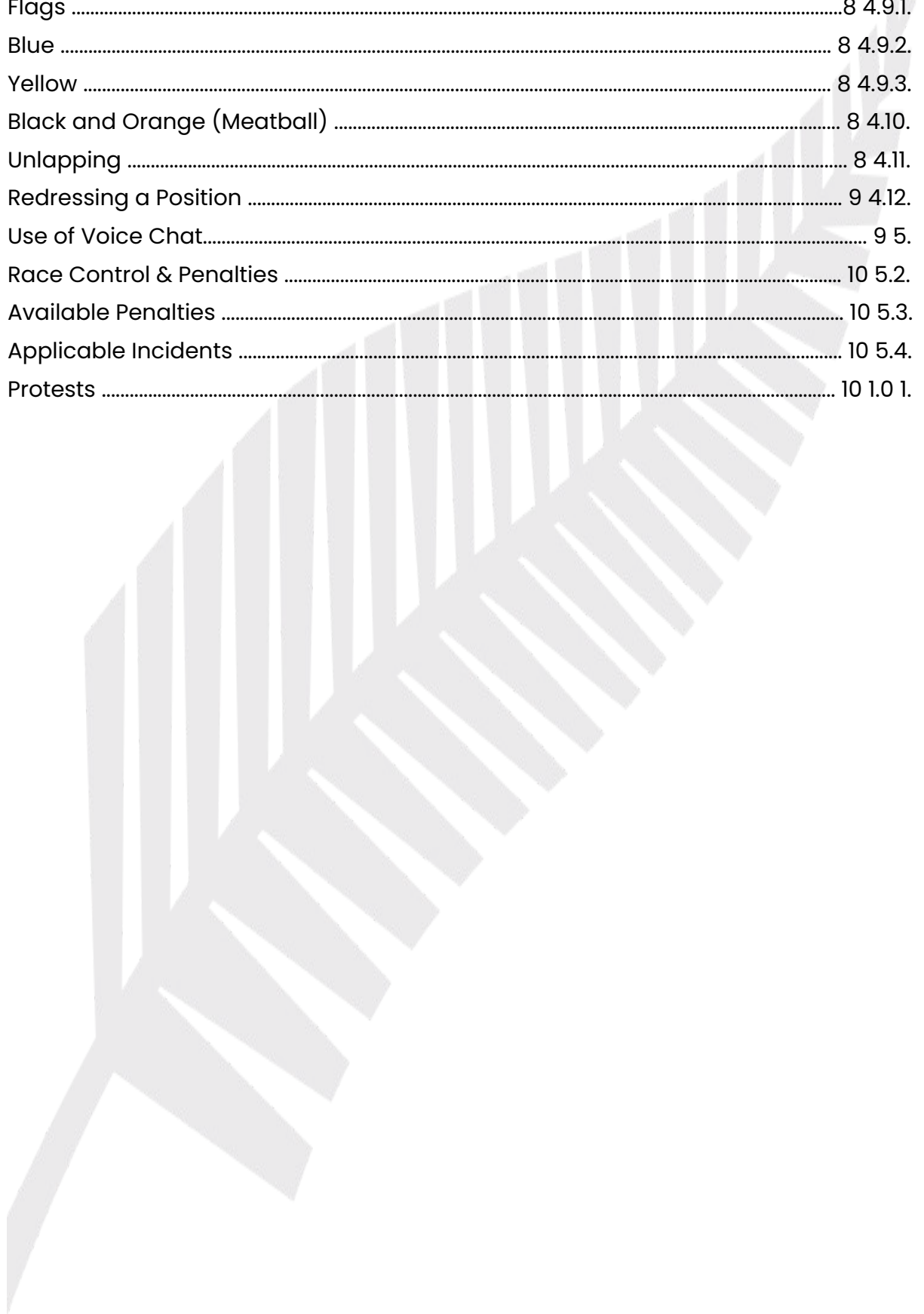


New Zealand Assetto Corsa Competizione (ACC) Sporting Code

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General Rules

1.1. Code of Conduct At all times, drivers are expected to behave in a sportsmanlike manner. Any abuse/bullying of the Admin team, Race Officials, Race Control or any other driver will not be tolerated. The Admin team reserves the right to apply penalties or other disciplinary action (including a ban from racing) should they see fit.

1.1.1. RULE – All drivers are to behave in a sportsmanlike manner at all times.

1.2. Custom Liveries The use of custom liveries for official race events adds to the professionalism and enjoyment for both participants and viewers alike. However the live streaming of race events is available to the public, and subsequently the content of those streams is reflective of the views and objectives of NZSRC. It is important that liveries are not offensive or vulgar in nature.

