

Welcome to ACM Racing

We're glad to have you here! This rulebook describes how events and racing should take place within ACM. Please read where relevant, abiding by these rules means we all have a good time!

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This rulebook is heavily leant towards Assetto Corsa Competizione. The rulebook will be applied where applicable for other simulators hosted by ACM Racing. This includes but is not limited to AMS2, LMU, iRacing, rFactor.



1.0 Event Communications

1.1 Event communications will take place on our [Discord Server](#).

- **Membership of the discord server is required throughout the full length of the championship.** This applies for Career Mode.
 - Drivers who leave the discord will have their race data wiped from the ACM Bot, and may have their race results wiped, if within 24 hours of the race end.
- **Driver briefings are mandatory**, and are held 5-10 minutes before the advertised qualifying session.
 - Drivers who do not attend driver briefings may be entitled to receiving penalties
 - During the driver briefing do not leave the pitlane (unless a team member is present) - this may also lead to penalties being applied.
- Any game given penalties such as a DSQ for not abiding by driver minimum stint times are taken on a case by case basis and consistency on decisions can not be expected.

2.0 Racing Rules

2.1 General Track Rules

Heavy penalties will be applied in the case that these rules are not followed.

- **Communicating via the in-game chat** during the qualifying and race sessions.
 - Wait until all cars have crossed the line before communicating in game at the end of a race.
- **Ignorance of flag rules**
- **Multiclass racing** - driver briefing will individually address the rules for each race
- Drivers who are expected to give way to other cars should do so **off of the racing line, preferably on a straight.**
- Lap one incidents are reviewed harsher. Avoid overtaking until the grid has spread out, each race has an individually briefed instruction set for the first lap.
- Overtakes which are **made off track**, or advantages which are gained off track.
 - Drivers may give back position to avoid further penalty.
- Overtakes which are **completed as a result of contact.**
 - Drivers may give back position to avoid further penalty.
- After crossing the finishing line, continue driving and do not stop on the straight/racing line - there may be still some people racing
 - Leave the track safely, be it via the escape button or via an in-lap into the pits
- Don't wreck your car or others car after crossing the finishing line - general etiquette
- Do not **cross the white pit entry line/exit line to gain an advantage**

2.2 Qualifying Rules

Ruining others' races ruins yours!

- A fast lap is defined as one which is **valid**, and **not significantly slower than a driver's average lap time**. (A driver may be taking an extra outlap, which is counted as a valid lap)
- It is the driver's own responsibility to find a suitable window to set a qualifying lap. Some events may be assisted with a split qualifying, the driver briefing will detail this per race.
 - Overtaking between two cars on a fast lap is strictly prohibited. Penalties may be applied to drivers who impede other drivers (who are on a fast lap) through overtaking.
- **Drivers on a fast lap are always given priority**
 - Drivers who are on outlaps, inlaps, or invalidated laps are expected to give way and not impede.
- Pit entry and exit rules apply here. Driver briefing will include any other race specific details
- As a general rule, the Nordschleife joker lap is permitted, however cars are required to stick to the **right hand side of the circuit when starting a new lap**, and drivers coming **out of their Nordschleife lap are required to stick to the left**.
 - Cars starting a new lap should stick to the right hand side of the circuit before they enter the final (GP Circuit) corner. This is to stop cars from cutting across the Nordschleife entry.

2.3 Flag rules

See them, abide by them!

