

1. General - (Driver Requirements)

1. Cheating is not permitted under any circumstances.
2. All drivers must speak English.
3. All drivers are required to be on the appropriate voice communications software with a working microphone for all events. (Mic can be muted during race)

2. Disconnection

1. If a Driver disconnects within the first 15 minutes of the race a restart will be held. If the same driver disconnects after the restart before the 15 minute mark the race will continue.

3. Qualifying

1. Qualifying will be held before every race UNLESS it is a reverse grid start, which is ordered by the previous race results.

4. Pit Etiquette

1. When you exit the pit-lane, you are not permitted to cross the specific pit exit line.
2. Cars on the race track have right-of-way over cars entering the race track from the pits.
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.

5. Safety Car

1. The Safety Car will only be released if 2 or more cars make contact causing mechanical damage, if it is a racing incident where both drivers agree no safety car is needed then the race will stay under green flag conditions.
(Bodywork/panel damage is NOT Mechanical damage)
2. The Safety Car will not be deployed with 5 or less laps remaining.
3. Once all drivers have joined the queue and are side by side at 80km, the group can begin racing pace after a circuit point on the track. (This will be discussed on the Party Chat during the race)

- Driver Error doesn't warrant a Safety Car.

6. Car Contact

1. If you can prevent an incident by steering off the racing line or into the grass then you are expected to do so.

2. If contact between drivers occurs that results in the guilty driver making up places on the innocent driver, the guilty driver must immediately return that position; even if it means the guilty driver has to allow drivers who were not involved in the incident to pass.
3. If you have to relinquish a position, move off the racing line before you slow down. Coming to a full stop is not allowed. Continue at the slower pace until the other driver passes you.

7. Corner Rights

1. If a car has sufficient overlap at the turn-in point of the corner, then cornering room must be given by both cars to allow the cars to take the corner together.
 - A. 'Sufficient overlap' or 'overlap' is defined as having any part your front wheels alongside the rear wheels of the car ahead. A following car has right to road at any time that it has overlap. Leading or defending cars must yield to this right to road.
 - B. In order to be entitled to space at corner exit, the following car must maintain overlap throughout the corner. Having overlap at turn-in does not grant you space entitlement at corner exit by default. If sufficient overlap is not kept throughout the corner then the leading car has the right to choose any line he wishes at the corner exit and the trailing car must then yield.
 - C. If 2 cars enter a corner with overlap and that overlap is maintained throughout the entire corner, the car on the inside must maintain an inside line throughout the entire corner and the car on the outside must maintain an outside line throughout the entire corner.

8. Defending Your Position

1. More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.
2. Any driver defending their position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his.
3. For the avoidance of doubt, if any part of the front wheel of the car attempting to pass is alongside the rear wheel of the car in front this will be deemed to be a 'significant portion'.
4. Blocking is not permitted at any time. (Defending into a corner is not Blocking, as long as its only one defensive move as stated above.)

9. Being Lapped

1. As soon as a driver is caught by another driver who is about to lap him, the driver who is about be lapped must allow the lapping driver past at the first available opportunity. He must do this safely, and with minimal disruption. He should be predictable, and he shouldn't brake hard or quickly changing his racing line.

2. If you have been lapped, you can only attempt to unlap yourself if the lapping car clearly loses pace or makes a mistake which allows you to pass. However, if the lapping car regains pace and catches back up to you, you must again allow it to pass.

10. Rolling Start Guidelines

1. For a rolling start you must cautiously proceed from the standing start to order yourself into your qualifying position and join the queue behind the lead driver.
2. Once in position every driver must maintain the speeds outlined below unless required to slow down for a tight corner in which case the driver(s) should resume the formation lap pace as soon as possible.
3. Whilst people are finding their positions, no weaving is permitted and you must allow other drivers into their positions as quickly as possible. These speeds may only be exceeded to get into position, but must otherwise be strictly followed by all cars.
4. The permitted maximum speeds are as follows:
 - o Before the Last Sector = 100kph
 - o After the Last Sector heading into the final corner = 50kph
5. Tyre warming is permitted and you may weave across the track to warm your tyres. However brake warming through acceleration and sudden braking is NOT permitted under any circumstances.
6. Any collision between two cars during the formation lap will be deemed the trailing car's fault.
7. You may not overtake any other car until you have crossed the start/finish line. An exception to this is if the car ahead makes a mistake or clearly loses pace after exiting the last corner.
8. If at any point during the formation lap, you have a spin, crash, or leave the track, you must re-join at the back of the field. DO NOT accelerate and try to re-join in your original position. If you receive damage during the formation lap for any reason, you may NOT accelerate and pass the field in an effort to get into pit lane, you must wait until the formation gets to the pit entrance to pit.

11. Recovering from an Incident

1. A driver recovering from an incident must not impede any other car.
2. If there is not an opportunity to safely re-join the track for several seconds, you must wait until it is safe to do so.

12. Track Limits

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.
2. A driver will be judged to have left the track if no part of the car remains in contact with the track.
3. Repeated and excessive corner cutting can be protested and sent to the steward or Organisers.

4. Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any advantage.
5. If a position is gained by running off track, you must give back that position.