



Sporting Regulations Pro-League
Aged Open
Category: Senior Max
Version 1.8 / January 2024

GENERAL

AgainstAllOdds Esports owns the OnlineKartingLeague (OKL)

The OKL is an open Championship. AgainstAllOdds Esports reserves the right to exclude anyone from these competitions within reason. **(Drivers that were previously banned for poor sportsmanship and known troublemakers to ensure fair driving within the league)**

AgainstAllOdds Esports reserves the right to amend these regulations for fair and equitable competition.

All parties concerned undertake to apply and observe these rules governing the OKL.

The final text of these Sporting Regulations 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 a part of these Sporting Regulations.

If Supplementary Regulations are published, or announced in an official Drivers Briefing, prior to an event, the Supplementary Regulations will take precedence over these Sporting Regulations.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN

ELIGIBILITY TO PARTICIPATE:

To enter the subsequent race series, drivers are expected to hold the following:

- A valid AAO Esports Membership
- Own KartRacingPro
- An African resident
- A Valid MSA E-License – Until all countries have their own Motorsports e-licenses, we require drivers to use an MSA e-license.

TEAMS:

- The 2024 season will introduce teams. Any team that wants to participate in the Online Karting League Pro League will pay an entry fee. This fee goes towards a prize pool, covering some branding on each track and provide a private testing server for each team.
- Each team requires a minimum of 2 drivers at all times. Each driver will score towards the team championship. If 1 driver cannot make the race due to any unforeseen reason, the team can replace the driver with a registered reserve driver for the event.
- If we have more than 12 teams enter, an open time trial qualifier will take place to determine the 12 teams that race on race day. Time trials will be a week before the event.

Championship Structure:

The OKL season consists of 7 rounds, of which 5 score. Each competitor/team has 2 drop rounds for their lowest scoring round of the season.

NOTE: A DSQ cannot be scored as a drop round. This means if you have a DSQ against your name, you will drop 3 rounds.

If a driver gets a DSQ (the competitor's points will be dropped and only the 1 driver will score points).

SERVER ETIQUETTE

Drivers are under no circumstances allowed to use the chat function in KartRacingPro. This chat is for the Series Admin, Clark of Course & Stewards only. Failure to comply can result in a penalty.

RACE PROCEDURES

RACE STRUCTURE

Each race event runs as per below

30 minutes Practice, 20 minutes Qualifying, Pre-Final, Final. Total laps to be determined before each event.

Points will be allocated as follows based on finishing positions

Final:

25,22,20,18,16,14,12,10,8,7,6,5,4,3,2,1.

Pre-Final:

15,12,10,9,8,7,6,5,4,3,2,1

A finisher will be deemed to have completed more than 67% of race distance.

On Track Behavior

In Pro-League we aim to simulate real life. This means, if your kart is flipped in qualifying or during the race. You are retired from the session. There is no going “back to pits” and coming back out again.

It is not allowed to park the kart on track and click “Back to Pits” in an official practice, qualifying or race session, you need to be able to bring your kart back to the pits by driving it into pits.

You need to ensure enough fuel available to get back to the pits at the end of your session.

If a driver is found guilty of infringing any of the above mentioned, a penalty will be given to the guilty driver per infringement.

- 1st offence: Warning
- 2nd offence: 5 Place grid penalty
- 3rd offence: 10 Place grid penalty
- 4th offence: Round/Event exclusion

NOTE: Penalties above accumulate over the season, not per session

QUALIFYING PROCEDURE

- Qualifying = 20 minutes
- Pro league grid consists of 20 drivers, we will split these 20 drivers into 4 groups.
- Each group will go out separately. (Groups confirmed before qualifying)
- Each driver has 3 laps for qualifying. 1 Outlap + 2 Push laps

Failure to comply with the above mentioned qualifying rulesets, will result in a 2 place grid penalty. (Added to your overall placement at the end of the event)

STARTING PROCEDURE

Rolling Starts

OKL will utilize the KRP Standing Start system in the Pro League.

After lights go out, drivers start with 1 formation lap. The leader will bunch the pack up closer to the end of the lap (Drivers Briefing will indicate where, if not specified beforehand). The pack will head into double file formation and the leader will maintain a 30-40kph speed until he reaches the corridors.

The leader has control of the pack, the COC will have an onscreen message appear as GREEN, when this message disappears, and its greenlight and we go racing.

