

speedcafe.

Speedcafe.
eSeries
Championship

1. General Administration

- 1.1 Speedcafe adheres first and foremost to the iRacing.com official sporting code in all its hosted and public forums. All iRacing members are bound by this code of conduct and are subject to its conditions and provisions whilst in privately hosted iRacing servers. Private League/Hosted Session servers are still provided by the iRacing service and therefore retain the requirements of the iRacing.com Sporting Code.
- 1.2 Speedcafe retains the right to refuse entry, and/or remove any individual at any time with or without notice within the iRacing service from privately hosted servers or Leagues as a competitor or spectator for any breach of the code of conduct for any specified time it sees fit. Refund of any entry fees, whether partially or wholly, is completely at the discretion of Speedcafe.
- 1.3 Furthermore, The League Administrator reserves the right to remove or refuse entry to any individual for any reason. These include, but are not limited to, behaviours on track in other racing series, social media and any and all other mediums that may cause offense, harassment, ridicule, disruption or unjust criticism of members of the Speedcafe administration team or its associated partners or other Speedcafe league members.
- 1.4 By entering any Speedcafe hosted server or lodging application to any Speedcafe run league, series or event, you agree to abide by the above general terms and conditions.
- 1.5 Absolutely no verbal or written abuse will be tolerated in any format or in any contact whatsoever - this includes via in-sim iRacing communications (direct message, voice chat etc), through Discord, Facebook or any other communication format. Any incidences of these are to be submitted to league administrators for review. The member alleged to have broken the above rules will be given an opportunity to respond to the league through a hearing. This may result in any penalty to be applied based on the seriousness of the incident, ranging from End of Line/Qualifying Ban for one race to an IMMEDIATE SUSPENSION from the league with no return of either partial or full entry fees.

2. Definitions & Abbreviations

Organiser	Speedcafe P/L (Speedcafe) (www.speedcafe.com) or their delegate
Officials	Any person nominated by the organiser to perform operational duties on behalf of Speedcafe.
Car	Any eligible car listed in Rule 0.4
Competitor	Teams, Team Representatives and other Participants
Driver	Driver of a car in an active session
Start/Finish Line or Control Line	Primary line across the track surface used for measurement of laptime
Race Director (RD)	Chief Race Steward on duty for any active session
Race Steward (RS)	Race Steward on duty for any active session
Safety Car (SC)	Safety car and driver as defined by Rule 0.5
Incident	Any occurrence or series of occurrences, on or off track, involving one (1) or more Drivers or Cars, which is reported to or observed by race control and subsequently investigated
Administrator	Owner and Administrator of Speedcafe or their delegate
Participant	Any person associated with a Team, Driver or Administration
Penalty	Any sanction as deemed appropriate under these rules and applied during, after or outside of any active session
Pit Stop	Any time a car becomes stopped in its pit bay to receive service
Drive Through or Drive Thru (DT)	Any car observing a penalty involving driving through the pit lane at the prescribed speed limit, without stopping or receiving service

Stop and Hold	Any car observing a penalty involving driving through the pits, coming to a stop within their pit bay and pausing for a determined amount of time prior to receiving service
Round	A collection of organised sessions hosted by Speedcafe, including any of practice, qualifying, and race for the purpose of collating points towards a championship series
Rules	All provisions contained herein together with any additional appendices, circulars or supplementary rules as communicated by the organiser from time to time
Supplementary Regulations	Any additional rules or briefings communicated from the organiser to participants during a season with the intention of providing additional detail relating to a specific event or round
Team Representative	Person or persons nominated to act on behalf of a driver or group of team cars entered in the race for operational reasons
Speedcafe Social Media Services/Platforms	Any media platform provided by Speedcafe including but not limited to Speedcafe channels on Discord chat and voice rooms, YouTube chat, Facebook or Instagram.
Abuse	Abuse is the improper usage or treatment of a thing, often to unfairly or improperly gain benefit. Abuse can come in many forms, such as: physical, verbal and written maltreatment, injury, assault, violation, unjust practices, crimes, or other types of aggression.

3. Simulation

- 3.1 Speedcafe utilises the iRacing simulation for all racing.
- 3.2 Use of exploits or limitations of the simulation to gain an advantage is strictly prohibited.

4. Interpretation

- 4.1 At all times throughout the rules, the following shall apply:
- 4.2 The singular includes the plural and vice versa.
- 4.3 Words imparting gender include any gender.
 - 4.3.1 The word 'including' does not infer a limitation.
- 4.4 Acknowledgment of, agreement with, and acceptance of the Rules shall be deemed to have occurred immediately upon a competitor's participation in any active Speedcafe session or upon entry to Speedcafe social media services.

