

Aussie Endurance Series: Rules and Sporting Code

1. Mission Statement

- 1.1. The Aussie Endurance Series (AES) is designed to be a social development series that introduces new and experienced drivers to Multiclass racing, within a controlled and well managed league racing environment. AES would like to promote regular weekly participation, while facilitating an introduction for people looking to become involved in team racing for endurance and special events.

2. Glossary of Terms

- 2.1. Determined in the iRacing Official Sporting Code

3. AES Clarification and Amendments to the iRacing Sporting Code and Conduct

- 3.1. Where not specifically determined, AES will revert to the most recent version of the iRacing sporting code, in order to determine conduct and/ or fault.
- 3.2. AES have clarified the following rules, to be adhered to by all competitors.
- 3.3. We are a drive to survive league, aimed at constructing positive relationships between competitors, and teaching how to be considerate on track, whilst still being an effective racer.
- 3.4. **Overlap and Racing Room**
 - 3.4.1. Drivers must leave racing room, a car width+, if they hear “car left/ right”.
 - 3.4.2. The lead car may move and defend their line once from the apex of (Turn A) to the apex of (Turn B), as long as they haven’t yet heard “car left/ right”.
 - 3.4.3. The car behind must expect to use the limited space left by the car ahead, and not try to squeeze the car ahead at any time.
 - 3.4.4. The car ahead must not make drastic moves, as this could cause contact. They may move cautiously across the track, giving the car next to them room to race.
- 3.5. **Net Code**
 - 3.5.1. Drivers are to anticipate netcode into all their decisions, and therefore we ask drivers to give extra room when battling, and allow a generous car width, so that cars are not pushed off the track at any stage.
- 3.6. **Blocking**

- 3.6.1. Is determined when the car ahead makes more than one defensive move, between the apex of one corner (Turn A) and the next (Turn B).
- 3.6.2. If the car ahead moves off the racing line in a defensive move, then they must maintain their line to the turn in point for Turn B.
- 3.6.3. The car ahead is not permitted to return to the racing line before turn in, as it is expected the car behind will be at a higher speed and will therefore be unable to pull up and avoid contact..
- 3.6.4. The car ahead must establish their line prior to braking and not deviate off it until turn in, even if they haven't yet defended and are on the racing line.

3.7. Dive Bombing

- 3.7.1. The rules above open the door to divebombing, which is determined when the car behind does not achieve overlap by the time the car ahead is ready to turn in.
- 3.7.2. It is the car behinds responsibility to achieve overlap, keeping the car tight to the apex, and not wash out or cause contact with the lead car.
- 3.7.3. It is the lead cars responsibility to leave racing room, if the car behind achieves overlap prior to turn in.
- 3.7.4. It is acceptable for the car behind to move up the inside of the car ahead, if they haven't defended the line, and if the car behind can brake later and effectively pull the car up and keep their line tight to the apex.
- 3.7.5. If the car ahead has failed to defend the corner, and the car behind achieves overlap before turn in, then the car ahead must leave racing room.
- 3.7.6. If the car behind does not achieve overlap by the time the car ahead is ready to turn in, then the car behind must check out of the corner, and not continue to push up the inside.

3.8. Brake Checking

- 3.8.1. Is determined when the car ahead brakes excessively early, or gets on/ off the brakes repetitively, for no apparent reason, as determined by their previous 3 laps average.
- 3.8.2. Brake checking will be at the discretion of Race Control, and they must prove the car ahead broke much earlier than they had in the laps prior.
- 3.8.3. The car ahead must ensure they are not braking excessively early, and taking it too cautiously into a corner, when there is a car directly behind.

- 3.8.4.** Factors that may affect the decision on when to brake are cars ahead, and must be taken into consideration by Race Control.
- 3.8.5.** The car behind must not assume when a car ahead will brake, and must make speed adjustments to ensure that if the car ahead brakes a little bit earlier than expected, then they are ready to react and avoid contact.
- 3.8.6.** Best way to avoid contact, is to match the speed of the car ahead within 100m of the start of braking, by lifting off the throttle and coasting to the braking zone, as closing at a high speed means your braking zone will be much longer than the car ahead.

