

# SRO E-Sport GT Series

## Championship 2020

### Sporting Code

All members are required to read and understand these rules before starting to race in the championship.

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#### **General Rules & Driver Conduct**

1. Drivers must use their full name in the race sims to participate in competition.
2. Maximum allowed ping is 100 to participate in competition. Drivers with higher ping or a spiky connection may be asked to leave the server or be removed from it by the event administrator or Race Director.
3. All drivers are expected to be ready to run at the designated time for official sessions.
4. Drivers are expected to have familiarity with the regulations of the championship, as well as the specific and relevant features and rules of the game platform used.
5. Drivers are expected to have read and understood the series-specific **Regulation, Driver Agreement** and **Drivers' Guide** documents.

6. It is solely the race admin's decision as to whether a session should be delayed or restarted for driver(s) to join the server.
7. All drivers should access and run on the test server prior to the event to ensure they are ready to compete.
8. The 'calling out' of other drivers/teams and/or using inflammatory language in forums, in any way on social media or during race communication is strictly forbidden and subject to penalties, probation or bans.
9. Assisting another competitor - who has run out of fuel or experienced a mechanical breakdown etc.- by pushing their vehicle is not allowed.
10. Bump drafting is also prohibited. It is an implicit requirement that drivers provide 'racing room' to each other.
11. Unsportsmanlike conduct is subject to penalties. Any driver attempting to wreck or intentionally ram another competitor may be banned from the session or even the series.
12. The oversight of these sessions is the responsibility of event administrators, Stewards and the Race Director. Administrators can report any misconduct to be reviewed by Stewards and the Race Director, which may lead to penalties or removal from the session and/or formal rebuke or ban.

### **Event Communication**

1. The race events will use the **SRO Championship 2020 Discord channel** for race administrators to communicate to drivers prior to and during events.
2. Drivers are obligated to join the Drivers' channel prior to each event, and recommended to stay in the channel throughout the duration of official sessions.
3. Race results will be communicated after each event. Detailed provisional results (excluding any post-session penalties) will be made available for analysis after each event.

### **Qualifying**

1. Drivers must achieve their fastest lap without exploiting external factors. Drivers are prohibited to gain an advantage by exploiting other players in the track, such as bump drafting or driving too close to opponents in front. Any driver doing so may receive a warning or even a penalty for the race session, including removal of the best lap time set or being forced to start at the back of the grid. Slipstreaming may be allowed only if the aforementioned factors are not violated.
2. Lap invalidation resulting from off-tracks are handled entirely by the game.
3. Drivers are strictly forbidden to stop on-track to teleport back to the garage. Teleporting to garage may only be allowed from exit routes and other tarmac off-track areas (not grass or gravel), where they cannot disrupt the qualifying of other drivers. Any transgression will be severely penalized by the Stewards, and repeated offenders may receive a formal rebuke or ban from the series.

4. Drivers on the outlap must let other drivers on their fast lap past by moving out of their way. The in-game blue flag system assists drivers in that. Ignoring the blue flag and holding up another driver on their fast lap may be penalized by the Stewards.
5. Exiting the pitlane must be done by exercising precaution in order not to disrupt the timed lap of other drivers. Crossing the white line, veering and jumping onto the ideal line are strictly prohibited and may result in severe penalty from the Stewards.
6. Approaching a driver on his/her fast lap and overtaking is forbidden. The driver behind must make sure there is ample space in front before starting the timed lap while predicting potential pace differences, so that he/she does not disrupt the qualifying lap of the car in front. Disturbing another driver on a fast lap from behind may be penalized by the Stewards and repeated offenders may receive a rebuke or ban from the series.

### **Race Starts**

1. Formation lap and race start procedures are handled by the in-game system. The start procedure will be explained in detail before every race session. Test sessions will provide opportunities for participants to practise and become familiar with the system. The game may hand out automatic Drive Through penalties for jumping the start or being out of position during the pre-green flag phase. Automatic penalties may be left in place or cleared at the discretion of the Stewards and the Race Director.
2. Tire and brake warming (accelerating and slowing abruptly or weaving) is prohibited in the pitlane and during the double-file phase of the formation lap. Tire and brake warming is permitted during the single-file phase of the formation lap. Drivers not adhering to this rule may be penalized by the Stewards during or after the session.
3. During the formation lap, opponent cars are ghosted (collisions are disabled). Collisions are re-enabled at the Green Flag, or when any car coupling is disengaged after the Green Flag.

