Global League
Regulations

Version 2.2

Contents

1. Introduction

1.1. Document Framework

1.1.1. Complementary Documents

- This rulebook should be considered in conjunction with the following associated documents:
    - iRacing Sporting Code
    - iRacing Paint Policy
    - iRacing Terms of Use and End User License Agreement
    - iRacing.com Motorsport Simulations, LLC Privacy Policy
    - iRacing Online Competitions and Contests, Official Contest Rules
    - Drivers Guide – Assetto Corsa Competizione
        - https://docs.google.com/document/d/1xo52PFjuMrvILXtC-5R_9yS_9lGox6PS6JzA19Qjvz0/edit

1.1.2. Precedence of This Rulebook

- In cases of conflicting information between this rulebook, iRacing's Sporting Code, Drivers Guide – Assetto Corsa Competizione, and supplementary documents, this rulebook takes precedence over any other provided documents.

1.1.3. Responsibility of All Parties

- It is the responsibility of all drivers and affiliated parties to thoroughly review this rulebook and the additional documents mentioned above.
- Ignorance of the rules is not considered a valid excuse for any rule violations. By participating, all parties are assumed to have read and comprehended both this rulebook and any supplementary documents.

1.1.4. Communication of Rulebook Changes

- Any revisions or updates to this rulebook will be communicated to drivers through the AMX Global Discord channel. You can access the Discord channel via this link: https://discord.gg/XbhQDNemsx

1.2. Eligibility & Registration

1.2.1. Age Eligibility for Participation for Races

- Drivers under the age of 13 are ineligible to participate in any AMX races on iRacing, as iRacing's regulations prohibit their participation.
- Drivers under the age of 6 are ineligible to participate in any AMX races on Assetto Corsa Competizione, as set by their ratings.
- If a driver is aged under 17, a parental consent form must be completed and signed by a parent or legal guardian for the driver to be eligible to participate in the series.

1.2.2. Open Registration

- There is no specific registration period; drivers can register at any time during the season.
- Participants may sign up prior to the start of any race.
- Each iRacing Race will hold a limit of 40 Drivers.
- Each Assetto Corsa Competizione will hold a limit of 32 drivers.

1.2.3. Consent for Use of Likeness

- By registering and participating in the AMX Global League, drivers automatically grant consent to the use and reproduction of their:
  - Name
  - Voice
  - Still and moving (including photographic) images
  - Comments related to the AMX Global League
- This consent allows AMX Global League to use these materials for promotional, merchandising, marketing, and publicity purposes in any and all media worldwide.

1.2.4. Race Access

- Upon completing the registration process and purchasing a race (whether paid entry or free), participants will receive the session name and password via the email address registered with their account.

1.2.5. Race Invitations

- AMX Global League reserves the right to invite specific drivers to participate in races, regardless of their registration status.

1.3. Livery Guidelines & Car Number Selection

1.3.1. Livery Platform for Races

- The AMX Global League utilizes the "Trading Paints" platform to manage drivers' liveries for iRacing races. If you wish to have your livery featured during broadcasts, it is essential to use this platform for livery customization.
- Assetto Corsa Competizione Livery Process : **TBA**

1.3.2. Custom Paint Policy

- All iRacing liveries must be made in accordance with the iRacing Custom Paint Policy : https://ir-core-sites.iracing.com/members/pdfs/20211215-iRacing_Custom_Paint_Policy_dated_Dec_15_2021.pdf
- Assetto Corsa Competitizone Paint Policy : **TBD**

1.3.3. Sponsorship Considerations

- Liveries should not conflict with AMX Global League sponsors unless special permission has been granted.

1.3.4. Car Number Selection

- Car numbers are assigned based on driver preference. Select your desired car number as you would in an official iRacing series, and other Asetto Corsa Competizione races.
- Car numbers are usually allocated on a "first-session join, first-served" basis within the available number range.

2. Schedules and Format

2.1. Season 4 Duration

- The AMX Global Season 4 spans approximately 3 months, commencing on Jan 27th and concluding on April 21st.

2.2. Season 4 Races & Prizes

- 68 Races Total
- 2 Tiers of racing
- 6 Classes
- **Drivers may enter only 1 Race per Race Day (unless specified otherwise)**
- $20,400 Total Season Prize Pool
- Next Level Gear Giveaways & Season Prizes

2.3. Weekly Race Schedule

- Each week of the season consists of three designated race days.
- On these race days, two races will take place, one from each tier of the league.

Time Zone	Race	Tues	Sat	Sun
GMT	AMX ONE	5:50PM	5:50PM	5:50PM
	AMX TEN	7:20PM	7:20PM	7:20PM

2.4. Race Format [iRacing Races]

- iRacing Races in Season 4 are structured as follows:
    - Qualifying (20 Minutes): Drivers will compete in a 20-minute qualifying session.
    - Heat 1 (20 Minutes): Following Qualifying, the first heat race occurs, with time allotted for lap completion and gridding between sections.
    - Heat 2 (20 Minutes): After Heat 1, the second heat race follows, with a similar structure involving time for lap completion and gridding.
- Top 15 Reverse-Grid Placement occurs between each "session":
    - Between the Qualifying and Heat 1.
    - Between Heat 1 and Heat 2.
- Prize money is awarded based on standings in all sessions, including qualifying, heat 1, and heat 2. This means drivers have the opportunity to earn money in each session.

Qualifying → TOP 15 Reverse Grid → Heat 1 → TOP 15 Reverse Grid → Heat 2

2.5. Race Format [ACC Races]

- Assetto Corsa Competizione Races in Season 4 are structured as follows :
  - Qualifying (20 mins) : Open Qualifying
  - Race (40 mins)
- Prize money is awarded based on race standings only.

2.6. Qualifying Attempt

- Drivers must make a genuine attempt to qualify for the race.
- If no qualifying attempt is made, the driver will be disqualified from continuing on to Heat 1 (iRacing), or the Race (Assetto Corsa Competizione).
- However, if a qualifying attempt is made but no qualifying lap is registered, drivers can still proceed to Heat 1 (iRacing), or the Race (Assetto Corsa Competizione).

