

*ATOM ENTRY-LEVEL ESPORTS*

**ATOM (CODEMASTERS) F1 SERIES  
EDITION N. 9**

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**ATOM**  
**RULES & REGULATIONS**

**VALID FROM NOVEMBER 1ST 2022**  
**issue 2**

v

The Organizers  
**Simone Gallo**  
**Gianluca Fontana**  
**Giovanni Rizza**

The ATOM F1 2022 Race Director  
**Marco Fara**

## **SUMMARY**

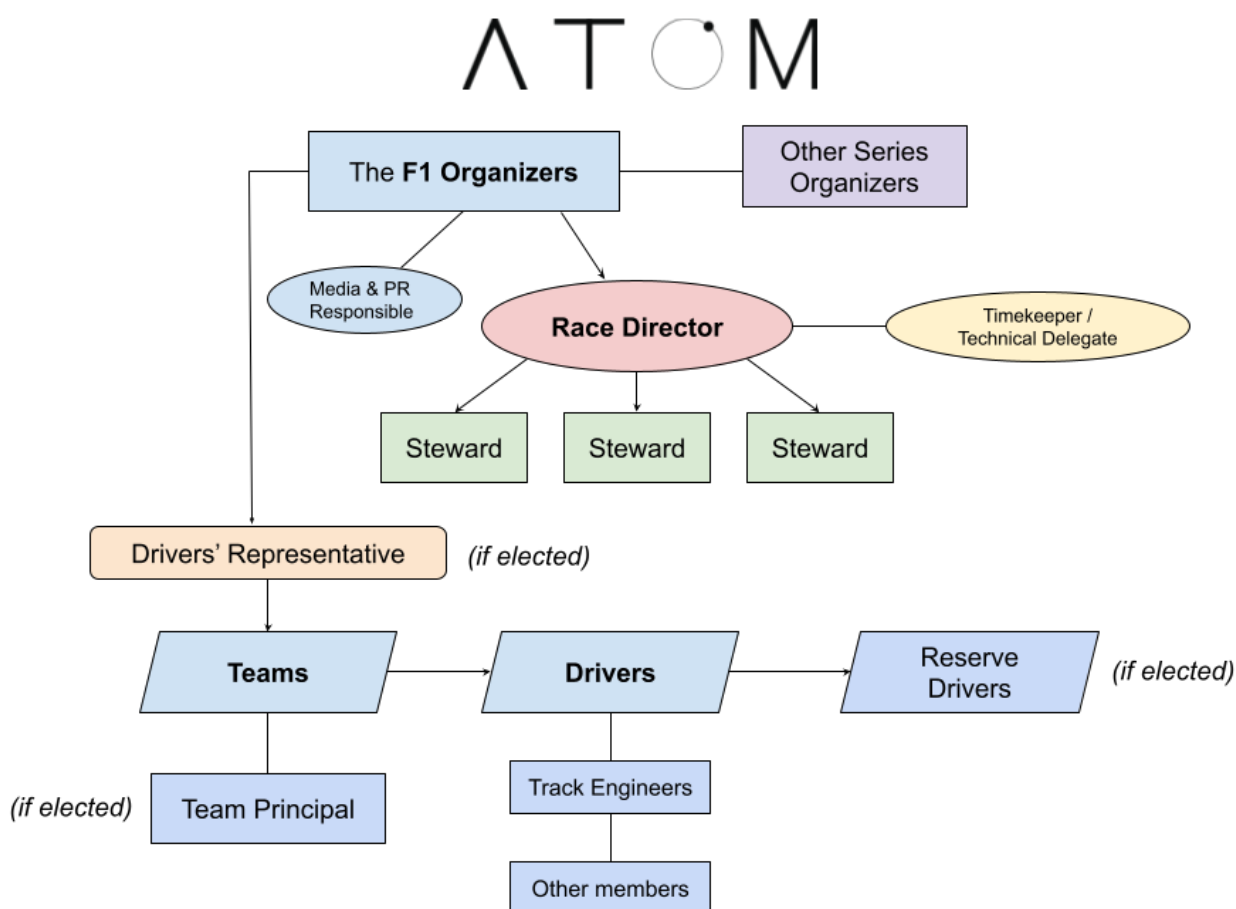
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## 1) INTRODUCTION

1.1) ATOM Entry-Level eSports - Private - Organization (ATOM) will organise the 9th edition of the Codemasters F1 Series (the Championship) which is the property of ATOM and comprises two titles of World Champion, one for drivers and one for teams. It consists of the Grand Prix races which are included in the Calendar. All the participating parties (ATOM, delegates and competitors) undertake to apply as well as observe the rules governing the Championship and must hold the Super Licences which are issued to drivers and officials.



- 1.2) The final text of these Regulations (the Rules, the Code) shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Regulations.
- 1.3) These Regulations apply to the whole calendar year referred to in the title, and to the Championship taking place within that calendar year (“the Championship”).
- 1.4) Any changes made by ATOM may come into effect without notice or delay.

**1.5) ORGANIZING COMMITTEE.**

1.5.1) When referring to “The Organizers”, the people involved are:

Simone GALLO Giovanni RIZZA	ATOM Owners & Head of the Organizers
Pierluigi TRANI	Competitor Relations Officer
Gianluca FONTANA	Adviser
Marco FARA	F1 Race Director
Benedetto DE SANTIS	Adviser & F1 Deputy Race Director

**2) GENERAL UNDERTAKING**

- 2.1) All drivers, competitors and officials participating in the Championship undertake to observe all the provisions as supplemented or amended by ATOM, referred to as “the Regulations”.
- 2.1.1) It is the competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Regulations.
- 2.1.2) The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- 2.1.3) The presentation of a car for initial scrutineering (online form during registration) will be deemed an implicit statement of conformity.
- 2.2) Competitors must ensure that their hardware comply with the conditions of eligibility throughout practice and the race.
- 2.3) All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pit lane, or track must have an appropriate pass at all times on the Discord server.
- 2.4) No pass may be issued or used other than with the agreement of ATOM. A pass may be used only by the person and for the purpose for which it was issued.

**3) LICENCES**

- 3.1) The ATOM Super License (or “Licence”) is the qualification that can be automatically obtained (on trial) following your registration and participation in the championship.
- 3.2) All drivers, competitors and officials participating in the Championship must hold an ATOM Super Licence.
- 3.3) With the exception of a reprimand, when a penalty is applied, the stewards may impose penalty points on a driver's Super Licence. If a driver accrues 12 penalty points his licence will be suspended for the following Event, following which 12 points will be removed from the licence.
- 3.4) Penalty points will remain on a driver's Super Licence for a period not exceeding 12 months. They will be removed upon decision of the Organizer.

- 3.5) Participation in an event in any role or position is not considered valid and occurred, if the person does not have his/her active authorization.
- 3.6) The ATOM super license must include:
  - 3.6.1) Surname and name;
  - 3.6.2) Nationality and date of birth;
  - 3.6.3) License status and start / end date of activity.
- 3.7) The Super license is subject to the following system of grades (qualifications):

<b>GRADE 1</b>	Person qualified as a Race Director. Person also qualified with any lower-grade requirements.
<b>GRADE 2</b>	Person qualified as a Steward. Person also qualified with the Grade-4 requirements.
<b>GRADE 3</b>	Person qualified as a Steward.
<b>GRADE 4</b>	Person qualified to drive an F1 car (Codemasters Games only). <i>Note: this grade may be issued after a certain experience.</i>
<b>GRADE 5</b>	Person (just) qualified to drive an F1 car (Codemasters Games only).
<b>GRADE 6</b>	Person qualified to drive lower-grade cars (for other series).