### **Track Limits**

1. Track limits are determined by the game itself, utilizing the in-game warning and penalty system for infractions. More on this can be found in the ACC drivers' manual.
2. Pit entry/exit lanes are considered part of the racing surface for the cars on track, unless admins decide otherwise for certain track layouts. Drivers using the pits have to stay within pit entry/exit lane lines with all four wheels and are not allowed to cross over. Riding on the line will be acceptable and any penalty decision will be at the discretion of the stewards.
3. Going off track with all four wheels due to a mistake is considered part of racing. Repeated leaving the track at the same corner(s) may be deemed as gaining an advantage and a penalty may be given either by the in-game penalty system or the Stewards.
4. Gaining a position or gaining an advantage against a competitor or gaining track position (gaining time) by leaving the track in any way is against the rules regardless of any in-game penalty being handed out and may lead to penalties by the Stewards, unless the position is given back immediately or the driver slows down to compensate within the same lap.

## Flag Rules

1. Yellow flags are enforced and drivers need to respect a rule of "No passing when under yellow". Yellow flags are usually preceded by White Flags indicating a slow car. Drivers must be cautious and prepare for slowing down to avoid any incident ahead.
2. Ignoring yellow flags may result in a penalty decision at the discretion of the Stewards.
3. Blue flags follow the SRO regulation: it is advisory only, slow/lapped drivers do not have to pull aside, they can stay on their line.
4. A blue-flagged driver is not allowed to defend his track position against the lapping car and should stay on his/her line. Intentionally holding up or defending against a lapping car may result in a penalty or even disqualification by the live Stewards. Drivers about to be lapped should be predictable in their actions and not make sudden changes of direction or track position.
5. Lapped drivers are allowed to unlap themselves as long as they can pull away after passing the driver that has a lap advantage.
6. Black/Orange (meatball) flags might be shown when a player has excessive damage. Not responding to the warning and staying out on track may result in Disqualification by the game or the Stewards.

## Passing & On-track Behavior

1. The driver in front has the right to choose any line at any section of the track. The driver in front loses this right when an overtaking driver brings their front wheel to line up with the other driver's head. At this point drivers are in "side-by-side" position and both have to give each other at least 1 car's width room.
2. Defending is allowed and accepted as one reactionary move by the driver in front. They are not allowed to defend if there is any overlap between cars. Note that following a racing line into a corner is not considered defending (unless cars are deemed side-by-side).
3. Both the passing driver and the driver in front are responsible for fair racing during the pass. It is the passing driver's responsibility to choose a safe timing for the pass.
4. Passing attempts when going into a turn is where most incidents happen. The preferred racing line through most corners is usually very narrow and sometimes it will be impossible for two cars to negotiate tight corners side-by-side at full speed. For each corner, the right to the preferred racing line is decided at the turn-in point. A driver attempting to pass at corner entry has to be in a side-by-side position at the turn-in point to have a right to enter the corner side-by-side. If not, they must back off and give way to the driver up front.
5. Dive-bombing should be avoided and is subject to a penalty. If the attempting driver was out of control and causes contact, or time loss to another driver, any applied penalty may be harsher than normal.
6. Brake checking, unnecessary slowing through a corner, punting, bump-passing, cutting-off or chopping are all deliberate actions whether there is contact or not, are not permitted and will be subject to penalty.
7. Blocking is not allowed and subject to a penalty.

8. Weaving to break a draft is considered blocking.
9. Out-of-control or spinning drivers should lock their brakes to make it easier for other drivers to predict their movements. After a spin, the driver must keep the brakes pressed to make sure the car does not roll forward or back in order to not create an unpredictable situation for cars passing by.
10. Drivers who go off track limits but can keep their cars under control should slow down or wait for traffic to clear and rejoin in a safe manner.
11. Flashing of lights are permitted to alert the driver ahead you are about to pass or driver ahead will give way to help the pass. It cannot be more than 3 repeat flashes.