5. Entry requirements

- 5.1 Entry is open to all iRacing members regardless of license, iRating or safety rating. No minimum iRating is required to enter servers hosted by Speedcafe.
- 5.2 Entry for this series is free.
- 5.3 Drivers may be accepted to the competition once they have completed the online registration through speedcafe.com. The League Administration team will review the registration and issue iRacing league invitations as appropriate.
- 5.4 Drivers/Teams must comply with broadcast and branding requirements as communicated from time to time by the organiser. Participants must make themselves available for broadcast activities (eg interviews or appearances) where reasonably directed by the organiser.

6. Eligible Cars:

Audi R8 LMS GT3
BMW M4 GT3
Ferrari Evo GT3
Lamborghini Huracan GT3
Porsche 911 GT3 R
Mercedes AMG GT3 2020

7. Safety Car

- 7.1 Speedcafe will use a Manual Safety Car. The Safety Car will be the Aston Martin GT4. The Aston Martin will be available for selection when entering the session. Drivers should take care not to select this car when entering race servers, as doing so will mean a driver will be unable to participate in that particular race session.

8. Race Format & Set Ups

- 8.1 Races will be held fortnightly. Pre-Qualification for races will be held in the week prior to each race. The top 40 cars from Pre-Qualification will be invited to the Broadcast Championship Race. All other cars who qualify will be eligible to race in a “B” Race that will not be broadcast.

Race Formats

45 Min Practice

30 minute Split Qualifying (3x 10 mins based on Practice times)

45-50 minute Race

9. Qualifying Groups

- 9.1 Qualifying groups will be based on the times that drivers set in the practice session before the race. Any driver who misses the Practice will not be eligible to qualify and may start the race from rear of grid.

9.1.1 Group 1: Slowest 12 from Practice

9.1.2 Group 2: Middle 13 from Practice

9.1.3 Group 3: Fastest 15 from Practice plus special invites

- 9.2 Car Setups for the Series will be OPEN. Speedcafe will provide a track specific setup for each car in the week prior to the race for any competitor to use.
- 9.3 Fuel tank restrictions will be set for each race of the Series. These details will be published in the series information channel in our Discord Server before each round.
- 9.4 There will be one compulsory pit stop for each race.
- 9.5 There will be 1 fast repair available for each race.
- 9.6 The top 10 finishers from each round will gain automatic pre-qualification for the next round. All other finishers will need to pre-qualify for following rounds.

10. Pre Qualification

- 10.1 Pre-Qualification sessions will be held the week prior to each race. Pre-qualification sessions will be available Thursday through to Tuesday of the week prior to each race The results published on the Speedcafe.com website. Drivers may attempt pre-qualification once per night.
- 10.2 Two servers will be provided for pre qualifying. The servers will be set up as follows:
 - 10.2.1 4 hour practice server;
 - 10.2.2 Lone qualification server (4 laps lone qualifying only)

11. Pit Stops

- 11.1 A pit stop may be taken at any time during a session, except for the start of the first lap or the final lap of the Race.
- 11.2 Any other adjustments, as made available in iRacing, are allowed to be made at a pit stop.
- 11.3 Any time a pitstop is taking place drivers must engage a constant gear and use their pit lane speed limiter to transit pit lane from control line at entry until control line at exit.
- 11.4 Pit lane transitions will be checked by stewards, and improper transitions will incur a post race 30 second time penalty.

11.5 Pit lane transitions includes pit entry and 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 drive through penalty.

12. Finishing & Classification

12.1 Session timing will be measured via iRacing only.

12.2 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.

12.3 To be classified as a finisher, a Car must cross the Finish Line on the Racetrack under its own power; either:

12.3.1 As the winner of the race; or

12.3.2 after the winner has crossed the Finish Line; and

12.3.3 Must have covered at least seventy-five percent (75%) of the distance covered by the winner. **Note:** 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.

12.4 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. 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 48 hours of the request will result in disqualification from the race and further penalties.

13. Incident Points (In Race)

13.1 Drivers will receive incident points (via iRacing) in race – Eg Off track, Contact etc Drivers will receive an iRacing Black flag when they have received 20 incident points then another for every 10 incident points accrude. This will result in an iRacing enforced Drive Through penalty.