3.9. Blue Flags

- 3.9.1.** Blue flags are for information only.
- 3.9.2.** It is up to the car behind (lead car) to make a clean overtake, assuming they are quicker and can effectively overtake.
- 3.9.3.** If the car behind is not much quicker, or able to safely pass, then they are to be patient, and wait for an opportunity.
- 3.9.4.** Lapped cars do not have to move out of the way, they are required to maintain the racing line, be predictable and considerate of the cars behind.
- 3.9.5.** If the lapped car makes any mistakes, they are required to move over, regain control of the car and then continue, they are not to impede a faster car by being erratic or out of control.
- 3.9.6.** Lapped cars may move out of the way if they like, by moving off the racing line on a straight, and gently lifting off the throttle, allowing the car behind to safely pass.
- 3.9.7.** A lapped car is not permitted to defend a corner, or battle 2 wide with a lead car, and must yield if the lead car achieves overlap.

3.10. Safety Cars

- 3.10.1.** AES will use the iRacing Safety Car in the case of multi vehicle incidents, or if a lapped car has impeded a lead car, or if one class impedes another.
- 3.10.2.** AES will try to avoid the use of Safety Cars where possible, and will only call one if there has been severe disadvantage, per the above criteria.
- 3.10.3.** Drivers are to adhere to all instructions given to them by iRacing, and may request information from race control if they are not sure.

- 3.10.4.** Drivers may request black flags to be removed during this period, but only if there has been a glitch in the game, or an unavoidable issue caused by iRacing.

4. League Eligibility

- 4.1.** To race with AES, search for league ID 11090, and request to join.
- 4.2.** Once accepted, drivers are free to participate in any sessions made available.
- 4.3.** AES is open to all drivers, regardless of licence level or iRating, unless banned.
- 4.4. To join the Aussie Endurance Series, follow these steps;**
 - 4.4.1.** Open iRacing UI
 - 4.4.2.** Navigate to Leagues tab
 - 4.4.3.** Select "Find a League"
 - 4.4.4.** Search for "Aussie Endurance Series"
- 4.5. If you are having trouble finding the league;**
 - 4.5.1.** Submit your iRacing name in #driver-number-requests.
 - 4.5.2.** a member of the admin team will invite you to the league
 - 4.5.3.** filter your My Leagues section to "All Leagues" to find the invite. |

5. Car and Class Selection

- 5.1.** There will be no requirement to maintain a Car Class or Single Car throughout the season. Drivers are encouraged to participate in whichever class/ car feels the most safe, fun and competitive for themselves week to week.

6. Race Protocol

6.1. Series Format:

- 6.1.1.** AES will follow an iracing official series, as determined by the Admin team, in conjunction with seasonal voting, with races being held on nominated nights, at nominated times.
- 6.1.2.** See #season_schedules in the AES Discord for the latest information.

6.2. Livery Designs

- 6.2.1.** Driver liveries must comply with iRacing and Trading Paints terms of service when using custom livery designs.

- 6.2.2. Drivers will not be permitted to race a livery containing any offensive, obscene or lewd content.

6.3. Balance of Performance (BoP)

- 6.3.1. At the discretion of Admin to balance classes, but unlikely.

6.4. Session time and weather forecast

- 6.4.1. AES will use realistic weather, with no rain, set to start close the official schedule.

6.5. Track State

- 6.5.1. AES will start the practice session with a 50% initial track state.
- 6.5.2. The track state will carry over into qualifying and race sessions.
- 6.5.3. Marbles will be left on track.

6.6. Qualifying

- 6.6.1. AES will determine the qualifying type (open/ solo) at the start of each series.

6.7. Race Starts

- 6.7.1. Standing starts for single class series.
- 6.7.2. Rolling starts for multiclass series, grouped by class.

6.8. Fast Repairs

- 6.8.1. As AES is a development league and we expect drivers to make mistakes, we are allowing 1x Fast Repair to help ensure drivers can continue after such events..