1.2.1. RULE – Liveries must be of a professional nature. Approval of liveries is at the sole discretion of Race Control. Liveries deemed inappropriate will not be shown on the live stream.

1.3. Cheating In the context of this sporting code, cheating is defined as the use of third party software to gain a performance advantage. This may also be extended to include exploits of the simulator at the discretion of Race Control. In those cases, the specific exploit will be communicated to all members via official channels. If a driver is suspected of cheating, Race Control reserves the right to request MoTeC data from the driver for the session in question. If the driver cannot provide this data for the session, they will be required to provide data for all Qualifying and Race sessions for the remainder of the season. Failure to do so may result in a penalty or other disciplinary action at the discretion of Race Control.

1.3.1. RULE – Cheating as defined above is strictly prohibited.

1.3.2. RULE – Drivers must submit MoTeC data from the appropriate session when requested by Race Control.

1.4. Driver Classifications As with any sport, sim racing attracts drivers from all backgrounds and abilities. Not all drivers will be competing for the race win, or overall season championship. To provide a spirit of competitiveness to all drivers, NZSRC uses driver classification to group drivers with similar abilities. While initially it is the responsibility of the driver to determine the appropriate Classification, NZSRC admin reserves the right to change a drivers classification as and when required.

1.5. Driver & Discord Names All drivers are encouraged to use their correct name and \or nickname in a discord server, and game during official events. For those concerned about privacy, the use of a pseudonym will be acceptable. However it is important that the admin team is able to relate a drivers racing name to the discord user.

Version 1.0 1.6. Driver Numbers NZSRC maintains a list of current drivers, and their preferred racing number. This list is maintained on the Discord server. Drivers are encouraged to check this list before registration to ensure your racing number is available. Drivers who register their racing number will have this allocation retained while they remain active as a driver. NZSRC admin team will review the allocation at the beginning of each calendar year, and any driver who did not participate in an official event \season will have their allocation removed.

1.7. Holding Brakes During Incidents In all forms of motorsport, be it in real life or virtual, incidents will happen that may or may not be beyond your control. These incidents can have significant impacts on other drivers, and therefore care needs to be taken to minimise the impacts of an incident. Special care needs to be taken when an incident occurs causing a car to behave in an unpredictable manner. Drivers must make all efforts to prevent other drivers from becoming involved in an incident. This includes holding the brakes to ensure the car does not veer across the track.

1.7.1. RULE – If a driver loses control of their car, they must hold their brakes until they have regained control of the car.

1.7.2. RULE – A driver must take all reasonable actions to prevent other drivers becoming involved in an incident.

1.8. Unsportsmanlike Conduct As noted in the first section of this sporting code, all drivers are expected to behave in a sportsmanlike manner at all times. There are some actions which may be deemed as un-sportsman like when used inappropriately.

1.8.1. Flashing of Headlights The flashing of headlights is a method of communicating with other drivers on track. However, excessive use of this can be deemed as distracting and intimidating for other drivers. Drivers must only flash their lights once per incident (or once per lap for Blue Flags).

1.8.1.1. RULE – Drivers must not flash their lights excessively.

1.8.2. Deliberate Slowing of Other Drivers Many drivers race as part of a team with other drivers. While NZSRC encourages teams to enter, all drivers should be racing fairly as individuals. Any attempt by a driver to intentionally slow to impede another driver is strictly prohibited. This applies to both Qualifying and Race sessions.

1.8.2.1. RULE – Drivers must not intentionally slow to impede another driver.

Version 1.0 2. Procedures

2.1. During practice, varying numbers of drivers will be out on track at any given time. Additionally, drivers will be regularly entering and exiting the track. All drivers must take care to show other drivers courtesy and respect. Practice is also an ideal time for drivers to join the official server with enough time to identify and potentially solve any technical issues.

2.2. Qualifying Qualifying is typically a high pressure time in a race weekend, and can drastically affect a drivers experience in the race. Additionally, drivers of different abilities will be out on track at the same time, potentially leading to conflict. Each driver is responsible for allowing enough gap for them to complete their timed laps. However it is advised to allow faster cars out onto the track first to ensure everyone gets a suitable opportunity to set a timed lap without impeding others or being impeded by other cars.

2.3. Formation Lap

2.3.1. Single File Phase When a safety car is not in use, the driver in pole position will control the pace for the formation lap, with a maximum pace of 100km/h. If the in game start control is enabled, this shall be followed. While cars may be ghosted, drivers should avoid driving through other cars as this can cause confusion for other drivers. Drivers may warm tyres and \or brakes as required during the single file Phase.