- 3.8) **A driver is related to a team.**
  - 3.8.1) Once the season calendar will be confirmed, the teams published in the first note of The Race Director regarding the first Event will be the only reference to adhere to. The Organizers will authorize, eventually, a team transfer, in case of strict necessity only.
  - 3.8.2) Without prior authorization from the Organizers it will not be possible to make team transfers.
  - 3.8.3) The team's classification will not take into account the points obtained in the previous team, removing them from the old one and assigning them directly to the newer one.

#### 4) **EVENTS**

- 4.1) The championship is carried out in the F1 2022 video game, played online, on the PC platform - STEAM or ORIGIN environment.
- 4.2) A new lobby (at least one) is created at each Event.
- 4.3) The championship is broadcasted on the Twitch channel:  
<https://www.twitch.tv/atomelesports>.
- 4.4) Events are reserved for F1 2022 cars as defined by the Game.
- 4.5) An application to promote (sponsor) an event must be made to ATOM. It must be accompanied by written evidence that the promoter has made arrangements to secure the participation of Competitors, which arrangements are conditional only upon ATOM entering the Event on the Championship calendar.
- 4.6) The duration of free practice:
  - 4.6.1) for events carried out in "format 1", shall be of 20 minutes;
  - 4.6.2) for events carried out in "format 2", no sessions will be organized;

- 4.6.3) for the Monte Carlo Grand Prix, shall not be organized.
- 4.7) The duration of a qualifying:
  - 4.7.1) for events carried out in “format 1”, shall be of 18 minutes.
  - 4.7.2) for events carried out in “format 2”, shall be of 18 minutes;
  - 4.7.3) for the Monte Carlo Grand Prix, a session of 30 minutes will be held.
- 4.8) The Monte Carlo Grand Prix will be the only one to host a SuperPole session, better defined in Article 16.
- 4.9) A sprint qualifying session will take place at up to three (3) Events.
- 4.10) The distance of each sprint qualifying session, from the start to the end-of-session signal referred to in Article 27, shall be equal to 25 km.
- 4.11) The distance of all races, with the exception of the Monte Carlo Grand Prix, from the start to the end-of-race signal, shall be equal to the least number of complete laps which exceed a distance of 150 km. However, should 70 minutes elapse before the scheduled race distance is completed, the leader will be shown the end-of-race signal when he crosses the control line (the Line) at the end of the lap following the lap during which the 70-minute period ended, provided this does not result in the scheduled number of laps being exceeded.
  - 4.11.1) The Monte Carlo Grand Prix will have a race distance of 20 laps.
- 4.12) The maximum number of Events in the Championship is 14, the minimum is 8.
- 4.13) An event can be organized in format 1 or format 2, according to the relative article. The Monte Carlo Grand Prix will be organized with an unique format.
- 4.14) An Event may be cancelled if fewer than 12 cars are available for it. At the absolute discretion of the Race Director in charge for the Event, a race can be started if at least 10 cars are on the grid. In case the grid will be having less than 10 cars, the Event will be postponed or cancelled. **This rule does not apply when a race has been suspended and it is then resumed.**
- 4.15) All drivers are required to report their absence for each Grand Prix in the appropriate channel on the Discord server within 6 hours before the start time.

## 5) POINTS

- 5.1) The ATOM World Championship driver's title will be awarded to the driver who has scored the highest number of points, taking into consideration all the results obtained during the Events which have actually taken place.
- 5.2) The title of ATOM One World Champion Team will be awarded to the competitor which has scored the highest number of points, results from all of its cars being taken into account.
- 5.3) Points for both titles will be awarded at each Event according to the following scales:
  - 5.3.1) **(Race)** 1st: 25 points, 2nd: 18 points, 3rd: 15 points, 4th: 12 points, 5th: 10 points, 6th: 8 points, 7th: 6 points, 8th: 4 points, 9th: 2 points, 10th: 1 point;
  - 5.3.2) **(Sprint Qualifying)** 1st: 3 points, 2nd: 2 points, 3rd: 1 point.
  - 5.3.3) **(Other Sessions):** none.
- 5.4) In addition to the above, one point will be awarded to the driver who achieved the fastest valid lap time of the race and to the team whose car he was driving (as long as the driver starts the race, he has the right to have the additional point).
- 5.5) If two or more teams or drivers finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded to:
  - 5.5.1) The holder of the greatest number of first places.
  - 5.5.2) If the number of first places is the same, the holder of the greatest number of second places.
  - 5.5.3) If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.
  - 5.5.4) If this procedure fails to produce a result, ATOM will nominate the winner according to such criteria as it thinks fit.

## 6) PARTICIPANTS' APPLICATIONS

- 6.1) To be filled out in the following forms:
  - 6.1.1) English Form (for international applicants): (see discord server)
  - 6.1.2) Italian Form (for italian applicants only): (see discord server)
- 6.2) Applications to compete in the Championship may be submitted to ATOM during the designated period.
- 6.3) Applications at other times will be subject to ATOM's jurisdiction.
- 6.4) All applications will be studied by ATOM and accepted or rejected at its absolute discretion. ATOM will publish the list of cars and drivers accepted together with their race numbers by a week to the first event is organized.
- 6.5) No more than thirty-five (35) competitors will be admitted to the Championship.
- 6.6) Every driver will be associated with a racing number. During all the events, the competitors will have to set this number.
  - 6.6.1) Whoever ignores this rule, will be subject to a warning first (under article 32.2.2), and sequentially penalties up to the disqualification will apply.

## 7) PARTICIPANTS' REQUIREMENTS

Any driver who applies to the Championship may require the following:

- 7.1) 13 years of age;
- 7.2) Enough PC hardware to play well;
- 7.3) Internet connection with an average ping not exceeding 100 ms;
- 7.4) Having filled the application form as stated above within the imposed time limits;
- 7.5) Steam or Origin account;
- 7.6) Experience of at least 20 hours of gameplay on Codemasters™ F1 titles;
- 7.7) F1 2022 video game, original;
- 7.8) Control device such as gamepad or steering wheel with pedals;
- 7.9) Having a mandatory pair of headphones and a microphone;
- 7.10) Installation and use of Discord;
- 7.11) Installation and use of Zello;
- 7.12) A grade 5 (or greater) ATOM Super Licence (automatically enabled).

## 8) RADIO COMMUNICATIONS

- 8.1) All drivers must download, install and run Zello during an event.
  - 8.1.1) This application permits to communicate (theroetically in half-duplex, but for our case just in simplex) with a PTT (Push To Talk).
  - 8.1.2) Communications made with this software may also be indicated as "radio" in this Code.
- 8.2) It is drivers' responsibility to correctly configure this software, to be able to listen to Race Control in a suitable manner.
- 8.3) **Race Control will vocally forward to the drivers the messages written via the official messaging system. Eventually, Race Control may be able to listen to the radio communications made in real-time by the drivers.**
- 8.4) All the conversations are automatically recorded by Zello.
- 8.5) For the technical configuration of the voice channels, this Code does not provide any information. For how the system works in detail, all the participants must refer to the appropriate appendix of the Code (Appendix A).

## 9) OFFICIAL TESTING

- 9.1) Testing of Current Cars (TCC) shall be defined as any track running time, not part of an Event, in which a competitor entered in the Championship participates, using cars which were designed and built in F1 2022, or those of the preceding year's or the following year's Championships.
- 9.2) Any competitor taking part in an official testing session may hold a valid Super Licence.

## 10) LOBBY

- 10.1) The lobby is created at the time indicated in the timetable.



- 10.2) No participant may set the "ready" button before the official time of the start of the session, unless communicated otherwise by the Race Director, or the Lobby Manager if no members of The Clerk of The Course are (yet) present.
- 10.3) The session shall start in accordance with the Event timetable. In case of any delay, the Clerk of the Course must report the new session start time to the participants as soon as possible.
- 10.4) When the lobby has incorrect settings and the session is not compliant with the regulation, a red flag must be exposed, and it must be repeated immediately.
- 10.5) No other person except the drivers, the delegates and the organizers are allowed to enter the lobby. Those who manage the telemetry and data are requested to use what the game communicates via UDP to the participating driver.
- 10.6) In case of lobby recreation, Race Control will communicate through the available means that all drivers must exit the current lobby at the end of the session.

