SPORTING CODE | SIM RACING ASSOCIATION OF SINGAPORE

1. GENERAL PRINCIPLES

1.1 These are the regulations covering the Sporting Code for competitions sanctioned by the Sim Racing Association of Singapore (SRA-SG).

1.2 They are required reading for every competitor who intends to take part in events sanctioned by SRA-SG. All participating parties (ASNs, Organisers, Competitors and Facility) undertake to apply the regulations incorporated into the Code. Not knowing a particular regulation will not aid in your defense should you be found guilty of an infraction. More than likely, ignorance of the regulations will simply make matters worse.

1.3 An Organiser may draw up its own Competition and Technical Rules, which must be made available to the SRA-SG. Insofar as this happens, the SRA-SG may delegate the whole or part of the powers conferred by the Sporting Code, to the organiser, as it sees fit.

1.4 Should any dispute arise during the Event, the clarification, interpretation and arbitration of any rules, requirements and regulations shall be decided by the Stewards of the meeting. Should there be an appeal, it will be raised to the SRA-SG which shall be the final authority for settlement of disputes.

1.5 The final text of this Sporting Code shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Code. The Sporting Code comes into force from the time of its publication on the SRA-SG website (www.simracing.sg), and replaces all previous versions of the Sporting Code.

2. ELIGIBILITY

2.1 A competitor must drive the car alone and unaided.

2.2 Each competitor shall declare that to the best of their belief, that he/she individually possesses the standard of competence necessary for an event of the type to which the entry relates, and that, given that no medical certification is conducted on the competitor, that at the time of the event, they are not suffering from a physical impairment or illness that requires immediate withdrawal from competition.

2.3 A racing license is a prerequisite for an Event, only if deemed required by the SRA-SG. Such a license must be renewed annually from 1st January of each year, and a fee may be charged for its issue or renewal.

2.4 Otherwise, in all other cases, a competitor need only register with the organiser to be eligible for an event. All registered competitors are deemed to be acquainted with the texts of the Sporting Code as well as any Event Regulations provided by the Organiser and must comply with their provisions.

2.5 SRA-SG may grant an Organiser the choice of allowing competitors to register either in their own names or under a pseudonym; for example, in the case where the event is run on a console platform, where drivers are already using their registered nicknames to compete in the simulation.

2.6 Where appropriate, if there are people performing the roles of Team Principal, Sporting Director, Technical Director, Team Manager or Race Engineer, on behalf of the competitor during an event, these persons may be required to register their roles in order to have access to the Reserved Zones in the competition arenas. The SRA-SG has the right to withhold and to cancel registration of any person who does not satisfy the rules of good conduct as stated in the Sporting Code.

2.7 An entry compels the competitor to take part in the competition in which they have accepted to run, except in case of duly established force majeure. It also binds the Organiser to fulfil, for the competitor, all the conditions upon which the entry was made, the only reservation being that the competitor must use his best endeavors to participate in the event.

2.8 Where the event is held in a physical location, the Organiser of the event must procure, 30 days before the event, documentary evidence proving that all competitors, their staff, sponsors, agents and public are covered by adequate third-party insurance.

2.9 Advertising on vehicle skins, within the sim environment and inside the event venue is free; subject to not being political, religious or racist in nature. The Organiser will have the discretion to create policy on skins, whether it be a fixed-spec skin, or to include or exclude logos or text as they see fit.

2.10 Drivers are required to attend Driver Briefings as instructed by the Organiser, whether at a physical location or via online voice channel. Information communicated in briefings are key to the smooth running of events. Drivers who fail to attend the briefing can be excluded from the race.

2.11 Competitors are required to take part in any promotional activity requested by the Organiser such as autograph sessions, prize-giving, press conferences, photo shooting, social events and pre-race parades.

2.12 The Organiser will have the discretion to decide on whether there are control device regulations, and the handicaps to be set for different devices.

2.13 The SRA-SG reserves the right to nominate a Race Director and Steward(s) to help the Organiser of the event in their duties, to ensure, within their fields of competence, that all the regulations governing the event are respected, to make any comments they judge necessary.

2.14 The official program for an event sanctioned by the SRA-SG must include:

o Statement that the event is to be held under the Sporting Code
o Place and date of the event
o Short description and the time table of the event
o List of control devices and nature of handicaps
o Names of competitors
o Names of the Stewards and other officials

3. **TERMS OF ENGAGEMENT ON THE TRACK**

1.Racing Rules

1.1 Clean Racing

1.1.1
● Car Control. You are required to avoid contact with other cars on the track and not cause an incident on the track via a loss of control of your vehicle, whether you are chasing behind or leading in front. Accidents can happen, but if you are at fault for causing an incident, you are likely to be penalised.