6.9. Incident Point Limit

- 6.9.1. **Drivers** will have an incident limit of 25x before receiving an automatic penalty.
- 6.9.2. Additional penalties will be issued every 25x after the first penalty.
- 6.9.3. There will be no penalty limit that would result in a disqualification from the event.
- 6.9.4. **Race control, or admin, have the right to DQ a driver who is performing deliberate or intentional acts against other drivers.**

6.10. Points Scoring

6.10.1. AES will use a standardised points scoring system.

6.10.2. Heat Races will be half points (50 for 1st, 49 for 2nd, etc)

6.10.3. Feature podiums will receive a bonus (103 for 1st, 101 for 2nd, etc)

7. Code of Conduct

7.1. Warnings, Penalties and Race Bans may be issued for behaviour and conduct while on track and in the discord. AES strives to adhere to the iRacing code of Conduct as closely as possible. Safe, clean and fun for all drivers is to be considered while on track, and AES will try to achieve this with the following clarifications:

7.2. Licence Points

7.2.1. Everyone has Zero (0) licence points to begin the season.

7.2.2. Points will be added for deliberate or excessive acts, as detailed below.

7.2.3. If a driver racks up 10 points, they will be asked to sit out of the next race.

7.2.4. If a driver racks up 20 points, they will be asked to sit out of the current season.

7.3. Deliberate Crashing

7.3.1. A Deliberate crash is when a driver makes no due regard for track safety or etiquette and aims their car directly at another driver with the sole intention of crashing into them.

7.3.2. Deliberate Crashing **WILL NOT** be tolerated in AES

7.3.3. First Offence: 10 pts plus Race Ban.

7.3.4. Second Offence: 10 pts plus Season Ban.

7.3.5. Third Offence: League Ban.

7.4. Reckless Driving

7.4.1. Reckless driving is determined as someone who is making contact with multiple cars, contacting one car multiple times, or causing excessive time loss to other cars, by driving either erratic, too aggressively or careless.

7.4.2. Reckless driving will not be tolerated, and we ask our members to drive to their abilities.

7.4.3. We understand drivers make mistakes in the heat of the moment, so if you make a mistake, try to redress, and take it a bit easier for a few laps.

7.4.4. First Race Offence: 5 pts.

7.4.5. Second Race Offence: 5 pts plus race ban.

7.4.6. Third Race Offence: 10 pts plus season ban.

7.5. Unintentional Mishaps

7.5.1. If a driver accidentally impedes another driver, through a driving mistake, then they may be added 1 point to their licence.

7.5.2. This is to capture if someone is repetitively making rookie mistakes, so it can be addressed by admin, and further training provided if necessary.

7.5.3. Most of these mishaps will relate to breaches of the Sporting Code.

8. Stewarding, Incidents and Post Race Reporting

8.1. Stewards and Race Control

8.1.1. At this stage, there may be live Race Control.

8.1.2. If you are involved in an incident, report to RC via in game radio when safe to do so.

8.2. Contact and Non-Contact Incident Penalties

8.2.1. Licence Point Penalties can be issued for the following non-contact incidents;

8.2.2. Blocking - 2pts per incident.

8.2.3. Unsafe Rejoining - 2pts per incident.

8.2.4. Aggressive Dive-Bombing (No Contact/0x) - 2pts per incident.

8.2.5. Unintentional mistake that affected another driver - 1pt per incident.

8.2.6. Driving standards will determine if additional items need to be added in future.

8.3. How to Report an Incident:

8.3.1. All drivers are encouraged to Report incidents. If we have live RC, then incidents will need to be reported as they happen.

8.3.2. If no RC, then incidents are to be reported post race.

- 8.3.3. Incidents that warrant a Safety Car are to be reported on track and ASAP.
- 8.3.4. **Reporting Format:** AES would like to see reports submitted in the following manner to the “incident reporting” section of the discord.
- 8.3.5. *Car 1 #, Driver 1 name*
- 8.3.6. *Car 2 #, Driver 2 name*
- 8.3.7. *Lap #*
- 8.3.8. *Turn Number*
- 8.3.9. *Code of Conduct violation to be reviewed (contact/blocking/crash).*
- 8.3.10. **Admin Reviews:** After the incident reporting window closes one or several members of the admin team will review all the incidents submitted to the “incident reporting” section of the discord. Admin decisions and points adjustments will be posted in the “Incident decisions” section of the discord. AES will strive to address all incidents as soon as possible. All incidents will be addressed prior to the start of the next round.