2.3.1 Blue:

Blue flags are advisory that the car behind is going to lap them;

- Drivers receiving the blue flag are not required to move off the racing line to allow the lapping driver to pass, however it is recommended to move off the racing line on a straight.
- The driver must stay alert for an overtaking attempt by the lapping car;
 - Blue flag drivers must not defend an attempted overtaking manoeuvre from the lapping car under any circumstances.
- If the driver receiving the blue flag is not faster than the approaching lapping car then it is recommended that the driver being lapped makes every reasonable effort to allow the lapping driver to pass, however it is recommended to move off the racing line on a straight.
- The lapping driver is responsible for attempting a safe overtaking manoeuvre on the blue flag driver, just as they would if they were overtaking a driver for position.
 - It is recommended that the lapping driver should flash their headlights **only before making the move.**
- Lapped drivers are entitled to unlap themselves, provided they do so in accordance with 2.4 Driving Conduct. Once past, lapped vehicles must pull a gap of at least 1 second to the vehicle they unlapped within a reasonable time period (2 laps). Should the driver be unable to create this gap, they are considered to be a blue flag again, and must follow the other rules listed in 2.3.1

2.3.2 Yellow:

Drivers must not overtake under yellow flag conditions

- Overtaking is only permitted on cars that are stationary or moving very slowly.
- Drivers must be cautious under yellow flags and be prepared to slow down or even come to a stop.
- Ignoring yellow flags is a severe offence - especially if it results in further incidents.

2.3.3 Red:

Red flags are rare, but can occur. **In the event of a red flag, drivers will be notified in game.**

- Drivers are expected to return to the pitlane *safely* to await further communication.

- If the race is more than 75% complete, the *race results will be taken from the lap before a red flag is called*.
- Drivers may be instructed to a driver briefing channel where the fate of the race will be discussed.
- A red flag will be called during the following circumstances
 - Grids of 30 or less cars: 50% of the grid must be involved to trigger a red flag.
 - Grid of more than 30 cars: 40% of the grid must be involved to trigger a red flag.

2.4 Driving Conduct

The most important bit!

- 2.4.1 On a straight, before entering the approach of a corner, the driver in front may use the full width of the track and drive whatever line they wish.
 - The driver in front loses this right **once the driver behind establishes any portion of overlap between the two cars**. At this point, **both drivers have to give each other space**
- 2.4.2 Drivers may only take **one change of direction to defend a position**
 - This must be made **before the driver attempting an overtake makes their move**.
 - Moving in reaction to the car behind is considered blocking and can be penalised
 - Weaving (continuously altering your driving line on a straight) may be considered blocking in some scenarios
 - Moving back toward the racing line having made 1 defensive manoeuvre off-line is permitted but the **driver must leave at least 1 car width between their car and the track edge**.
- 2.4.3 Manoeuvres likely to hamper other drivers, such as abnormal changes of direction may be penalised at the discretion of the stewards
 - Doing this in or just before the braking zone is dangerous and drivers could receive a harsher punishment.
 - For avoidance of doubt, trail-braking is expected and generally not considered abnormal

- 2.4.4 In most situations, the right to the preferred racing line through a corner is decided between the braking zone and the apex of the corner.
 - **If the attacking driver is more than half-way alongside the inside of defending driver by the apex, then the attacker on the inside has the right to the apex**
 - If the **attacking driver is half-way alongside** (front axle of attacker is ahead of the rear axle of defender) the inside of the defending driver by the apex, then **both drivers have a reasonable claim to the apex**
 - If the attacking driver is **less than half-way alongside** the inside of the defending driver by the apex, then the **defender on the outside has the right to the apex**
 - Drivers do not have a right to the racing line by dive-bombing
 - A driver is deemed to have dive-bombed **if they can only get at least half-way alongside the defending driver by carrying excess speed to make the corner** - this means they were too fast to turn the car toward the apex and/or they were too fast to keep the car within the track limits
 - The right to the preferred racing line on the exit of the corner is dependant on who is ahead at the exit
 - If the **driver on the outside is level with the driver on the inside** (front axle in line with the rear axle) then **both drivers have a reasonable claim to the racing line**
 - If the **driver on the outside is ahead of the driver on the inside** then the **driver on the inside must leave at least one car width** between their car and the track edge;
 - If the **driver on the outside is behind the driver on the inside** (front axle behind rear axle) then the **driver on the inside has the right to the racing line** and the **driver on the outside must back out to avoid a collision.**
- 2.4.5 If a driver loses control of their car then they **must do everything in their power to avoid causing further incident;**
 - Causing further incidents due to an inappropriate response (e.g. applying throttle and moving into the racing line rather than holding the brakes to try and stop the car rolling) may result in a penalty at the discretion of the Stewards.

