



Sporting Code

Last Updated: August 4 2008

I. General

1. Knowledge of Rules

- a. Every Racer who enters into a New Dimension Racing Event must read and understand the New Dimension Racing Sporting Code as well as the rules and regulations for the particular event and shall commit themselves to abide by the rules contained therein.

2. Finality of Decisions

- a. Every decision made by the organizers and race officials is final.
- b. There is a period for appeals for penalties issued by the Race Director. This period is announced when it opens and closes. Appeals outside of this window will not be heard, except from conditions of force majeure.

3. Forum Reading

- a. You are obliged to read the New Dimension Racing Events forum as well as any other websites that are stated as Official Sources of Information on a regular basis so as to know what is going on with the events and when.

4. Driver Names and Number Plates

- a. You are required to use this format for your RacerName: Car Number First Initial Last Name (e.g. 123 J. Bloggs). Failure to use this format in Officially Timed Sessions may result in exclusion from session.
- b. Your Number Plate shall be left empty for all Officially Timed Sessions.

5. Attendance

- a. If for any reason, you are unable to attend a race, please advise the Competition Director as soon as possible.
- b. If you fail to advise prior to the start of the final Free Practice session of the weekend, you may face temporary suspension from the series which you are participating in.
- c. You must be present in the server by the start of qualifying to be considered on time. Late comers will be started from the pitlane. If you do not show up by the time qualifying ends, you may not be permitted to enter the race, at the discretion of the race director.

II. Personal Conduct

1. Personal Behaviour

- a. Every person associated with a New Dimension Racing-sanctioned event shall conduct themselves according to the highest standards of behaviour and sportsmanship, particularly in their relationship with other competitors and officials, and in a manner that shall not be prejudicial to the reputation of New Dimension Racing or to the sport.

2. Driving Code

- a. Competitors are expected to race in a safe and considerate manner. Any competitor who drives in a dangerous or overly aggressive manner without showing consideration for their fellow competitors will be penalized.

III. Flags

1. Green

- a. The course is clear and the session is under way.

2. Yellow

- a. There has been an incident somewhere upstream of the flag. Reduce your speed and be prepared to quickly and safely change direction. There is no overtaking in a yellow flag area.

3. Red

- a. The session has been stopped due to an incident. Use caution and proceed to pit lane immediately. Overtaking is forbidden.

4. Blue

- a. Used as a warning to a slower car that a faster car is approaching. Use caution. Hold your line, and make no moves to impede the faster car.

5. Black and White divided diagonally

- a. Competitor warning displayed with number. Used to warn driver of improper driving conduct. Failure to improve conduct will result in a black flag.

6. Black

- a. A summons to enter pit lane for consultation or penalty. Number is shown with the flag. Racer must comply within two laps of the issuance of the flag or a disqualification will result.

7. White

- a. There is a slow vehicle ahead on course. Overtaking is permitted, but use caution for a slow car.

8. Chequered

- a. The session is ended.

IV. Driving Conduct

1. Racing Surface

- a. The racing surface shall be defined as the marked, paved race course and its curbing only. Pit lanes, their entries and exits, run-offs, grass verges, et al are expressly excluded from the racing surface.
- b. Positions gained by leaving the racing surface shall be yielded back or a drive-thru penalty will be assessed.

2. Car-to-car Contact

- a. It is the responsibility of all drivers to avoid physical contact between cars.
- b. All competitors have a right to "racing room" on the marked racing surface.
- c. "Racing Room" is defined as sufficient space to allow a competitor to maintain control of his car in close quarters under racing conditions.

V. Overtaking

1. Overlap

- a. When overtaking a car on the inside, you must achieve significant overlap with the outside car on the outside in order to have the rights for that corner.
- b. "Significant Overlap" is defined as the front of the inside car being level with or beyond the rear edge of the front door of the outside car (for tin-tops) or driver's head (for single-seaters).
- c. This measurement is taken at the normal turn-in point.

2. Conduct

- a. Any Racer who causes an incident as a result of not establishing overlap, or by turning in on a car against whom they had no right, are expected to wait for the other car to pass them even if that action involves losing several positions.
- b. Failure to follow this will result in a penalty.

3. Defending Position

- a. You may move once per track segment (between two corners) to prevent an overtaking maneuver.
- b. You may return to your line after that move. You may make no further moves to obstruct until the next track segment.
- c. If a driver has attained any measure of overlap, you may consider your defensive maneuver to have failed and must allow room for that car on the course.

VI. Driving a Damaged Car

1. Still Drivable

- a. When your car is damaged to the point that you cannot continue at your race pace in a safe manner, put your hazard lights on, slow to a safe speed, and drive off the racing line as far as you can get. Continue under extreme caution to the pits.

2. Not Drivable

- a. When your car is damaged to the point that you cannot continue, you must make any effort to get your car to the safest location nearby. A rescue car (if available) will attempt to push you to a safe location. If that is unable to happen, you will be spectated by the Race Director when he is able to.

VII. Incidents

1. Recovering From

- a. The onus is entirely on the driver recovering from an incident to take all necessary care to not interfere with any cars still on track and not part of the incident.
- b. You must do everything you can to minimize the hazard your car may constitute as soon as possible.

2. Returning to the Course

- a. The onus is entirely on the driver returning to the track after an off to take all necessary care not to interfere with any cars still on the track.

3. Ahead/Behind Responsibilities

- a. The onus is on the behind driver to take all necessary care and responsibility to not cause an incident with an ahead driver.
- b. The ahead driver must not do any malicious or inappropriate braking/slowing.