# Socks Out Racing
# Esport Rulebook

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NOTE – MID-SEASON UPDATES MAY BE PUBLISHED.
PLEASE NOTE THE VERSION NUMBER ABOVE.

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# 1. MEMBERSHIP

## 1.1. SOR MEMBER

A person who has an Active account on iRacing, and has created an account on the Socks Out Racing (SOR) Community Forum.  To maintain the SOR Membership each member must compete in a minimum of one SOR sanctioned event within a 24 month period.

## 1.2. TERMS AND CONDITIONS OF MEMBERSHIP

SOR offers an international membership program which means one membership provides the member to participate in any SOR sanctioned eSports event. All members agree to accept occasional announcements pertaining to SOR related activities or offers via email or mail. Note: SOR does not sell, lend, or give away any information about any member to sources outside of SOR (except to authorities upon demand) for any commercial purpose. Furthermore, all SOR Members agree to any and all video footage and or still, photographs may be held by the SOR administration for certain purposes such as incident investigation.

In exchange for being allowed entry into the SOR Community Forum, and SOR related activities, all members and all attendees at SOR events agree that SOR owns and retains all rights and copyrights to all images, sound recordings obtained at SOR events, captured by any form of recording device, using any media such as (but not limited to) film, screen capture, magnetic tapes, memory cards, and hard disk drivers unless superseded by written contract.

## 1.3. ELIGIBILITY

Drivers Must Meet and maintain the following requirements listed on the Socks Out Racing (SOR) Website

1.3.1. Prospective members are required to hold an active subscription on iRacing.com

to compete in an eSports Racing Series sanctioned by Socks Out Racing

1.3.2. Prospective members are required to hold a minimum of a FIRST (iRacing's regulatory body) issued competition

license of Class C.

1.3.2.1. This may be achieved through any iRacing discipline license

## 1.4. APPLICATION AND ACCEPTANCE

To compete in a SOR Sanctioned event, participants must have a Socks Out Racing Membership to register for their yearly

driver number, register for a series, and confirm attendance for each event.

### 1.4.1. CREATE YOUR ACCOUNT

Prospective members may apply to join Socks Out Racing by creating an account on the SOR Community Forum.

1.4.1.1. Prospective members must include their iRacing ID or Full member name so we can verify your account, assign

you the appropriate SOR Competition License, and discipline affiliation.

*NOTE* FAILURE TO INCLUDE YOUR iRACING NAME <u>WILL RESULT IN AN REJECTED APPLICATION</u>

1.4.1.2. Once a membership has been accepted and accounts activated, the member may request their driver number

for the calendar year. (providing registration has begun)

## 1.5. STATUS

Member Statuses are used to assist in keeping track of membership records. The following statuses will be given to members based on their participation.

### 1.5.1. STATUSES AND THEIR MEANINGS

1.5.1.1. *Career* – Competed in 83% or more of the previous racing season.

1.5.1.2. *Regular* – Competed in 50% or more races in the previous racing season.

1.5.1.3. *Clubman* – Competed more than 25% of the previous racing season

1.5.1.4. *Amateur* – Registered but completed less than 25% of the previous racing season

1.5.1.5. *Rookie* – Drivers registering for their first V8 SuperTrucks season.

1.5.1.6. *Probation* – Drivers who earned a penalty in the previous year, but never served their penalty. These drivers must serve an equivalent penalty in their first race of the season.

1.5.1.7. *Inactive* – Drivers who failed to compete in a single race of the previous calendar year.

1.5.1.8. *Archived* - Holding an inactive status for two (2) consecutive years will result in an Archived Account.

### 1.5.2. REVOCATION

1.5.2.1. SOR reserves the right to revoke or deny membership to any person. Upon revocation or denial, SOR may, at its discretion inform other clubs, teams, leagues, and sanctioning bodies of such revocation.

### 1.5.3. CONCESSIONS

1.5.3.1. In the event of late entry, participation percentage will be determined from the member's series registration date.

## 2. DRIVER NUMBERS (A.K.A. RESERVED VEHICLE NUMBERS)

### 2.1. RESERVATION

#### 2.1.1. EARLY RESERVATION

Early Reservation begins every December before open reservation.

2.1.1.1. Members holding a **Championship License** will have the first choice, followed by those with a **Class 1 License**, then **Class 2** and finally **Class 3**. **[REF (3)]**

2.1.1.2. REQUIREMENTS

2.1.1.2.1. *Previous Season participation*

Entrants who competed in a minimum of one race in the previous season

2.1.1.2.2. *New membership acceptance*

New members who were accepted after the closure of entrant registration in the previous year

#### 2.1.2. OPEN RESERVATION

Open Reservation begins the first Saturday after the new year

2.1.2.1. Number selection at this time will be awarded on the first-come-first-serve basis. Until the end of registration of competition for the calendar year.

#### 2.1.3. RESERVATION PERIOD

Members hold their reserved number for one calendar year and renewed annually.

### 2.2. NUMBER VARIATION & AVAILABILITY

2.2.1. *Driver numbers may only be 2 digits*. **Triple digit numbers are prohibited.** Drivers may select numbers from 02 to 99.

2.2.2. Number variations do not count as different unique numbers. Therefore number #7, and #07 both count as the same number.

### 2.3. RESTRICTED NUMBERS

Numbers #00 (including variations) and #1 are reserved for the SOR Administrative Staff and previous V8ST Champion respectively.

# 3. COMPETITION LICENSES

A SOR Competition Licenses are assigned in accordance to membership status, and iRating (when applicable).

## 3.1. CHAMPIONSHIP

3.1.1. Indicated by the drivers name appearing in **Blue** on the SOR Forum.

3.1.2. Finished in the Top 10 of the previous V8 SuperTrucks season.

3.1.3. Existing member who maintained *career* **[REF:(1.5.1.1)]** membership status.

3.1.4. Guaranteed position on the grid for each race.

   3.1.4.1. Must hold a top 15 positions at the start of the Finals, after the *'Locked-In' adjustment* **[REF:(6.3.2.2.3)]** to

   maintain a **Championship** license. Failure to do so will result in being demoted to a **Pro** license for the finals.

## 3.2. CLASS 1 – PRO

3.2.1. Indicated by the drivers name appearing in **Purple** on the SOR Forum.

3.2.2. Finished in the Top 20 of the previous V8 SuperTrucks season.

3.2.3. Existing member who maintained *career* **[REF:(1.5.1.1)]** or *regular* **[REF:(1.5.1.2)]** membership status

3.2.4. Members holding a *rookie* **[REF:(1.5.1.5)]** membership status with a 4000 iRating or higher in an iRacing discipline.

## 3.3. CLASS 2 – PRO-AM

3.3.1. Indicated by the drivers name appearing in **Green** on the SOR Forum.

3.3.2. Finished in the Top 30 of the previous V8 SuperTrucks season.

3.3.3. Existing member who maintained *regular* **[REF:(1.5.1.2)]** or *clubman* **[REF:(1.5.1.2)]** membership status

3.3.4. Members holding a rookie membership status **[REF:(1.5.1.5)]** with a 2500-3999 iRating in an iRacing discipline.

## 3.4. CLASS 3 – AMATEUR

3.4.1. Indicated by the drivers name appearing in **Orange** on the SOR Forum.

3.4.2. Finished outside the Top 30 of the previous V8 SuperTrucks season.

3.4.3. Members who hold an amateur **[REF:(1.5.1.4)]** membership status

3.4.4. Members holding a rookie membership status **[REF:(1.5.1.5)]** with a 2499 iRating or below in an iRacing discipline.

**\*\*NOTE\*\*** In the event a returning driver was absent in the most recent season, their most recent championship result & participation will be used to determine their license. (*Added 07 JAN 2019*)

# 4. SAFE DRIVER SYSTEM (SDS)

The Safe Driver System serves to ensure drivers are held accountable for good racecraft in all events. The SDS system works in conjunction with the SOR Contact Penalty System (CPS). The system is to encourage drivers to practice situational awareness while racing competitively.

## 4.1. INCIDENT POINTS

The Incident Point Cap for each SOR Event is *21 Incident Points (21X)*. Drivers who exceed this cap will be automatically disqualified from the race and will receive points based on their finishing position providing they met the minimum distance requirements to earn race points.

**(REVISED FOR 2019)**

4.1.1. Exceeding **12** incident points, driver will accrue in one (1) Safety Point **[REF: (4.2)]**

4.1.2. Exceeding **17** incident points, driver will accrue in two (2) Safety Point **[REF: (4.2)]**

4.1.3. Exceeding **21** incident points, driver will accrue in three (3) Safety Point **[REF: (4.2)]**

4.1.4. Drivers who exceed 21 incident points will be immediately **disqualified** by the iRacing automated marshals and sent to the bottom of the finishing order for drivers on the same lap. Drivers disqualified in this manner will still receive race points in accordance with their finishing position in the race results. Drivers exceeding 21 incident points will receive three (3) Safety Points**[REF: (4.2)]**

## 4.2. SAFETY POINTS (SP)

Drivers may not accrue more than 21 Safety Points (SP) over the course of the season.