## **11) OFFICIALS**

- 11.1) From among holders of an ATOM Super Licence the following officials will be nominated by ATOM:
  - 11.1.1) A race director;
  - 11.1.2) A timekeeper;
  - 11.1.3) Race Stewards / Clerk of the Course;
  - 11.1.4) Multi-Role Stewards (under Appendix C of This Code).
- 11.2) All the aforementioned roles, except any Stewards, can be carried out by a single person.
- 11.3) The clerk of the course shall work in permanent consultation with the Race Director, if present.
  - 11.3.1) The Race Director has overriding authority in the following matters and the clerk of the course may give orders in respect of them only with his express agreement:
    - 11.3.1.1) The control of practice, sprint qualifying and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the stewards and to the organizers to modify the timetable in accordance with the Sporting Regulations.
    - 11.3.1.2) The stopping of any car in accordance with the Code or Sporting Regulations.
    - 11.3.1.3) The stopping of practice, sprint qualifying or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
    - 11.3.1.4) The starting procedure.
- 11.4) The available delegates should be present at the start of the Event.
- 11.5) Should the Race Director may not be available to overlook the race, his administrative functions will remain in force once the event has ended, while the available delegates (eg. the Organizers) will note the incidents.
- 11.6) The stewards may use any video or electronic means to assist them in reaching a decision. The stewards may overrule judges of fact.

- 11.6.1) The Official which covers the role stated under Article 11.1.2) will collect data from the game only.
- 11.6.2) If any competitor (or event Official) is spotting any problem or error, concerning the timing information, he will be required to communicate immediately and extensively the error to the Race Director, while providing a screenshot or video evidence. Failure to do so before the Race Director leaves the Event will result in the request being ignored.
- 11.7) The stewards may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.
- 11.8) The Race Director will usually meet the competitors before the start of each event with the proper advices to carry a good behavior (see also article “Pre-Event Procedures”).

## **12) AVOIDING OF UNWANTED SITUATIONS**

- 12.1) Other than by driving on the track, Competitors are not permitted to attempt to alter the grip of any part of the track surface.
- 12.2) If a car stops on the track it shall be the duty of the competitor to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors.
- 12.3) Under no circumstances may a driver stop his car on the track without a justifiable reason.
- 12.4) Drivers taking part in practice and the race must always use the hardware equipment complying to what specified in the Code.
- 12.5) **PIT LANE**
  - 12.5.1) A speed limit will be imposed in the pit lane during the whole Event.
  - 12.5.2) The driver who wants to join the pit-lane, will be required to entry it via the only path available called “pit-lane entry” without crossing with a whole tyre the line delimiting the entry lane.
  - 12.5.3) The driver who wants to exit the pit-lane, will be required to exit it via the only path available called “pit-lane exit” without crossing with a whole tyre the line delimiting the exit lane.
  - 12.5.4) Any team whose driver will fail to comply to this rules during any practice session or during the race, may imposed either of the penalties.
- 12.6) If a driver has internet connection difficulties, he must leave the track as soon as it is safe to do so.
- 12.7) When retiring during a race session, drivers are required to join the pit-lane.
  - 12.7.1) If a driver wants to abandon the race due to reasons not being a crash, unsustainable damage or internet-related, he must proceed slowly on the side of the track, away from the racing line, up to the pit-lane entry.
  - 12.7.2) Once crossed the pit-entry line, the driver has to immediately abandon the race.
  - 12.7.3) Drivers may report to Race Control if they have retired due to “personal reasons”. Disqualification will be imposed if no communication will be issued.

- 12.8) When retiring during a free practice or qualifying session, drivers are required to join the pit-lane.
  - 12.8.1) If a driver wants to abandon the free practice or qualifying session due to reasons not being a crash, unsustainable damage or internet-related, he must proceed slowly on the side of the track, away from the racing line, up to the pit-lane entry.
  - 12.8.2) Once crossed the pit-entry line, the driver has to immediately abandon the session.
- 12.9) It will be driver's responsibility when voluntarily retiring from a session to adhere strictly to the two articles above. Failure to comply to this rules will lead to penalties.
- 12.10) When drivers pause the game (and consequently when the computer takes control of the car), the responsibility about collisions, crashes, hindering manouvers or any kind of dangerous driving will not be declined, as the competitor is responsible of driving the car, and therefore - considering the context as a normal driving situation - he should not pause the game.

### **13) TYRES**

- 13.1) The single tyre manufacturer (the Supplier) must undertake to provide three specifications of dry-weather tyre at each Event, each of which must be visibly distinguishable from one another when a car is on the track, as following.
  - 13.1.1) SOFT;
  - 13.1.2) MEDIUM;
  - 13.1.3) HARD.
- 13.2) The single tyre manufacturer (the Supplier) must undertake to provide two specifications of wet-weather tyre at each Event, each of which must be visibly distinguishable from one another when a car is on the track, as following.
  - 13.2.1) INTERMEDIATE;
  - 13.2.2) WET.
- 13.3) Every setting may match the real world regulations as set out by the FIA, so the tyres will be automatically managed by F1 2022.
- 13.4) Drivers shall consider that in case of re-creation of the lobby, tyre status may be altered for every competitor.
- 13.5) During "format 1" events under Article 16.1):
  - 13.5.1) Unless the track was declared wet by The Race Director, for the Race session, Drivers will have a free choice of tyre.
- 13.6) During "format 2" events under Article 16.2):
  - 13.6.1) Unless the track was declared wet by The Race Director, for the Sprint Qualifying session, Drivers will have a free choice of tyre.
  - 13.6.2) Unless the track was declared wet by The Race Director, for the Race session, Drivers will have a free choice of tyre.
- 13.7) At the start of any Race, if the track will be declared as "wet" by The Race Director, all Drivers will have to set a proper tyre under Article 13.2).
- 13.8) For the Monte Carlo Grand Prix only:
  - 13.8.1) In the Qualifying session, all drivers will have any sets available;

- 13.8.2) In the SuperPole session, all drivers must fit the softer compound available.

## 14) DRIVERS UNAVAILABILITY

- 14.1) In the event of the presence of the third driver, The Organizers must be informed no later than 6 hours before the start of a Grand Prix.
- 14.2) Any driver whose is planned to be absent from an Event must contact the organizers as soon as possible to prevent a possible unwanted event cancellation.
- 14.3) Competitors violating this rule are subject to penalizations.
- 14.4) ATOM's Clerk of the Course may judge an absence as justifiable at their decision.