2.3.2. Double File Phase When instructed (either by in-game or race director), all drivers should form into two lines in their respective qualifying position. The driver in pole position must maintain 80km/h. When in game start control is enabled, drivers must follow the relevant instructions.

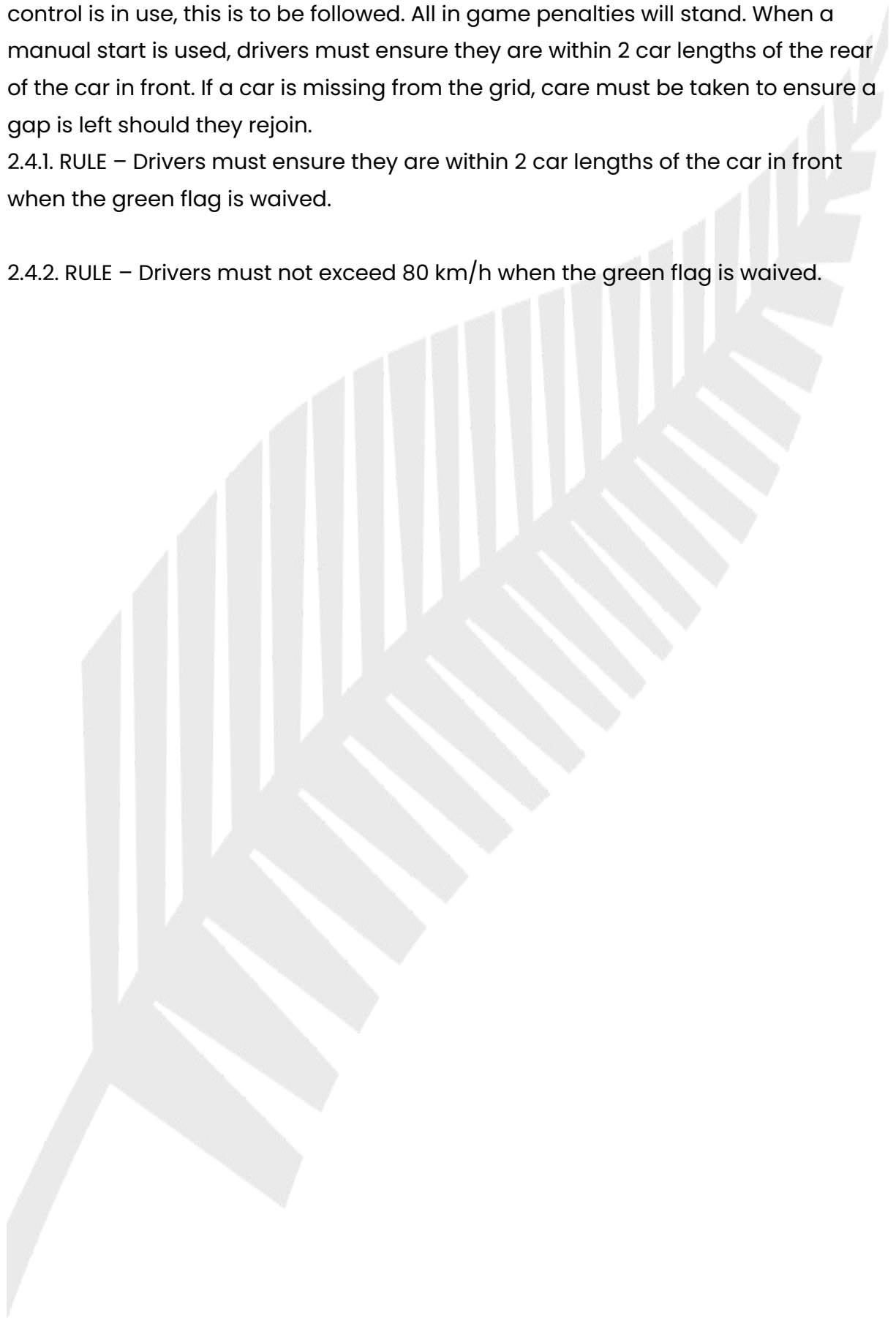
2.3.2.1. RULE – Drivers must not warm their brakes and \or tyres during the double file phase.

2.4. Race Start When the green flag is waived, the race has officially begun. At this point, cars must be in the correct starting position. Any car out of position will be reviewed by Race Control and may be penalised. When the in game race start

control is in use, this is to be followed. All in game penalties will stand. When a manual start is used, drivers must ensure they are within 2 car lengths of the rear of the car in front. If a car is missing from the grid, care must be taken to ensure a gap is left should they rejoin.