2.7. Season 4 Race Calendar

Week	Race Day	Date (GMT)	Tier	Class	Race Prize	Car	Track - Layout	Heat Laps	Start
1	1	1-27 (Sat)	AMX One	NASCAR	$100	NASCAR 2022 NextGen Class	Talladega Superspeedway - Oval	25	Rolling
			AMX10	RWD	$500	Porsche 911 GT3 CUP (992)	Circuit de Spa-Francorchamps - Grand Prix Pits	8	Standing
	2	1-28 (Sun)	AMX One	LIGHT	$100	Renault Clio Cup	Red Bull Ring – National	20	Standing
			AMX10	GT	$500	GT3 Class	Nürburgring Grand-Prix-Strecke - Grand Prix	10	Rolling
2	3	2-03 (Sat)	AMX One	NASCAR	$100	[Legacy] NASCAR Chevy Silverado - 2008	USA International Speedway	50	Rolling
			AMX10	RWD	$500	GT3 Class	Road Atlanta - Full Course	15	Rolling
	4	2-04 (Sun)	AMX One	ACC	$100	GT3	Circuit Zolder	40m Race	Rolling
			AMX10	GT	$500	GTP Class	Autodromo Nazionale Monza - Grand Prix	13	Rolling
3	5	2-06 (Tue)	AMX One	LIGHT	$100	Global Mazda MX-5 Cup	Oulton Park Circuit - International	10	Standing
			AMX10	FWD	$500	TCR Class	Circuit de Barcelona Catalunya - Grand Prix	10	Standing
	6	2-10 (Sat)	AMX One	NASCAR	$100	NASCAR XFINITY Class	Michigan International Speedway	31	Rolling
			AMX10	RWD	$500	Ray FF1600	Red Bull Ring - Grand Prix	12	Standing
	7	2-11 (Sun)	AMX One	ACC	$100	GT3	Circuit de Spa-Francorchamps - Grand Prix Pits	40m Race	Rolling
			AMX10	GT	$500	GTE Class	Silverstone Circuit - Grand Prix	10	Rolling
4	8	2-13 (Tue)	AMX One	LIGHT	$100	Toyota GR86	Circuit Zolder - Grand Prix	11	Standing
			AMX10	FWD	$500	TCR Class	WeatherTech Raceway at Laguna Seca	13	Standing
	9	2-17 (Sat)	AMX One	NASCAR	$100	NASCAR 2022 NextGen Class	Daytona International Speedway - Oval	11	Rolling
			AMX10	RWD	$500	Supercars - 2019	Mount Panorama Circuit	9	Standing
	10	2-18 (Sun)	AMX One	ACC	$100	Porsche Cup	Autodromo Enzo E Dino Ferrari (IMOLA)	40m Race	Rolling
			AMX10	GT	$500	GT3 Class	Autodromo Internazionale del Mugello	11	Rolling
5	11	2-20 (Tue)	AMX One	LIGHT	$100	Renault Clio Cup	Circuit Zolder - Grand Prix	11	Standing
			AMX10	FWD	$500	TCR Class	Circuito de Jerez – Ángel Nieto	11	Standing
	12	2-24 (Sat)	AMX One	NASCAR	$100	NASCAR Classic 1987 Class	Talladega Superspeedway - Oval	27	Rolling
			AMX10	RWD	$500	GT3 Class	Donington Park Racing Circuit - Grand Prix	14	Rolling
	13	2-25 (Sun)	AMX One	ACC	$100	GT3	WeatherTech Raceway Laguna Seca	40m Race	Rolling
			AMX10	GT	$500	GTP Class	Daytona International Speedway - Road Course	13	Rolling
6	14	2-27 (Tue)	AMX One	LIGHT	$100	Toyota GR86	Brands Hatch Circuit - Indy	15	Standing
			AMX10	FWD	$500	TCR Class	Silverstone Circuit - National	8	Standing
	15	3-02 (Sat)	AMX One	NASCAR	$100	NASCAR Gen 4 Cup	Daytona International Speedway - Oval	8	Rolling
			AMX10	RWD	$500	Porsche 911 GT3 CUP (992)	Circuit de Nevers Magny-Cours	8	Standing
	16	3-03 (Sun)	AMX One	ACC	$100	GT3	Suzuka Circuit	40m Race	Rolling
			AMX10	GT	$500	GTE Class	Nürburgring Grand-Prix-Strecke - Grand Prix	8	Rolling
7	17	3-12 (Tue)	AMX One	LIGHT	$100	Global Mazda MX-5 Cup	Red Bull Ring - National	20	Standing
			AMX10	FWD	$500	TCR Class	Red Bull Ring - Grand Prix	12	Standing
	18	3-16 (Sat)	AMX One	NASCAR	$100	NASCAR XFINITY Class	Indianapolis Motor Speedway - Open Wheel Oval	22	Rolling
			AMX10	RWD	$500	GT4 Class	Sebring International Raceway - International	9	Rolling
	19	3-17 (Sun)	AMX One	ACC	$100	GT3	Mount Panorama Circuit	40m Race	Rolling
			AMX10	GT	$500	GTP Class	Road Atlanta - Full Course	18	Rolling
8	20	3-19 (Tue)	AMX One	LIGHT	$100	Renault Clio Cup	Hockenheimring - Short B	15	Standing
			AMX10	FWD	$500	TCR Class	Hungaroring	10	Standing
	21	3-23 (Sat)	AMX One	NASCAR	$100	NASCAR 2022 NextGen Class	Atlanta Motor Speedway - Oval	41	Rolling
			AMX10	RWD	$500	Supercars - 2019	Watkins Glen International - Cup	17	Standing
	22	3-24 (Sun)	AMX One	ACC	$100	BMW M2 CS	Circuit de Barcelona Catalunya	40m Race	Rolling
			AMX10	GT	$500	GT3 Class	Autodromo Internazionale Enzo e Dino Ferrari	11	Rolling
9	23	3-26 (Tue)	AMX One	LIGHT	$100	Ray FF1600	Brands Hatch Circuit - Grand Prix	13	Standing
			AMX10	FWD	$500	TCR Class	Circuit Zolder - Grand Prix	12	Standing
	24	3-30 (Sat)	AMX One	NASCAR	$100	[Legacy] NASCAR Chevy Silverado - 2008	Watkins Glen International - Boot	10	Rolling
			AMX10	RWD	$500	GT3 Class	Circuit Zandvoort - Grand Prix	12	Rolling
	25	3-31 (Sun)	AMX One	ACC	$100	GT3	Nürburgring	40m Race	Rolling
			AMX10	GT	$500	GTE Class	Mount Panorama Circuit	10	Rolling
10	26	4-02 (Tue)	AMX One	LIGHT	$100	Global Mazda MX-5 Cup	Tsukuba Circuit - 2000 Full	19	Standing
			AMX10	FWD	$500	TCR Class	Sebring International Raceway - International	9	Standing
	27	4-06 (Sat)	AMX One	NASCAR	$100	NASCAR XFINITY Class	Bristol Motor Speedway	77	Rolling
			AMX10	RWD	$500	Porsche 911 GT3 CUP (992)	Circuit de Barcelona Catalunya - Grand Prix	11	Standing
	28	4-07 (Sun)	AMX One	ACC	$100	GT3	Silverstone	40m Race	Rolling
			AMX10	GT	$500	GTE Class	Daytona International Speedway - Road Course	12	Rolling
11	29	4-09 (Tue)	AMX One	LIGHT	$100	Toyota GR86	WeatherTech Raceway at Laguna Seca	12	Standing
			AMX10	FWD	$500	TCR Class	Nürburgring Grand-Prix-Strecke - Grand Prix	9	Standing
	30	4-13 (Sat)	AMX One	NASCAR	$100	NASCAR Classic 1987 Class	[Legacy] Phoenix Raceway 2008 - Oval	41	Rolling
			AMX10	RWD	$500	GT4 Class	Circuit de Spa-Francorchamps - Grand Prix Pits	8	Rolling
	31	4-14 (Sun)	AMX One	ACC	$100	Porsche Cup	Circuit Zandvoort	40m Race	Rolling
			AMX10	GT	$500	GT3 Class	Autodromo Nazionale Monza - Grand Prix	11	Rolling
12	32	4-16 (Tues)	AMX One	LIGHT	$100	Formula Vee	Hockenheimring - Short B	15	Standing
			AMX10	FWD	$500	TCR Class	Hockenheimring - Grand Prix	11	Standing
	33	4-20 (Sat)	AMX One	NASCAR	$100	NASCAR 2022 NextGen Class	Daytona International Speedway - Oval	27	Rolling
			AMX10	RWD	$500	GT3 Class	Autódromo José Carlos Pace - Grand Prix	13	Rolling
	34	4-21 (Sun)	AMX One	ACC	$100	BMW M2 CS	Oulton Park	40m Race	Rolling
			AMX10	GT	$500	GTP Class	Circuit de Spa-Francorchamps - Grand Prix Pits	10	Rolling