Series Calendar & Championship Points

14. Series Calendar

Round	Circuit	Race Date	Pre-Qualification
1	Mount Panorama, Bathurst	31 st March	24-29 March
2	Road America, WI, USA	14 th April	6-12 April
3	Phillip Island GP Circuit	28 th April	21-26 April
4	Sandown International Raceway	12 th May	5-10 May
5	Autodromo Enzo Dino Ferrari Imola	26 th May	19-24 May
6	Circuit de Barcelona - Catalunya	9 th June	2-7 Jun
7	Circuit Gilles Villeneuve, Montreal	23 rd June	16-21 June
8	Red Bull Ring, Austria	7 th July	30 Jun – 5 Jul
9	Watkins Glen (Classic Boot)	21 st July	14-19 Jul
10	Spa-Francorchamps	4 August	28 Jul – 2 August

15. Points Structure

Place	Points								
1st	50	2nd	45	3rd	40	4th	38	5th	36
6th	34	7th	32	8th	30	9th	28	10th	26
11th	24	12th	22	13th	20	14th	19	15th	18
16th	17	17th	16	18th	15	19th	14	20th	13
21st	12	22nd	11	23rd	10	24th	9	25th	9
26th	8	27th	8	28th	7	29th	7	30th	6
31st	6	32nd	5	33rd	5	34th	4	35th	4
36th	3	37th	3	38th	2	39th	2	40th	1

16. Bonus Points will be awarded as follows:

Bonus Point Reason	Earned Point
Pole	1
Fastest Lap	1
Ox incidents	3

17. Prizes and Trophies

17.1 Prize money and trophies and will be provided for each race as well as the championship. The breakdown of prize money is as follows

Finishing Position	Prize Allocation
1st	\$TBA + Trophy
2nd	\$TBA + Trophy
3rd	\$TBA + Trophy
Championship Result	Prize Allocation
Champion	\$TBA + Trophy
Runner Up	\$TBA + Trophy
Third	\$TBA + Trophy

Driving Standards

18. Qualifying

18.1 Drivers on a slow lap, during qualifying must not impede the hot lap of another driver. This includes allowing cars to pass safely and refraining from overtaking other cars on their hot lap.

Penalty: Loss of Qualifying times and Pit Lane Start (Drive Through Penalty if Race starts before investigation is complete).

18.2 In Qualifying, each driver is responsible for ensuring there is enough track space to complete their hot lap. It is not the responsibility of any driver ahead who is also on their hot lap to maintain pace so as to not impede a faster driver behind.

18.3 Normal corner rights rules apply in qualifying when attempting to overtake another driver.

18.4 Towing is allowed during qualifying. If you eject from your car (tow), you may return to the track without penalty.

18.5 During qualifying you **MUST** stay within track limits at all times. Exploiting this, for example running extra wide on the exit of the last corner of a track to gain an

advantage is not allowed.

Penalty: Loss of Qualifying times and Pit Lane Start (Drive Through Penalty if Race starts before investigation is complete).

18.6 **Note:** Depending on session format and server settings, some penalties may not be available to race control.

19. Pit Etiquette

19.1 When exiting the pit-lane, drivers are not permitted to cross the dedicated pit blend line. iRacing issued a black flag penalties must be served.

19.2 During qualifying, cars on the race track have right-of-way over cars entering the race track from the pits. During race, cars on the track must allow racing room for cars exiting the pits.

19.3 If you intend to pit, but are alongside another driver at the pit entrance and they are blocking your entrance to the pits, it is your responsibility to yield by slowing down. Do not swerve in front of other drivers to enter the pits.

Penalty: Time, Drive-Through or Stop-Hold Penalty.

19.4 Exiting the pits when the pit exit has been announced by Race Control as “pit exit closed” is prohibited.

Penalty: Redress, End-Of-Line or Drive-Through Penalty.

19.5 The pit exit blend line for position will be the blue line provided by iRacing denoting the end of pit exit. The front of the car will be used by race control to determine which car has rights to track position under safety car protocols.

20. Car Contact

20.1 Drivers must at all times, drive in a way that avoids contact and collisions with other cars.

20.2 Bump passes are not permitted. Bump passes (bump-and-run) are defined as the trailing car creating contact with the leading car in order to gain the preferred line and emerge in front.

Penalty: Redress or Drive-Through Penalty.