### 4.2.1. SP BREAKDOWN PER LICENSE

Because of the structure of the SOR License system, it assumes the lower the license, the less experienced the driver, a sliding scale is in place will have a multiplier applied to any SP accrued in a SOR sanctioned event.

4.2.1.1. **Championship** & **Class 1** License holders will follow the standard SP per infraction

4.2.1.2. **Class 2** License Holders will receive 1.5 multiplier to the standard SP per infraction

4.2.1.3. **Class 3** License Holders will receive a 2.0 multiplier to the standard SP per infraction

### 4.2.2. SP CORRECTIONAL ACTION

As drivers accrue SP, corrective action will be taken to keep a high standard of racecraft on the circuit in every race.

Below are the tiers and associated corrective actions.

4.2.2.1. *3 SP* – The Driver will be given a written warning in the most recent Incident Report informing the driver of their current SP status.

4.2.2.2. *6 SP* – The Driver will be prohibited from qualifying and start from the rear of the grid

4.2.2.3. *9 SP* – The Driver will be prohibited from qualifying and must start the race from pit lane

4.2.2.4. *12 SP* –  The Driver will be suspended for one (1) round of competition

4.2.2.5. *15 SP* – The Driver will be prohibited from qualifying and must start the race from pit lane

4.2.2.6. *18 SP* – The Driver will be suspended for one (1) round of competition

4.2.2.7. *21 SP* – The Driver will be suspended for the remainder of the season and demoted one license tier.

ie. **Championship** -> **Class 1** -> **Class 2** -> **Class 3**

### 4.2.3. SP BUFFER

Every Driver has the opportunity to reduce their SP each race and may reduce your SP by three (3) points. A driver's *Safety Point Total may reach the minimum of -3 SP*. Drivers may reduce their SP total by completing the goals listed below:

4.2.3.1. Finishing a race without penalty and zero (0) incident points a driver will have their SP Total reduced by **three (3) points**

4.2.3.2. Finishing a race without penalty and less than two (2) incident points a driver will have their SP Total reduced by **two (2) points**

4.2.3.3. Finishing a race without penalty and less than four (4) incident points a driver will have their SP Total reduced by **one (1) point**.

### 4.2.4. UNSERVED PENALTIES (*expanded 09 APR 2019*)

4.2.4.1. *Failure to Serve mid-season*

Drivers who fail to correctly serve a penalty levied in a previous event in the same season of the participated event will be subject to the next most severe penalty under the SP Correctional System **[REF: (4.2.2)].** Failure to serve may be in-whole or in-part. In either case, the entrant will be subject to the same penal action.

*NOTE* Entrants who join a session while under suspension will be suspended for the remainder of the current season and will start the next season under probation **[REF: (1.5.1.6)]**.

4.2.4.1.1. Penal action will increase according to the schedule below:

Rear Grid Start -> Pit-Lane Start -> 1 Round Suspension -> Suspension until next season

4.2.4.2. *Previous Seasons/Series*

Drivers who earned a penalty in a previous SOR Series, and failed to serve the penalty, over the course of the season which the penalty was incurred, will start their next season with 3 SP

## 5. OFFICIALS AND THEIR RESPONSIBILITIES

This section is to provide participants with a better understanding concerning officials, their titles, and responsibilities. There is nothing which establishes a rule in this section, and this section is merely a guide to aid in understanding terms.

### 5.1. STAFF & OFFICIALS

All Staff and Officials shall be friendly and courteous to all iRacing & SOR members. If a staff member or official has a problem with a member, refer them to the Managing Director or Event Director. Under no circumstances shall SOR Staff or Official be rude, sarcastic, or impolite to any SOR or iRacing member. Disputes with other officials shall be settled quietly and in private. Any unresolved problems should be reported to the Managing Director

#### 5.1.1. EXECUTIVE TEAM (ADMINISTRATIVE STAFF)

##### 5.1.1.1. *Managing Director*

The Managing Director has total executive authority, over all series, Officials and all matters of any nature pertaining to SOR issues, except as otherwise in this subsection.

##### 5.1.1.2. *Systems Administrator*

The Systems Administrator is responsible for handling the SOR Member database and related materials. He is responsible for the official SOR TeamSpeak Server and questions regarding the server are handled exclusively by him.

##### 5.1.1.3. *Community Liaison*

The Community Liaison is responsible for handling entrant's questions regarding the use of official software, providing baseline vehicle setups a minimum of one week prior to competition, and assisting members in finding application and registration materials.

### 5.1.2. EVENT OFFICIALS
Depending on Staff availability during an event, officials may serve more than one role.

#### 5.1.2.1. *Event Director*
The Event Director has the power and authority over all event Officials except for the Managing Director (if present). The Event Director controls all aspects of the event and is the person responsible for the general conduct of the event in accordance with the SOR Rulebook. Most often this person is also the Managing Director

#### 5.1.2.2. *Network Marshal*
The Network Marshal is responsible for keeping track of the latency and quality of each driver's connection. When a competitor's connection becomes a danger to others, the Network Marshal will verbally notify the field of the issue and provide instructions to the competitor displaying the connection issue. The Systems Administrator usually serves as the Network Marshal.

#### 5.1.2.3. *Chief of Communications*
The Chief of Communications (CC) is responsible for communicating with all course officials. The CC is responsible for relaying information regarding course situations, incidents. The Chief of Communications should ensure that the Circuit Officials' Meeting is held before the Driver's Meeting.

#### 5.1.2.4. *Circuit Officials*
Circuit Officials are volunteers who serve under the Event Director and watch for incident incidents which will go under review post-race, including any potential hazards to drivers on track. Circuit Officials have two ranks.

##### 5.1.2.4.1. Senior Circuit Official
Have demonstrated their knowledge of proper flag notification while serving as a Junior Circuit Official. Senior Circuit Officials have the power to signal for the Full Course Yellow.

##### 5.1.2.4.2. Junior Circuit Official
Serve as assistants to the rest of the event staff serving as additional eyes on the circuit to notify the appropriate official of issues experienced by competitors on the circuit. These issues could be related to track position (ie posing a hazard to others) or network issues (ie presenting latency or quality problems characterized as 'blinking')

#### 5.1.2.5. *Automated Marshals*
The iRacing simulation provides automated marshals which officiate items such as pit lane speed & corner cutting including issuing the appropriate Black Flag **[REF:(9.5)]**, issuing the mechanical black flag **[REF:(9.6)]**, and displaying the local yellow flag **[REF:(9.2)]**, and the Blue Flag with Yellow Stripe **[REF:(9.4)]**. The Automated Marshals have the power to disqualify a driver who fails to comply.

## 6. SERIES ATTENDANCE, REGISTRATION & CONFIRMATION

### 6.1. ATTENDANCE

Regular attendance is preferred but not mandatory to maintain a SOR Membership. We understand family, work and other life demands occur, and those responsibilities should always take priority. Therefore, policies regarding removal from the Series Roster to ensure accurate grid expectations for fans. **NOTE**: Season attendance impacts member status. **[REF: (1.5)]**

### 6.2. ENTRANT

An entrant in any person that is registered as a driver for a series

### 6.3. REGISTRATION

Driver and Team Registration will be held exclusively on the SOR Community Forum.

*Registration Opens on the first Saturday in February  for the V8 SuperTrucks Season*

#### 6.3.1. ENTRY FEE

6.3.1.1.    All entries will be charged a **non-refundable** entry fee of $10 USD to compete in the 2019 season.

6.3.1.1.1.        Entry Fees will be waived or discounted for 2020 based on 2019 participation.

- *Entrants who maintain career membership status will receive a **100% discount** in 2020.*
- *Entrants who maintain regular membership status will receive a **50% discount** in 2020.*

#### 6.3.2. DRIVER REGISTRATION

6.3.2.1. Registration

Each Entrant who registers to compete must include the following:

6.3.2.1.1. Name (as it appears on iRacing)

6.3.2.1.2. Truck Manufacturer (May not change during the season)

6.3.2.1.3. Home Country (Include region for US, UK, and CA drivers)

6.3.2.1.4. Sponsors (must submit documents indicating permission to use).

**NOTE***: Entrants must claim their driver number for 2018 prior to registration.*

6.3.2.2. Driver Roster

The Driver Roster for the V8 SuperTrucks season will be divided into three groups. Although there is no limit to the number of entrants who register for the 2018 season*, the grid size for each round will not exceed twenty (20) trucks.*

6.3.2.2.1. **Career Entrants**

Reserved Slots for entrants with a **Championship License** until the 'Locked-In' Adjustment

**[REF:(6.3.1.2.4)**. Championship Entrants account for eight (8) spots on the grid of each race for the 2019 season

6.3.2.2.2. **Provisional Entrants**

All entrants other entries holding:

**Class 1 – Pro License**, **Class 2 – Pro-Am License**, or **Class 3 – Amateur License**

Provisional Entrants serve to fill the Grid each round, providing an opportunity to earn a Championship License for 2019.