2.8. Race Day Timetable [GMT]

Below are session start times for Race Days in GMT:

Session Open starting Practice, Drivers may join during Qualifying session.

2.8.1. Tuesdays/Saturdays (iRacing)

Tuesday - AMX ONE LIGHT / AMX10 FWD

Saturday - AMX ONE NASCAR / AMX10 RWD

Time	Duration	Item
1st Race [AMX One]		
4:50PM	1 Hr	Practice
5:50PM	20 Min + 2 Min Cooldown/Gridding	Qualifying
6:12PM	~20 Min + 2 Min Cooldown	Heat 1
6:34PM	~20 Min + 2 Min Cooldown	Heat 2
2nd Race [AMX10]		
6:20PM	1 Hr	Practice
7:20PM	20 Min + 2 Min Cooldown	Qualifying
7:42PM	~20 Min + 2 Min Cooldown	Heat 1
8:04PM	~20 Min + 2 Min Cooldown	Heat 2

2.8.2. Sundays (Both Assetto Corsa Competizione and iRacing)

AMX ONE ACC / AMX10 GT

Time	Duration	Item
1st Race [AMX ONE ACC]		
4:50PM	1 Hr	Practice
5:50PM	20 Min + 2 Min Cooldown/Gridding	Qualifying
6:12PM	~40 Min + 2 Min Cooldown	Race
2nd Race [AMX10 GT]		
6:20PM	1 Hr	Practice
7:20PM	20 Min + 2 Min Cooldown	Qualifying
7:42PM	~20 Min + 2 Min Cooldown	Heat 1
8:04PM	~20 Min + 2 Min Cooldown	Heat 2

3. Tier Structures

3.1. AMX One

3.1.1. Overview

- Our entry-level tier, AMX One, provides low-cost racing featuring primarily free or popular cars and tracks.
- Races are scheduled as the first event every Tuesday, Saturday, and Sunday.
- Perfectly suited for newcomers and budget-conscious racers.
- Drivers entering AMX One may not enter AMX10 on the same day (unless specified otherwise)
- The following information is for the AMX One tier during Season 4

3.1.2. Classes

- AMX ONE LIGHT
  - Total Races : 11
- AMX ONE NASCAR
  - Total Races : 11
- AMX ONE ACC
  - Total Races : 12

3.1.3. Entry Fee

- $1

3.1.4. Prize Per Race

- $100 USD

3.1.5. AMX One Class Champion Prizes

- AMX ONE LIGHT
  - GTLite-Pro [Brought to you by Next Level Racing]
- AMX ONE NASCAR
  - GTLite-Pro [Brought to you by Next Level Racing]
- AMX ONE ACC
  - GTLite-Pro [Brought to you by Next Level Racing]

3.1.6. Driver Cams on Zoom

- Drivers are required to activate their zoom cams during the race.
  - Zoom Session ID : 413 482 3501
  - Pass : amxamx

3.1.7. Prizes Based on Standings

- Detailed prize breakdown :
  - **For iRacing Races**

Pos.	Q	H1	H2
1st	$7	$7	$7
2nd	$5	$5	$5
3rd	$4	$4	$4
4th	$3	$3	$3
5th	$2.50	$2.50	$2.50
6th	$2	$2	$2
7th	$1.80	$1.80	$1.80
8th	$1.60	$1.60	$1.60
9th	$1.40	$1.40	$1.40
10th	$1.20	$1.20	$1.20
11th	$1	$1	$1
12th	$0.80	$0.80	$0.80
13th	$0.60	$0.60	$0.60
14th	$0.40	$0.40	$0.40
15th	$0.20	$0.20	$0.20
Fastest		$1	$1
Total Per Race			**$100**
Total 'AMX ONE Tier' Season Prize Pool			**$3,400**

- **For ACC Races :**

Pos.	Prize
1st	$25
2nd	$20
3rd	$15
4th	$7
5th	$6
6th	$5
7th	$4
8th	$3
9th	$3
10th	$2
11th	$1.50
12th	$1.25
13th	$1.00
14th	$0.75
15th	$0.50
Fastest	$4
Total Per Race	**$100**
Total 'AMX ONE Tier' Season Prize Pool	**$3,400**

3.1.8. AMX One Race Session Settings

- Settings and configurations specific to AMX Zero race sessions :
  - **For iRacing Races**

Settings	Values
Server	US-Bos
Min iRating	None
Practice	1 Hour
Qualifying	20 Mins
Heat 1 / Heat 2	Lap Count (Varies by Race, around 20mins – each session does not go over 22 mins)
Setups	Fixed
Incident Limit	-
Incident Warning	-

DNF

DNF / DQ / No-Shows are not eligible to receive any points for the race.
DNF Standard : Finishing under 80% of winner's total race time.