- 20.3 If you can prevent contributing to an incident in progress by steering into the dirt or grass, you are expected to do so.
- 20.4 If contact between two drivers occurs that results in a place gained by the guilty driver, the guilty driver must make an attempt to safely redress if possible. Failure to do so may result in a penalty. **Please note** - This is in relation to 1 to 1 incident, where only 1 position is lost by the innocent driver, if more positions are lost, race control will determine whether a redress is enough, or if further penalties are necessary.
- 20.5 If contact between two or more drivers occurs that results in significant damage and/or loss of time to the “Not at Fault” driver, the “At Fault” driver may be issued a penalty.
- 20.6 A driver redressing positions must do so safely. This should be achieved by moving off the racing line prior to slowing sufficiently, without stopping, to safely allow car(s) to pass.
- 20.7 Contact on restarts prior to the control line, will not be tolerated. Drivers making contact with another car on a restart will be investigated and may receive a penalty.

21. Corner Rights

- 21.1 **Reasonable Overlap:** Is defined as the front splitter of the overtaking car being at or past **half the car** being overtaken, at the turn-in point of the lead car.
- 21.2 **Racing Room:** Is defined as not less than one car width between a car and the edge of the racetrack to allow another car to race.
- 21.3 If a car has reasonable overlap at the turn-in point of the corner, then racing room must be given by both cars to allow the cars to take the corner together.
- 21.4 It is the responsibility of the attacking car to make a safe pass, dive bombing and using the other car to help slow for or make the corner is not considered a safe pass. The attacking driver must be deemed by race control to have maintained half car pass or better at corner apex, be under full control and to be making the corner to be deemed

to have won the corner and be viewed as having equal or more rights should an incident occur.

- 21.5 In order to be entitled to space at corner exit, a car attempting to pass or maintaining position on the outside must maintain reasonable overlap throughout the corner. Having reasonable overlap at turn-in does not grant you space entitlement at corner exit by default. If reasonable overlap is not maintained throughout the corner, then the leading car has the right to choose their racing line at the corner exit and the trailing car must then yield.
- 21.6 If two cars enter a corner with overlap and that overlap maintains throughout the corner, both drivers must maintain their respective lines. If a driver deviates from their line and causes an incident, they may be deemed at fault.

Penalties assessed under this section include:

Warning (black and white flag)

Redress

Drive-Through

Stop and Hold

22. Defending Your Position

- 22.1 More than one change of direction to defend a position is not permitted. On approach to a corner, any driver moving back towards the racing line, having earlier defended their position off-line, must not make contact with another car having overlap and must leave no less than one car width between their car and the edge of the track for such a car.
- 22.2 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 there is no sufficient overlap with surrounding cars.
- 22.3 You are entitled to choose your racing line, and position your car on the inside line in a fair manner to defend your position. However, you must position your car on this defensive line before the trailing driver attempts to pass you, and not as a reaction to their attempt.
- 22.4 When making a defensive move, the defending driver must not do so in the braking area for a corner. A driver “moving under brakes” may be deemed at fault for or contributing to contact in the braking area.

- 22.5 The defending driver must not make any malicious or inappropriate braking or slowing manoeuvres. Leading drivers must never 'brake test' the car(s) behind them or swerve in a braking zone. The leading driver is entitled to be slower or use longer and earlier braking zones than the trailing driver. They are also entitled to use whichever racing line they choose.
- 22.6 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.

Penalties assessed under this section include:

- Warning (black and white flag)**
- Redress**
- Drive-Through**
- Stop and Hold**

23. Blue Flags

- 23.1 Drivers who are about to be lapped (including drivers who are fighting for position with surrounding drivers) and are shown an iRacing blue flag, must safely and with minimal disruption, allow the faster car to pass. They should be predictable without braking hard or quickly changing their racing line. For the avoidance of doubt, it is generally expected that a car about to be lapped (and has the lapping car within 0.5 seconds behind) allows the faster car to pass within 2-3 track sectors.
- 23.2 If a lapped driver has the pace to unlap themselves, they are entitled to do so but must do so in a safe manner.
- 23.3 Drivers who are lapping another driver, have the same responsibility to ensure the pass is completed safely as they would a pass for position. The "Reasonable Overlap" rule still applies to the trailing driver when attempting to make a pass under blue flag, however the car being lapped must comply with the blue flag by providing racing room and must not block a car attempting to lap them.

Penalty: Warning, Drive Through Penalty.

24. Recovering from an Incident

- 24.1 A driver recovering from an incident and returning to the track must do so safely and not impede any other car that is still on the track.
- 24.2 If there is not an opportunity to safely rejoin the track, the driver must wait until it is safe to do so.
- 24.3 Drivers recovering from an iRacing imposed time penalty must move safely off the racing line before slowing down to take it.