## 15) GAMEPLAY

- 15.1) The performance of the cars is equal.
- 15.2) Weather conditions will be announced on the Discord server at discretion of the Organizer.
- 15.3) The following settings have to be set:
- 15.3.1) AI DRIVER LEVEL: 90
  - 15.3.2) CATEGORY: F1 2022
  - 15.3.3) CAR PERFORMANCE: Equal
  - 15.3.4) MAXIMUM NUMBER OF PLAYERS: 22 (see also the "lobby" paragraph)
  - 15.3.5) FREE PRACTICE DURATION: If present, 20 minutes
  - 15.3.6) QUALIFYING: Short (18 minutes), according to the format
  - 15.3.7) RACE DISTANCE: 50%
  - 15.3.8) STARTING POSITION: Qualifications or set by Sprint Qualifying
  - 15.3.9) WEATHER: set according to the relative article.
    - 15.3.9.1) "Approximate Weather" setting enabled.
    - 15.3.9.2) For the Monte Carlo Grand Prix only, weather will be manually forced to be sunny or dry.
  - 15.3.10) SESSION STARTING TIME: Official
  - 15.3.11) PRIVACY SESSION: Friends only
  - 15.3.12) PARC FERME RULES: Yes
  - 15.3.13) COLLISIONS: Yes
  - 15.3.14) VEHICLE DAMAGE: Full
  - 15.3.15) GHOSTING: No (unless communicated)
  - 15.3.16) CAR SET-UP: Full
  - 15.3.17) SAFETY CAR: Yes (Standard **Reduced**, Immersive) - except for Sprint Qualifying
  - 15.3.18) REGULATION AND FLAGS: Yes
  - 15.3.19) TRACK LIMITS SEVERITY: Strict
    - 15.3.19.1) For the Monte Carlo Grand Prix only, the SuperPole session will be held with no track limits invalidations, as Race Control will judge any cut individually.
  - 15.3.20) FORMATION LAP: Yes, Immersive - except for Sprint Qualifying
  - 15.3.21) PIT STOP: Immersive

- 15.3.22) THE RACE STARTS: Manual
- 15.3.23) DRIVING AIDS: Free, except:
  - 15.3.23.1) Auto ERS;
  - 15.3.23.2) Auto Fuel;
  - 15.3.23.3) Auto DRS;
  - 15.3.23.4) Auto Pit-lane entry/exit;
  - 15.3.23.5) Beginners aids such as auto braking, ecc.
- 15.4) The quick "Return to the track" option is not allowed in the case of leaving the track. This action, if spotted by the Clerk of the Course, leads automatically to a drive-through penalty.
- 15.5) All drivers must set their UDP telemetry to "public" in the settings.
  - 15.5.1) After having ignored a first (and only) call by the Race Director, any driver failing to comply with Article 15.5 will be disqualified from the race results.

**16) EVENT FORMAT**

FORMAT	Free Practice	Qualifying	Sprint Qualifying	Grand Prix (Race)
1	20 minutes	18 minutes	-	50% of the Real
2	-		25 km "race"	
////	Practice Sessions		"Sprint Qualifying" Session	Race Session

**Monte Carlo Grand Prix**

FORMAT	Free Practice	Qualifying	SuperPole	Grand Prix (Race)
(Unique)	-	30 minutes	Limited to 10 cars 1 car at time 1 attempt available	25% of the Real

**16.1) (Format 1)**

A GP is composed by:

- 16.1.1) Free Practice: 20 min.
- 16.1.2) Qualifying: 18 min.
- 16.1.3) Race: 50% of the real distance.

**16.2) (Format 2)**

Occasionally, if a Sprint Qualifying is also organized, the format varies as follows:

- 16.2.1) Free Practice: no session.
- 16.2.2) Qualifying: 18 minutes.
- 16.2.3) Sprint Qualifying: carried out as a 25 km race, which sets (but not awards - see article .5 of this paragraph) pole position.
- 16.2.4) Race: 50% of the real distance.

**16.3) (Monte Carlo Grand Prix)**

- 16.3.1) Free Practice: no session.
- 16.3.2) Qualifying: 30 minutes.
- 16.3.3) SuperPole: the drivers will exit the pit lane one at the time, in the order of Qualifying classification (1st exits 1st). Each driver will be allowed to set a single lap time.
- 16.3.4) Race: 25% of the real distance.

16.4) The races take place at the dates and times indicated in the calendar.

16.5) In format-2 events, even though Qualifying sets the grid for the Sprint Qualifying (and not the pole), the statistics will count the "Qualifying" as for the count of pole positions.

16.6) Each event shall be anticipated with a briefing, held by Race Control. See also the relative article "Pre-Event Procedures".

## 17) DRIVING

- 17.1) The driver must drive the car alone and unaided (if not by the game aids).
- 17.2) **Drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason.**
  - 17.2.1) This rule implies also that the driver may not deliberately pause the game without a justifiable reason. See also Article 12.10).
- 17.3) Drivers will be judged to have left the track if no part of the car remains in contact with it.
  - 17.3.1) For the avoidance of doubt, any white lines defining the track edges are considered to be part of the track but the kerbs are not.
- 17.4) Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. At the absolute discretion of the race director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.
- 17.5) At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person.
- 17.6) The section of track between the first safety car line and the beginning of the pit lane will be designated as "pit entry". The section of track between the end of the pit lane and the second safety car line will be designated as "pit exit" (see rules about pit lane in Article 12.5).
- 17.7) Refuelling is only permitted in the team's designated garages during the practice and qualifying sessions.
- 17.8) **Any driver who defends his position on a straight or before any braking area, can use the entire width of the track during his first move, provided the car he tries to overtake is not side-by-side with a significant one portion.**
  - 17.8.1) The driver cannot defend himself in this way by leaving the track without a justifiable reason.
- 17.9) **No more than one change of direction is permitted during a defense of track position.**
- 17.10) It is at the absolute discretion of the stewards (or the Race Director) whether or not to punish late attacking/defensive moves.
- 17.11) Maneuvers that can hinder other drivers, such as moving too quickly and unpredictably during an overtake, or any other change of abnormally sporty direction, are prohibited.
- 17.12) Any driver who moves back on the trajectory, having previously defended its position at the outside, should leave at least a width of the car between its car and the edge of the track as the turn approaches.
- 17.13) **If two cars have parts side by side, each driver must respect the space occupied by the other machine.**
  - 17.13.1) For the avoidance of doubt, if a part of the front wing of the car trying to pass is next to or beyond the rear wheel of the car in front, this will be actually considered as a significant portion.
- 17.14) Any other dangerous maneuvering action taken by a driver may not be carried out. The stewards may impose a penalty.
- 17.15) Any behavior carried out privately or publicly which will be noted by any Official in force to an Event, involving one or more drivers (even while not concerning the

participation of them in an Event) that is not compliant with a reasonable education, conscientiousness and general good conduct, will be referred to The Stewards.

- 17.15.1) The Stewards can decide whether to take a decision in agreement with the Organizers of the Championship and the Race Director.
- 17.15.2) Any decision taken by The Stewards concerning a violation about Article 17.15) of this Regulations, shall result in a minimum of any Drop of the Drivers' places in the next Event starting grid, according to Article 32.2.7) of the Code, up to the Driver's disqualification from the Championship.

## **18) PRACTICE SESSIONS**

- 18.1) Except the sprint qualifying, practice sessions are the sessions carried out before the race (so when referred to "practice", even qualifying shall be considered as "practice").
- 18.2) No driver may start in the race without taking part in a practice session.
- 18.3) During all practices there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag and/or a flashing blue light will be shown in the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.
- 18.4) No "practice starts" are allowed, because of technical limitations.
- 18.5) Any driver taking part in any practice session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties.
- 18.6) In the event of a driving infringement during any practice session the Stewards may delete a driver's lap time (or lap times) or drop the driver such number of grid positions as they consider appropriate. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session.
- 18.7) With the only exception of the Monte Carlo Grand Prix, when 20 minutes will elapse from the start of the Free Practice session, Race Control (via radio communication and via the official messaging system) will expose the Chequered Flag under Article 22.2.5), and the session will be over. This must be clarified, as the game will always show a practice session which was programmed to last 60 minutes, but in fact this session must last for 20 minutes only. The drivers must complete their lap and retire from the session just after crossing the start/finish line for the last time.

## **19) QUALIFYING SESSIONS (ALL EVENTS EXCEPT MONTE CARLO)**

- 19.1) The Qualifying session is part of the practice sessions. This session may be referred to also as "Qualifying Practice" for this reason.
- 19.2) All the cars are permitted on track.
- 19.3) By leaving the pits, the competitor will keep the same setup of the car for the rest of the event, even in case of a restart of the lobby.



- 19.3.1) Violations about this matter will be considered as what mentioned in Article 15.5.1.
- 19.4) The faster a car's laptime is, the advanced its starting grid position will be.
- 19.5) See also article 4.