- **For ACC Races**

Settings	Values
Server	Europe West
Weather	Random
Practice	1 Hour
Qualifying	20 Mins
Race	40 Mins
Safety/Racecraft Rating	OFF
Setups	Open
Pit Stop	Mandatory
Driving Assists	No Auto Steer, No Auto Gear, No Ideal Line

DNF

DNF / DQ / No-Shows are not eligible to receive any points for the race.
DNF Standard : Finishing under 80% of winner's total race time.

3.2. AMX10

3.2.1. Overview

- The AMX10 Tier offers tougher cars and tracks, with a $10 entry fee and higher cash prizes per race. AMX 10 for Season 4 will solely be on the iRacing platform.
- Racers must activate Zoom cameras during races and **be available for 15-minutes post-race for interviews.**
- The following information is for the AMX10 tier during Season 4
- Drivers entering AMX10 may not enter AMX One on the same day

3.2.2. Requirements

- Minimum 2,000 Road iRating
    - AMX holds the right to make some limited exceptions for drivers with real-life Motorsport, prior league experience, or other credentials.
- Zoom cams are required
    - Zoom Session ID : 413 482 3501
    - Pass : amxamx
- Required Interviews
    - Drivers may be requested for an interview during the practice sessions. Please enter #parc-ferme-cooldown audio channel on discord when asked to do so.
- All drivers **must** stand-by for 15 minutes after race for driver interviews, in the #parc-ferme-cooldown audio channel on discord

3.2.2. Entry Fee

- $10

3.2.3. Prize Per Race

- $500 USD

3.2.4. AMX10 Class Champion Prizes

- AMX10 RWD
    - GT Elite Wheel Plate Edition & ERS2 Seat [Brought to you by Next Level Racing]
- AMX10 GT
    - GT Elite Wheel Plate Edition & ERS2 [Brought to you by Next Level Racing]
- AMX10 FWD
    - GT Elite Wheel Plate Edition & ERS2 [Brought to you by Next Level Racing]

3.2.5. Prizes Based on Standings

- Detailed prize breakdown available in the standings table.

Pos.	Q	H1	H2
1st	$30	$30	$30
2nd	$20	$20	$20
3rd	$18	$18	$18
4th	$16	$16	$16
5th	$14	$14	$14
6th	$12	$12	$12
7th	$10	$10	$10
8th	$9	$9	$9
9th	$8	$8	$8
10th	$7	$7	$7
11th	$6	$6	$6
12th	$5	$5	$5
13th	$4	$4	$4
14th	$3	$3	$3
15th	$2	$2	$2
Fastest		$4	$4
Total Per Race			**$500**
Total 'AMX10 Tier' Season Prize Pool			**$17,000**

3.2.6. AMX10 Race Session Settings

- Settings and configurations specific to AMX10 race sessions.

Settings	Values
Server	US-Bos
Min. Road iRating	2K
Practice	1 Hour
Qualifying	20 Mins
Heat 1 / Heat 2	Lap Count (Varies by Race, around 20 mins – session does not go over 22 mins)
Setups	Fixed
Incident Limit	25
Incident Warning	17

DNF

DNF / DQ / No-Shows are not eligible to receive any points for the race.
DNF Standard : Finishing under 80% of winner's total race time.

4. Prizes

4.1. Prize Payouts

4.1.1. Payment Schedule

- Payouts are disbursed on a monthly basis, provided the driver's balance exceeds $100 for that particular month.
- Prizes are paid out in $100 increments, remaining balances can be checked on driver profiles at AMXRace.com.
- Driver Balances on Profiles will be updated at the end of each month according to the leaderboard, minus prize payments.

4.1.2. Payment Date

- Payments are processed and scheduled for the 20th of the following month for eligible drivers.

4.1.3. Balance Carryover / Updates

- Driver balances, including accumulated prize money, carry over from one month to the next and from one season to the next.
- Drivers can conveniently check their balances on our website to stay informed about their earnings.

4.1.4. League Disqualification

- In the unfortunate event of a driver's disqualification due to fines, they must retain a positive balance by submitting payment to achieve a $0 balance, in order to continue participating in the league.

4.1.5. KARA Licensing Fee Deduction

- A $50 Deduction from the prize payment for first-time prize winners will be made for KARA Digital Motorsport Licensing. Licensing is annual and drivers will be able to check their license status on their driver profiles.

4.1.6. Payout Requirements

- To be eligible for prize payouts, **drivers must complete their profiles by uploading valid government ID (proof of residency) or passport documentation.**
- Additionally, drivers must **provide payment details (paypal) via their profile.**
- All sensitive information will be handled in accordance with privacy laws and kept confidential.

4.2. Multiple Class Awards

- Drivers who have secured victories across multiple categories for season awards will have the privilege of selecting their preferred Next Level Racing Gear in VIK

4.2.4. Multiple Awards

- Drivers who have secured victories across multiple categories for season awards will have the privilege of selecting their preferred Next Level Racing Gear in VIK

5. Competition Standards

5.1. Rule Updates and Communication

- AMX reserves the right to introduce additional rules for the maintenance of fair competition within the series.
- Drivers are responsible for staying informed by regularly checking our Discord channel for announcements.

5.2. General Standards

5.2.1. Sportsmanship and Behaviour

- Drivers are expected to exhibit good sportsmanship and respectful behaviour during all races and interactions.

5.2.2. Platform Guidelines

- iRacing races adhere to iRacing guidelines, including track limits and automatic penalty systems.
- Drivers racing in iRacing races, must comply with iRacing's General Principle (iRacing Sporting Code 2.1.1).
- ACC races adhere to ACC guidelines, including track limits and automatic penalty systems.