Penalty: Drive-Through, Stop-Hold Penalty.

25. Track Limits

- 25.1 Drivers must use the track at all times. For the avoidance of doubt, the white lines defining the track edges are considered to be part of the track but the kerbs are not.
- 25.2 A driver will be judged to have left the track if no part of the tires remains in contact with the track.
- 25.3 Track limits are generally policed by iRacing, but repeated and excessive corner cutting and taking advantage of a sim flaw can be protested and penalised.
- 25.4 Should a car leave the track the driver may rejoin, however, this may only be done when it is safe to do so and without gaining any advantage.
- 25.5 A driver may not deliberately leave the track without justifiable reason.

26. Safety Car

- 26.1 A Manual Safety Car appropriate to the series will be used.
- 26.2 A Full Course Yellow (**FCY**) and Safety Car (**SC**) may be deployed by Race Control should either of the following conditions occur:
 - 26.2.1 At least 1 car has ended up in an immovable position
 - 26.2.2 A portion of the field (at the Race Control discretion) has ended up with severe damage, is blocking the circuit, or some other major incident has occurred.

- 26.3 If any of the above conditions are met, a manual Safety Car will be deployed and signalled by Race Control using "SAFETY CAR, SAFETY CAR, SAFETY CAR". Drivers are to listen to the **@RACECONTROL** voice channel and pay attention to the **RACECONTROL** text channel for when the Safety Car has been deployed. Race control may use **either or both** of these means to communicate with drivers. There is no requirement for Race Control to use **both** voice and text.
- 26.4 When a safety car is called, drivers should maintain a safe pace that does not unreasonably delay another driver until passing the control line and/or joining the end of the safety car queue.
- 26.5 When a safety car is called you can not overtake any cars unless they leave the track as defined in track limits or are a damaged car slowly returning to the pits. If a driver is unsure of the status of a slow car, they may request permission from Race Control to pass that car.
- 26.6 Drivers must not overtake the safety car unless permission is given by race control. This permission will be given in the form "Car XX, you may pass the Safety Car (on the right/left)."
- 26.7 Drivers, while under SC, must drive with sufficient caution to avoid contact with other Drivers.

Penalty: Time, Drive-Through, Stop-Hold.

- 26.8 To help prevent large gaps opening in the SC queue, and minimise risk of contact under SC, all drivers are to maintain a constant speed to the best of their ability and avoid falling unreasonably behind the car ahead. 3-5 car lengths is generally considered to be reasonable for the purposes of this rule.

Penalty: Warning, Time, Drive-Through Penalty.

- 26.9 The pit lane will remain open if a Safety Car is deployed: However, each time the Safety Car crosses the Start/Finish line, and at any other time deemed necessary, race control will call "pit exit is closed". Any drivers who are in the pit lane may leave their pit box, but must queue at the (usually green) cones marking where drivers may disengage their pit limiters.

26.10 When the last car in the SC queue has passed the pit exit (marked by the blue cones), the stewards will call over the In Sim radio that the pit exit has re-opened, and any drivers waiting may rejoin the queue.

26.11 Pitting under yellow: When pitting under yellow drivers are to maintain safety car speed of the queue ahead of them and not overtake until all 4 tyres are over and past the pit entry blend line. At this point drivers can accelerate into the pitlane in a safe manner.

Penalty: Drive Through Penalty

26.12 Wave-Arounds will be granted by Race Control as follows:

26.12.1 During Initial Safety Car Deployed: Cars caught between the Safety car and the lead car

26.12.2 On the final Safety Car Lap: All cars one lap or more down will be granted a wave around excluding the car that was deemed to have caused that particular Safety Car.

26.13 Drivers on the lead lap will be advised by race control as to which side of the track they are to hold towards so that cars receiving a wave around may pass them safely.

27. Restart Procedure and Etiquette

27.1 When satisfied that the field is ready to restart the race, the Stewards will call over the In Sim **@RACECONTROL** voice channel for the Safety Car to pull away from the field and accelerate back to the pits. The leader of the field will be advised to maintain 90km/h. From this point, drivers should maintain their position in the queue, hold a constant speed and stop weaving.

28. Once Race Control advises “Safety Car in the pit lane, green flag”, the track is now under green flag conditions, and safe to resume racing. The leader may choose when to restart the race but must do so prior to crossing the Start/Finish line.