## 20) SPRINT QUALIFYING SESSIONS

- 20.1) The Sprint Qualifying session has to be carried out as a 25km race.
- 20.2) The Starting Order of this session is the one mentioned under the previous article.
- 20.3) Setup of the Cars must be the same of the one quoted in Article 19.3).
- 20.4) See also article 4.

## 21) RACE STARTING PROCEDURE

- 21.1) Once the system loading is complete, the drivers will be placed on the grid in their respective positions. Drivers are allowed to:
  - 21.1.1) change the inclination of the front wing of the car;
  - 21.1.2) change the differential lock of the car;
  - 21.1.3) change the front braking balance of the car;
  - 21.1.4) change the amount of fuel refilled of the car;
  - 21.1.5) modify the pre-planned strategy.
- 21.2) Once one of all the drivers has confirmed its data, all other drivers will have thirty seconds to confirm theirs.
- 21.3) After thirty seconds, in conjunction with an acoustic warning, the loading and synchronization of the connections will begin between the various drivers.
- 21.4) The green lights indicate the start of the formation lap, during which the drivers must mainly remain in the same order (without overtaking), unless a car is in front of them stopped due to a technical problem or had a accident. The cars do one lap of the track while diligently avoiding collisions, completing it manually by the Drivers, who will position all the cars in their respective grid slots.
- 21.5) Unless the Race Director has suspended the procedure by sending the message "START PROCEDURE SUSPENDED", 10 red lights in 2 rows of 5 (5 columns of 2) light up (one pair at a time), from left to right, at intervals of 1 second. Once they all light up, they go out simultaneously after an interval between 0.5 and 4 seconds. When the lights go out, the race begins.
  - 21.5.1) At the first occurrence only, the race starting procedure must be suspended when both of the conditions are verified:
    - 21.5.1.1) any Driver is unable to start the race because of game problems;
    - 21.5.1.2) the very Driver (or anyone for him) has immediately sent a message to Race Control before the completion of Lap 1 of the race.
  - 21.5.2) When 1 lap of the race will be completed, any message concerning a request to restart the session will be ignored.
- 21.6) In all tracks there are also lights in one rearmost position, to allow all drivers to see.
- 21.7) See also article 4 and article 22.3.

- 21.8) The starting grid will be evaluated accordingly to Articles 30 and 31.
- 21.9) The Monte Carlo Grand Prix starting grid will be evaluated accordingly to Appendix D of The Code.

## 22) RACING FLAGS

- 22.1) The flags are displayed directly from the game and consist of both in light-flash panels (at 3-4 Hz) and by marshalls that physically wave the flag in their posts.
- 22.2) Different flag colors take on the following meanings:
  - 22.2.1) **YELLOW FLAG** (always exposed with VSC / SC regime)
    - 22.2.1.1) Overtaking prohibited.
    - 22.2.1.2) Danger. Slow down, be prepared to change line or stop.
  - 22.2.2) **GREEN FLAG**
    - 22.2.2.1) End of Yellow Flag regime.
  - 22.2.3) **BLUE FLAG** in Qualifying
    - 22.2.3.1) This is exposed when two drivers with large speed difference on lap are closing on each other. The slow pilot must not hinder the faster.
  - 22.2.4) **BLUE FLAG** in the Race
    - 22.2.4.1) This is exposed when a car is lapping another one.
    - 22.2.4.2) Drivers lapped may not hinder the faster and move as soon as practicable out of the racing line, letting the faster cars pass.
  - 22.2.5) **CHEQUERED FLAG** in Practice
    - 22.2.5.1) Exposed when the time is over.
    - 22.2.5.2) No driver may start another timed lap by crossing the Line.
  - 22.2.6) **CHEQUERED FLAG** in the Sprint Qualifying or Race
    - 22.2.6.1) Any driver passing the flag, sees his own race ended.
  - 22.2.7) **BLACK AND WHITE FLAG**
    - 22.2.7.1) The driver is warned for unsportsmanlike conduct (exposed during the race only).
  - 22.2.8) **BLACK FLAG**
    - 22.2.8.1) The driver is disqualified and needs to retire immediately from the session.
  - 22.2.9) **RED FLAG**
    - 22.2.9.1) The session is suspended, under article 25).
  - 22.2.10) **BLACK AND ORANGE FLAG**
    - 22.2.10.1) The driver is required to enter the pit-lane to fix his car.
- 22.3) During any session, all competitors must strictly adhere to any signal provided by Race Control (flags, messages, ecc).

## 23) SAFETY CAR

- 23.1) Any driver observing yellow flags with a "SC" panel is warned that:
  - 23.1.1) That the safety car came out of the pit lane and therefore the race regime is controlled by the Safety Car;

- 23.1.2) That the safety car will enter the track with the orange lights on and will do so regardless of where the race leader is;
- 23.1.3) That all cars must slow down under the delta time until the first line of SC and line up behind the safety car no more than ten car lengths away from each other;
- 23.1.4) That overtaking will be allowed only in following circumstances:
  - 23.1.4.1) if a car is reported by the safety car with green light;
  - 23.1.4.2) when the safety car is returning to the pits, overtakes will be allowed only later than having passed the control line.
  - 23.1.4.3) If a car drops speed and moves to the side of the track.
- 23.2) When the message "SAFETY CAR IN THIS LAP" appears, the orange lights of the safety car will go out. This will be the signal for the drivers and teams that the safety car will enter the pit lane at the end of that lap. The first car in line behind the safety car must begin to dictate the pace, moving away well beyond ten lengths from the safety car. In order to avoid accidents before the safety car returns to box, the drivers must proceed at a pace which does not involve a sudden acceleration or braking, or any other risky maneuver to endanger other cars or otherwise for preventing it from restarting.
- 23.3) As the safety car approaches the entrance to the pit lane, the yellow flags will be replaced by green flags. These will show up to when the last car does not cross the control line.
- 23.4) SAFETY CAR SPECIAL PROCEDURE (RACING DISTANCE EXTENSION)**
  - 23.4.1) When the race has been resumed after a suspension, if the race distance is reached by the leader while the Safety Car is deployed, the Race Director will extend the aforementioned distance by determining the time of exposure of the end-of-race signal under Article 27.1 as follows:
    - 23.4.1.1) When the Safety Car is ending, a timer of 5 (five) minutes will be started upon the leader has crossed the Line.
    - 23.4.1.2) The leader will be shown the end-of-race signal when he crosses the control line (the Line) at the end of the lap following the lap during which the 5-minute period ended.
  - 23.4.2) This special procedure can be activated only once regardless of the regime (SC or VSC) and should eventually override the time limit imposed under Article 4.11.

## 24) VIRTUAL SAFETY CAR

- 24.1) When the message "VIRTUAL SAFETY CAR DEPLOYED" appears, drivers shall consider that VSC has been deployed.
- 24.2) Any driver observing yellow flags with a "VSC" panel is warned that:
  - 24.2.1) He must slow down staying below the delta time, until the green flags.
  - 24.2.2) Overtaking will be allowed only in following circumstances:
    - 24.2.2.1) if told so by the game;
    - 24.2.2.2) if a car drops speed and moves to the side of the track.
- 24.3) When the message "VIRTUAL SAFETY CAR ENDING" appears, drivers may be prepared to resume the race, according to the shown flags.

**24.4) VIRTUAL SAFETY CAR SPECIAL PROCEDURE (RACING DISTANCE EXTENSION)**

- 24.4.1) When the race has been resumed after a suspension, if the race distance is reached by the leader while the Virtual Safety Car is deployed, the Race Director will extend the aforementioned distance by determining the time of exposure of the end-of-race signal under Article 27.1 as follows:
  - 24.4.1.1) When the Virtual Safety Car ends, a timer of 5 (five) minutes will be started.
  - 24.4.1.2) The leader will be shown the end-of-race signal when he crosses the control line (the Line) at the end of the lap following the lap during which the 5-minute period ended.
- 24.4.2) This special procedure can be activated only once regardless of the regime (SC or VSC) and should eventually override the time limit imposed under Article 4.11.