- If a driver fully exits the track (all 4 wheels are outside of the white line and/or kerb at that section of track) then it is **their responsibility to rejoin the track in a safe manner**;
 - If a **driver rejoining the track makes contact with another driver then they will be deemed fully at fault in all cases** and should expect a penalty at the discretion of the stewards;
 - Rejoins are solely based on all 4 tyres being outside of the white line and/or kerb, regardless if the games automatic track limit system allows for more than this without a track limit infringement.
- 2.4.6 It is not permitted to drive unnecessarily slowly, erratically or in a manner deemed by the Stewards as potentially dangerous to others.
- 2.4.7 If for any reason a car becomes permanently disabled, either in pitlane, on track, or in a run-off area, the driver should use the RTG function as soon as possible;
- Race Control may issue a warning to the driver that they must RTG and failure to comply promptly will result in being disqualified and/or kicked from the session.
- 2.4.8 Indicators should be used if a driver has the keybinds for indicators bound.
- Indicators suggest the **direction that the car is going to travel**.
- Indicators should be used for:
- Indicating during a slow lap in Qualifying, to help the car(s) on a fast lap navigate a safe route past the other vehicle(s).
 - Indicating as a blue flag during the Race, to help the lapping car(s) navigate a safe route past the other vehicle(s).

2.5 Penalty System

2.5.1 General overview:

Majority of ACM races contain live stewarding. Live Stewarding verdicts can be found at acm-racing.com/stewarding. Live stewarding is not final, you will be given details for how long the post race ticket window is open for appeals and reports at the end of the race. We post the qualifying and race replay to allow you to gather evidence. If live stewarding is present, penalties for race incidents will be attempted to be applied during the race, if not, they will be applied to the results post race.

During the ticketing process, **you are required to provide sufficient video evidence** (chase camera of all cars involved + POV from all cars involved + any other relevant angle). In rare cases, video evidence will be provided for you, however do not expect this. **Any ticket not providing adequate video evidence, or reasoning for opening, will be ignored and closed.** The ticket bot in the [#send-a-ticket](#) channel outlines what you should include in your report. Incorrect use may lead to your ticket being disregarded. Please also pay attention to information shared about the ticketing process during the driver briefing. Ignorance of this may lead your ticket to be dismissed.

Please allow time for tickets to be checked, we may be discussing the ticket in an area you cannot see, so do not assume it is not being checked. In the event that we do not receive any further correspondence from you in sufficient time, we may close the ticket, to which you will have to re-open the ticket to resume. To avoid this, we recommend frequently checking your tickets for updates.

During stewarding, mistakes can be made, we apologise for this and kindly ask you to use the ticketing system to rectify this.

2.5.2 Stewarding System (Live + Post)

This section covers the live and post race stewarding process.

Stewarding may take place during the race, or after. Stewarding results are available live through the [ACM Website](#). Incidents are *automatically detected* (subject to inaccuracy), with each one being reviewed by a steward. The steward will select a **category** for the incident, and an incident specific description.

Incident categories relate to corresponding time penalties and penalty point application. The recognition for first lap incidents automatically increases penalties applied. The recognition for repeated incidents is also automatically handled.