1.1.2
● Road Rage. Deliberately crashing into another car will result in a serious penalty, such as being blacklisted or even immediate exclusion from the event or race series. If you feel you have been wronged on the track, don't retaliate. Report the incident to the Stewards.

1.1.3
● Warping. Everyone, once and a while, has a bad connection. If during an event you are told you have a bad connection and you are warping or blinking, there are a few choices to make depending on the situation. If you are warping, you are not allowed to try and race for position. It is too risky and distracting for your fellow drivers. If there are cars around you and it is possible that you can have warp-induced incidents, you are required to pull off the racing line and let following cars by. If you are following a car closely you are to back off. A blinking car in the mirrors is very distracting. If all these steps are followed and you have a gap, to the car in front and behind of at least 2 seconds, you may resume racing and finish the race. Remember you are not allowed to pass other cars and you need to maintain a safe gap. If another driver is catching you, you need to pull off the track again or take a trip through the pits. Should you stop warping during a race, you are allowed to resume normal racing.

1.1.4
● Netcode Incident. Latency is a fact of life in virtual racing. As inconvenient as it is, we cannot judge exactly whose latency caused an incident and cannot rule on the side of one driver or the other.

1.1.5
● Observing Flags. You are expected to know the meaning of the flags shown in the simulation and where required, slow down or bring your car into the pit.

1.1.6
● Spatial Awareness. Being aware of where another car is during a race is of utmost importance, especially those outside your field of vision.

1.1.7
● Racing Incident. Occasionally there will be incidents outside the control of the drivers or situations where two or more drivers are equally responsible for the cause of an incident.

1.1.8
● Unsportsmanlike behaviour. Includes anything which may be deemed unfair, devious, exploitive or not in the spirit of racing by the Stewards will not be tolerated. We expect certain standards of driving and sportsmanship from all our drivers and failure to meet and uphold those standards is in breach of this rule.

1.2 Overtaking

1.2.1
● Clean Overtake. As the challenger, it is primarily your responsibility to make a clean pass. When attempting a pass, a competitor should be sure that he or she is visible in the other driver's cockpit view. This will alert the driver being passed that. Your front wheel will need to be over half the length of the car in front, ahead of the front driver's helmet/field of view, to be considered a challenge. Clearly the driver who is passing should be alongside before the turn-in point. If your car is not yet sufficiently ahead, please back off. If the driver attempting the pass cannot get to this position before entering the corner, then he or she should not attempt the pass.

1.2.2
● Divebombing. The overtaking driver must ensure the driver being attempted to pass is aware of a potential overtake, while the driver being passed must be aware of the proximity of the driver(s) who may be attempting a pass. Under no circumstances is "dive bombing" allowed. Any intentional or reckless dive bomb (braking very late into the inside of a corner for eg.) that causes any level of damage or retirement of another driver will be penalised severely.

1.2.3
● Race Starts. Because there is limited manoeuvre room, the car in front will have the right to the line if not challenged. The car behind will need to yield. Going into the first corner of a race, please be aware and mindful that drivers will brake earlier than normal to avoid collisions and allow the safe taking of the first few corners.

1.2.4
● Giving back positions. If you accidentally bump into the rear of the challenged car in front, and in the process allows you to gain position at that turn, you are required to give back the position. This is construed as not a clean pass.

1.2.5
● Flashing Lights. A driver who is about to lap another car or who is approaching a car in a slower class is encouraged to flash his or her headlights to make them aware that a faster car is gaining. Flashing lights once or twice is enough and should not be done at a point when you are so close that the driver in front of you could be seriously distracted or interpret your actions as impatience. Drivers on the same lap may not flash their lights unless the car in front is from a slower class running considerably slower lap times.

1.2.6
● Impatience. A challenging car may not intentionally make contact with a lapped or slower driver who has failed to yield the right of way. Forcing your way through and inflicting damage is not acceptable behaviour. Being faster doesn't make intentional contact a permitted reaction. Pursue the official route and submit a protest.

1.3 Defending

1.3.1

● Excessive weaving and blocking are not allowed. 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.

1.3.2

Moving in the Braking Zone. Drivers should not be changing their line within the braking zone as this causes confusion and may result in an incident.

1.3.3

● Crowding. Do not force a challenging car off the track by leaving it with insufficient room. This applies on both defending on the straights as well as into the corners. 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. If the attacking car is alongside you going into a corner (i.e. if the attacking car's front wheels is alongside the defending car's driver's helmet), both drivers must adjust their line and give each other enough space to minimise contact which will imply that both of your optimum lines will be compromised.