**25) SUSPENSION OF A SESSION**

- 25.1) If competitors or officials are placed in immediate (virtual) danger by cars running on the track, and the clerk of the course deems circumstances are such that the track cannot be negotiated “safely”, even behind the safety car, any session will be suspended.
- 25.2) Should it become necessary to suspend the sprint qualifying session or the race, the session suspension is communicated to the competitors by radio, by Race Control. A message also on the discord shall be promptly written and sent.
- 25.3) When the signal is given, overtaking is forbidden. All drivers must slow down, and disconnect from the session.
- 25.4) If a race is suspended and cannot be resumed:
  - 25.4.1) no points will be awarded if the leader has completed two laps or less;
  - 25.4.2) half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance;
  - 25.4.3) full points will be awarded if the leader has completed 75% or more of the original race distance.
  - 25.4.4) The Race Classification will be the one in which drivers completed the lap before the exposure of the Red Flag.
- 25.5) If a sprint qualifying session is suspended and cannot be resumed, no points will be awarded, and the drivers will join the race with the grid evaluated according with the qualifying results.
- 25.6) If any practice session (Free Practice or Qualifying) is suspended and cannot be resumed, the time results will count wholly without any exception, and so the following session shall be started according with the results of the previous (stopped) session.
- 25.7) Should a session be resumed, its duration shall be approximately as close as possible to the relative remaining time (or laps). The Race Director will be the person qualified to pick up the appropriate way to end any stopped session.

- 25.7.1) Unless different circumstances do happen, if a race session has to be resumed, the starting grid order at the following restart will be the one of the classification of the cars evaluated 1 lap before the suspension of the race.
  - 25.7.2) The Race Director shall inform all the drivers about the resuming of the race with the number of laps remaining (and with the lap no. which was used to set the starting grid order).
  - 25.7.3) When a session is restarted, special Safety Car rules will be in force (see the relative article).
- 25.8) Should any session of the Monte Carlo Grand Prix have to be suspended, the articles to be referring to are enclosed in the Appendix D of The Code.

## 26) INCIDENTS DURING SESSIONS

- 26.1) The Race Director may report any on-track incident or suspected breach of these Sporting Regulations or the Code (an "Incident") to the stewards. After review it shall be at the discretion of the stewards to decide whether or not to proceed with an investigation. The stewards may also investigate an Incident noted by themselves.
- 26.2) It shall be at the discretion of the stewards to decide if any driver involved in an Incident should be penalised. Unless it is clear to the stewards that a driver was wholly or predominantly to blame for an Incident no penalty will be imposed.
- 26.3) If an Incident is under investigation by the stewards a message informing all Competitors which driver or drivers are involved will be sent via the official messaging system. Provided that such a message is displayed, the driver shall consider that messages will be sent (privately) and so, a reply should be given in a short time.

## 27) FINISH

- 27.1) A chequered flag will be the end-of-session race signal and will be shown at the Line as soon as the leading car has covered the full race distance.
- 27.2) Should for any reason the end-of-session race signal be given before the leading car completes the scheduled number of laps, or the prescribed time has been completed, the sprint qualifying session or the race will be deemed to have finished when the leading car last crossed the Line before the signal was given.
- 27.3) Should the end-of-session race signal be delayed for any reason, the sprint qualifying session or the race will be deemed to have finished when it should have finished.

## 28) RACE CLASSIFICATION

- 28.1) The car placed first will be the one having covered the scheduled distance in the shortest time, or, where appropriate, passed the Line in the lead at the end of the time (see the relative article).

- 28.2) All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.
- 28.3) Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be technically classified, even though statistically the results and points will count.
- 28.4) The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

## 29) PRE/POST EVENT PROCEDURES

- 29.1) For each Event, the Race Director will talk with the competitors about any question concerning racing in the championship, or for any sort of clarification about the last, the current and the future events.
- 29.2) Due to what stated above, drivers shall join the discord server at the time indicated in the timetable.
- 29.3) **The participation to the pre-race briefing is not mandatory, however should a driver miss the briefing, it will be his responsibility to inform himself about any rule-related amendment decided by the Clerk of The Course and communicated during the briefing.**
- 29.4) After the end of the Race, the Organizers will require the podium-finishers to hold an interview. The duration of the whole process may not exceed the duration of 12 minutes (4 minutes for each driver).
- 29.5) The Lobby referred to Article 10 can be started with a delay longer than 15 minutes in case actions listed in Article 29.1 are required.

## 30) RACE'S STARTING GRID (FORMAT 1)

- 30.1) At each Event where a sprint qualifying session is not scheduled, the grid for the race will be formed in accordance with the provisions of this Article.
- 30.2) Unless the track was declared wet by the Race Director, any driver whose best qualifying practice session lap exceeds 107% of the fastest time set during that session, or who fails to set a time, will not be allowed to take part in the race.
- 30.3) Under exceptional circumstances however, which may include setting a suitable lap time in a free practice session, the stewards may permit the car to start the race.
- 30.4) Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied, and behind any driver penalised under the relative Article.
- 30.5) Should there be more than one driver accepted in this manner they will be arranged on the grid in the order they were classified in Practice.
- 30.6) Once the grid has been established in accordance with the above, grid position penalties will be applied to the drivers in question in the order the offences were committed.

- 30.7) ~~Any Competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform The Race Director accordingly at the earliest opportunity and, in any event, no later than the start of the relevant formation lap.~~
- 30.8) The grid will be drawn up as follows:
- 30.8.1) following the order (Article 19.3 of this Code) of the 18-minute session quoted at Article 19.
  - 30.8.2) If two or more drivers set identical times during this session, priority will be given to the one who set it first.

### 31) RACE'S STARTING GRID (FORMAT 2)

- 31.1) The sprint qualifying session start procedure detailed below will only be used at those Events where a sprint qualifying session is scheduled.
- 31.2) Unless the track was declared wet by the Race Director, any driver whose best qualifying practice session lap exceeds 107% of the fastest time set during that session will not be allowed to take part in the sprint qualifying. Under the absolute Race Director's jurisdiction however, which may include setting a suitable lap time in a free practice session of the previous events, it may be permitted to the car to start the sprint qualifying.
- 31.3) Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied, and behind any driver penalised under the relative Article.
- 31.4) ~~Any Competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform The Race Director accordingly at the earliest opportunity and, in any event, no later than the start of the relevant formation lap.~~
- 31.5) Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied. Should there be more than one driver accepted in this manner they will be arranged on the grid in the order they were classified in the qualifying session.
- 31.6) The sprint qualifying grid will be drawn up as follows:
- 31.6.1) Following the classification of the qualifying practice.
- 31.7) The race starting grid will be evaluated as follows:
- 31.7.1) Following the classification of the sprint qualifying.

### 32) PENALTIES AND PROTESTS

- 32.1) Any driver who infringes the regulations may be subject to a penalty given by The Stewards.
- 32.2) A penalty involves a loss of points, a loss of time or a loss of grid positions (if the penalty is applied in practice sessions), depending on the situation and what concerns the events in such the moment, at the absolute discretion of The Stewards. The following penalties can be imposed (externally, not from the game):
- 32.2.1) A reprimand. Driver's super licence points will not be added.