If the COC determines a false start, an onscreen message will appear as RESTART, another formation lap will take place with the original starting grid.

Due to the sensitive nature of the KRP Standing Start system, if a driver or drivers is DQ'd due to movement or lag, there will be three total attempts at a start. If a driver or drivers is DQ'd during the third attempt the race will continue without them.

If, during the first competition lap, more than 50% of the field has incidents that cause them to stop or become disabled the Clark of the Course may call for a Restart.

RESTART PROCEDURE

If the Clark of Course determine that a Restart is appropriate they will communicate to the drivers that there will be a **single-file** Restart.

Drivers should **immediately** stop and reorder, in original start positions, in **single file**, behind the pole driver. Once the Clark of Course determine that the order is correct the Clark of Course will release the field to start. The pole driver will control the pace from the point on the track that the Clark of Course release the field, into the starting/tram lane of the pole drivers choosing, and to the acceleration point. The pole driver must maintain a reduced and consistent pace from the restart release area until the acceleration point. All drivers must remain in the correct order, within ½ kart length of the kart ahead, until the acceleration point. Once the pole driver accelerates drivers must remain within the starting/tram line until THEY pass the start/finish line.

All laps completed during the Restart procedure will count toward the race distance. There will only be one Restart per race session. Damaged karts can NOT return to the pit lane and re-join the race session, so if your kart is damaged you will have to continue with damage or retire.

DRIVING STANDARDS

These Driving Standard will be in effect for all Official elements of the event(s)

TRACK LIMITS

Unless specified in Supplemental Regulations regarding a specific circuit, the outer edges of the white lines, when used, define the Track Limits. If the circuit or parts of the circuit do not feature a white line then the actual edge of the track surface defines the Track Limits.

Drivers must keep a minimum of two wheels on the Track Limits. Multiple or consistent breaches of the Track Limits may result in position penalties.

KART CONTROL

Drivers are at all times responsible to maintain control of their karts. The repetition of serious mistakes, or a consistent lack of control, such as exceeding the Track Limits or impeding other

drivers, may result in penalties, including immediate removal from the server and exclusion from future events.

If a kart leaves the racing surface (all-four-off) it is the drivers' responsibility to re-enter the racing surface in a safe manner that does not impede other drivers. Failure to adhere to this request may result in a penalty according to the severity of the impediment(s).

OVERTAKING

During any competitive element, a driver may use the full width of the track, as defined in the Track Limits. However, as soon as a driver is caught by another driver the leading driver is not allowed to swing side-to-side or make aggressive blocking maneuvers to impede a legal passing maneuver by the following driver.

Curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the Track Limits. Overtaking, according to the circumstances, may be accomplished either on the right or on the left. However, maneuvers designed to hinder other drivers, such as premature or dangerous changes of direction, deliberate crowding of a driver toward the inside or the outside Track Limits, or any other dangerous and deliberate maneuver designed to impede a legal passing maneuver may receive a penalty according to the severity of the infraction.

If a leading driver moves off the normal racing line to defend their position, they are not allowed to return to the normal racing line prior to the track element where they are defending. This will be defined as the "One Move Rule".

Any intentional obstructive maneuver carried out by a driver or a group of drivers, either having common interests or not, is prohibited, and will be penalized severely.

INCIDENTS

An "incident" is a fact or a series of facts involving one or several drivers who:

- Violated these Sporting Regulations
- Have not respected the Stewards
- Jumped the start
- Have caused one or several karts to take a false start
- Provoke the stopping / restarting of a race
- Have caused a collision
- Have forced another driver off the circuit
- Have illegally prevented a legal passing maneuver
- Have illegally impeded another driver during a passing maneuver
- Have caused a collision that affects the drop-down-bumper

The CoC & Stewards may use any means available to help make a decision regarding incidents.