2.4.1. RULE – Drivers must ensure they are within 2 car lengths of the car in front when the green flag is waived.

2.4.2. RULE – Drivers must not exceed 80 km/h when the green flag is waived.



Version 1.0 3. Qualifying Rules

3.1. Use of Voice Chat During qualifying, all drivers must refrain from using the official Race Communications channel to avoid distracting other drivers.

3.1.1. RULE – Use of Voice chat in official race communications channel is reserved for the race director only.

3.2. Exiting to Pits During qualifying, drivers are required to drive their cars back to the pits if they wish to make any changes to the cars or change tyres etc. If a driver uses the in game exit to pits, they cannot continue in that qualifying session and must remain in the pits.

3.2.1. RULE – During qualifying, drivers must cross the pit entry control line before “exiting to pits” if they intend to continue driving in that session.

3.3. Overtaking All drivers are entitled to complete a timed lap without interference by other drivers. However with drivers of different abilities in each race, there is potential for faster drivers to catch slower drivers. Care must be taken by all to ensure all drivers have a fair opportunity to set a timed lap.

3.3.1. RULE – Drivers on a valid hot lap have the right of way at all times. Where two cars on valid hot laps catch each other, the car in front has right of way and must not be passed.

3.3.2. RULE – Drivers on in \out laps or who invalidate during their lap must give way and ensure not to impede drivers on a valid hot lap. This includes entry and exit to the pits.

3.3.3. RULE – Drivers must not intentionally cut the track or otherwise invalidate a lap to pass another car.

3.4. Pit Entry & Exit During qualifying, the pit entry and exit rules are different to those during the race. Generally, the entry and exit blend line rules do not apply, as well as who has right of way. See section 3.3 Overtaking.

3.5. Track Limits At all times during qualifying, in game track limits apply. Additionally, drivers are prohibited from exploiting track limits to gain additional speed ahead of a valid timed lap.

3.5.1. RULE – Drivers are prohibited from exploiting track limits to gain an unfair advantage.



Version 1.0 4. Race Rules

4.1. Overlap A car is defined as having overlap when any part of the car is ahead of the rearmost point of the car in front. When an overlap is present, the cars are deemed to be in a side by side position.

4.2. Racing Line The driver in front has the right to choose any line at any section of the track. This right is lost when the car behind has any overlap.

4.3. Racing Room

4.3.1. RULE - At all times when cars are in a side by side position, racing room must be allowed by all drivers. Racing Room is defined as at least 1 car width to the edge of the track. In this instance, the edge of the track is the white line on either side of the track.

4.4. Track Limits Where possible, track limits will be defined by the game. When the game does not have this feature, track limits will be defined as the white lines around the edge of the track.

4.4.1. RULE - To be deemed "on track", a car must have at least 2 wheels inside these lines at all times.

4.5. Rejoining the Track When a car exceeds track limits, care must be taken when rejoining the track. Drivers must rejoin the track only when it is safe and clear to do so.

4.5.1. RULE - When rejoining the track, drivers must not interfere with any driver currently on track. This includes crossing onto the racing line while not at the same speed as other drivers on track.

4.5.2. RULE - When a driver returns to the track in a position where the car behind has an overlap, the rejoining driver must yield this position to the passing car.

4.6. Defensive Manoeuvres outside of Braking Zones As per section 4.2, a driver in front of another car has the right to choose any line at any section of the track.

However, excessive changing of this line in a defensive manner can cause unnecessary accidents.

4.6.1. RULE – Outside of braking zones, a defending driver must not change their line in a defensive manner more than once. This includes weaving to break any slipstream effect.

4.7. Braking Zones The braking zone is defined as any area of the track where a driver could be expected to brake. As this varies due to many reasons (driver ability, weather conditions etc), the relevant factors will be taken into consideration by Race Control when assessing incidents. The braking zone is a particularly dangerous area on track, where sudden changes of direction can leave a following driver nowhere to avoid an accident. However, following the racing line is not considered changing direction.

4.7.1. RULE – Drivers must not change lines inside the braking zone.

Version 1.0 4.8.

Pit Entry & Exit Pit Entry and Exit lines must be adhered to at all times during the race session. This helps to ensure all cars are up to speed before entering traffic, and helps to prevent incidents. When entering the pits, drivers must take care not to impede any following driver. However, the rules around Overlap will apply. Drivers are encouraged to behave predictably when entering the pits to prevent incidents occurring. When exiting the pits, Drivers are encouraged to advise this over the official Race Communications channel. This is best done as the driver is crossing the pit exit speed control line.