- 32.2.1.1) During a season, when the third reprimand (or warning) is imposed, the Driver involved will be penalized with a mandatory (next) race start from the back of the grid.
- 32.2.2) A (formal) warning. Driver's super licence points will be added.
  - 32.2.2.1) During a season, when the third warning (or reprimand) is imposed, the Driver involved will be penalized with a mandatory (next) race start from the back of the grid.
- 32.2.3) A five second time penalty.
  - 32.2.3.1) 5 seconds will be added to the elapsed of the sprint qualifying session or race time of the driver concerned.
- 32.2.4) A ten second time penalty.
  - 32.2.4.1) 10 seconds will be added to the elapsed of the sprint qualifying session or race time of the driver concerned.
- 32.2.5) A drive-through penalty.
  - 32.2.5.1) The driver will not have to join the pitlane.
  - 32.2.5.2) 20 seconds will be added to the elapsed of the sprint qualifying session or race time of the driver concerned.
- 32.2.6) A ten second stop/go penalty.
  - 32.2.6.1) The driver will not have to join the pitlane.
  - 32.2.6.2) 30 of seconds will be added to the elapsed the sprint qualifying session or race time of the driver concerned.
- 32.2.7) A drop of any number of grid positions at the driver's next race.
  - 32.2.7.1) Clarification: Stewards may also impose "Championship Point Penalties" according to Article 32.2).
- 32.2.8) Disqualification from the results.
- 32.2.9) Suspension from the driver's next Event. (Consequent or not to Article 3.3)
- 32.2.10) Disqualification from the Championship.
- 32.3) Penalties listed above may be also combined, but shall always be reported with distinct documents.
- 32.4) If any of the penalties above are imposed upon a driver, and that driver is unable to serve the penalty due to retirement from the sprint qualifying session or the race, the stewards may impose a grid place penalty on the driver at his next race.
- 32.5) A penalty may involve the super licence (Article 3) of the driver.
- 32.6) The Stewards can even give only warnings, such as unsportsmanlike conduct.
- 32.7) Any penalty to be imposed is considered in the entirety of the actions of the interested parties, for example, last races behavior is taken in consideration.
- 32.8) If a driver or a team would protest about a penalty, the competitor will be required to send a private message to The Organizers. When a protest will be issued, a 10-point penalty on the Driver's Championship will be temporarily applied. Should the protest be finally accepted, the penalty will be completely removed; or in event of a rejection, the penalty will be confirmed.
- 32.9) After the end of an event, if requested by more than one driver, Race Control shall also publish a form to be filled in by the competitors, to permit a faster reporting of the incidents.



### 33) TROPHIES

33.1) One trophy will be presented to the winner at the end of the Championship. No team trophies are planned to be awarded.

(This section will be updated in a future issue)

33.2) Trophies shall be presented to the deserved drivers by the following time:

33.2.1) not after a maximum of 3 6 (six) months the Championship is finished;

### 34) PRIVACY

The security of your personal data is extremely important to the organization (“ATOM”, “us”, “we”, “our”). You may be aware of the General Data Protection Regulation ((EU) 2016/679) (“GDPR”), which now requires us to set out the details regarding how we collect and use your personal data. As part of your team’s entry into the F1 2022 Championship (the “Championship”), you may provide to us, and we may collect from you, certain personal data (as defined in applicable data privacy laws, including the GDPR (“Privacy Laws”)), including, without limitation the information set out in the application form (being your name, contact details and driver’s licence number, as applicable) and certain other information, including biographical information, such as your name, ecc.

We are the data controller in respect of your personal data and will handle your data in accordance with our obligations under the Privacy Laws. We will use this information solely in connection with administering the Championship and exploiting the rights granted to us pursuant to any separate agreement entered into with your team or otherwise.

We are entitled to do so on the basis of our legitimate interests, namely to enable us to operate the Championship and promote and exploit your participation in the same. We may also be required to disclose your personal data if we are required to do so by law or pursuant to a binding regulatory request (in such circumstances, such disclosure will at all times be solely to the extent required by law or the applicable regulatory request). We will retain your personal data on our systems only for as long as is strictly necessary for the purposes for which such data was originally collected (as referred to above), and thereafter for such longer period as may be required by law.

In certain situations, you are entitled to: (i) request access to your personal data; (ii) request that we correct your personal data; (iii) request that we erase your personal data; (iv) object to processing of your personal data where we are relying on a legitimate interest; (v) request the restriction of processing of your personal data; (vi) request the transfer of your personal data to a third party; or (vii) where you have provided your consent to certain of our processing activities, you may withdraw your consent at any time (but please note that we may continue to process such personal data if we have legitimate legal grounds for doing so).

To exercise these rights please contact: [atomtournament@gmail.com](mailto:atomtournament@gmail.com) .

Please note that you also have a right to complain to the Italian Data Protection Supervisory Authority if you are concerned about the way we are handling your personal data.

**35) FOLLOWING UPDATES**

35.1) To be announced, under responsibility of ATOM Organizers.

**Regulations approved:**

**26 OCTOBER 2022**

**Giovanni Rizza  
Simone Gallo  
Gianluca Fontana  
Marco Fara**

valid from 01.11.2022

**APPENDIX A - “Radio Communication Details”  
Issued with ISSUE 2 RR ED7 (02 SEP 2021)**

- 1) As of article 8) of the Code states, all the drivers must download and install “Zello”, available at [this website](#). No premium version(s) are required.
- 2) Once registered to the system, login via the installed application.
- 3) Please set your name to be quickly identified. You can use “Name Surname” or even a nickname, but this has to be somewhat recognizable (eg. like your Discord nickname) to avoid ambiguity about identifying yourself.
- 4) **Drivers shall join this channel:**
  - a) **ATOM RACE CONTROL** - Password: **atom2021**
  - b) To join:
    - i) Tools > Add Channel;
    - ii) Type the channel name “ATOM RACE CONTROL”, click “Next”;
    - iii) Select the channel, click “Next”;
    - iv) Type the password, click “Next”;
    - v) Click “Finish”.
  - c) To set the Output device:
    - i) Tools > Options;
    - ii) Select “Audio” on the left;
    - iii) Set the playback device to your headphones, adjust the volume.
    - iv) Under “Controls” on the left, you may also want to set a Push To Talk button. This will help you, being so able to talk.
- 5) Once you have joined the channel, you will have to keep Zello open during all the event.
- 6) You can use Zello even on your phone, if you rather to do so. Be aware that you will be required to listen to Race Control messages all time.

**APPENDIX B - "Race Control Messages"**  
**Issued with ISSUE 4 RR ED7 (06 OCT 2021)**

- 1) The following standard messages will be written:
    - **OFFICIAL MESSAGING SYSTEM INITIALIZED**
    - **OFFICIAL MESSAGING SYSTEM SHUT DOWN**
  - 2) In case of lobby re-creation:
    - eg. **QUALIFYING WILL START AT 20:45 LOCAL TIME**
  - 3) In case of suspension of any session:
    - **RED FLAG**
    - **SESSION WILL NOT BE RESUMED** (otherwise see point no.2)
  - 4) If point no.3 should be put in force before the start of a race:
    - **START PROCEDURE SUSPENDED**
    - **SESSION WILL NOT BE RESUMED** (otherwise see point no.2)
  - 5) If track is wet:
    - **TRACK WET [- 107% RULE NOT IN FORCE]**
  - 6) For any update:
    - **"UPDATE:"**
  - 7) For incidents:
    - Status:
      - i. **NOTED**
      - ii. **UNDER INVESTIGATION**
      - iii. **NO INVESTIGATION NECESSARY**
      - iv. **WILL BE INVESTIGATED [AFTER ... ]**
    - No action:
      - i. **[NO FURTHER ACTION]**
- Standard Format for Incidents announcements:  
**INCIDENT AT [TRACK ZONE] [INVOLVING CAR[S] XX [(TLA)] [AND XX]] [status] - [REASON]**
- eg.
- INCIDENT AT TURN 14 / LAP 16 INVOLVING CARS 90 (XAN) AND 79 (SAL) - NO INVESTIGATION NECESSARY
  - INCIDENT INVOLVING CAR 8 (GER) UNDER INVESTIGATION - WRONG RACING NUMBER
  - INCIDENT INVOLVING CARS 94 (CIN) AND 12 (FRA) WILL BE INVESTIGATED AFTER THE SPRINT QUALIFYING
- Standard Format for Penalty announcements:  
**[5, 10, DRIVE-THROUGH] [-SECOND] [STOP/GO] TIME PENALTY FOR CAR XX [(TLA)] - [REASON]**
- eg.
- 10 SECOND TIME PENALTY FOR CAR 88 (TRA) - CAUSING A COLLISION
  - 5 SECOND TIME PENALTY FOR CAR 46 (OLA) - FORCING ANOTHER DRIVER OFF TRACK

