



Passing manoeuvres can lead to position changes, and drivers are sensitive to whether those position changes are fair. Passing is also where wheel-wheel action occurs and thus is the place where contact can easily happen. Contact can result in spins and broken cars, and in real life, drivers too. It is this thinking that we need to be judged on. Passing is where trust is built or destroyed, and trust makes racing more fun as well as supporting the camaraderie of the community that enjoy racing in it. Drivers are responsible to avoid physical contact between cars on the race track.

General Rules of Conduct

Rules for Overtaking

Passing General The responsibility for the decision to pass another car, and to do it safely, rests with the overtaking driver. The overtaken driver should be aware that he/she is being passed and must not impede the pass by blocking. A driver who does not watch his/her mirrors (proximity arrows) or who appear to be blocking another car seeking a pass may be seen as a violation. The act of passing is initiated when the trailing car's (Car A) front bumper overlaps with the lead car's (Car B) rear bumper. The act of passing is complete when Car A's rear bumper is ahead of Car B's front bumper. The incident can be sent to the Race Director and it will be shared with the Incident Committee for review.

Punting

The term "punting" is defined as nose to tail (or side-of-the-nose to side-of-the-tail) contact, where the leading car is significantly knocked off the racing line. Once the trailing car has its front wheel next to the driver of the other vehicle, it is considered that the trailing car has a right to be there. And, that the leading driver must leave the trailing driver enough "racing room." In most cases, "racing room" is defined as "at least three quarters of one car width." If adequate racing room is left for the trailing car, and there is incidental contact made between the cars, the contact will be considered "side-to-side." In most cases, incidental side-to-side contact is considered to be "just a racing incident." If, in the case of side-to-side contact, one of the two cars leaves the racing surface (involuntarily) then it may still be considered "a racing incident." The incident can be sent to the Race Director and it will be shared with the Incident Committee for review.

Right to the Line

The driver in front has the right to choose any line, as long as they are not considered to be blocking. The driver in front loses the right to choose his or her line when the overtaking driver has their front

wheel next to the driver. The incident can be sent to the Race Director and it will be shared with the Incident Committee for review.

Blocking

A driver may choose to protect his or her line so long as it is not considered blocking.

Blocking is defined as two (2) consecutive line changes to “protect his/her line,” and in doing so, impedes the vehicle that is trying to pass with each of the two (2) consecutive movements. The incident can be sent to the Race Director and it will be shared with the Incident Committee for review.

Starting Procedures

T1 is synonymous with incidents due to a number of reasons. These reasons vary from drivers being out of sight along side another car that is changing direction, mis-judging the concertina effect of drivers being more cautious approaching the first corner or pure recklessness. It is the responsibility of the driver behind to ensure there is not contact with the driver in front. Through the first couple of turns (this is dependent on the track), it is advised that you hold your lane to allow space for two cars to get safely through the corner. You are able to get onto the racing line when you are sure there is enough space in front or behind another driver to do so.

The start of a race gives racers many opportunities for metal-metal contact. The cars are in close quarters, visibility can be obstructed, and your competitors sometimes come off the power or get on the brakes in a way that will never happen mid-race. This can lead to big speed differentials in down the straight into turn.

- a) In general, drivers accept that stuff happens on most starts and that sometimes this is out of your control. Keep the following unwritten rules in mind.

If you make an abrupt lane change to get around a slower car or improve your line and you hit my car, that's bad. I don't really care whether you are technically in front of me or behind me or beside me. The domino effect on starts makes it too risky a place for this kind of passing

Rolling Starts

In some of the formats of racing, a manual rolling start will be called for. The lead car is to ensure enough time has been given to ensure that all the driver are in position. This should be a single file approaching the start finish line. The lead car can commit to going once

- all the cars are around the final corner and are in formation.
- Is approaching the Start line
- Or given the call to go (Chat Party)

Note: You are not able to overtake another driver until you have crossed the Starting Line. Should you overtake a driver before the start line, you will be deemed out of position and a 10 place penalty

will be awarded. You may only overtake a driver once you have started the race, which is only once you have crossed the start line.

