-through

13.11 Chatting during Qualifying or Race (see Section 9): Pit lane drive-through

13.12 Qualifying hotlaps may be reviewed for the same penalty scenarios with the same penalty being applied.

13.13 Probation: Any driver with a history of rough, careless, or aggressive driving may be put on probation by the Stewards (official notice will be given). A driver on probation may be suspended if another penalty occurs while on probation. If a driver is again on probation and has another penalty, the driver could be suspended for the remainder of the season.

13.14 If a team uses a driver who is not registered, and does not gain the prior permission of the race director, that team will be disqualified.

14. Full course caution – CODE-80

14.1 Instead of a traditional full course yellow, S397 uses a **"CODE-80"** procedure to slow down the field and neutralize the course if unsafe conditions such as a damaged car warrant such an action.

14.2 The procedure begins when the Race Director announces "CODE-80 IN 10 SECONDS (NO OVERTAKING)" on Teamspeak. Immediately, no overtaking is permitted regardless of the speed of cars around you.

14.2.1 Passing damaged or stationary car(s) on track is allowed.

14.3 As soon as the countdown begins, each driver is responsible for finding a clear space on track to begin slowing down gradually so as to not cause incidents with cars ahead or behind.

14.4 At the end of the ten seconds, the race director will announce "CODE-80 – ENFORCED." Cars should have already decelerated and must have reduced their speed to below 80 km/h (49,7mph) and engaged the pit speed limiter. No overtaking is permitted regardless of the speed of cars around you.

14.4.1 Passing damaged or stationary car(s) on track is allowed.

14.4.2 Cars should proceed single file without overlap. It is the responsibility of the following driver to yield and fall in line. Failure to do so is subject to penalty.

14.4.3 Teams found to have gained an advantage by not actively reducing their pace immediately following the announcement of a Code-80 are subject to stiff penalty.

14.4.4 Some tracks have a different pit speed limit, which can be higher or lower than 80 km/h (for example, 60 km/h at Le Mans). In such cases the CODE-80 procedure is enforced at that specific track's pit-lane speed.

14.5 The pits will remain open throughout the CODE-80 procedure.

14.5.1 Cars in pit lane will travel at the same speed as cars on track, therefore cars re-entering the track from the pit lane MUST yield to cars that are already on track and find a place to join the queue. Causing a driver on track to yield to you is subject to penalty.

14.5.2 Cars rejoining from pitlane should only merge into traffic when there is a clear

gap of more than one car length.

14.6 Any driver who exceeds the pit-lane speed at any point during the CODE-80 procedure is subject to penalties up to and including a 60 second stop/hold, so as to ensure no team gains an advantage.

14.7 The stewards will review sector times after the race to ensure no car goes faster than the maximum time determined by the average track's pit-lane speed.

14.8 The exit from a CODE-80 situation will begin with the Race Director announcing "10 SECONDS TO GREEN FLAG." At the end of the countdown, he will then announce "GREEN FLAG." At this point, cars may accelerate and resume overtaking.

14.9 On the restart, the passing driver is responsible for completing a pass safely even if the car ahead fails to accelerate. Accidents that occur at the end of CODE-80 safety periods are subject to review and penalty.

14.10 The Race director can also announce **"CAUTION SECTOR (1,2 or 3) – SLOW OR DAMAGED CAR OFF PACE"**.

14.11 Drivers are not allowed to serve any penalties during a CODE-80 period.

15. Race stewards

15.1 Sim Formula Europe has established a non-biased system called the Stewards Committee. This committee reviews each race looking for aggressive and rough driving, and drivers not conforming to rules and regulations. This committee has the responsibility of reviewing incidents and determining the driver(s) at fault and shall apply penalties accordingly.

15.2 Live stewards may be attending the races, but not every single incident will be captured.

15.3 Live stewards will be on TeamSpeak. If a violation on track is happening, you are welcome to contact live-stewards by entering their team channel. As a minimum you will need to tell the stewards your name and ask for them to join you in a specific channel to discuss the subject further.

15.3.1 Live stewards might not be available during some periods, as they may be volunteers who are also taking part in the race. In this case, ask the live steward how to proceed.

15.4 The Race Stewards will automatically review the Orange Zone (specified pre-race) and any potential areas drivers may cut on the track.

15.5 Stewards will not review an entire race. If a driver wants an incident reviewed, they are encouraged to file an Incident Review Request (IRR). This will be explained per series.

15.5.1 Drivers should carefully review the official race server replay before submitting an IRR.

15.5.2 Drivers must submit the following information: server replay time of the incident, cars and drivers involved and a short description of the event.

15.5.3 Drivers abusing the IRR process may be subject to penalty.

15.5.4 The driver submitting the IRR must be part of a team that is involved in the incident which is being reported. Failure to follow these instructions will lead to stewards removing that specific driver's and/or that team's right to submit any IRR for any given time.

15.6 The deadline for submitting IRR are 24 hours after the race start.

15.7 The points chart will be updated with any associated penalties and the involved team(s) will be notified of the penalties.

15.8 All decisions made by the Stewards are final. Drivers are allowed to notify the Stewards if a decision violates one of the rules.