PENALTIES

Penalties for incidents are determined by the gravity of the incident and the effects on the fairness of competition and the orderly conduct of the event. The CoC & Stewards will use the following definitions as a guideline for applying penalties to incidents:

CARELESS: Departing from the standard of a reasonably prudent, competent driver.
Penalties 1 - 10

RECKLESS: Performing an act or omission which creates an obvious and serious risk to others without due consideration of the consequences.
Penalties 2 - 14

DANGEROUS: Performing an act or omission which creates an obvious and serious risk to others with deliberate disregard of the consequences.
Penalties 12 - 14

1. Verbal Warning
2. Loss of practice or practice time
3. Docked one position
4. Docked two positions
5. Docked three positions
6. Docked all positions gained - plus one
7. Docked all positions gained - plus three
8. Offending driver to finish behind offended driver(s)
9. Moved to the rear of the field
10. Docked one lap
11. Disqualified from Official Practice, Qualifying, Qualifying Heat, Prefinal or Final. If Prefinal or Final, no points for Final
12. Suspension for one event, no points for the current event.
13. Suspension for more than one event, no points for the current event.
14. Suspension for the current season or next season, all points removed.

Nose Cone:

The black flag with the orange disc will NOT be shown to a driver if his nose cone is no longer in the correct position.

If an official reports that the nose cone on one or more karts is/was no longer in the correct position at the end of the race, in all situations a 5 second time penalty will be imposed automatically on the driver(s) concerned.

This penalty cannot be protested.

Nose cone in correct position:



Nose cone in incorrect position:



PENALTY CATALOGUE

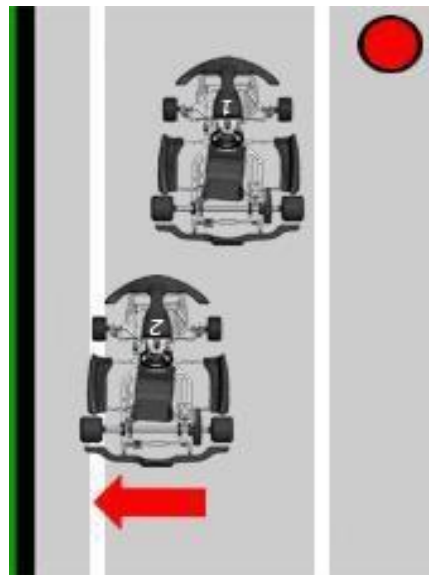
FALSE START (Type A) means Kart 2 leaves the marked corridor during launch phase with at least two tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.

PENALTY
3 seconds

FALSE START (Type B) means Kart 2 leaves the marked corridor during launch phase with at least four tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.

PENALTY

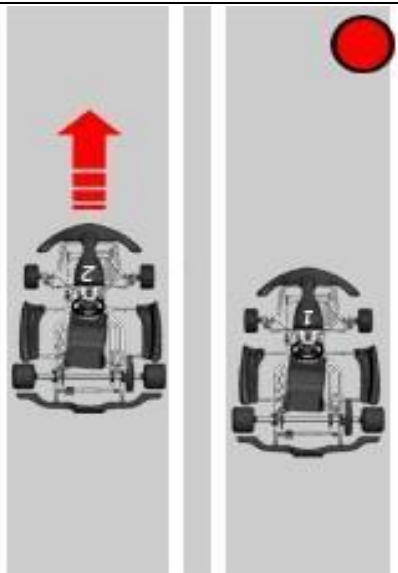
10 seconds



JUMP-START means that Kart 2 accelerates during launch phase leaving Kart 1 behind before start has been released. It is irrelevant if the start will be repeated afterwards.

PENALTY

5 seconds



CUT-IN means that Kart 1 constricts the drivable section towards the curve center forcing Kart 2 to leave the drivable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 must be at least 1/3 (front tyres next to side pod) next to Kart 1.

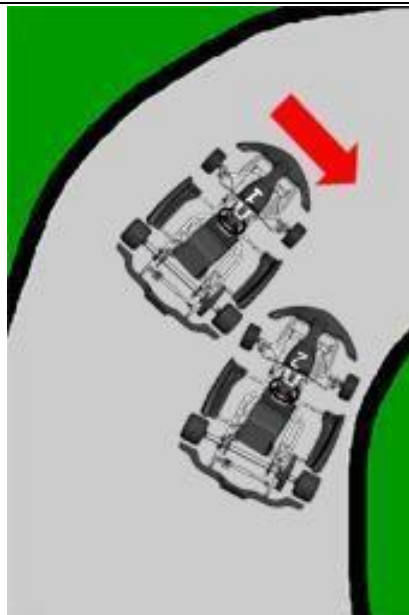
An advantage is at hand, if (either/or):

- Kart 2 suffers a position loss or drop-out.
- Kart 2 suffers a damage leading to a position loss or retirement within the same lap.