1.3.4

● Brake Checking. Whilst the car behind is responsible for avoiding running into the back of you, brake checking is not acceptable in any way shape or form. Intentionally slamming on your brakes in areas where braking isn't expected, causing the car behind to run into the back of you or off the track will be penalised.

1.4 Blue Flag

1.4.1

● Safe lapping of slower cars (in same or other classes) requires the cooperation of both drivers. The faster car should show patience and not attempt a dive bomb pass, and the slower car should drive predictably and be ready to facilitate a safe pass. The slow car should hold their racing line and use normal braking points. The slow car can briefly lift off the throttle on a straight to facilitate the pass. Fast cars are not allowed to intimidate slow cars by on track behaviour or using headlights to "snow plow".

1.4.2

● Brake checking, blocking, dive bombing, etc. is considered bad sportsmanship and will be penalized.

1.4.3

● Ignoring Blue Flags. If you are given the blue flag, you must strive to yield to the faster car as soon as reasonably possible. In general, it should be completed within two straights and two corners after the flag is shown.

1.4.4

● Unlapping. If you are going faster than a car that has lapped you, do not attempt to unlap yourself unless it is safe to do so and doesn't hinder the car in front. We do not want to see lapped cars racing the leaders.

1.5 Track Limits

1.5.1

● A driver may not deliberately leave the track without justifiable reason. Stay within the track boundaries with at least two tyres on 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. A driver will be judged to have left the track if no part of the car remains in contact with the track.

1.5.2

● Drivers consistently crossing the white lines defining the edge of the circuit, whether or not they gain an advantage, may have their lap time(s) cancelled during qualifying and may receive a penalty during the race.

1.5.3

● Safe Rejoin. If you go off the track, re-join in a manner that is both safe and in no way a danger to other drivers. Always attempt to merge back to track in the same direction of traffic. In case there is an absolutely limited space, please use extreme caution. The onus is on the driver who is off track to re-enter in a safe manner. Causing any level of damage or retirement to another driver, or forcing another driver to take evasive action is unacceptable.

1.5.4

● Pitlane Blend Line. Unless there is a need to avoid a wrecked or stalled car, a driver racing on the track should never cross all four wheels past a clearly defined pit-entry and pit-exit blend line as a means to reduce their lap time or aid an overtake.

1.6 Qualifying

1.6.1

● In qualifying, it is your own responsibility to find free space on the track when starting a hot lap.

1.6.2

● A car on a hot lap does not have to yield for a faster car approaching from behind. However, drivers intentionally blocking or crashing other drivers in qualifying will be penalised.

1.6.3

● If you are on an in-lap or out-lap, you have to let faster cars pass you without blocking them. During Qualifying, those drivers who are on their out-lap or those who have made obvious errors that will prevent their current lap from being their fastest to date, should refrain from passing other cars who are on a hot lap unless it can be done without affecting the time of the other car.

1.7 Pitstops

1.7.1

● Drivers must obey pit lane speed limits at all times.

1.7.2

● Drivers must never cross all four wheels over the blend line, except to avoid a wrecked or stalled car.

1.7.3

● When exiting the pit lane, drivers must be cautious of cars on the track that are approaching the pit exit.

1.8 Apps
1.8.1

● The Organiser of an event or series may have additional rules concerning the use of Widgets and Apps which they may require competitors to use, as an automated control mechanism during their races. Competitors are reminded to be mindful of the rules as failure to abide by the additional or mandatory rules can result in Technical penalties being awarded post-race.

1.8.2

● At no stage are any 3rd party apps allowed if they are used as a hack or a cheat to increase your car's performance. Only apps that give you extra details on your car, your fellow competitors and the race itself will be approved.

1.9 Race Chat
1.9.1

● The Organiser of an event or series may require drivers to be logged into communication software as part of their additional regulations.

1.9.2

● Where such a requirement is in place, in order to reduce distractions for all drivers, during races or qualifying, no messages other than those permitted by the Organiser, are permissible. There is no need to thank or apologize to other competitors. It is to be assumed by all competitors that sportsmanship and consideration of other drivers is appreciated by all. If drivers wish to communicate directly with another competitor, then the race chat "whisper" function or another voice communication tool or software may be used.

1.9.3

● Please keep the chat civil, and behave in a respectful manner when communicating. Negative behaviour will not be tolerated.