In the event more Provisional Entrants confirm attendance for a round of competition, a qualifier session will be held 7 days before the race to determine the fastest confirmed Provisional Entrants who will be permitted to compete in Saturday's feature (*Section corrected on 09 APR 2019 to reflect processes already in effect for 2019*)

**Minimum of 5 slots on the Grid of each race for the 2019 Season will be granted to Provisional Entrants**

6.3.2.2.3. *"Locked-In"* **Adjustment**

For the final four (4) rounds, the top 15 drivers who are projected to satisfy the requirements for career membership status **[REF:(1.5.1.1)]** will be "*locked-in*" and have a guaranteed spot on the Grid providing an on-time confirmation for each of the final 4 rounds providing they maintain eligibility for career membership status for 2020. Championship License Holders

Failure to confirm on-time will increase the number of provisional slots available on the grid for that round.

### 6.3.3. TEAM REGISTRATION

6.3.3.1. Team Size

Each Team consists of no more than **two (2)** representative drivers from a parent organization.

6.3.3.2. Description

Team Entries are to include the following:

6.3.3.2.1. Team Name

6.3.3.2.2. Parent Organization

when the same organization has two (2) or more entries

6.3.3.2.3. Team Manufacturer

Both drivers must run the same vehicle for the entire season

6.3.3.2.4. Primary Sponsor

What is your primary sponsor this season (**permission required [(REF:8.1)]**)

6.3.3.3. Substitutions

6.3.3.3.1. In the event a driver is absent for a round, the team organization may elect to have another organizational member drive for the absent driver using the absent driver's Livery and number.

6.3.3.3.2. Any penalties earned will stay with the absent driver.

6.3.3.3.3. Drivers who are actively competing in the series may also serve as a substitute however penalties earned will also carry to both the substitute driver and regular driver of the vehicle utilized. *(NEW FOR 2019)*

## 6.4. ACTIVE ROSTER

The iRacing.com League Page roster for the Socks Out Racing indicates the Active Roster.

6.4.1. Entrants on the Driver Roster for 2019 season will be added to the Active Roster.

6.4.2. *Entrants who fail to compete in a single round before the final four rounds of the season will be withdrawn from the Active Roster for inactivity and will not be permitted to compete in the final four rounds.*

## 6.5. CONFIRMATION

Entrants must *individually* confirm their attendance for each round of the season in a timely manner

### 6.5.1. PERIOD

6.5.1.1. Entrants have a minimum of 72 hours (3 days) to confirm their attendance each round

6.5.1.2. 'on-time' confirmation ends 8 days before the race at 23:59 UTC (*revised 03 MAR 2019*)

### 6.5.2. PROCEDURE

Each entrant may only confirm their attendance by individually posting in the information thread for the appropriate round. Members who are entrants may only confirm their attendance and may *NOT* confirm on the behalf of another entrant.

### 6.5.3. LATE CONFIRMATION

6.5.3.1. In the event there are unfilled spots for the upcoming race, Drivers will have until the Sunday before the race to confirm late, with late confirmation ending at 1759 UTC

## 6.6. WITHDRAWAL

Entrants may be removed from the active roster in two ways.

6.6.1. Entrants who are unable to continue the series and notify a member of the executive team.

6.6.2. Entrants who fail to compete in a single round of competition before the final four **(4)** rounds of the season.

## 7. COMMUNICATION

Sock Out Racing and SOR League Partners may utilize several methods to facilitate league communication. These services may include E-mail; SOR Forum posts and messages; posts and/or private messages on the iRacing Service; and VOIP services. The information in this section deals with communication through the variety of media channels at Socks Out Racing.

### 7.1. SOR COMMUNITY FORUM

The SOR Community Forum serves as the primary source for conversation, registration, confirmation and related materials to our virtual motorsport series and/or esport community.

7.1.1. Incident Reports will be located under the 'Marshal's Office' section of the SOR Community Forum.

7.1.2. Direct E-mail may be sent to all members registered on the forum on the periodic basis to inform them of membership status, competition license for the current year, and upcoming registration dates.

### 7.2. IRACING.COM MEMBERSITE LEAGUE PAGE

The iRacing Membersite League Page serves as the default channel which information pertaining to active entrants regarding Socks Out Racing. Messages may be delivered via PM on the iRacing Membersite, or via E-mail through the use of iRacing. Messages may be informative or reminders.

### 7.3. OPEN AUDIO CHANNELS

Open Communication Channels should be kept free and clear of loud music and unnecessary chatter/background noises.

#### 7.3.1. UNNECESSARY BACKGROUND NOISE

These will NOT be tolerated in a SOR Event or in an utilized communication channel. Offending members will be given one warning, if the issue is not corrected, that driver will be muted and/or removed from the channel

7.3.1.1. Some noises are a result of specific hardware and do not fall under "unnecessary background noises. Ie Wheels, Shifters, keyboards, etc.

#### 7.3.2. DISRESPECTFUL COMMUNICATION

Any yelling, arguing, disparaging remarks, or the like during a SOR sanctioned lobby, or communications channel will be grounds for immediate dismissal without compensation.

7.3.2.1. A minimum suspension of one race will occur, up to a Suspension from SOR activities and communication mediums for 6 months.

#### 7.3.3. OFFENSIVE LANGUAGE

The use of profanity, implied profanity, or insulting language (ex: "shit", "ass", or "f@$# yeah!") is considered as offensive language on certain social platforms. The use of such language on broadcasts, interviews or related league content can offend users on these platforms, and violates their advertising policies.

7.3.3.1. *The use of offensive language will result in a 1 round suspension.* A repeat occurrence will result in a two round suspension, and a 3rd occurrence will be suspension for 6 months, and will be on probation for the following season. (*Revised 03 MAR 2019* )

## 7.4. REQUIRED COMMUNICATION SOFTWARE & CHANNELS

### 7.4.1. DISCORD

Discord is a free VOIP software which is utilized by Socks Out Racing. The software is free to download from

https://discordapp.com/

### 7.4.2. Team Speak

Team Speak is a free VOIP Software which is utilized by RaceSpot for driver interviews.  The software is free to download from http://teamspeak.com

### 7.4.3. SOCKS OUT RACING (SOR) DISCORD CHANNEL – DRIVER MEETINGS

The SOR Discord Channel is open to SOR Community members to use for VOIP communication and for Driver Meetings prior to each race.

### 7.4.4. RACE SPOT TEAM SPEAK CHANNEL - DRIVER INTERVIEWS

Driver interviews after each race are conducted by RaceSpot on their Team Speak Channel. The top 10 drivers are requested to be ready to interview after the race.

7.4.4.1. At the end of each race 5 drivers will be interviewed **(REF:(10.3.6)]**.  Top 3 drivers are guaranteed to be interviewed; however in the event, a driver from the top 3 cannot make interviews, the next highest finishing driver will be interviewed.

7.4.4.2. RaceSpot TeamSpeak Channel information can be found in each Round's information thread.

7.4.4.3.  The official SOR Team Speak channel details are posted in the SOR Community Forum

## 8. LIVERY DESIGN

### 8.1. COPYRIGHT INFRINGEMENT

Socks Out Racing (SOR) takes **NO** responsibility for copyright infringement of any kind by its members. Therefore all members **MUST** provide proper documentation indicating permission for use **of any and all logo(s)** that appear on their livery during the season.

8.1.1. Every decal featured on your livery **MUST** have proper written consent from the company (companies) involved *submitted via PDF format on letterhead*. For franchises, this can be the franchisee; however parent company permission is preferred. The correspondence confirming permission for logo usage for each company must be emailed to the SOR Managing Director no later than the time of livery submission.

### 8.2. PRESENTATION

All liveries displayed in SOR Sanctioned events must be painted in a manner customary of a racing vehicle found in traditional motorsports. All liveries utilized in official SOR hosted sessions are subject to use in SOR promotional materials without compensation. By using a custom livery in an official SOR session concedes permission for SOR and its partners to use the original work.

#### 8.2.1. PRE-APPROVED MATERIALS

8.2.1.1. Any logo already available in the iRacing Paint shop may be used

#### 8.2.2. PROHIBITED MATERIALS

8.2.2.1. Regardless of consent the logo(s) or materials on a car which falls under any of the following:

8.2.2.1.1. Sexual or profane images

8.2.2.1.2. Represents a competing product to program in use for the series.
- ie. no Forza, Gran Turismo, Assetto Corsa, etc. logos present on vehicles for a series held using iRacing

8.2.2.1.3. Conflicts with the vehicle being driven (ie Toyota Logo on a Chevy truck etc)

8.2.2.1.4. Minors are restricted from promoting any product restricted by law to minors. (Knives, Alcohol etc.)

8.2.2.1.5. Tobacco and/or Cannabis may not be promoted directly or indirectly regardless of age.

8.2.2.1.6. Depicts any political message, regardless of intent.

8.2.2.1.7. 'Parodies' of logos/intellectual property. This includes any or all attempts to use the likeliness or inspiration of a logo, and also includes other race car designs as an example. *NOTE: Throwback Liveries using approved logos are permitted.*

8.2.2.2. Any member who attempts bypass the approval process hide any of these logos or depictions will suspended from all competition for a minimum of 2 months up to the remainder of the season, depending on severity.