PENALTY

2 positions (No Advantage Gained)

5 positions (Advantage Gained)



EDGE-INTO means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough drivable section (including kerbs). It is irrelevant if Kart 2 is completely or partially next to Kart 1 or if Kart 2 is completely or partially off the track.

An advantage is at hand, if (either/or):

- Kart 2 wins a position.
- Kart 1 suffers a position loss or drop-out
- Kart 1 suffers a damage leading to a position loss or retirement within the same lap.

PENALTY

2 positions (No Advantage Gained)

5 positions (Advantage Gained)



PUSH-OUT means if Kart 1 constricts the drivable section towards the outside line forcing Kart 2 to leave the drivable section either partial or completely.

It is irrelevant if the Karts have touched each other or not.

A prerequisite is, however, that Kart 2 must be at least 1/3 (front tyres next to side pod) next to Kart 1.

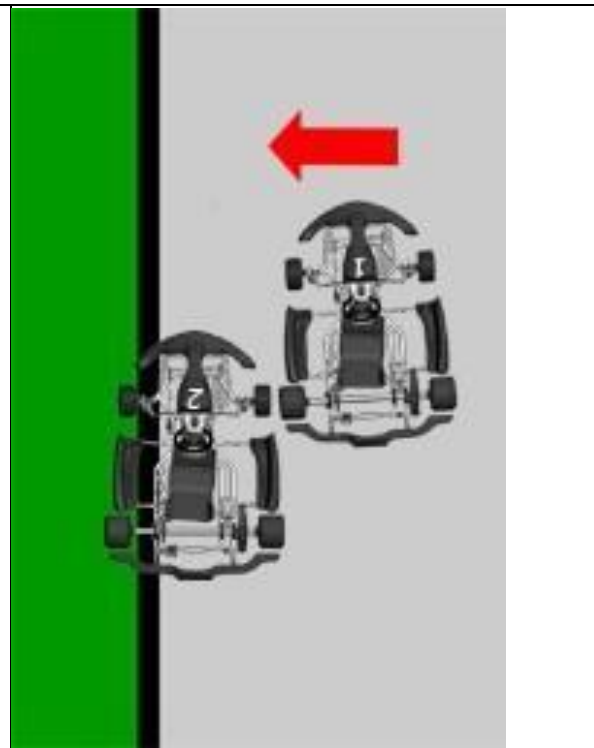
An advantage is at hand, if (either/or):

- Kart 1 wins a position.
- Kart 2 suffers a position loss or retirement
- Kart 2 suffers a damage leading in a position loss or retirement on the same lap.

PENALTY

2 positions (No Advantage Gained)

5 positions (Advantage Gained)



BUMP means that the front of Kart 2 touches the rear of Kart 1.

Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.

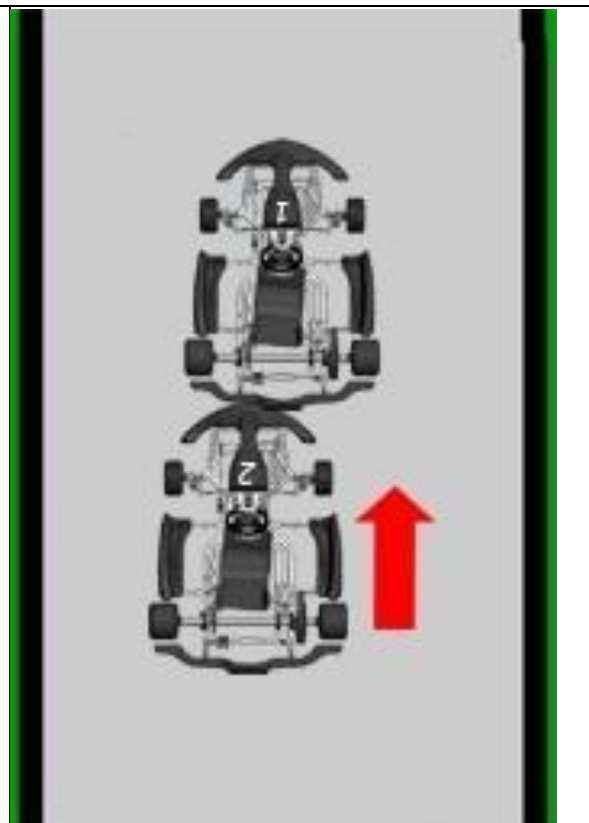
An advantage is at hand, if (either/or):

- Kart 2 wins a position, and the previous order cannot be restored within the same lap.
- Kart 1 suffers a position loss or retirement
- Kart 1 suffers a damage leading in a position loss or retirement within the same lap.