5.2.3. Code of Conduct

- All participants are required to maintain exemplary conduct aligned with the league's values.
- A strict zero-tolerance policy is in place for behaviour considered sexist, racist, xenophobic, homophobic, or contrary to an individual's beliefs.
- This code extends to participation in league events and interactions on social media.
- Negative discussions or criticisms about the league are strongly discouraged.

5.3. Driver Cam Conduct

- Drivers are required to show their face on camera to enhance the broadcast experience.
- Participants using camera feeds (cams) must maintain appropriate behaviour and attire.
- Inappropriate behaviour, clothing, or a lack of clothing is strictly prohibited.
- Violations may be subject to penalty, at the discretion of race organizers.

5.4. In-Game Communication/Communication Software

5.4.1. In-Game Text and Voice Communication

- All forms of in-game text and voice communication are strictly prohibited to maintain driver focus on the track.

5.4.2. External Communication Software

- Drivers can use external communication software to interact with others.

- Video for driver cams and video/audio for driver interviews are required by specific tiers.
- It is crucial for drivers to remember their obligation to provide a video and audio feed during race sessions.
- Drivers must ensure that communication through external software complies with all other rules regarding conduct and behaviour within the league.

5.5. Driving Standards

5.5.1. Race Starts – Standing

5.5.1.1. Gridding Phase Regulations

- During the gridding phase, cars must remain stationary, irrespective of gear engagement. Once the cars are gridded and start lights activate, cars may move if in gear, with the option to apply the accelerator or release the brake.

5.5.1.2. Initiating Acceleration

Drivers must begin accelerating in a standing start only when the simulator indicates the race has commenced, displaying the green lights graphic and green flag.

5.5.1.3. Jump Start Penalties

- The simulator will detect and penalize drivers for jump starts. Black flags issued by the iRacing / ACC system for jump starts, will not be cleared.

5.1.1.4. Start of Race Dynamics

- Following the green lights/flag signalling the race's start, drivers should anticipate varying acceleration speeds among participants. The passing car holds the responsibility for safe overtakes, even at the race's outset. Stewards may investigate overly aggressive driving during the start, irrespective of incident occurrence.

5.1.1.5. Stalling or Hardware Issues

- If a driver stalls or experiences hardware issues at the race's start, they must remain in position until certain they can accelerate without causing an incident.

5.1.1.6. Late-Grid Driver Placement

- Drivers failing to reach the grid on time will be positioned at the pit lane exit. They are prohibited from leaving the pit lane until all main circuit drivers have passed the pit lane exit.

5.1.1.7. Incident Delay for Pit Lane Drivers

- In the event of an incident on the main straight at the race's start, the departure time for pit lane drivers may be delayed until it is deemed safe for them to join the race track.

5.5.2. Race Starts – Rolling

5.5.2.1. Rolling Start Protocol
- During a rolling start, drivers will trail the safety car, which exits the track at the pit lane entrance and returns to the end of the pit lane.

5.5.2.2. Adherence to Platform Instructions
- All drivers must strictly follow the instructions provided by the iRacing / ACC automatic system.

5.5.2.3. Maintaining Car Distances
- Throughout the pace lap(s), cars must maintain a distance of no more than 10 car lengths from each other.

5.5.2.4. Tire Warm-Up and Settings Check
- During the pace lap(s), drivers may use this time to warm tires and check settings. However, any attempt to artificially warm tires through rapid acceleration or deceleration may be subject to penalty, especially if an incident occurs or forces evasive action.

5.5.2.5. Initiation of Racing
- Once the pace car exits the track, all drivers must maintain their speed and refrain from overtaking until the Green Flag is displayed in the simulation.

5.5.2.6. Leader Control / Pace Expectation
- "Once all drivers are on the grid, the pace car will lead the field around the track, and then exit the track to enter pit lane. The pole position car will then take control of the field and will be expected to maintain pace speed until the start of the race." (as stated in the iRacing Sporting Code)
- For ACC Races, follow the system regarding leader control / pace.

5.5.2.7. No Anticipation of Start
- Drivers are prohibited from anticipating the start under any circumstances.

5.5.2.8. Scrutiny of Rapid Speed Changes
- Rapid acceleration or deceleration after the pace car has left the track may be subject to penalty, regardless of incident occurrence.

5.5.2.9. Post-Green Flag Racing
- After the Green Flag is displayed, drivers may engage in regular racing. However, they should exercise caution, considering potential variations in acceleration rates among drivers.

5.5.2.10. Safe Passing at Start
- Passing cars, especially at the race start, should be done safely. Overly aggressive driving at the start, whether or not an incident occurs, may be subject to penalty

5.5.2.11. Platform Automatic Penalty for Premature Overtaking

- iRacing/ACC will automatically penalize any driver who overtakes before the green flag is shown.

5.5.2.12. Start Line Definition

- Drivers should be aware that at some tracks, the start and finish lines may be situated on different sections of the main straight. The start line is defined as the line immediately in front of the grid.

5.5.3. Overtaking Protocol

5.5.3.1. Responsible Passing

- The passing driver always holds the responsibility to execute a safe and clean pass. To do so, the passing driver should ensure the following:
  - They have adequate space for braking and entering a corner during the overtaking manoeuvre.
  - They have sufficient space to maintain their racing line, avoiding contact with other drivers alongside.
  - They leave ample space for both themselves and the driver being overtaken to navigate the corner and exit it safely.

5.5.3.2. Side-by-Side Safety

- Drivers should leave a minimum of one car's width of space when driving side by side to mitigate the risk of netcode. While side-drafting is not strictly prohibited, a driver who side drafts and subsequently causes an incident may be subject to penalty.

5.5.3.3. Definition of Side-by-Side Racing

- Side-by-side racing is considered when approximately one-third of the lengths of each car are overlapping, with the front wheel of the overtaking car alongside the rear wheel of the car being overtaken.

5.5.3.4. Off-Track Prohibition

- Attempting to gain an advantage by driving off-track, as defined by the platform's track limits, during a battle with another driver is prohibited. Drivers must adhere to the platform's penalties if they gain an advantage in this manner.

5.5.3.5. Prohibited Erratic Driving

- Any erratic or excessive driving that may lead to an accident during an overtaking attempt is subject to penalty. This includes, but is not limited to:
  - Excessive use of headlight flashing to distract another driver.
  - Weaving from side to side on the track to distract another driver.
  - Engaging in bump drafting or pushing another car with spoiler-bumper contact when entering a braking zone, forcing the leading driver to run wide.