## **Incident Reviews & Penalties**

1. Official Race sessions will be reviewed by race Stewards live in conjunction with the Race Director.
2. Reviews will be conducted by a minimum of two Stewards and the Race Director. Warning/penalty decisions will be issued by the Race Director.
3. Live Race Director or Steward(s) will have authority to assign in-session penalties.
4. Penalty criteria is as follows:
  - Unavoidable contact or action: Racing incident, no penalty.
  - Avoidable contact or action: Warning, TP (Post-Race Time Penalty), DT (Drive Thru Penalty), SG (Stop and Go Penalty - 0 to 60 seconds in length), DQ (Disqualification from results)
  - Unsportsmanlike conduct or any other misdemeanor: Warning, Disqualification or Ban from the series determined by the Administrators and the Race Director.
5. Serving penalties: In-session penalties (DT or SG) must be served during the course of the race with the exception of penalties handed out during the final lap.
6. Receiving a DT or SG penalty in the final lap will add an appropriate time penalty to the driver's final result, depending on severity of the penalty (80 to 180 seconds).
7. Post-race time penalties (TP) may be handed out during the race session if deemed necessary by the Stewards in conjunction with the Race Director.
8. Race Control will post warnings or other messages via the chat message window during the race.
9. Other penalties given by live stewards and the game itself will be displayed as RCTRL messages at bottom or right-hand side of your screen (DT, SG, TP) once assigned.
10. If a driver makes an avoidable contact and causes another driver to spin, lose positions or sustain heavy damage, the offending driver can expect a DT as a minimum.
11. Repeat offenders will receive SG penalties with gradual severity.
12. Stewards will exercise reasonable judgement at all times and particularly when reviewing light contacts, taps, bumps.
13. The Stewards will note and review all incidents noted during each session. During a race, priority will be given to incidents involving cars in the first 15 positions, however all incidents noted will be reviewed either during or after each race. Any incident brought to the attention of the Stewards using an incident report submitted via the post-race Protest system will be reviewed as soon as possible but after the Stewards have completed their review of incidents

noted during a race. Incidents not filed via the Protest system may not be reviewed by the Stewards.

14. Incidents where insufficient time or evidence prevents an in-session penalty to be handed out will be dealt with and communicated after the race. Post-session penalties may be post-race time penalties, disqualification from the race results or even ban from the series.
15. The final results may be issued only after the Stewards have reviewed all incidents and applied the corresponding penalties. The final results will include the effective order should any post-race penalty be handed out by Race Direction.

## **Protests**

1. Participants may be allowed to file protests up to 30 minutes after the race session is concluded. A text channel on the SRO E-Sport Championship Discord server named "Protests" will be open in that time and participants may submit their protests in the following format:  
*Car #*  
*Opponent car(s) #:*  
*Lap #:*  
*Turn #:*  
*Short description of the incident:*
2. A message will be posted by an Administrator confirming the start time of the Protest window (the time that the race ended). A further message will be posted to confirm the closure of the 30 minute window. Protests not sent in the timeframe specified will not be accepted and looked at.
3. Protests sent in the wrong format or incomplete may be discarded by the Stewards regardless of the adequacy of their content.
4. Participants misusing the Protests channel by needless chatting, flaming and calling out other drivers will result in a penalty or even disqualification from the event/series.

## **Warnings and BWP**

1. Penalties issued by the Stewards during the official sessions will lead to Behavioural Warning Points (BWP) that accumulate as the events progress.
2. Once a driver reaches 12 BWP, he/she will not be permitted to participate in the event following the event where the last penalty was issued. The points will clear for the subsequent event.
3. A driver reaching 12 points more than once during the championship will be disqualified from the series.
4. Track limits warnings and penalties, pitlane speeding penalties and disqualification issued by the game itself are not included in the BWP system and will not result in BWP, unless the Stewards feel it necessary to duplicate the warning or penalty with one issued by Race Direction to make it count towards BWP.

5. If a driver who would be eligible to participate in the Grand Finale event based on his/her championship points exceeds the 12 BPW after the 5th round of the championship, he may not participate in the Grand Finale event, giving his slot in the Grand Finale event to the next driver in the standings.
6. Beyond granting a BWP, warnings issued during qualifying are accumulative to the series. Violating qualifying rules for a second time in the series will lead to a grid penalty deemed appropriate by Race Direction.
7. BWP of each driver with more than 0 will be displayed in the official final results issued by the Organizer.
8. BWP points are as follows:

Race DQ - 8 points

SG30 - 6 points

SG20 - 5 points

SG10 - 4 points

DT - 3 points

Warning - 2 points

9. For each race in which the driver participates but gains no additional Behaviour Warning Points, two points will be deducted. Negative scores will not be taken into account.

### **Additional Rules for On-server Behaviour**

1. In-game CHAT window must be enabled for all official test and event sessions in the game's UI settings. The organizers will not accept any complaints resulting from missing messages due to the option being disabled.
2. No in-game text chatting is permitted during Qualifying and Race. Players not complying to this rule may be warned or penalized during or after the session. Repeated offenders may receive a penalty affecting his or her race result or standings in the series or even a ban from the championship.

### **Definitions**

**Overlap:** Is defined as any part of the car behind overlapping (lining up) with any part of the car in front.

**Turn-in Point:** Is defined as the point where the driver starts to turn into the corner entry. It can be observed with steering input of the driver. Determining a turn-in point will be at the discretion of race stewards.

**Dive-Bombing:** A driver who is following another driver up close, suddenly peels off and dives on the inside unexpectedly at corner entry (past turn-in point). It is prone to contact and is ill-advised.

**Blocking:** Changing racing line more than once as defensive maneuver.