2.5.3 Verdict Categories:

<u>Verdict Text:</u>	<u>Penalty:</u>	<u>PP:</u>
–QUALI–		
Connection issue - no contact	Racing Incident	0
Racing incident	Racing Incident	0
Overtaking during qualifying - minor incident	Warning	1
Overtaking during qualifying - major incident	10 Seconds	3
Blocking during qualifying	5 Seconds	2
Inappropriate behaviour	SG10	6
Talking in chat - Minor Infraction	Warning	1
Talking in chat - Major Infraction	5 Seconds	2
–RACE–		
Connection issue - no contact	Racing Incident	0
Slight door banging	Racing Incident	0
Minor bump on the rear	Racing Incident	0
Racing incident	Racing Incident	0
Holding up faster car too long	Warning	1
Racing against faster car	5 Seconds	2
Causing collision with faster car	10 Seconds	3
Causing massive collision with faster car	15 Seconds	4
Causing collision with blue flagged car	10 Seconds	3
Causing massive collision with blue flagged car	15 Seconds	4
Moving under braking - no contact	Warning	1
Moving under braking - slight contact	5 Seconds	2
Moving under braking - major contact/multiple cars involved	10 Seconds	3
Moving under braking - causing mayhem	15 Seconds	4
Minor contact - position not gained	Warning	1

Minor contact - position gained	5 Seconds	2
Minor contact - no attempt to take evasive actions, position gained	10 Seconds	3
Minor contact - multiple cars involved	10 Seconds	3
Significant contact - position not gained	5 Seconds	2
Significant contact - position gained	10 Seconds	3
Significant contact - no attempt to take evasive actions, position gain	15 Seconds	4
Significant contact - multiple cars involved	15 Seconds	4
Major contact - position not gained	10 Seconds	3
Major contact - position gained	15 Seconds	4
Major contact - no attempt to take evasive actions, position gained	DT	6
Major contact - multiple cars involved	DT	6
Overly aggressive - slight misdemeanour	Warning	1
Overly aggressive - minor misdemeanour	5 Seconds	2
Overly aggressive - significant misdemeanour	10 Seconds	3
Overly aggressive - major misdemeanour	15 Seconds	4
Position gained off track	5 Seconds	2
Blocking	5 Seconds	2
Erratic defensive moves	5 Seconds	2
Erratic driving	Warning	1
Talking in chat - Minor Infraction	Warning	1
Talking in chat - Major Infraction	5 Seconds	2
Yellow flag - slight misdemeanour	5 Seconds	2
Yellow flag - serious misdemeanour	10 Seconds	3
Unfair advantage	Warning	1
Not holding brakes after incident - Minor Infraction	Warning	1
Not holding brakes after incident - Major Infraction	5 Seconds	2
Accelerating after incident	10 Seconds	3

Unsafe rejoin - no contact	Warning	1
Unsafe rejoin - slight contact	5 Seconds	2
Unsafe rejoin - major contact	10 Seconds	3
Unsafe rejoin - multiple cars involved	15 Seconds	4
Unsafe rejoin - mayhem	DT	6
Intentional retaliation	SG10	8
Reckless driving	DT	6
Brake check	SG20	10
Lifting off gas on the straight ahead of another car	15 Seconds	4
Intentional wrecking	DSQ	20
Unsportsmanlike Behaviour	DSQ	20

The steward will select the most appropriate category, and **provide a more detailed description in a separate column** of the sheet.

In the event that there is not a category accurate enough which is listed above, the steward **may decide to add a category / pick the most appropriate (penalty)**, with an outlined reason for this listed in the description.

In the event that there are multiple categories matched, it is the stewards discretion for which one to select, however it is *recommended they select the one with the highest penalty application*.

Certain cases may allow the steward to **add additional penalty points / time**. This will be detailed in the stewarding sheet.

3.0 Penalty points

This is managed by *ACM Bot*, you are able to view the amount of penalty points and the related incidents at any time through this system. This is also available on the *ACM App* on the [website](#).

3.1 During ACM Events:

Drivers will be disqualified from the race, if their accumulated Penalty Point (PP) count reaches (at or above) the following:

- **During a race that is up to 2 hours long:**
 - 20 or more Penalty Points received
- **During a race that is 2 to 4 hours long:**
 - 25 or more Penalty Points received
- **During a race that is 4 to 6 hours long:**
 - 30 or more Penalty Points received
- **During a race that is 6 to 8 hours long:**
 - 35 or more Penalty Points received
- **During a race that is longer than 8 hours:**
 - 40 or more Penalty Points received

3.2 During Championships

This section outlines the build up of Penalty Points (PP) over the course of a championship. Events such as “Mini Endurance” and “Slick Sundays” are examples (not limited) of championships.