2.0 Rage Quitting
2.0.1

● Leaving Session/Rage Quitting. We understand that you may get frustrated during the race, but you need to be mature about it. We expect ALL our drivers who take to the grid, to attempt to complete every race they enter. Any driver found to have deliberately DNF'ed, left session on purpose or simply just left the session on purpose during a race without returning, will be penalised. Drivers found committing this offence frequently, will be black-listed from future events. We understand there will be situations/circumstances that come up that require you to attend to immediately. If this happens, you are permitted to leave the session, but you must retire the car in the pits and leave the session appropriately by using in-game menus.

2.Rule Enforcement

2.1 Stewards
2.1.1

● The Stewards shall have supreme authority for the enforcement of the Sporting Code, and may settle any matter which arise during an event, subject to the right of appeal as provided in the Sporting Code. They may also rule on any alleged breach of the applicable regulations which occurred outside the framework of any event, provided that the event for which they are appointed immediately follows the discovery of this alleged breach.

2.1.2
● The role of a Steward is different from that of a Race Director, who has overriding authority on the control of starting, suspending and stopping the Practice, Qualifying and Race sessions as well as the use of the Safety Car.

2.1.3
● No person will be needed to administer the role of the Judges of Fact. Instead all decision making will be handled by the Stewards who will utilise the replay functions of the simulation software.

2.2 Reporting Incidents

2.2.1
● The Organiser will determine the manner of whether stewarding is done real-time, post-race or a combination of both methods. Likewise, the manner of protest and appeals will also be determined by the Organiser, with the advice from the Stewards and SRA-SG.

2.2.2
● A protest should be submitted in the format described below. Protests sent in the wrong format or incomplete may be discarded by the Stewards regardless of the adequacy of their content. Misuse of the Protest channel by needless chatting, flaming and calling out other drivers will result in a penalty.

- o Your Driver Name + Car #
- o Your Opponent's Name(s) + Car(s) #:
- o Lap #:
- o Turn #:
- o Short description of the incident:

2.2.3
● An "Incident" means any occurrence or series of occurrences involving one or more drivers or any action by any drivers, which is reported to the Stewards by the Race Director or noted by the Stewards and subsequently investigated can include:

- o When your car gains an advantage due to a collision with the opponent;
- o When an opponent loses position in the race due to your collision with the opponent;
- o When an opponent is pushed off track due to your collision with the opponent;
- o When an opponent is sent into a spin due to your collision with the opponent;
- o When the opponent receives mechanical damage due to your collision with the opponent;
- o Blocking with more than 1 direction change on the track;
- o When closing out another driver parallel to you on the straights, not leaving one car width of space ("driving parallel" means at least 1/3 of the car behind lines up next to the car in front);
- o Forcing yourself into the inside of a car in front at a corner when you were not parallel to it (Refer to 1.2.1 Overtaking);
- o Braking in a location that does not require brakes / Performing brake tests on the track;
- o When returning to the track after driving off track, causing others damage or evasive action;
- o Interfering with an attack lap of another car during qualifying;
- o Secretly working to give advantage to a team other than your own;
- o Not following technical rules;
- o Other unsportsmanlike conduct.

2.3 Penalties

2.3.1
● The Stewards will work within the framework of the event and series, as well as the functions that the simulation software provides, to ensure that incidents can be reviewed and actioned on.

2.3.2
● Penalties may be issued automatically by the simulation software, real-time during races or post-race after a review of the replay. The penalty process is one which is agreed on with the Organiser so as to be appropriate for the event or series.

2.3.3
● Penalties issued by the Stewards may also include Behavioural Warning Points (BWP) that accumulate as the event or series progresses.

2.3.4
● The severity of penalties and the manner they are used is a function of what the simulation permits, as well as what vehicle content is used for the event and not least; what level of competition is being judged i.e. an Academy race series will be judged more leniently than a Pro-level series – and likewise the penalties issued may also be "watered down" compared to a more formal competition.

2.4. Disconnects and Server Crashes

2.4.1
● If you are disconnected from the server you may re-join as quickly as possible. You will not be given any laps back nor will the race be restarted.

2.4.2
● If there is a mass driver drop from the server during the race or a server crash, it is possible that the race will be cancelled, rescheduled or counted at a reduced point total.

2.4.3
● If a mass drop or disconnect happens, the Organiser has the discretion for:

- First 50% of the race: The Organiser will attempt to load a new server. If the session cannot be reloaded, the race may be rescheduled or cancelled.
- Happens after the 50% mark. The race will not be restarted. If a result is available, the race will count at 75% of the normal points. If not, the race will be cancelled.