8.2.2.3. *Liveries may not have the standard iRacing NASCAR Contingency decals affixed on their submission* (ie not in the submitted .tga file)

### 8.3. SUBMISSION

Liveries are to be submitted at the time of confirmation for each round of competition. [**REF:( 6.5)**] via dropbox link posted in the confirmation thread round.

## 8.4. CONTINGENCY DECALS

### 8.4.1. PLACEMENT

SOR events utilize their own Contingency Decals which will be shown on each participating livery and may not be altered.

### 8.4.2. SERIES ROOKIE (*revised 03 MAR 2019*)

Drivers who are participating in their first series event will have their windshield banner, number plates, lower front bumper, bed mounted roll bars and the driver's number and last name shown on back of the rear spoiler will be marked in yellow with a black boarder. Drivers will only hold these markings for their first season of participation.

8.4.2.1. Only drivers with these markings are eligible for the Rookie of the Year award.

### 8.4.3. DISTRIBUTION

Contingency Decals for each series will be included with the 'Livery Pack' and will be applied to ALL liveries during competition sessions held by Socks Out Racing

8.4.3.1. Series Decals are made available on the SOR Forum in each round's confirmation thread.

8.4.3.2. Decals may not be moved or resized. All decals have been sized and placed in a manner which should not conflict with existing liveries.

## 8.5. LIVERY PACK & SUBMISSION DATE

Due to issues in previous seasons using other means of sharing liveries, All liveries will be distributed through a "Livery Pack" to ensure all participants, staff, and the broadcast team has the correct liveries and decal sets for each race.

### 8.5.1. LIVERY PACK

Each Round the Livery Pack will be made available on the Friday before the race.

8.5.1.1. Includes: Contingency Decals (with Rookie Markings when applicable) and competitor liveries

### 8.5.2. SUBMISSION DATE

Drivers must submit their livery and/or any changes by the end of late confirmation [**REF :(6.5.3)**]

*If you are in need of assistance in acquiring a livery or applying series decals, please post in the series decal/livery thread, or contact us through the SOR Website Form.*

# 9. FLAG DESCRIPTIONS AND MEANINGS

## 9.1. GREEN FLAG

Solid green, waving usually only displayed at or near the starting line, as designated by the markings at the facility. This location may be changed at the discretion of the Race Director.

## 9.2. LOCAL YELLOW FLAG

A solid yellow flag, displayed by the iRacing stewards in the upper left-hand corner of the screen. This flag indicates danger, no passing is allowed, and be prepared to slow down. The Local Yellow Flag prohibits passing until the yellow flag is no longer displayed or is replaced by a green flag. Standing Yellow indicates mild incident ahead, Waving Yellow indicates more severe incident which may involve a drastic reduction in pace.  Drivers who pass should be reported to Race Control.

### 9.2.1. CONTACT UNDER LOCAL YELLOW

*While under Local Yellow* driver(s) which fail to rejoin traffic safely resulting in damage of another competitor will accrue 2 SP.  **Contact that results in race ending damage of an affected competitor will result in a Preventative Contact Penalty [REF: (11.1)]**

## 9.3. FULL COURSE YELLOW FLAG (FCY)

A solid yellow flag, displayed by the iRacing stewards in the upper left-hand corner of the screen. This flag indicates the pace car has been deployed due to danger on the circuit which could impede the flow of race traffic, No passing is allowed, and be prepared to reduce pace

### 9.3.1. LENGTH

The process takes 2 full laps to resolve, with vehicles remaining single file.

### 9.3.2. PROCEDURE

#### 9.3.2.1. *Lap Flown*

When the FCY is flown, the pit-lane will close, and competitors should drive safely and promptly complete the lap they are on without passing and catch the pace car.  Once the leader approaches the Start/Finish line the pace car will deploy.

9.3.2.2. *First Lap under FCY*

Once the pace car leaves pit lane, the first full lap under caution has begun. For this lap, the pace car will have its lights flashing. **Drivers are prohibited from warming or scrubbing the tires during this lap.** As the pace car approaches pit lane at the end of the first lap, Pit Lane will open, drivers on the lead lap are eligible to enter pit lane. Drivers off the lead lap may not pit at this time.

9.3.2.3. *Second Lap under FCY*

After the pace car crosses the Start/Finish line the second time, it will turn off its flashing lights. At this time drivers off the lead lap will be waved around. **[REF:(9.3.40]** Once all lapped traffic has passed the pace car drivers may elect to warm/scrub their tires. As the field approaches the end of the second lap, Race Control will inform them to 'Form Up'. At this time drivers are to refrain from warming or scrubbing their tires and moving erratically, to allow everyone to tightly line up to await the green flag.

### 9.3.3. DRIVING STANDARDS

While under an FCY it is important that all drivers drive in a safe and responsible manner to avoid any damage to themselves or others. **Drivers which fail to maintain control of their vehicle under a FCY will accrue 2 SP.** *Drivers who make contact with another vehicle while under an FCY will be subject to a Preventative Contact Penalty* **[REF: (11.1)]**

### 9.3.4. WAVE AROUND

Vehicles, off the lead lap, are prohibited from entering the pits when they are initially opened under an FCY. After the pace car turns off the flashing yellow lights, Race Control will announce when vehicles are being waved by, indicating which side of the circuit should be kept open to facilitate the wave around. After lapped drivers are waved by, they may pit on their next time by, if desired.

### 9.3.5. FINAL LAPS

Due to the lack of a Green-White-Checkered on iRacing, the FCY will **ONLY** be flown for incidents which greatly impede the flow of the race during the final 2 laps of competition at the discretion of Race Control. Drivers should just anticipate the use of local yellows. We ask all drivers to help communicate incidents during the final laps **IF** an incident occurs in the final two laps, Race Control reserves the right to use an FCY

## 9.4. BLUE FLAG WITH YELLOW STRIPE

A blue flag with a yellow diagonal strip that will be displayed to drivers in the upper left-hand corner of the screen. This is a personal advisory to alert a particular driver that another vehicle is a lap ahead and following very closely or closing rapidly and may attempt to pass. Drivers, who receive this flag, must yield to the lead driver once caught. Lapped Drivers should do so on the next straightaway, by holding their line and reducing pace, to facilitate a safe pass for the lead driver.

9.4.1. **Lapped drivers who fail to let the lead driver by in this fashion, or hinder the pass of a lead driver will be issued a Stop-and-Go Penalty. A repeat occurrence in that session will result in immediate disqualification from the race.**

## 9.5. BLACK FLAG

A solid black flag indicating a warning or penalty of some kind. This flag may be displayed furled or unfurled.

### 9.5.1. FURLED BLACK FLAG

9.5.1.1. If the Black Flag is furled, it indicates a warning from Race Control and an on-track action to be taken by the driver. i.e. In the event of a corner cut, a furled black flag will be displayed requiring the driver to slow their pace for an indicated amount of time.

### 9.5.2. UNFURLED BLACK FLAG

9.5.2.1. If the Black Flag is unfurled, this indicates a more severe penalty, typically requiring the driver to return to their pit box to serve the penalty. This could be a Stop-and-Go or Stop-and-Hold penalty.

Failure to serve a Black Flag in a timely manner will result in an immediate disqualification indicated by a Black Flag with a white 'X'.

## 9.6. MECHANICAL BLACK FLAG (AKA MEATBALL FLAG)

A Black Flag with a Red/Orange Circle in the center. This flag indicates the driver's vehicle has sustained damage that poses danger to themselves or to others on the circuit. Drivers who receive this flag are to return to pit lane next time by, assuming they feel comfortable doing so. In the event a driver feels their vehicle is undrivable, they may request a 'Tow to pit lane' using the "reset" key. In the event the incident brings out the Full Course Yellow, the driver taking the Tow will have their unfurled Black Flag cleared.

## 9.7. BLACK FLAG WITH WHITE 'X'

A Black Flag with a white 'X' will be displayed when a driver is disqualified from the session, removing the driver from the session.

## 9.8. RED FLAG

9.8.1. Although not displayed by the iRacing service, a race may be 'Red Flagged' in the rare event where approximately half of the field drops connection leaving the server. Drivers will be notified the race has been Red Flagged through the Race Control audio channel in the iRacing Sim, and Pace car will be deployed (the simulation will display an FCY). Drivers are to file into single-file formation behind the pace car. Once the pit-lane opens, the remaining field is to return to pit lane _in formation_.