28.1 Once the leader has restarted the race:

28.1.1 Drivers may not achieve overlap until they have passed the apex of the final corner

28.1.2 Drivers may not overtake until they have crossed the Start/Finish Line.

28.2 On restarts if a driver anticipates the restart and causes contact to another car, that driver may be penalised.

29. Race Radio

30. The use of the public radio channel during the race must be limited to communication with race control only

30.1 Continued badgering or complaining from driver to driver will be considered abusive behaviour and result in a penalty or even disqualification.

30.2 **Under NO circumstances** are drivers to engage in any abusive, degrading or derogatory chat via the public radio (this includes swearing or any other foul language) in any practice, qualifying or race session. This may result in a penalty up to disqualification or even exclusion from the league.

30.3 When race control issues a penalty there is to be no protesting in session. If a driver argues they will be muted for the duration of the race. If the driver continues to argue in following races they will be issued with further penalties.

30.4 Drivers must comply with directions from Race Control at all times.

31. Ejecting/Towing

31.1 Towing during the race is not permitted without first being granted permission from Race Control. If you require a tow during the race you are required to call out in the format "Race Control, Car #, Request Tow.". You must then remain stationary until Race Control gives you the all clear to tow. This is not required during practice or qualifying.

31.2 If a driver ejects/tows without permission and rejoins the race, they will be issued with a **Drive-Through Penalty**. A driver who ejects/tows without permission and does not re-enter the race will receive a **Rear-of-Grid Penalty** for the next race.

31.3 It is a driver's right to attempt to return to the pits with a damaged car. If doing so, please notify Race Control. Drivers attempting to return to pits must do so in a safe manner, off the racing line, and prevent further incidents. a driver returning to the pits damaged causes further incident(s) with other cars will receive a penalty.

Penalty: Drive-Through Penalty.

31.4 If a driver ejects/tows from the race after being issued a penalty, that driver will receive the following:

31.4.1 Rear of grid penalty for the next race/round, and;

31.4.2 Drive-Through Penalty to be served during Lap 1 of the next race/round, and;

31.4.3 Loss of all points from the round where the driver ejected/towed.

31.5 If a driver tows without permission and re enters the track they will be issued with a penalty. If they don't rejoin the track they will score 0 points for the race and be issued a ROG for next round.

32. End of Race Procedure

32.1 At the end of the race drivers are required to keep driving back to the pits or not tow until the designated area as per the pre-race briefing in the discord. The intention of this rule is to maintain realism for broadcast footage at the end of the race.

Penalty: Rear-of-Grid for next Race/Round

32.2 The top 3 drivers will be asked to park on the start finish line post race to conduct their post race interviews. First place shall park in the middle, second on the left and third place on the right hand side. Drivers not featured in the podium interviews should not impede the top 3 from complying with this rule and should not engage in burnouts or donuts on the pit straight.

33. Penalties

33.1 Penalties can not be served under Safety Car conditions unless a driver is already committed to the pit entry before the safety car is called.

33.2 If a driver serves a self imposed penalty, this will not be accepted by Race control and the driver will still be issued a penalty by RC if appropriate.

34. Quality of Connection

34.1 It is the responsibility of each driver to ensure their connection to the server is stable. Cars that are excessively blinking or have a high ping may be requested to enter the its

to resolve the issue or be removed from the race.

35. **Protests**

35.1 Drivers may ask Race Control after the session for an explanation of the factors considered in their decision. This is not an opportunity to argue a case, however drivers may present new evidence that may not have been considered.

36. Where a Driver does not agree with the Penalty, as advised by the CS, they can Protest

36.1 A Protest must be lodged within 15 minutes of the publishing of the Provisional Classification of a Session, which will contain the Penalties applied.

36.2 Protests are unable to be lodged 15 minutes after the publishing of the Provisional Classifications of a Session. Participants should note that the time limit is strict and if a Participant fails to comply with the time requirements to lodge a Protest, Participants are deemed to have accepted the Penalty and waive any right to Protest the matter further.

36.3 A Protest is only able to be lodged by the Driver or nominated team manager to which a Penalty is applied.

36.4 Upon the lodging of a Protest, a hearing will be held between the RD and independent Steward. The purpose of which is to hear a further explanation from the party penalised as to why they believe the Penalty applied is not suitable.

36.5 The RD will be responsible for organising the method, time, and format of the hearing.

36.6 At the conclusion of the hearing, the RD and Steward will confer and decide on any modification to the original Penalty they deem necessary.

36.7 Any revised Penalty to be applied will be communicated as part of the issuing of the final classification.

36.8 The final classification cannot be the subject of a further Protest and any outcome of a hearing is deemed as final.