Warnings & Penalties

The incidents that are filed are sent to a 3rd Party Committee to review the incident. These following will be applied should the Incident Committee find the member guilty of any misconduct or bad etiquette.

Incident caused in the race

- Causing an Accident (1) – 10 Second penalty (end time)
- Causing an Accident (2) – additional 30 Seconds
- Causing an Accident (3) – Race Suspension

Contact between Drivers

There are time where drivers will make contact in close quarter racing that does not upset the car, this is contacted related to being pushed off a racing line, but not necessarily causing and accident.

- Contact (1) – Yellow Card
- Contact (2) – 10 second penalty (end time)
- Contact (3) – additional 10 seconds (end time)

Note: Contact may happen but before reporting the contact, was it done in the true spirit of the racing or was it careless or malicious. We want to create a community that drives with a culture of fairness and respect.

Incidents need to be reported directly to the Race Director with video evidence within 24 hours of the incident.

Common Situations Requiring Unwritten Rules

There are two some common unwritten rules that we will need to be aware of.

1) Rage Quitting

We understand that there are times that things don't go according to plan and the frustrations are at it's highest, so it is easy to hit the PS Button and call it a night. What we ask is for you to not do this. If you are unable to continue, rather just retire to the pits. When you rage quit there are 2 things that happen.

- i) By you leaving there are times that you can take someone out of the race as well.
- ii) When you leave there is the slightest little glitch that happens which can disrupt other drivers in crucial moments.

So we ask that you please do not do it.

2) The straight-line pass

Seemingly the easiest situation to imagine is the case where driver B attempts to pass driver A on a long straight. This one is more fraught with difficulty than you might think.

- a) You can block me once, as long as you make your move early enough that there is essentially zero risk that you punt me or that I have to lift/brake.
- b) A second move to block, even if it is a feint, is frowned upon for safety reasons – especially if it is late, abrupt and if the consequences are dire.
- c) You get more forgiveness when your actions are viewed as a racing mistake resulting from super-quick decisions at the edge of car control. Your competitors will therefore view a late and abrupt block or a double blocking move as “unsportsmanlike”.

Remember how you race online will be the perception those around you will know you for.

3) Cars side-by-side at corner entry

Not every straight is long enough that passes, when done cleanly, are completed by the time cars reach the next corner. In fact, this is probably the most common type of passing situation in lower-powered classes. The result is that you have two cars side-by-side coming up to corner entry and at corner entry. This leads to unwritten corollaries to the standard rulebook statements:

- a) At corner entry, if the overtaking car does not have its front axle past the leading car’s cockpit (A pillar on production cars, driver on formula cars and sports racers for easy visual reference), the overtaking car should adjust its speed to tuck in behind the leading car with minimal interruption to the leading car’s line. And:
- b) At corner entry, when the overtaking car has its front axle past the cockpit of the leading car but its rear axle is behind the cockpit, the cars are considered side-by-side. Both cars should adjust their lines to avoid contact and provide room on the racing surface for the other car. And:
- c) At corner entry, when the overtaken car has its front axle behind the cockpit of the overtaking car, the overtaken car should adjust his speed and tuck in behind the overtaking car.

In short, when the passer isn’t ahead, he gives up the corner. When you’re side by side, continue racing until one car is clearly ahead (often at a subsequent corner). When the passer is ahead on corner entry, the formerly leading car accepts the pass.

4) Anticipation

One very, very important point unwritten rule is, are expected to anticipate what your car is doing and what the other car is doing. That is, you don’t decide if you’re going to make the pass when your car is at the points described in the written and unwritten rules, but based on what will happen a second or two down the road when you get to (or don’t get to) those points. This is the only way you can adjust your speed or line or both in time to avoid problems. A racer who can’t or doesn’t anticipate well needs to be cautious and practice his or her observational skills. A racer who repeatedly doesn’t anticipate well and drives aggressively shouldn’t be out there.

5) The Dive Bomb

Now we deal with a common passing problem that occurs in the same situation described above. But we’ll look at two wrong ways of doing a pass into a corner.