**Drivers may not enter their pit-boxes! Drivers who enter their pit box will result in a 5 point penalty to their race total.**
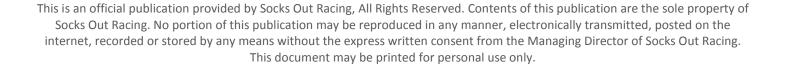
9.8.2. If drivers are able to rejoin within 5 minutes after the field enters pit lane, the leader will exit pit lane holding the field at a pace car speed, until Race Control announces the Green Flag is out, following restart procedures **[REF:(10.3.5.2)]**

## 9.9. WHITE FLAG

Solid white, indicating the start of the last lap. This flag is displayed to the leader first then to the remainder of the competitors from the start/finish line.

## 9.10. CHECKERED FLAG

A pattern of alternating black and white squares. The pattern resembles a "checkered board"**.** Functions to inform drivers that the session is over.  Drivers that have not passed this flag are driving under "Green Flag" conditions. Drivers are to continue cautiously for the remainder of the lap, then immediately return to pit lane before exiting the track. Exception for the race winner who is the only driver permitted for celebratory actions **post-race**.

# 10. COMPETITION TERMS, DETAILS AND FORMAT

## 10.1. TERMS

### 10.1.1. RACING SURFACE

The Racing Surface is defined as the outside lines which mark the boundaries of the main track surface. Generally, the racing surface is marked as a continuous solid white or solid yellow line drawn around the course. For the purpose of evaluating fair passing, rumble strips and rumble strip extensions are generally included as part of the racing surface but may result in the accrual of incident points.

#### 10.1.1.1. *Oval/Roval Circuits*

The aprons (area below the banked segment of the oval and 'Roval' courses) are considered ***NOT*** part of the racing surface. Generally, oval circuits have the inner boundary marked as a continuous Double Yellow line or solid white line.

#### 10.1.1.2. *Additional Track Limits*

Additional Limits may be established for specific venues to promote safety and uniform track usage. A related diagram with policy details and penalties will be posted in the information thread for each race. In general utilization of these prohibited areas will result in a post-race point penalty per occurrence. *Competition License SP multiplier will not be in effect for these enforcements.*

### 10.1.2. PASSING

Making a pass during the race must be done while on the Racing Surface **[REF:(10.1.1)]** Passes must be executed in full without placing 4 tires off (in whole or part) of the racing surface. Any position gained must be given back. If the position is not returned promptly and safely a post-race point penalty will be issued corresponding to the number of positions gained in this manner.

### 10.1.3. RE-ENTRY

If a driver leaves the racing surface and is unsure if it is safe to re-enter the track, let a Marshal know, and we'll aid your re-entry as soon as possible. In special cases, a Full Course Yellow may be flown, as a last resort, IF the Flag Marshall(s), find it necessary to allow the effected driver to re-enter the track safely

### 10.1.4. TRACK RECORD

Drivers have the opportunity to set a Track Record during Qualifying **[REF:(10.3.3)]**. This is to ensure the record was set using a clean lap without the assistance of the draft.

### 10.1.5. LAP RECORD

Lap Records are established the race **[REF:(10.3.4)]** segment of an official session. This is to ensure laps recorded are clean but account for best laps which may have been improved due to the draft.

### 10.1.6. Jump Starts

When the pace car pulls off the circuit before going green the Race Leader will be in command of the field. The Race Leader may not accelerate until the green flag is displayed. Drivers who jump the start will be given a compounding one (1) point reduction to their Drivers Cup points total, per occurrence.

**ie:  1st occurrence – 1pt | 2nd occurrence – 2pt s| 3rd occurrence – 3pts…etc**

#### 10.1.6.1. Completing a pass prior to crossing the start/finish line on the Start or Restart will result in a black flag assigned by the Automated Marshals [REF:(5.1.2.5)]

### 10.1.7. Vehicle Spacing for Start/Restart(s)

As the field approaches the start/finish all competitors should be one (1) vehicle length apart. Drivers who hold two (2) truck-lengths behind the vehicle in front as the field approaches the Start/Finish line, will be defined as Excessive Gaping.  Penalty structure will mirror the Jumped Start Penalty structure  **[REF:(10.1.6)]**

## 10.2. Pre-Race Schedule

### 10.2.1. Race Details

Race Details for an upcoming Race will be posted in the SOR Community Forum, at least 11 days prior to the race. (***Revised 03 MAR 2019***)

The following information will be included:

#### 10.2.1.1. *Track State*

This track starting track usage for the race weekend is randomly generated at the beginning of the week, usage will be between 20% and 60%.

#### 10.2.1.2. *Race Length*

Race Length for each event rounded up to the nearest lap. Races will be held via Sprint or SuperSprint format.

##### 10.2.1.2.1. *Super Sprint –* Race length of 100Km

##### 10.2.1.2.2. *Sprint – Race length of 150Km*

10.2.1.3. **Time of Day (ToD) (revised Dec 5<sup>th</sup> 2018)**

Time of day is selected for each venue at the beginning of the year when the schedule is announced. Time of Day will be either Afternoon

10.2.1.4. **Weather**

Weather will be taken from https://www.accuweather.com to provide an accurate racing experience.

10.2.1.4.1. *Afternoon ToD*

With the addition of dynamic time of day in 2019, all races will utilize Afternoon time of day to avoid problems with visibility due to the sun setting. Weather for each session will come directly from the AccuWeather website.

10.2.1.4.2. *Cloud Cover*

Because the options for cloud cover are limited to 4 options, and not a percentage, therefore the following scales will be used to determine cloud cover for each race.

**Cloud Cover % - iRacing Equivalent**

**0-20% - Clear**

**21%-50% - Partly Cloudy**

**51%-80% - Mostly Cloudy**

**81% - 100% - Overcast**

10.2.2.  CONFIRMATION

Each entrant **MUST** confirm their attendance for every race. Entrants confirm their attendance by posting if they will or will not be competing in the upcoming race.

10.2.2.1.    *Entrant Confirmation* (*Revised 05 MAR 2019*)

Entrants have until the 2359 UTC on Friday of the weekend before Raceday to have their confirmation considered 'on-time'. If more drivers confirm attendance than slots are available, Provisional Qualifying will be held the next day **[REF:(10.2.3)]**

10.2.2.2.    *Late Confirmation*

If there is/are vacancy (vacancies) at the closure of confirmation; drivers have until 2359 UTC the Sunday before race day to confirm. Drivers who confirm in the manner are prohibited from qualifying.

10.2.3.  PROVISIONAL QUALIFYING (**7** DAYS BEFORE RACEDAY)

When more entrants confirm than available spots on the grid, provisional qualifying will be held on the Saturday before raceday. The session will begin at 1500 UTC and be held for 24 hours to provide confirmed entries a chance to set their best lap time. (*Revised 05 MAR 2019, Typo corrected on 09 APR 2019*)

10.2.3.1.    *Format*

The Session will be set as Open Qualifying and Password Protected. All provisional confirmed entries will be sent a PM on the SOR Community Forum with the password.

Session will be fixed setup using projected accuweather afternoon weather conditions for the upcoming race. (*Revised 09 APR 2019 after driver vote*)

10.2.3.2.    *Notification*

The results from provisional qualifying will be posted indicating who is eligible to compete on raceday

10.2.4.  BRIEFING REMINDER (**1** DAYS BEFORE RACEDAY)

An Email and PM will be sent via the iRacing.com service on the Friday before raceday indicating who eligible to compete on Saturday along with any penalties to be served in addition to the itinerary for the events on raceday.

## 10.3. RACEDAY (SATURDAY)

Raceday will consist of a single four (4) hour league session with weather conditions set in accordance to accuweather.com **[REF:(10.2.1.4)** and with the track state listed in the confirmation thread **[REF:(10.2.1.1)]**.

*\*NOTE\* Qualifying and the Drivers Meeting times and duration have been modified to match current practices on 09 APR 2019*

### 10.3.1.  PRACTICE (90 MINUTES)

The league session will begin at 1800 UTC, drivers have 90 minutes to acclimate to the track conditions in preparation for the day's race.

### 10.3.2.  QUALIFYING (20 MINUTES)

*Qualifying will begin at 1930 UTC*

#### 10.3.2.1.  *Qualifying and Starting Order*

Drivers have 20 minutes to complete two qualifying laps. Their best clean lap time will determine starting position. Drivers will be ordered Fastest to Slowest.
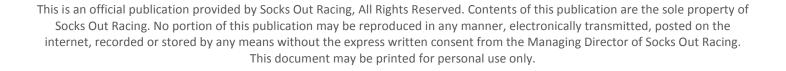
#### 10.3.2.2.  *Lack of Qualifying Times*

Drivers who fail to set a qualifying time, or unable to qualify due to the penalty, will start after the last driver to set a qualifying time, in order of highest *ROAD* iRating.