- **15 or more penalty points:**
 - Drive Through (DT) penalty for the next race you participate in.
- **20 or more penalty points:**
 - Stop & Go 20s (SG20) penalty for the next race you participate in.
- **25 or more penalty points:**
 - Qualification Ban (DQ) for the next race you participate in.
- **30 or more penalty points:**
 - Review of the situation at discretion of the stewards - further action may be taken.

3.3 During Seasons

This section outlines the build up of Penalty Points (PP) over the course of a season. Examples of a season (not limited) are the “Discord Series” or “Mini Discord Series”. During a Season, all events which take place during the Season’s period (1-3 months) contribute to this Penalty Point (PP) count.

- **25 or more penalty points:**
 - Drive Through (DT) penalty for the next race you participate in.
- **30 or more penalty points:**
 - Stop & Go 10s (SG10) penalty for the next race you participate in.
- **35 or more penalty points:**
 - Stop & Go 20s (SG20) penalty for the next race you participate in.
- **40 or more penalty points:**
 - Stop & Go 30s (SG30) penalty for the next race you participate in.
- **50 or more penalty points:**
 - Qualification Ban (DQ) for the next race you participate in.
- **60 or more penalty points:**
 - Review of the situation at discretion of the stewards - further action may be taken.

4.0 Penalty appeals

An appeal process is available for those drivers who think a penalty isn’t deserved, and wishes for a secondary review of their incident. The appeal **has to be created within 16 hours of the race finishing**. A ticket may also be opened for clarification of an incident, or to report something which was not picked up during the race, such as blocking, weaving, or use of the in-game chat.

- A driver asks for an appeal by creating a ticket in the #send-a-ticket channel. The driver just follows the instructions in the panel that pops up when creating a ticket.

5.0 Use of the in-game chat

Discord is where we communicate!

- Drivers are permitted to use the in-game chat during practice sessions.
- Drivers are permitted to use the in-game chat during session crossovers, such as the pre-race window, and end of qualifying (once all cars have returned to garage)
- Drivers are not permitted to use the in-game chat during the qualifying and race sessions
 - Once all cars have completed the race (crossed the line), the in-game chat may be used. Failure to wait for all cars to cross the line may subject the driver to a warning or penalty at the stewards discretion
- Use of the in-game chat during the race or qualifying sessions will result in penalties at the stewards discretion. This is a case-by-case basis.
- Please be aware stewards and race directors will use the in-game chat to communicate to drivers on track if needed. If possible, we will use discord!
- Excessive talking in chat, or anything which is classed as spam, un-informational, or unrequired when sent 3 or more times, results in a disqualification of the driver / team from the event. The decision for this is made by the steward, and it is entirely their discretion to judge.

**Most importantly keep the racing clean and safe -
that's how we have fun!**

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Rules updated 14/08/2025 by Stewarding Team

- Added verdict categories “Causing collision with blue flagged car” and “Causing massive collision with blue flagged car”
- 3.0 Penalty Points and the collection of Penalty Points and their subsequent consequences updated.
- 5.0 Use of the in-game chat rules updated.

Rules updated 31/08/2025 by Harry Goswell

- Rewritten 2.5.1 to update with new information about stewarding.

Rules updated 01/09/2025 by Harry Goswell

- Unsportsmanlike behaviour added to Verdict Categories.

Rules updated 24/09/2025 by Harry Goswell

- Not holding brakes after incident split to minor and major infraction.

Rules updated 10/10/2025 by Harry Goswell + Head Stewards

- 1.1 Event communications added information regarding game given penalties.

Rules updated 20/10/2025 by Harry Goswell + Stewarding Team

- 2.4.8 Rules around use of indicators added.
- 2.3.1 Adjusted to reword the rules regarding unlapping vehicles