PENALTY

Warning (No Advantage Gained) Black / White flag for Unsportsmanlike behavior

5 positions (Advantage Gained)



SHORT-CUT means that Kart 2 leaves the track completely and returns to the track at a different section.

It is irrelevant why Kart 2 has left the track.

An advantage is at hand, if (either/or):

- Kart 2 wins a position or gains time which cannot be given back within the same lap.
- Kart 1 or any other is handicapped by the return of Kart 2.
- Kart 1 or any other suffers a position loss or retirement on the same lap by the return of Kart 2.

PENALTY

**Warning (No Advantage Gained)
Black / White flag for
Unsportsmanlike behavior**

5 positions (Advantage Gained)



ZIG-ZAG means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width.

It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.

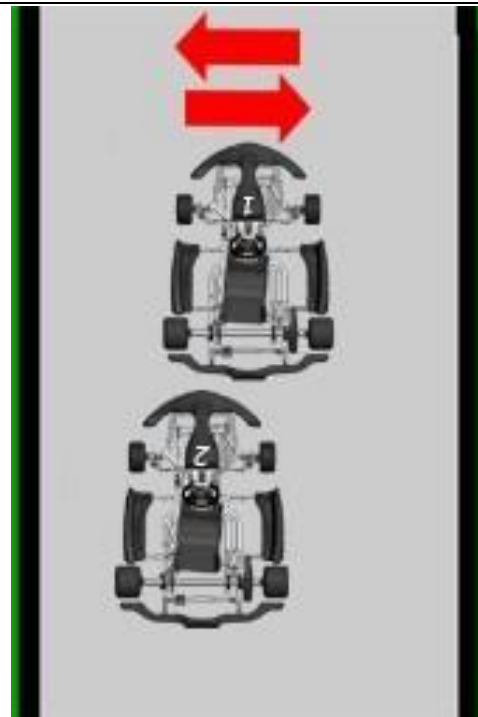
An advantage is at hand, if (either/or):

- Kart 1 acts more than once a time this way within the same race.

PENALTY

**Warning (No Advantage Gained) Black
/
White flag for Unsportsmanlike
behavior**

5 positions (Advantage Gained)

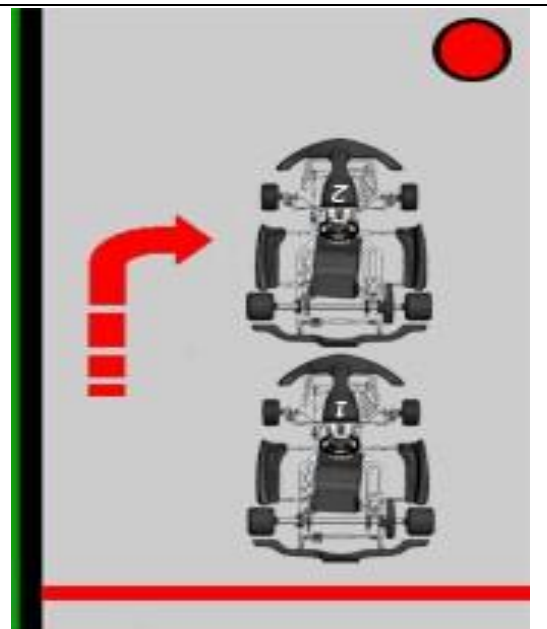


FORMATION FAULT is at hand, if Kart 2 improves its starting position unforced during the formation lap after having crossed the “red line”

(And before the start has been released).

PENALTY

5 second penalty



FLAG DISREGARD is at hand, if the driver does not carry out the flag instructions given by either the track personnel or clerk of the course.

It is irrelevant which flag is in question, why the flag has been disregarded or if the violation would have led to an advantage or not.

Typical examples of a flag disregard are:

- Overtaking under yellow flag (see diagram).