- a) First, you can try to overtake a car ahead by late braking. It goes wrong when you mis-judge your position. Your front axle is behind the car you are attempting to pass, but you are

threshold braking as the leading driver turns in. By the unwritten rules, you should adjust your speed, but you can't because you are at the limit of braking. You also can't adjust your line because you are at the limit of adhesion.

- i) This is not accepted, you should have seen this coming and backed off or braked earlier.
- b) The second dive bomb problem situation arises under late braking. The problem occurs when the passer has too much speed at the apex and loses control mid-corner. This usually results in the passer sliding into the car being passed. The impact can be mild or wild, but often the passer gets some advantage because in effect he has used the overtaken car as a brake.
 - i) I expect people passing me to have their cars under control. If you don't have it under control then I don't consider it to be your corner even if your front axle was ahead of my cockpit because you didn't get there in a fair and safe way.
 - ii) It is clearly your mistake and one other drivers don't condone because it is unsportsmanlike and you probably damaged my car. You need to work on your judgment and anticipation skills.

6) The Kink

You may come out of a corner side-by-side and find that the next corner is a kink (a gentle bend in the middle of a longish straight). Or you may catch a car on a straight before a kink occurs. For some cars, the kink may not involve cornering at the limit and these kinks are generally not problematic. But if a near-the-limit corner is involved for one or more of the cars, it can create problems. This is especially true if the straight on the run-up to the kink is long enough that competitors are traveling at high speed.

If our cars are similar or are in the same class, the common situation is that we're running into the kink side-by-side with little relative velocity.

- a) I expect the inside car to enter and track out in a way that leaves a lane of room on the racetrack for the outside car.
- b) If you punt me, I'm going to protest because high-speed offs are dangerous and you have to be a moron not to know that kinks involve high speed.
- c) Bumping may be "just a racing incident", but I don't like it. I especially don't like it because almost no one has car control skills that allow them to consistently bump but not punt.
- d) On top of that, if your car control skills are so good, then you wouldn't bump me in the first place.

7) Returning to the track

- a) **Reset Button**
 - i) We do not use the Reset button during our races so please do not have one activated.
 - ii) The reset button creates a disaster for the driver who is coming up behind you. That driver will all of a sudden see a car pop in the middle of the track that it stopped.
 - iii) This generally results in the approaching driver to react which generally results in that driver going off himself.

iv) Or crashing into the back of your stopped or now slower moving car.

b) Returning to track

- i) If you go wide and run off with cars behind you, remember that the cars that are still on the track are now going faster than you are. This means if you try return to the track you will possibly drive into them.
- ii) The best course of action is to come off the accelerator and allow the cars behind to pass and then slowly move back towards the track. This will show driver who are further behind you're your in tension is to return to the track.

c) If Spun around on track

- i) The initial reaction is to get back on the power and out of the way as soon as possible, the safest option is to remain still and not move from where you are. The approaching cars will more easily avoid you if you are stationary vs you trying to get out of the way.

d) Spinning out off the track

- i) If you go off the track and spin and wish to return to the track. You need to ensure there is enough room to not disrupt another drivers race. The recommendation is to rather wait until the cars have past, and once there is an adequate gap, you are able to return to the track.
- ii) It is best to get your car facing in the direction the track is going so you are able to merge onto the track as opposed to join at a right angle then turning the correct way.

8) The Chop Block (Backmarker overtakes)

- a) If you are in a slower car one of the ways to upset your fellow (faster) drivers is the chop block. You enter a corner mid-track, leaving a little more than one car width of room on the inside. Then as a faster car approaches and gets near your rear bumper, you move down to the apex. Slower cars can do this because they aren't at the limit. But the unwritten rules inveigh against doing so:
- b) If I have a significant speed differential to you and you are tracking off line mid-corner, I will assume that you are leaving the door open and letting me by. It is dangerous and pointless for you to chop me at the last second. You aren't going to stop me from passing you eventually, and I may hit you with bad results for both of us.