5.5.3.6. Overtaking Contact Resolution

- If a driver makes contact with a car from behind, successfully overtaking that car as a result, they must return the position as soon as possible or risk a penalty by the iRacing/ACC system. Therefore, the offending driver is advised to relinquish the position promptly and attempt a legal pass again.

5.5.3.7. Steward Review of Overtaking Contact

- When contact occurs between two or more drivers during an overtaking manoeuvre not covered by the above rules, race stewards retain the right to review and assess fault and potential penalties.

5.5.3.8. Penalties for Overtaking Incidents

- Any overtaking incidents are subject to penalty. There may be instances where no single driver is at fault or where all involved drivers share equal fault, resulting in the incident being classified as a "racing incident" with no penalties issued.

5.5.4. Car Contact

5.5.4.1. Recognition of Inevitable Car Contact

- Acknowledging the nature of this racing style, it's acknowledged that a degree of car-to-car contact is inherent. It would be inappropriate to forbid all car-to-car contact, especially during race starts. AMX Officiating Meetings will not scrutinize every instance of such contact, particularly when there is no lasting effect on a driver.

5.5.4.2. Practical Limitations on Incident Logging

- It is impractical to log and review every incident of car-to-car contact, even though a log is automatically generated. This may include 0x contacts or partial netcode.

5.5.4.3. Possible Focus Areas for Officiating Meetings

- AMX Officiating Meetings may review incidents involving:
  - Front-to-rear contact with a noticeable and clear speed difference at the point of impact.
  - Front-to-rear contact where there was no reasonable opportunity for the passing car to make the corner without initiating contact with the car being passed.
  - Contact resulting from failure to adhere to a driving line throughout a corner.
  - Contact caused by pushing another driver sideways across or off the racing surface.
  - Contact resulting from failure to observe iRacing and ACC warnings/penalties or cars otherwise slow/stopped on track.
  - Contact resulting from unsafe rejoining of the racetrack, either following an incident or a situation where a driver has left the racetrack voluntarily.

5.5.4.4. Severity and Frequency Considerations

- In these cases, the severity of the penalty assessed will be determined by the impact on other drivers and the number of times a driver has been reviewed for similar incidents during an event. In short, a driver reviewed for the 2nd or 3rd time for a similar incident can expect a more substantial fine if a P3 penalty is given.

5.5.5. Blocking Protocol

5.5.5.1. Definition of Excessive Blocking

- Excessive blocking is prohibited and is defined as changing lanes more than once between two sets of corners. The term 'sets' of corners is used to specify that a driver may only change lanes once through a complex of corners immediately adjacent to each other.

5.5.5.2. Braking Zone Lane Changes

- In a braking zone, drivers must not change lanes to block the line of another driver. Once a driver has started braking, they are deemed committed to their lane and may not move across to cut off another driver. Any incident involving forcing a driver off-track through braking zone blocking is subject to penalty.

5.5.5.3. Prohibition of Brake Checking

- Drivers are not allowed to brake check another at any stage of an event. "Brake checking" is defined as applying the brakes in an unexpected manner to cause the driver behind to brake or swerve to avoid an accident. Such actions are subject to penalty.

5.5.6. Flashing Lights Protocol

5.5.6.1. Purposeful Light Flashing

- Drivers should use light flashing to signal lapped traffic of their proximity. It is acceptable to flash lights only when in close proximity for overtaking and solely on straight sections of the track.

5.5.6.2. Prohibition of Excessive Headlight Flashing

- Excessive use of headlight flashing, even in the presence of lapped traffic, is prohibited. Headlights should not be used aggressively to intimidate other drivers and must have a legitimate purpose. Drivers engaging in excessive flashing may be subject to penalty for repeated violations.

5.5.7. Track Limits and Incident Monitoring

5.5.7.1. Adherence to Platform's Track Limits

- Drivers are reminded to comply with the platform's track limits as implemented by the AMX Global League.

5.5.7.2. Incident Limit and Penalty

- Each AMX10 race will have a preset incident limit utilizing iRacing's built-in incident point monitoring. Off-track incidents contribute to this count, and upon reaching a predetermined incident point threshold, a driver will be required to serve a drive-through penalty.

5.5.7.3. Overtaking and Track Limits

- Drivers overtaking others while exceeding track limits must adhere to the Platform's automatic system.

5.5.8. Re-joining the Track Protocol

5.5.8.1. Safe Re-joining Procedure

- If a driver leaves the track, whether due to running wide, contact, spin, or other incidents, they must re-join the track in a safe manner.

5.5.8.2 Re-joining Steps

- Before re-joining, drivers must assess the safety of moving or turning their car around (if spun or in barriers), driving their car (if damaged), and re-joining the track and racing line.

5.5.8.3 Stopped on Track Procedure

- If a driver stops on the track with other cars approaching, they must remain in position until all faster cars have passed, ensuring a safe re-entry onto the racetrack.

5.5.8.4 Using Access Road for Re-joining

- If available, drivers can use an access road or paved area to re-join the track, ensuring safety and predictability.

5.5.8.5. Maneuvering to Re-join

- Drivers should hold the brakes until a safe space to re-join appears, maintaining a steady racing line to avoid disrupting other drivers.

5.5.8.6. Prohibition of Unsafe Movements

- Any movement causing a driver approaching the incident to crash or deviate their line is prohibited. Drivers must remain predictable and hold a steady racing line. Moving unsafely may result in penalties for causing incidents or forcing evasive action.

5.5.9. Approaching Incidents and Yellow Flag Protocol

5.5.9.1. Yellow Flag Indication

- In most instances, iRacing will display a yellow flag within 10 seconds of an incident on the track. Upon seeing a yellow flag in-sim, drivers must be ready to slow down and stop as necessary. The portion of the track where a yellow flag is displayed is termed an incident zone, extending from the moment of flag display until the driver no longer sees the yellow flag.
- ACC Yellow Flag Indication – More details TBA, drivers must follow the ACC Automatic system.

5.5.9.2. Speed Regulation in Incident Zones

- There is no specified minimum or maximum speed when entering or moving through an incident zone unless following a safety car. Drivers should exercise personal judgment, prepared to take safe, evasive action as needed. Overtaking under yellow flags is not regulated, but caution is advised due to potential blockages.

