Aussie Endurance Series: Rules and Sporting Code

1. **Mission Statement**

   1.1. The Aussie Endurance Series (AES) is designed to be a social development league 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.
   https://www.iracing.com/iracing-official-sporting-code/

   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/ car 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.

       3.4.5. The car behind must not try to send it into gaps, in order to achieve overlap, this may come under Avoidable Contact or Dive Bombing.

   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 best qualifying lap and fastest racing lap.

    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 a Safety Car in the case of multi vehicle incidents, where vehicles incur meatballs, or have to tow due to damage, 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.

3.11. **Virtual Safety Car**

3.11.1. RC may use the VSC if there is a multicar incident, or if they need the field to slow and hold their positions for a period of time.

3.11.2. When the VSC is called, a count down will start at five (5), and by the time RC reaches zero (0) the entire field must be below the pit speed limit.

3.11.3. When VSC is called, everyone must safely and cautiously slow their speed progressively over the countdown, and ideally engage the pit limiter, so they aren't over the pit lane speed.

3.11.4. Anyone caught speeding during a VSC will be issued an End Of Line penalty for the restart, or a 5-10 second penalty post race, depending on severity.

3.11.5. Drivers may call through if they notice anyone breaching this rule.

3.11.6. Upon resumption of racing, RC will hand over the race to the lead car, and once they go, the race is back on.

3.11.7. No one is permitted to overtake, or to try and overtake, at the resumption of the race. Drivers must be patient in cue and hold their position until after the next corner. RC may clarify which corner.

3.12. **Sportsmanship**

3.12.1. It is intended that all our drivers act as good sports and be considerate of others on track.

3.12.2. We ask every driver to give each other plenty of racing room and yielding if someone gets their car ahead of yours, in order to avoid contact, but not mandatory.

3.12.3. We understand and expect drivers to stay side by side on the last lap of any race, so other drivers should expect this also.

3.12.4. Its important to understand there are many different levels of racers in here and you must race according to those around you. Never expect someone to yield; hold your line and expect to take every corner 2 wide.

3.12.5. No driver will be deemed a bad sport, if they haven't broken any of the AES rules outlined in this document.

3.12.6. A driver may be deemed a bad sport, if they are repetitively contacting other drivers, or routinely not yielding and causing incidents. If this is a trend, then Admin may issue a reckless driving penalty.

3.13. Overtake within Track Limits

3.13.1. Drivers are to race within the track limits, set out by iRacing, in relation to the information on the initial overlay and when receiving off tracks.

3.13.2. No driver is permitted to overtake outside of the racing lines, this includes 2 wheels on the grass or outside the white line.

3.13.3. If you persist in trying to overtake off track, then you will be given a 5 second post race penalty + 2 licence points for an intentional act.

3.14. Radio Protocol on track

3.14.1.1. Drivers may use the radio for communication with other drivers, in a simple and positive manner, such as "pass left" or "I'm pitting".

3.14.1.2. Drivers are not permitted to instruct other drivers, by telling them what to do, or where to be.

3.14.1.3. If a driver is concerned about another drivers actions, then they are to report to Race Control, for RC to review the actions and provide guidance.

3.15. Moving to the back of the Cue under Formation

3.15.1. Drivers are permitted to fall to the back of the cue during the formation lap, if they do not want to start at the front (reverse grid races only).

3.15.2. If you wish to fall back, then you are to announce your intent to Race Control, then under instruction, move over to one side and rejoin at the back of the cue.

3.15.3. Drivers are not permitted to jump back in line at their choosing, if they wish to fall back, then they must go to the end of the line.

3.16. Formation Lap Procedure

3.16.1. Once released, drivers are to form a single file, in order for everyone to start warming their tyres.

3.16.2. Drivers are expected to weave, but under control, and give room for others to weave on track, and class leaders are not exceed the safety car speed.

3.16.3. If a car loses control whilst warming up their tyres, they lose their position on track and start at the back of the line.

3.16.4. At Race Controls discretion, and no later then the second last corner, all warming up is to cease, poll position is to take the inside line, and everyone else is to form up in double file, odds to the inside, evens to the outside.

3.16.5. Once in double file formation, the Class leaders set the distance to the other class ahead, and must maintain the safety car speed, or as directed by Race Control.

3.16.6. Black flags will be removed if any are incurred.

3.17. **Green Flag Procedure**

3.17.1. The race will start when the leader begins to accelerate, or the green flag is shown.

3.17.2. The leader may go anytime after the Pace Car has entered pit lane (crossed the yellow cone line). If the leader is given a black flag for a jump start, and followed the above, the black flag will be cleared.

3.17.3. At the start of the race, it is the intent that all drivers stays in their respective line, and starts the race together.

3.17.4. If the driver ahead is slow to start, the driver behind may move to the outside of the driver ahead, if there is room, in order to go around. If there is no room, then the driver behind must yield and stay behind.

3.17.5. No driver is permitted to try and pass on the inside of the car ahead in their cue, until after the first turn, unless the car ahead is clearly slower, off pace, or clearly allowing the car behind to pass.

3.17.6. Drivers are to be side by side, and tight to the car in front, once the pace car leaves the track, up until the leader goes, or the green flag is shown.

3.17.7. If you fall back in the cue, then you are not permitted to make any overtakes, until after the first turn.

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. **Deliberate Acts**

    7.2.1. A Deliberate act 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.

    7.2.2. Deliberate Crashing WILL NOT be tolerated in AES and they will be disqualified from the session.

    7.2.3. First Offence: 10 pts plus Race Ban.

    7.2.4. Second Offence: 10 pts plus Season Ban.

    7.2.5. Third Offence: League Ban.

    7.2.6. Any offences deemed serious enough, will also be protested to iRacing, for them to review.

7.3. **Reckless Driving**

    7.3.1. 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.

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

    7.3.3. 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.

    7.3.4. First Race Offence: 5 pts.

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

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

7.4. **Avoidable Contact**

    7.4.1. The primary responsibility for avoiding contact with a Competitor resides with the overtaking Competitor and the secondary responsibility resides with the Competitor(s) being overtaken.

7.4.2. A Competitor who fails to demonstrate their responsibility and initiates a maneuver that results in contact with another Competitor may be penalized.

7.4.3. When a driver makes an attempt at a move, but misjudges it and makes contact.

7.4.4. A time penalty may be applied if relevant, and 2 licence points added.

7.5. **Unintentional Mistake**

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 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. Incidents, Reporting, Penalties and Licence Points

8.1. **Stewards and Race Control**

8.1.1. Most races will have live Race Control, but not guaranteed.

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

8.1.3. Sprint Races will be all post race, unless its a deliberate act.

8.1.4. Race control will be watching and taking notes of all incidents.

8.1.5. Feature races will have live penalties issued, if clear cut.

8.2. **How to Report an Incident:**

8.2.1. All drivers are encouraged to Report incidents. If we have live RC, then incidents will need to be reported as they happen in game, per the following format:
- "Race control, its 'Jimmy', can you check that please".

8.2.2. If no RC, then incidents are to be reported post race in the incident reporting channel, per the following format:.
- Driver Name, Race, Lap, Corner, Type of Incident.

8.3. **Penalties**

8.3.1. Penalties will be applied against the Categories Above.

8.3.2. Live penalties: Warning/ Redress/ End of Line/ Drive through.

8.3.3. Post race penalties: Warning/ time penalty.

8.3.4. Failure to redress: automatic 10 second post race penalty.

8.4. **Licence Points**

8.4.1. Everyone has Zero (0) licence points when they join the league..

8.4.2. Points will be added per the items in Code of Conduct.

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

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