**APPENDIX C - “Multi-Role Stewards”**  
**Issued with ISSUE 6 RR ED7 (16 DEC 2021)**

- 1) According to Articles 11.1.4 and 26.1 of The Code, an incident reported to The Stewards by The Race Director can be examined also by additional Stewards, which normally are qualified as Drivers:
  - a) any Driver not involved in an incident concerning one of the reasons quoted below, with the complete agreement of the Clerk Of The Course established before an Event and with the full respect of the requirements asked, will be allowed to help judging facts.
  - b) the Driver wanting to apply for a role of Steward and wanting to exercise this activity must comply with the following requirements:
    - i) must be at least 16 years old;
    - ii) must have applied, before the start of any Event, for a Super Licence grade enhancement (minimum of Grade 2);
    - iii) (each time) must be confirmed in an appropriate document published before the start of an Event by the Clerk Of The Course, to ensure his participation as Multi-Role Steward;
    - iv) must not have more than 5 penalty points imposed on his Super Licence;
    - v) must have started at least 10 races in the ATOM F1 Series;
    - vi) must not be involved in the incident, and must never be in any conflict of interest concerning having influence upon any decision, matter which may be judged by the Race Director only, with the appropriate reasons;
    - vii) shall be available, within 48 hours elapsed from the end of an Event, for a minimum of 30 minutes to discuss matters concerning the incident reported by The Race Director;
    - viii) shall be called by The Clerk of The Course within 48 hours of the end of the Event, and he should reply as soon as possible to help The Clerk of The Course evaluating the case.
- 2) The Clerk Of The Course reserves the right to deny any request made by the Drivers, with an appropriate reason given to the Driver asking for stewarding. Any controversy will be shut down by not conceding the Multi-Steward role to the Drivers anymore.

**APPENDIX D - “Special Rules for the Monte Carlo Grand Prix”  
Issued with ISSUE 1 (1 JAN 2022)**

- 1) The Monte Carlo Grand Prix (from now on abbreviated in “MCGP”) will be the only one event organized in a different manner from the others.
- 2) In general, the following format will be used:

<b>Game Session</b>	<b>Session Denomination</b>	<b>Duration</b>
<i>30 min. FP</i>	<b>QUALIFYING (PRACTICE)</b>	30 minutes
<i>30 min. FP</i>	<b>SUPERPOLE</b>	Until the last car completes its single-shot lap
<i>25% race</i>	<b>RACE</b>	20 laps

- a) For this Grand Prix only, weather will be manually forced to be either sunny or dry.
- b) In the SuperPole session’s lobby, they must be present:
  - I. The 10 drivers admitted;
  - II. The Race Director (assisted by the Deputy);
  - III. The Lobby Manager;
  - IV. A Lobby Manager assistant.
- c) In the SuperPole session, the Race Director shall be assisted by the mandatory presence of the Deputy Race Director, to ensure that at no time a car may leave the track and gain an advantage. The Race Director will eventually request footage from either the driver involved, or the Officials in charge of being present in the lobby.

**3) QUALIFYING PRACTICE**

- a) This session will be carried out as a normal Qualifying.
- b) Any rule applying to normal Qualifying session contained in The Code, with the exception of the Red-Flag and tyre related, will be valid also in this one.
- c) Each driver may set a lap time with any tyre compound they want.
- d) Any driver which does not classify himself at least at the 10th place, will not be allowed to take part to the SuperPole session.

**4) SUPERPOLE**

- a) This session will be carried out as a Single-Shot Qualifying.
- b) At the end of the Qualifying Practice, within minutes, a specific document edited by Race Control will be released, containing, for each competitor:
  - I. its official classification in that session;
  - II. a “starting time” for the SuperPole.

This document will determine the starting order of the SuperPole session. Who classified first will be the first to face the SuperPole.
- c) All the drivers will have to join the lobby, which (for the game) will be set for a 30-minute free practice session.

- d) At the time reported in the document quoted in Appendix D, Article 4b II), also accompanied by an order vocally sent out via the Race Control Radio and written by Official Messaging System and, each car must:
- I. Leave the pits.
    - (1) Drivers will have a tolerance of 1 minute in which they will be allowed to exit the Pit-Lane.
  - II. Execute one out lap.
    - (1) Drivers will have to complete this (slow lap) in less than 2 minutes, which time shall elapse from the end of the pit-lane to when the car crosses the Finish Line to start the timed lap.
  - III. Perform a flying lap.
    - (1) Any driver whose laptime is achieved by leaving the track with more than 2 wheels, will result in a manual invalidation by The Stewards under Article 18.6 of The Code.
    - (2) Any driver which will result without the valid time, or who terminally crashes its car, will be placed at the back of the SuperPole classification.
    - (3) Should more than one driver be placed at the back with the manner quoted above, the car which retired first will always be placed below the others.
  - IV. Return to the pits.
    - (1) Drivers will have to complete this (slow lap) in less than 2 minutes, which time shall elapse from when the car crosses the Finish Line to when the car will be at the pit lane entry.
- e) At no time two cars may be present simultaneously on the track, when one of the two is performing its flying lap under Article 4d III).
- f) The limiting 2-minute times quoted in Article 4d points II and IV do not apply in case of evident damage of the cars which may require the driver to slow down significantly.
- g) The ERS of the Car is not restricted in any way. Driver shall use the energy available freely.
- h) Should any competitor breach the rules stated in any of the statuses listed in this Appendix at Article 4d), he shall be penalized with the appropriate sanctions listed in Article 32.2 of The Code.

## **5) STARTING GRID**

- a) The first ten cars will be placed on the grid according to the lap times set in the SuperPole session.
- b) The remaining cars will be placed on the grid according to the lap times set in the Qualifying Practice session.

## **6) SUSPENSION OF THE QUALIFYING PRACTICE**

- a) If the Qualifying Practice is suspended and could not be resumed, the results will be considered valid if all the cars have set a valid lap time. In this case only, the session ends and the SuperPole shall admit the first 10 cars classified.



- b) Should any car did not set a valid time, the session must be repeated, when it is possible to do so.
- c) Should the waiting time exceed 30 minutes in waiting for the repetition of the session, the Clerk of The Course may decide to abandon the execution of the Qualifying Practice. By doing so, as soon as practicable, a SuperPole may be organized with 10 cars participating in it, chosen accordingly to the Drivers' Championship classification in force before the start of the Event.

## **7) SUSPENSION OF THE SUPERPOLE**

- a) If the SuperPole is suspended and cannot be resumed, the starting grid for the Race shall be evaluated with the Qualifying Practice classification.
- b) In case both sessions are being suspended, the starting grid of the race shall be drawn up by distributing the cars along with the Drivers' Championship classification in force before the start of the Event.
- c) If the SuperPole can be resumed:
  - I. If more than 4 cars have already set a valid lap time, the SuperPole must restart with the n-th car exiting the pits.
  - II. If 4 or less cars have already set a valid lap time, any lap time set shall be withdrawn and the SuperPole must be repeated with new starting times communicated by Race Control.

## **8) DIFFERENT LOBBY SETTINGS**

- a) Ghosting should be enabled for every session.
- b) The SuperPole and the Race will both be held at night.