### 10.3.3.  DRIVERS MEETING (10 MINUTES)

Drivers are expected to meet in the SOR Discord at 1950 UTC to address any venue specific reminders and answer driver questions prior to the session opening.

**ABSENT DRIVERS WILL BE RESPONSIBLE FOR ALL ITEMS COVERED DURING THE MEETING.**

10.3.4.  RACE

    10.3.4.1.  *The Start*

        *Drivers will begin to grid at 2000 UTC*

        10.3.4.1.1.  Grid Layout

The Driver with pole position will start to be on the inside lane for the first corner of the circuit. Positions will alternate (inside -> outside) until all eligible drivers have gridded

        10.3.4.1.2.  Parade Lap

Venues which drivers start behind the pace car at the Start/Finish Line, drivers are to pull out single file and are permitted to begin scrubbing/warming-up their tires.  Until directed by Race Control to reform side-by-side. *Drivers who incite contact will be issued a Tier II Preventative Contact Penalty* **[REF: (11.1.2.2)]**

Venues which start the grid a few corners before the start/finish line are to remain in side-by-side formation and *prohibited from scrubbing/warming their tires.* **Drivers who do so will accrue two (2) SP.**

        10.3.4.1.3.  Rolling/Flying Start

Each race uses a Rolling/Flying Start. Once the Pace Car pulls off, the leading car is responsible for maintaining the pace, and may not begin to accelerate to race pace until the Green Flag is waved. *Jump Starts are prohibited* **[REF:(10.1.6)]**.

10.3.4.2. *Restart and Resumptions*

Each restart/resumption will follow the same protocol as the Rolling/Flying Start **[REF:(10.3.5.1.3)]**, in addition to procedures indicated in the appropriate sections listed below.

10.3.4.2.1. Full Course Yellow / Pace Car Procedures **[REF:(9.3.2)]**

10.3.4.2.2. Red Flag Procedures **[REF:(9.8)]**

10.3.4.3. *Mandatory Pit Stop*

Each driver is required to make one (1) Mandatory Pit-Stop taking four (4) tires.

10.3.4.3.1. Pit Window

10.3.4.3.1.1. Duration (rounded up to nearest lap)

10.3.4.3.1.1.1. SuperSprint (100km race)

- The Pits will open for mandatory pit stops for each driver as they complete 33% of the race distance, and close at 66% of race distance.

10.3.4.3.1.1.2. Sprint (150km race)

- The Pits will open at 25% race distance and close at 75% race distance.

10.3.4.3.2. Taking Tires outside the pit window (**NEW FOR 2019**)

Drivers are prohibited from taking tires outside the pit window. Drivers who take tires outside of the pit window will receive a Black Flag Stop & Go penalty.

10.3.4.3.3. Failure to Pit

Drivers who fail to pit for tires within the pit-window will be given a 1 lap penalty to their race result.

*10.3.4.4.* **End of the Race**

10.3.4.4.1. Ending Condition

The Race will end after the Lap total has been reached, however, the race will not exceed **100** minutes.

10.3.4.4.2. Finish under Yellow

If an FCY is flown in the final two laps, drivers are to remain in formation until the finish. Drivers who incite contact during this period will be issued a *Tier II Preventative Contact Penalty* **[REF:(11.1.2.2)]**

10.3.4.5. Cool-Down Lap

After the Checkered Flag is flown, all drivers are to continue around the circuit and return to pit lane, except the winner. The Winner of the race is permitted to return to the Start/Finish lane for victory burnouts after completing the cool-down lap. *Early celebration will result in 2 point deduction to earned race points and accrual of 2 Safety Points.*

10.3.5. DRIVER INTERVIEWS

After the race, the Top 10 drivers from the race are to go to the RaceSpot TeamSpeak Channel. ONLY the Top 3 drivers will be guaranteed interviews.

## 10.4. RACE CANCELATIONS (ADDED 14 JULY 2019)

Although it is uncommon, there are times when it is necessary to cancel a race. The following policies will be followed to determine race cancellations, to ensure scoring and competition license systems work effectively and a good product is provided for viewers. Points will not be

### 10.4.1. MINIMUM DRIVER CONFIRMATION

10.4.1.1.    To ensure events produce a product for fans to enjoy a *minimum of ten (10) entries must confirm on-time.* Less than 10 confirmed entries will result in a cancelled race.

- Tentative confirmations do not count toward the ten (10) minimum confirmations.

### 10.4.2. MINIMUM DRIVER ATTENDANCE

10.4.2.1.    There must be a minimum of 8 confirmed (on-time or late) entries and a minimum of 50% of the confirmed drivers present at the start of qualifying to ensure a quality event on raceday. In the event these criteria are not met, the day's race will be canceled.

### 10.4.3. CONSECUTIVE AND MULTIPLE CANCELATIONS

10.4.3.1.    If there are three **(3)** consecutive events which are cancelled due to lack of participation, the *remainder of that series' season will be cancelled*.

10.4.3.2.    In the event more than 25% of the scheduled season is canceled over the course of the season, **series championship prizes will be reduced in proportion to the number of races that have been completed**.

-    Ie. *If 4 of 12 races (33%) of the season has been cancelled, consecutively or not, championship prizes will be reduced by 33% , rounded down to the nearest USD*

### 10.4.4. SCORING & DROP ROUNDS

10.4.4.1.    *Scoring*

Canceled races will not be scored.

10.4.4.2.    *Drop Rounds*

Each time 20% of the scored rounds have been missed before the 'Locked-In' adjustment, one drop will be removed from scoring. *Ie in a 12 round season with 2 drops before Round 8, If two rounds (ie 20% of scored rounds) are missed before Round 8, then the total drops available to drivers will be reduced to one (1).*

## 11. CONTACT PENALTY SYSTEM (CPS)

At SOR, we keep to tradition understanding **motorsport by nature is a contact sport**. Although contact may occur while fighting for position, contact should **NOT** result in inhibiting other vehicles. It is important for drivers to recognize the difference between hard racing and being a danger to others. To minimize reckless driving behavior, the Contact Penalty System (CPS) will be used to regulate, and evaluate incidents and levy appropriate penalties when necessary.

### 11.1. INCIDENTS SUBJECT TO PENALTY (*Revised 02 JUL 2019*)

On track contact is considered an incident subject to penalty when either a driver is spun beyond the point of recovery, and/or is sent completely off the racing surface **[REF: (10.1.1)]**. Drivers who send another driver completely off the racing surface without spinning them may avoid penalty by redressing the position.

### 11.2. CONTACT PENALTIES

In general, contact penalties will be levied as a Standard or Preventative Occurrence, which increase as depending on occurrences of penalties to dissuade competitors from creating incidents which detract from the race. Levied penalties will be included in the Incident Report for each race.

*NOTE* Specific contact penalties which are automatic Tier II or Tier III are counted separately from traditional contact penalties.

#### 11.2.1. TIER I

Tier I penalties may be earned by a single at-fault incident during a race.

11.2.1.1. **STANDARD:** *committed under green flag conditions, which does not immediately follow the start or a restart. Offending Drivers will receive a post-race written warning, in the post-race incident report on the SOR Community Forum, receive a three (3) point deduction to driver cup points and accrue three ( 3) Safety Points*

11.2.1.2. **PREVENTATIVE:** *committed under yellow or red flag conditions, indicating a driver that fails to exercise caution, inciting additional damage to competitors will receive a four (4) point deduction to driver cup points and accrue four ( 4) Safety Points*

11.2.2. **TIER II**

Tier II penalties may be earned by committing two at-fault incidents during a race, or by committing incidents under specific circumstances.
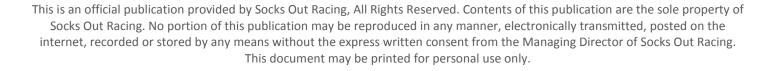
11.2.2.1.    **STANDARD:** *The at-fault driver will receive a post-race written warning, in the post-race incident report on the SOR Community Forum, receive a six (6) point deduction to their Driver and Team cup points and accrue six (6) Safety Points*

11.2.2.2.    **PREVENTATIVE:** *committed under yellow or red flag conditions, indicating a driver that fails to exercise caution inciting additional damage to competitors will receive an eight (8) point deduction to their Driver and Team cup points and accrue eight (8) Safety Points*

11.2.3. **TIER III**

Tier III penalties may be earned by committing three at-fault incidents during a race, or by committing incidents under specific circumstances.

11.2.3.1.    **STANDARD:** *The at-fault driver will receive a post-race written warning, in the post-race incident report on the SOR Community Forum, receive a nine (9) point deduction to their Driver and Team cup points and accrue nine (9) Safety Points.*

11.2.3.2.    **PREVENTATIVE:** *committed under yellow or red flag conditions, indicating a driver that fails to exercise caution inciting additional damage to competitors will receive a twelve (12) point deduction to their Driver and Team cup points and accrue twelve (12) Safety Points*

## 11.3. VEHICLE PRESENTATION FOR PASSING

The guide below will determine when the leading car must yield to another driver making a pass.