5.5.9.3. Careful Passage through Incident Zones

- Drivers traversing an incident zone must do so carefully to avoid causing further incidents. Any driver entering an incident zone and contributing to a secondary or tertiary incident may be subject to penalty.

5.5.10. Lapped Cars Protocol

5.5.10.1. Blue Flags

- A driver receiving a blue flag (iRacing : blue flag with a yellow diagonal stripe) is informed that a faster, lapping driver is approaching, having completed more laps. The slower driver is not obligated to take specific actions.

5.5.10.2. Responsibility of the Faster (Lapping) Car

- It is the duty of the faster (lapping) car to execute a safe and clean pass on a lapped car. Simultaneously, the lapped car must ensure the pass is conducted safely.

5.5.10.3. Prohibited Aggressive Behavior

- Aggressive actions by the faster (lapping) car to bully a lapped car off the racetrack can be subject to penalty. Flashing of lights is allowed when the faster (lapping) driver is close enough to line up for a pass, to be used informatively rather than aggressively.

5.5.10.4. Unlapping Procedure for Lapped Cars

- Drivers who have been lapped and are faster than the car that previously lapped them are permitted to try and 'unlap' themselves. Like all overtaking manoeuvres, it is the responsibility of the lap down car to execute a clean and safe pass when attempting to unlap themselves, without any special procedures.

5.5.11. Pit Lane Overview

Pit Lane Components:

- Entrance road onto the pit lane.
- Multiple lanes on the pit lane.
- The pit stall.
- Exit road to merge back onto the racetrack.

5.5.12. Pit Lane Entry

5.5.12.1. Considerate Entry

- When entering the pit lane, drivers must be mindful of other participants, both on the track and merging onto the pit lane. Overtaking rules remain applicable during entry and exit. Incidents during the slowing down phase are subject to penalty.

5.5.12.2. Specific Entry Routes

- Some tracks may require specific routes to enter the pit lane or observe track limits. Drivers are advised against cutting across curbing separating pit lane entry from the racetrack to avoid triggering an iRacing 'Unsafe pit lane entry' black flag / ACC flag

5.5.12.3. Ovals Considerations

- On ovals, especially superspeedways, drivers should stay on the left-hand side of any access road when slowing down to pit lane speed. Drivers entering 'hot' or above the speed limit should stay on the right-hand side of the pit lane access for safety.

5.5.12.4. Pit Lane Speed Control

- Drivers are responsible for reaching pit lane speed before hitting the pit lane entrance cones. Speeding upon entering may result in a penalty by the iRacing/ACC system. Drivers should use their pit lane speed limiter button.

5.5.13. Pit Lane - Pit Stall Entry and Exit

5.5.13.1. Lane Usage:

- Maintain pit lane speed limit.
- The pit lane will have 2 or 3 lanes used as follows:
  - Pit stalls are for drivers entering or exiting their own pit stall.
  - The inside lane is for drivers about to enter or exit their pit stall.
  - The outside lanes are for drivers at pit lane speed or serving drive-through penalties.

5.5.13.3. Lane Etiquette

- Drivers should not drive through pit stalls or other drivers. They are allowed to pass through a maximum of two pit stalls before and after their pit stall for service.

5.5.13.4. Exiting Pit Stall

- Drivers should be mindful of others exiting pit stalls. Incidents between drivers entering or leaving their pit stalls can be subject to penalty.

5.5.14. Inside Pit Stall Procedures

5.5.14.1. Service Commencement

- iRacing/ACC will commence penalty service when the car is fully inside the pit box. If a driver overshoots, they must move forward or reverse to return to their stall.

5.5.14.2. Overshooting Pit Box

- If a driver overshoots by more than 2 pit stalls, they must not reverse but return to the track and re-enter the pit lane at the next opportunity.

5.5.14.3. Fuel and Tire Settings

- Drivers have control over fuel and tire settings before entering the pit lane to avoid distractions during the pit stop.

5.5.14.5. Penalty Serving

- If a driver receives a penalty after exiting a pit stall, they must follow iRacing/ACC system directions.

5.5.15. Entering and Exiting Pit Lane

5.5.15.1 Acceleration Zone

- Upon passing the cones/line marking the pit lane exit, drivers can accelerate to normal racing speed.

5.5.15.2. Lane Crossing

- Drivers must keep all wheels inside the white line when merging back onto the main racing surface. Crossing too early may result in an iRacing/ACC penalty.

5.5.15.4. Exiting Safely

- Drivers should be cautious when rejoining the racing line and be aware of cars approaching at speed. Blocking rules apply, and any incidents may be subject to penalty.

5.5.15.5. Caution After Pit Stop

- Drivers are reminded of the potential for cold tires after a pit stop, especially with new tires, affecting braking distances and grip for the initial laps.

5.5.16. Damaged Race Cars & Towing

- In case of car damage, drivers must attempt to return to the pit lane without impeding others or causing secondary incidents. If unable to do so, the driver should pull over at the side of the road and tow back to the pit lane.

5.5.17. Use of Game Car Based Exploits

5.5.17.1. Exploit Prohibition

- Exploiting bugs or unintended simulator behaviour is prohibited. Drivers identifying exploits must inform series organizers for investigation. Series organizers maintain communication with iRacing and Assetto Corsa Competizione to address potential issues not patched at the time of an event.

5.5.17.2. Penalties for Exploits

- Drivers found exploiting game features may receive a penalty. League organizers reserve the right to report exploit use to iRacing and Assetto Corsa Competizione, leading to further sanctions at the said Platform's discretion.

5.5.18. Hacking & Use of Other Exploits

5.5.18.1. iRacing EasyAntiCheat Implementation

- iRacing employs EasyAntiCheat to prevent hacking and software exploits. Drivers must not attempt to circumvent EasyAntiCheat, and any known attempts will be investigated, potentially resulting in a penalty.

5.5.18.3. Software and Hardware Prohibitions

- Using 3rd party software or hardware to gain an advantage is strictly prohibited. Any manipulation of simulator inputs through closed-loop systems is disallowed. Suspected violations will lead to investigation, and if proven, a P3 penalty, and reported to iRacing/ACC.

5.5.18.4. Prize Money and Race Access

- Prize money may be withheld, and race access restricted for attempts to gain advantages through illegal means or outlined exploits. iRacing/Assetto Corsa Competizione retains the right to restrict or remove drivers found using 3rd party tools to gain an advantage.