4.8.1. RULE – Drivers must only cross the dotted white line at pit entry and exit. Drivers must not cross the solid white line. NOTE: Crossing the line is defined as crossing with more than two wheels.

4.9. Flags

4.9.1. Blue Blue flags are shown to a driver to indicate an approaching car behind who is a lap ahead. Once a driver has been shown the flag, they are considered

“blue flagged”. They must allow the approaching driver to pass safely as soon as possible. Typically this would involve moving off the racing line, and slowing to allow the car to pass. Care should be taken by the blue flagged driver to be predictable to avoid incidents with the faster driver behind.

4.9.1.1. RULE – Once a driver has been “blue flagged”, they must allow the approaching driver to pass as soon as it is safe to do so. Following this, rule 4.10.1 will apply.

4.9.1.2. RULE – A blue flagged driver must not deliberately impede or interfere with the passing car.

4.9.2. Yellow Yellow flags indicate an incident on track ahead of a driver. When shown a yellow flag, care must be taken to avoid any upcoming incident. Drivers should generally slow and use extreme caution until they have passed the incident. Passing a driver slowing for a yellow flag is strictly prohibited.

4.9.2.1. RULE – Passing a car which is slowing to avoid an incident while under a yellow flag is strictly prohibited. If this does happen, the position must be redressed as soon as it is safe to do so. See rule 4.11.1.

4.9.3. Black and Orange (Meatball) The black and orange (meatball) flag is shown to a driver to indicate significant damage to the car due to an incident. Typically this would require the car to return to the pits for repairs. Extreme care should be taken by any driver attempting to drive a meatballed car back to the pits.

4.9.3.1. RULE – A driver shown a meatball flag must not impede or interfere with any other car on track. This includes while attempting to drive the car back to the pits (including in the approach to pitlane).

4.10. Unlapping There can be times on track where a faster car can end up a lap down on other cars. The faster car has the right to unlap themselves, however they will continue to receive a blue flag until they exceed the blue flag distance \time.

Version 1.0 4.10.1. RULE – When a driver unlaps themselves, they must exceed the blue flag distance\time within two laps. If they cannot create this minimum gap, the driver must yield the position.

4.10.2. RULE – A driver is only allowed one opportunity to unlap themselves to the car in front.

4.11.Redressing a Position At times on track, incidents may happen without intention or malice from either driver. In these instances, it is considered good sportsmanship to redress the incident by yielding any position gained. Attempts to redress an incident will be taken into consideration by Race Control when assessing any penalties which may apply.

4.11.1. RULE – When redressing a position, the leading driver must make clear and obvious moves to allow the following driver to pass.

4.12.Use of Voice Chat During race sessions, drivers must keep voice chat on the official race communications channel to an absolute minimum.

Version 1.0 5. Race Control & Penalties.

Race Control is an anonymous panel made up of trusted drivers and other independent members who review all relevant race incidents and assign penalties. This panel also has access to external independent parties not directly involved in NZSRC for use in cases where a decision cannot be reached, or a decision is protested by the drivers involved in an incident. As Race Control involves drivers who may or may not be participating in the reviewed event, care must be taken to manage any conflict of interest. Please refer to the Race Control Advisory Code for more information.

5.1.1.RULE – All decisions by Race Control are final. Drivers have the right to an appeal through the formal protest system. No other correspondence will be entered into.

5.2. Available Penalties Race Control have the following penalties at their disposal when assessing disciplinary action:

- Official Warning
- 5 second time penalty
- 10 second time penalty
- 15 second time penalty
- 20 second time penalty
- 30 second time penalty
- 45 second time penalty
- 60 second time penalty
- 90 second time penalty
- Session Disqualification
- Event Disqualification
- Membership Suspension
- Membership Ban Penalties will typically follow the incident assessment matrix in the Race Control Advisory Code, however race control may apply their discretion to increase \decrease the applicable penalty based on applicable circumstances.

5.3. Applicable Incidents Due to the significant time involved to perform race control duties, only incidents from the Start procedure and Lap 1 will be automatically reviewed and ruled upon. All other incidents must be reported in

order to be reviewed by Race Control. Pit Entry and Exit may be automatically reviewed at the discretion of Race Control. If doing so, Race Control will review all pit entries and exits.

5.3.1. RULE – Only drivers directly involved in an incident may file a report.

5.3.2. RULE – Reports must be received by Race Control no later than Midnight of the day following the event.

5.4. Protests Where a driver involved in an incident disagrees with the ruling from Race Control, they may lodge a protest. As part of this protest, drivers must provide evidence supporting why they believe the ruling is incorrect. This evidence must include a written description of circumstances the driver wishes to be reviewed.

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