9) Backmarker and Right of way

If you are a backmarker and are being approached by a faster car, you have every right to hold your line. But in doing so, continually hold your line so the approaching car can anticipate where the best place to overtake would be.

- a) It is the responsibility of the faster car to get around you safely as the priority, but the onus also lies on you to not disrupt the lead cars race
- b) This holding your line does not include blocking a lead car.
- c) If you would like the faster driver to overtake you, you are able to slowly move off the racing line to indicate you are letting the faster car go past. When doing so, remember you may have to come off the accelerator momentarily to allow a larger speed differential of the overtaking car.
- d) BE PREDICTABLE IN YOUR MOVEMENTS and by NO MEANS try and race this person.

Handling the Rules Violations

If someone violates the rules above, you also have choices about how you handle the violation. There are many aspects to this, but from experience we suggest the following:

- i) **The One Hour Rule.** Wait for an hour before you do anything. This gives your body time to get adrenaline levels back to normal, making a reasoned and communicable point of view much more likely. It also gives the offending driver a chance to realize the error of his/her ways and make an appropriate apology.
- ii) **Check the replay.** We recommend watching the replay to see if what you thought happens was how it went down. Sometimes the replay tells a very different story on what had happened vs what you think might have happened.
- iii) **Get Advice.** Get someone (other than a team mate) to give you an unbiased point of view. This helps you gauge whether it was intentional or if there was lag and or other factors.
- iv) **Keep it Private.** Attacking a driver verbally on the Discord or in the Game chat is not advisable. Rather refer to the 1 hour rule and then take it up with the driver.

Reporting Incidents

There are time where the Race Director is not able to save the replay so the SARCO Admin Team do not always have the video footage. To make the decision easy for the reviewing committee, please provide the following:

- i) Chase view of your vehicle
- ii) Chase view of other vehicle
- iii) Cockpit view of your vehicle
- iv) Chase view of other vehicle

This footage is shared with Dylan via Whatsapp and will then be shared with the 3rd Party Committee. This committee will provide us with the outcome report of who is deemed to be at fault.

- i) This needs to be reported within 24 hours of the start of the race.
- ii) Note that this decision is final and can not be changed. The reported incident will be share on the Incident Report so that both parties know that it has been reported. The outcome of the report will be share there as well.

Note: Incident Reports can create animosity between drivers and we urge you to rather handle the incident with the Driver directly than make a report.

SARCO PHILOSOPHY

Finally, we need to consider why we are on track in the first place. Competitors have choices about how they conduct themselves, and those choices affect the health and the quality of the racing from the community. We are here because we love the racing, and enjoy racing within a community that abides by a certain level of ethics and etiquette.

- 2) Basically, drivers seem to choose how to conduct themselves based on one of two principles:

- a) **Empiricism.** The empirical driver does whatever it takes to get ahead. Rules matter, but only in the sense that they are enforced and therefore may affect results.
- b) The **ethical driver** views written and unwritten rules as important because, in this view, winning can only be judged in the context of how it was achieved. That is, achieving a finishing place via a violation of the rules is no different than achieving that place with a car that violates the rules: it is unfair and unacceptable.

We've created this article for Code of Ethics drivers since unwritten rules will matter far more to those drivers. Within the Code of Ethics philosophy, there appear to be three reasonable behaviours and we observe that drivers seem to have more fun if they adopt the right approach for their skills and personalities:

- i) **Drive for Position:** you follow the rules as best you can, but you fight every pass to the degree allowable by the rules and you make aggressive passes at the first opportunity. The fun of racing is winning or finishing in a high position.
- ii) **Make Sure They're Real:** you leave passers ample room, but you run an appropriate racing line as long as you can to be sure that you really have to give up a position. You pass primarily when there is a clear opportunity. The fun of racing is in the car control skill demonstrated during passing in close quarters.
- iii) **Trade Places:** when someone attempts a legitimate pass, you give up the position willingly to maintain momentum and then attempt a re-pass. The fun of racing comes from the strategy of choosing passing points and capturing opportunities.

Of course, you can do all three at different times.

Be safe, compete well and have fun.