5.5.19. Intentional Wrecking & Retaliation

5.5.19.1. Prohibition of Intentional Contact

- Intentional contact with another driver is strictly prohibited in all sessions, including cool down laps.

5.5.19.2. Retaliation Consequences

- Retaliatory contact or actions placing another driver at risk may result in a P3 penalty and potential immediate race disqualification.

5.5.20. Practice and Qualifying Procedures

5.5.20.1. On-Track Permission

- Drivers are permitted on track throughout a session if there is time remaining. Platform software determines on-track permissions based on session time or black flag rule adherence.

5.5.20.2. Sporting Code Rules

- Sporting Code and rulebook regulations for each Platform apply during practice and qualifying, including out laps and cool down laps. Penalties may be assessed at any point, even during session transitions.

6. Officiating

6.1. Weekly AMX Officiating Meeting

6.1.1. Efficient Post-Race Stewarding

- Given the series nature and multiple races each week, post-race officiating meetings have been adopted for efficiency. Weekly post-race officiating will review incidents, issuing penalties where needed.

6.1.2. Penalty Categories and Application

6.1.2.1. [P0] Warning
- A warning will be issued for minor infractions.
- Accumulating three warnings in a race event results in a P1 penalty, added to Heat 2 of the race.

6.1.2.2. [P1] 3-Second Post-Race Penalty
- Applied for incidents related to race aggressiveness.
- Administered in the session of the race event where the incident occurred.

6.1.2.3. [P2] 10-Second Post-Race Penalty
- Imposed for severe incidents during the race.
- Administered in the session of the race event where the incident occurred.

6.1.2.4. [P3] 30-Second Post-Race Penalty & Fines
- Issued for malicious or intentional incidents, with varying fines.
  - AMX10: Minimum $100 fine.
  - AMX Zero: Minimum $100 fine.
- Administered in the session of the race event where the incident occurred.
- Fines will be deducted from the 'Total Earnings' prize account without affecting tier standings contention.
- If a driver's account balance goes negative, they are barred from joining races until a zero balance is restored by payment.

6.1.3. Expedited DQ and Post-Race Discussions

- Admins may expedite a Disqualification (DQ) or removal from the race if an incident is identified as intentional wrecking. Discussions regarding further participation will occur post-race.

6.1.4. Weekly Report

- A weekly report detailing penalties and protest/appeal outcomes will be available on AMXRace.com for driver review.

6.2. Driver Protests

6.2.1. Protest Submission and Deposit

- Drivers can submit protests via AMXRace.com, with a $25 deposit. Successful protests result in deposit return.

6.2.2. Protest Timeline

- All driver protests must be submitted within 12 hours of the race's checkered flag.

6.2.3. Protest Submission Details

- Protests require completion of the online form on the website, including driver details, incident specifics, a short summary, and an attached replay file.

6.2.4. Protest Categories

Protests fall into three categories:

- No Grounds for Protest : Unable or unnecessary to investigate.
- Unsuccessful Protest : Reviewed, but no evidence to alter race results.
- Successful Protest : Requiring stewards to determine if a penalty is necessary.

6.3. Appeals

6.3.1. Post-Race Penalties Appeal

- All post-race penalties, successful protests, and Disqualifications (DQs) can be appealed.

6.3.2. Appeal Submission

- Appeals may be submitted via AMXRace.com within 24 hours after the publication of the officiating report.

6.3.3. Final Decision

- Stewards' decision on appeals is final. Drivers cannot appeal the same incident again.

6.3.4. Valid Appeal Conditions

- Valid appeals must include:
  - New evidence reducing or eliminating responsibility.
  - Additional context to actions reducing penalty severity.

6.3.5. Consequences of Falsification

- Falsifying information/evidence may lead to a penalty, dependent on severity.

7. Emergency Race Procedures

7.1. Potential Reasons

- In any event, the series Organizers have the responsibility for implementing session restarts (criteria, 10.4) due to incidents with the Platform or technical problems. The main potential reasons for the need to enact session restarts are as follows:
    - Massive Disconnection
    - Scheduled/Unscheduled Maintenance to the iRacing Service
    - Incorrect iRacing Session Settings
    - Incorrect ACC Server Settings

7.2. Entry Fee Refund

- If a member has purchased an entry fee but is unable to join the session due to reaching the maximum driver limit, the affected member will receive a refund.

7.3. Cancellation or Postponement

- In the event that issues occur that prevent a race from taking place on any given day, the decision may be made by league organizers to cancel or postpone the event.
- This decision will be communicated to drivers through the AMX Global Discord server.

7.4. Session Restart Criteria

7.4.1. Restart Initiation

- Series organizers will only initiate a session restart if more than 50% or 10 drivers are simultaneously affected by disconnection during a session.

7.4.2. Disconnection During Qualifying Session

- If a mass disconnection occurs during a qualifying session, the session will be cancelled.
- A new session will be set up with 10 minutes of additional practice time and a complete qualifying session.
- All qualifying times set in the original session will be void, and the times from the new session will be used. Note that weather conditions may vary from those in the original session.

7.4.3. Disconnection During Heat Sessions (Heat 1 & Heat 2) [iRacing Races]

- If a disconnection occurs with 8 minutes or more remaining in the race, the race will be cancelled.
- A new race server will be started with 10 minutes of practice time to allow drivers to reconnect.
- The grid will be set as the same grid from the abandoned race.
- If the disconnection happens with less than 8 minutes but more than 5 minutes remaining, the race will be considered completed, and only half points will be awarded based on driver positions at the end of the lap before the issue occurred.
- If the disconnection happens with less than 2 minutes remaining, the race will be considered completed, and full points will be awarded based on driver positions at the end of the lap before the issue occurred.
- If the above disconnection scenarios occur during Heat 1, it shall restart or be completed as Heat 1, with the race continuing into Heat 2.

REVISION HISTORY

This section provides a comprehensive record of all revisions made to this rulebook since its initial release.

Version	Date	Changes
1.0	Nov 17th, 2023	Initial Release
1.1	Nov 18th, 2023	5.5.2.6. changed
2.0	Jan 26th, 2024	Season 4 Version created
2.1	Jan 30th, 2024	4.1.5 edited
2.2	Feb. 2nd, 2024	Assetto Corsa Competizione Regulations Added