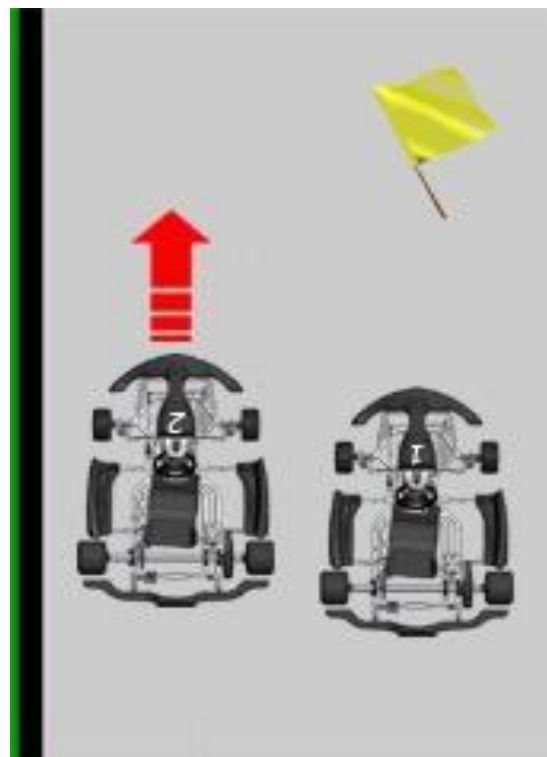
- Continuing the race after receipt of black/orange flag.

etc.

PENALTY

Race Exclusion

NOTE: This applies to all flags



d) **ADDITIONAL PENALTY SCHEDULE**

Additional penalty scale available to officials

DESCRIPTION	PENALTY
i Driving in a manner incompatible with general safety	10 seconds, Race or race meeting exclusion
ii Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
iii Abusive Language, Behaviour or Assault	Race or race meeting exclusion
iv Failure to attend Drivers' Briefing	Grid Penalty/DSQ from race/meeting
v Failure to obey an Official of the Meeting	Race or race meeting exclusion
vi Incorrectly positioned Nose Cone - race	5 Seconds penalty
vii Technical None compliance. Finishing the Qualifying, Race (Pre-Final + Final) with a body part missing. Nosecone, sidepods, rear bumper.	Qualifying=DSQ Race=exclusion

Penalties will be posted in the appropriate **#xxxxx-penalties** Channel in the KRP OKLA Discord server.

INCIDENT REVIEW REQUEST

If a driver feels they have suffered an incident caused by another driver that has impacted their event results they can request that the Stewards review the incident in the **#incident-review-request** channel on the KRP OKLA Discord server.

PENALTY APPEAL

If a driver feels that a penalty is not appropriate they will have 24 hours after the posting of the penalty to appeal the penalty in the **#penalty-appeal** channel on the KRP OKLA Discord server.

Absences, Abuse, Quitting & the Banned list

- If you join the OKLA league, you commit to our calendar and confirm you will do everything in your power to race.
- If for whatever reason a driver cannot compete, you need to give enough notice to an OKLA Admin to ensure we align a reserved driver and maintain grid capacity.
- OKLA Admin Team will monitor participation, if drivers do not show up without prior arrangements, a driver can be removed from the league and put on a Banned list.
- The banned list simply removes you from the league and future events, this does not cancel your AAO Membership, only league related events.
- Quitting/Rage quitting an event will not be tolerated, if for whatever reason a driver finds themselves unable to complete the race, please go to pits and wait for the next session to start if before a final. We do not tolerate drivers just quitting for no reason. Failure to comply can result in being added to the banned list.

MaxHUD

All drivers are required to install and utilize MaxHUD for all events. Specifically, this is required so that drivers use the “RADAR” function to increase situational awareness and reduce avoidable contacts.

It will be the responsibility of the Driver to confirm that their MaxHUD is installed and using it correctly.

At any time the Stewards can ask a driver to screen-share their game to confirm that they have it installed and the RADAR function is working. If the driver does not have MaxHUD installed and racing in the event will be docked 20 points from their OKLA Points total.

Kart/Suit/Helmet Paints

All Drivers are to use their own liveries, helmets, suit paints. You are permitted to use a factory kart livery, suit. Unless you have written permission from the owner of a specific helmet, you are not allowed to use any other competitor’s custom kit.

Failure to comply will result a penalty:

- 1st offence = warning
- 2nd offence = Championship points penalty = (10 points)
- 3rd offence = Ban from the league

We ask that drivers please stick to a kit for the season. Making one or two updates is not an issue, but we prefer the kit to stay close to the same for the season as this helps the production team identifying you. **(This is only a request, no penalty here)**