### 11.3.1. BODY PANEL TERMS

11.3.1.1.    Rear Bumper – The area beyond the tailgate

11.3.1.2.    Rear ¼ - The area from the rear of the truck to the beginning of the rear wheel well.

11.3.1.3.    Side ¼ - The area from the rearmost portion of the rear wheel well to the B-Pillar of the cab

11.3.1.4.    Door – The area from the B-Pillar of the cab to the Series Contingency Decals

11.3.1.5.    Front Fender – the area on the side of the truck from the Series Contingency Decals to the nose of the truck.

11.3.1.6.    Front Bumper – the face of the truck including the front grille, bumper molding, and splitter

11.3.1.7.    Nose – The nose is measured by the leading edge of the front bumper not including the splitter.  The position of the nose relative to the truck being passed will be used to determine line priority

### 11.3.2. TRUCK ZONES

Below are the 4 zones related to vehicle presentation for passing.



11.3.2.1.     **Red Zone** – The Defending driver has line priority in the corner, Challenging driver must yield.

11.3.2.2.     **Orange Zone** – Minimal presentation required to begin to claim a separate line from the defending driver. Note the iRacing automated Spotter may not notify the defending driver in time to avoid contact. It is recommended drivers treat it as a Red Zone.

11.3.2.3.     **Yellow Zone** – Once the nose of the challenging driver reaches the center of the rear axle of the defending driver,  the challenging drive has achieved adequate presentation and has claim to the line of their choice (inside or outside), the defending driver has little leverage to dispute an incident.

11.3.2.4.     **Green Zone** – Good presentation in which the defending driver will be held at fault of an incident where the challenging driver is spun or sent off the racing surface

## 11.4. SIDE-BY-SIDE RACING

In general, once the challenging driver creates an adequate presentation, on the defending driver, the trucks will be considered Side-by-Side. The defending and challenging drivers must hold their respective line. Neither driver is permitted to use the entire track until clear of the other vehicle.

### 11.4.1. CORNER ENTRY TO CORNER APEX (i.e. The first half of a single apex corner)

11.4.1.1. At corner entry, the defending must yield to the challenging driver **if and only if** the challenging has achieved adequate presentation (reached the yellow zone of the defending driver)

11.4.1.1.1. In general, if the challenging driver has not achieved adequate presentation before the final marker (typically the '1' or '50') leading up to the corner, the defending driver should concede their line.

11.4.1.2. *Dive-bombs* – A driver who has not reached the yellow zone prior to the final marker will be considered at-fault for any incident which occurs in the first half of the corner, **and will be subject to a Tier II Standard Contact Penalty. *Drivers who safely exit the racing surface and 'hold' behind the affected driver and rejoin behind them, will have their penalty reduced to a Tier I Preventative Contact Penalty***. (**Revised 02 JUL 2019**)

11.4.1.2.1. It is important for defending drivers to use situational awareness in all instances, therefore, if the defending driver fails to leave a vehicle width of the racing surface for the challenging driver, will result in the defending driver accruing **2 SP**.

### 11.4.2. MID-CORNER TO CORNER EXIT (i.e. The second half of the single apex corner)

Once the defending driver reaches the apex, the challenging driver may look for a passing opportunity.

11.4.2.1. If a wreck results mid-corner, the driver which failed to hold their line will be at fault.

11.4.2.2. As with corner entry, It is important for both drivers to use situational awareness. Therefore, if either driver fails to provide the minimum of 1 vehicle width on the racing surface, will result in the at-fault driver accruing **2 SP**.

## 11.5. CONTACT UNDER YELLOW FLAG CONDITIONS

All drivers are expected to be aware and take reasonable measures hold a safe gap between each other while under caution. Failure to do so will be issued a *Tier II Preventative Contact Penalty* **[REF:(11.1.2.2)]**

## 11.6. FIRST LAP UNDER GREEN

For the first lap under green, after the start, or after the end of an FCY, the contact penalty tier will be elevated. Therefore, drivers subject to a contact penalty will be given a *Tier II Preventative Contact Penalty* **[REF:(11.1.2.2)]** plus will accrue +1 SP for each additional vehicle (greater than 1) collected due to the contact, except incidents regarding blocking on a straight **[REF:(11.7.2)],** or Retaliatory Contact **[REF:(11.8)]**. Ie. if 3 vehicles are collected, the at-fault driver would receive 8 SP for the Tier II Preventative Contact Penalty, plus an additional 2 SP for the 2 additional vehicles collected from the initial contact.

## 11.7. NETCODE

With a grid full of competitors located all over the globe, sometimes a delay may occur among the communicating systems.

### 11.7.1. APPEARANCE

#### 11.7.1.1. *Blinking*

While driving on the circuit a vehicle will disappear and re-appear.  The source is generally an increase in a driver's latency (ie Ping) or a lowering of the quality of their connection.

##### 11.7.1.1.1. Black Flag

In the event a driver's blinking is determined by race control that it would present a significant risk to other drivers, the driver blinking will be issued an unfurled Black Flag and must return to pit lane until their connection improves, or traffic clears where the blinking driver will not be a hazard to their competitors.

#### 11.7.1.2. *Clipping*

Where the bodywork of one vehicle 'clips' into another vehicle's bodywork without immediate physical effect observed between the vehicles. Typically when clipping occurs a more intense physical effect will be displayed shortly after the 'clipping' due to the network delay.

### 11.7.2. CONTACT RULING

In the event contact results due to netcode and neither driver made an obvious violation the side-by-side Racing Policies [REF:(11.3)] ,  In will be deemed a racing incident and no penalty points or SP will be accrued.

#### 11.7.2.1. *Non-aggressor(s) impacted*

In the event, an aggressive move is played and the non-aggressor(s) is/are damaged, spun, or run off the racing surface, the aggressor will receive the appropriate Contact Penalty & SP for their action had netcode not been present.

#### 11.7.2.2. *Aggressor impacted*

In the event, an aggressive move is played and **ONLY** the aggressor is damaged, spun, or run off the racing surface, the aggressor will receive the appropriate SP for their action had netcode not been present, but no Contact Penalty.

#### 11.7.2.3. *Exaggerated Contact*

If there is reasonable suspicion that contact damaging, spinning or sending another driver off course that occurred would not have happened under normal circumstances, the contact will be defined as a racing incident and no penalty will be issued.

## 11.8. BLOCKING

### 11.8.1. IN A CORNER

Blocking while in a turn is defined as failing to maintain a traditional line in a turn, then turning back inhibiting a trailing driver from passing.

#### 11.8.1.1. *Penalty*

If contact is incited by the leading car while merging back into traffic, **the leading driver will be held 'at-fault' and subject to a *Preventative Contact Penalty*. [REF:(11.1)]**

### 11.8.2. ON A STRAIGHT

**Blocking while on a straight is *strictly forbidden*!** This action is characterized as a second lane change inhibiting a trailing driver from passing before the next corner while defending a position. In the event of multiple lanes on the circuit, event officials will also look at line parity (inside vs outside line selection) to determine if the defending driver inhibited the line choice of the challenging driver two times on a straight.

#### 11.8.2.1. *Penalty*

Drivers caught in the session blocking in the manner will be immediately disqualified, forfeiting points (marked as a DQ in Race Results), and a *Tier III Preventative Contact Penalty [REF:(11.1.3.2)]*.

If a driver is found guilty of blocking on a straight post-race, will receive the same penalties as drivers caught during the race, and will have their finishing position adjusted in the official results to reflect the DQ based on the lap which the incident occurred.

## 11.9. UNSAFE REENTRY (ADDED 09 JAN 2019)

11.9.1.1.    Drivers are expected to rejoin safely to the circuit. Failure to practice good judgement when rejoining the racing surface puts yourself and your fellow drivers at risk. Penalties will be levied in accordance to sevierty

11.9.1.2.    *Penalties*

11.9.1.2.1.    Drivers who enter unsafely resulting in a hindrance on circuit will receive a **Tier II Preventative Contact Penalty [REF:(11.1.2.2)]**

11.9.1.2.2.    Drivers backing onto the circuit without assistance from a course official and/or creates an incident with another driver while attempting to rejoin the racing surface will be immediately disqualified, forfeiting points (marked as a DQ in Race Results), and earn a *Tier III Preventative Contact Penalty [REF:(11.1.3.2)]*.

## 11.10.    RETALIATORY CONTACT

**Retaliatory Contact (attempted or successful) will not be tolerated within League Events** and is defined as a driver who goes out of their way to take out a fellow competitor.

*(i.e. the attacking driver pulls alongside the defending driver, with the attacking driver clearly turning left into the defending driver at the entry of a right-hand corner)*

Drivers who exhibit this type of action **will be suspended from all SOR sanctioned events for a minimum of 6 months**. After the suspension is served, the driver may re-apply to compete in SOR sanctioned events. Drivers returning will be on probation for the next 6 participated rounds.

## 12. INCIDENT REPORTS, PROTESTS & APPEALS

### 12.1. INCIDENT REPORT

Detailed post-race accounts of pertinent incidents from each race including a thorough description of the location of the incident, the driver(s) involved, a description of the incident and any penalties which are levied.

12.1.1. Incident Reports are generally posted within one week after the conclusion of Saturday's Race.

12.1.2. In general, Incident Reports only cover incidents which may result in caution or penalty.

12.1.3. PRESENTATION

Race Reports will be presented in the following manner:

- Occurrence: Lap & Location on Track

- Drivers Involved: Driver Name and car Number. Drivers will be listed in accordance with their track position (front to back)

- Description: An abbreviated recount of the event(s) which transpired.

- Conclusion: Evaluation of the event(s), plus any penalties that are issued.

### 12.2. PROTESTS

12.2.1. PERIOD

Protests **MUST** be submitted within 24 hours after the conclusion of the race via Private Message to the Executive Team on the SOR Community Forum.

12.2.2. LIMITATIONS

Drivers may **ONLY** protest events they were directly involved in.

### 12.2.3. FORMAT

Protests must include the following elements:

- Incident: Lap Occurred and Location (ie Turn #, or Straightaway)

- Involved Driver(s): Name and Car #

- Area of Clarification: Written as a question, DO NOT ASSIGN BLAME.

- Additional materials (optional): Protest may include additional materials like onboard screen capture or the driver's rpy file or included a cropped rpy file.

## 12.3. APPEALS

### 12.3.1. PERIOD

Appeals **MUST be submitted** within 48 hours after the incident report is posted via Private Message to the Executive Team on the SOR Community Forum.

### 12.3.2. LIMITATIONS

Drivers may **ONLY** protest events they were directly involved in.

### 12.3.3. FORMAT

Appeals must include:

- Incident Number (as listed in the Incident Report)

- Reason for Appeal

- Desired Revision and reasoning

### 12.3.4. LIVE APPEAL

The Executive Team normally will not contact drivers regarding their appeal, nor will drivers be entitled to a "Live" appeal.

### 12.3.5. RULINGS

Every appeal will be evaluated to determine if it was well founded and reserves the right to change a penalty. A final decision for the appeal will occur within 48 hours of submission. **IF** any changes occur, they will be updated on the related Incident Report. At this time the decision is final and cannot be appealed further.

### 12.3.6. BAD FAITH APPEALS

In the event an appeal has failed to be well founded, and/or frivolous, the Appellate will have their initial penalty doubled.

# 13. SCORING & RACE RESULTS

## 13.1. RACE POINT STRUCTURE

| Race Points | | | |
|---|---|---|---|
| **Pos.** | Points | **Pos.** | Points |
| 1 | 97 | 11 | 47 |
| 2 | 94 | 12 | 41 |
| 3 | 91 | 13 | 35 |
| 4 | 87 | 14 | 29 |
| 5 | 83 | 15 | 23 |
| 6 | 77 | 16 | 19 |
| 7 | 71 | 17 | 15 |
| 8 | 65 | 18 | 11 |
| 9 | 59 | 19 | 7 |
| 10 | 53 | 20 | 3 |

***Drivers who participate in provisional qualifying but fail to qualify for the feature will earn 2pts for that round.***

### 13.1.1. *Minimum Race Distance*

All Drivers must complete a minimum of 25% of the race length to receive race points. Failure to do so will earn zero (0) points.

Minimum Race Distance will be rounded down to the nearest lap.

The percent completed by each driver will be rounded up to the nearest lap.

## 13.2. BONUS POINTS

Drivers may earn up to five (3) additional points each round.

13.2.1.  POLE POSITION – 1 Pt

13.2.2.  FASTEST LAP – 1 Pt

13.2.3.  LEADING MOST LAPS – 1 Pt

## 13.3. CALCULATING RACE POINTS

13.3.1.  DRIVER POINTS

Race Points + Bonus Points – Race Penalties = Driver Points Total

13.3.2.  TEAM POINTS

13.3.2.1.  TWO ENTRIES

When both team members participate, their Driver Point Totals are averaged to create the team earnings for each round.

13.3.2.2.  SOLO ENTRIES

In the event only one team member is present, points earned that round will be 75% of the Driver Point Total earned by the present driver of that round.

13.3.3.  REGION POINTS (RGN)

Calculated by averaging the top 2 drivers race totals form each region. In the event only one participant from a region is present, then their region will earn 75% of their driver point total of that round.

13.3.4.  MANUFACTURER POINTS (MFG)

Calculated by averaging the top 2 drivers race totals for each manufacturer. In the event only one participant using a particular manufacturer is present, then that manufacturer will earn 75% of the driver point total of that round.

## 13.4. DROP ROUNDS

Each cup standings provide two (2) drop rounds over the course of the season. The lowest two scored rounds in the first 66% of the season will be dropped.

### 13.4.1. APPLICATION

The Drop rounds will be applied in stages. The first drop round will be applied after Round 4, and the second drop round will be applied after round 8.

### 13.4.2. LIMITATIONS

Only Rounds 1-8 may have points dropped. The Final 4 rounds of the season cannot be dropped regardless the reason.

## 13.5. CALCULATING SEASON POINTS

### 13.5.1. DRIVER CUP

Calculated by the sum of the 6 best of the first 8 rounds, plus the 4 final round totals, minus any penalties earned.

### 13.5.2. TEAM CUP

Calculated by the sum of the 6 best of the first 8 rounds, plus the 4 final round totals, minus any penalties earned.

### 13.5.3. REGION CUP (RGN)

Calculated by the sum of the 6 best of the first 8 rounds, plus the 4 final round totals

### 13.5.4. MANUFACTURER CUP (MFG)

Calculated by the sum of the 6 best of the first 8 rounds, plus the 4 final round totals

## 13.6. TIE BREAKERS

### 13.6.1. DRIVERS

In the event two drivers are tied in Championship Points; the standing order will be determined by the finishing order in the most recent race where at least one of the tied drivers participated.

**Drivers who fail to show in the most recent race will be treated as a DNF.**

### 13.6.2. TEAMS

In the event two teams are tied in Championship Points; the standing order will be determined by the average finishing order in the most recent race where at least one of the tied teams participated.

### 13.6.3. MFG OR RGN

In the event where the RGN or MFG Championship ends in a tie; the winner will be determined by the points total from the final.

# 14. CHAMPIONSHIP PRIZES, AWARDS, AND REQUIREMENTS

## 14.1. REQUIREMENT

Drivers MUST run the unaltered league decal sheet on their vehicle for all 10 counted rounds**of the applicable series to be eligible for any awards and/or prizes at the conclusion of a series.

***Drivers who inform the Executive Team of their absence, prior to a race week for the final 3 rounds of the season, and post in the Confirmation Thread indicating their absence, may still be eligible for awards or prizes providing they attended 10 rounds during the season.*

## 14.2. SERIES AWARDS

### 14.2.1. FLYING TIRE

14.2.1.1.     Earned by taking the most Pole Positions in the season.

### 14.2.2. MOST IMPROVED

14.2.2.1.     Showed the greatest improvement over the course of the season.

### 14.2.3. STICKY TIRE

14.2.3.1.     Completed the season with the most consistent finishes. (using the 10 counted rounds)

### 14.2.4. SHINY TIRE

14.2.4.1.     Had remained penalty free all season and had the lowest incident points accrued over the season (uses the 10 Races with the highest incident count).

### 14.2.5. ROOKIE OF THE YEAR

14.2.5.1.     Awarded to the rookie with the highest driver cup standing at the end of the season.

## 14.3. CHAMPIONSHIP PRIZES

### 14.3.1. PRIZE INFORMATION

Information regarding available prizes will be listed on the SOR Community Forum.

### 14.3.2. MONETARY PAYOUTS

14.3.2.1.     Monetary Payouts awarded by Socks Out Racing will be done via Paypal, Gift Card or Gift Card Code.

Gift Card, or Gift Card Code, may vary due to organizational partners or availability.

### 14.3.3. PARTNER/SPONSOR PRIZES

All prizes awarded by organizational partners, or driver/team sponsorships setup through SOR will be awarded directly from the related partner or sponsor. It is the driver's responsibility to follow up regarding earning their prize. It is the related partner's or sponsor's responsibility to send the appropriate prize.

If an entrant needs assistance in reaching a particular partner or sponsors we would be glad to assist, however, Socks Out Racing takes no responsibility in sending product prizes to recipients.

If a Partner/Sponsor fails to deliver their prize, inform SOR so we can make the appropriate decision regarding that particular organization moving forward. It is our goal to provide quality prizes and awards. A failure by a partner/sponsor to deliver on a promise reflects poorly on SOR and we will take action to ensure a repeat occurrence does not occur.