

-This tread contains all of the rules that apply to racing in European Racing Organisation leagues. Our rules are in place to enforce clean and fair racing in the leagues, and these must be respected and followed by all drivers. This thread will also include our stewarding guidelines and & an explanation of the license point system used.

-Sections marked with "S+paragraph" stand for stewarding, and will show what kind of frameworks the stewards will follow in case a driver is found at fault for breaching the rules in currending paragraph.

Table of contents

1. Qualifying etiquette
S1: Stewards guidelines on qualifying incidents
2. Formation lap etiquette
S2: Stewards guidelines on formation lap incidents
3. Racing guidelines
S3: Stewards guidelines on collisions and racing rules
4. Track limits in races & appealing time penalties
S4: Stewards guidelines on track limit and time penalty removals
5. Jump starts
S5: Stewards guidelines on jump starts
6. Safety car and VSC
S6: Stewards guidelines on SC/VSC situations
7. Misceallenous
S7: Other stewarding guidelines

1. Qualifying etiquette

1A: In qualifying, its your own responsibility to find free space on the track when starting a flying lap. A car on a flying lap does not have to yield for a faster car approaching from behind. If you are on in-lap, out-lap, aborted or invalidated lap, you are expected to get out of the way of cars on flying laps without hindering their lap

1B: It's not permitted to retire from the session whiler you are out on track, as this may cause your AI car to park on or next to the track and hinder or distract other drivers. If you wish to retire from the session , you must do so while in the garage.

1C: Corner cuts and track extensions on qualifying laps are not allowed. if you accidentalaly do so, you are expected to lift off enough so it clearly negates any advantage gained.

1D: In qualifying, it's not permitted to cut or miss sections of track at any time, including on in-laps and out-laps. Doing so to gain an advantage or save time will be penalised.

1F: Drivers are expected to adhere in qualifying bans whether they feel those were handed out fairly or not. This can be classed as either setting a lap time, assisting another driver, or obstructing any other driver. The driver is only allowed to do one out/inlap to make sure their setup is loaded for the race, preferably early in the session to ensure the driver is not on track when somebody else is on a hotlap. They are not permitted to do multiple out/in laps or start a timed lap.

S1A: Blocking

- Minor: 1 Licence point
- Major: Qualifying ban+1 licence point
- Causing a collision that results in a DNF or damage: Qualifying ban+2 licence points

S1B: Retiring on track in qualifying

- First offence: Warning
- Second offence: 1 licence point
- Third offence: Qualifying ban for next the round+1 licence point

S1C: Corner cutting on qualifying laps

- 1 minor cut: 1 licence point
- 3 minor cuts/1 major cut: 2 licence points & quali ban for the next round

S1D: Corner cutting on in/out-laps

- 1 major cut: 1 licence point
- 2 major cuts: 2 licence points & quali ban for the next round

S1E: Intentional DSQ/DNF in qualifying

- Qualifying ban+1 licence point

S1F: Ignoring qualifying bans

- Multiple outlaps/inlaps with no time lap set: The driver still has their quali ban for the next round.

-Setting a lap time or giving slipstream/any other kind of advantage/disadvantage to other drivers: DSQ from the race results+2 licence points+an additional quali ban on top of their still unserved on for 2 in total.

-If the qualifying ban is ignored in the next race, the drivers position in the league will be put under review with very likely dismissal from the season as a result. A permanent ban or timed blacklist may be applied as well.

2: Formation Lap-etiquette

2A: All drivers are required to complete the formation lap. It is not allowed to skip the formation lap by intentionally driving in a manner that sends you back to the grid. The drivers are expected to maintain their grid position when possible. If you've had a spin and went further back in the field, maintain that new position for the duration of the formation lap. There is no need to go overtaking to get back to your initial position.

2B: At the start of the formation lap, please do not move away from your grid slot until every car of you have started moving.

2C: During the formation lap, do not drive dangerously by weaving excessively or suddenly slowing down in front of someone. Keep a safe distance to the car ahead, but without creating an unnaturally big gap in the queue.

S2A & S2B: Skipping the formation lap & overtaking

-1 Licence point if someone is found at fault for not adhering to any of the guidelines 2A or 2B.

S2C: Dangerous/erratic driving

-1 licence point for driving dangerously/unsportingly.

-2 licence points for clearly at fault for causing a collision with no mitigating factors.

3: Racing guidelines

-Race cleanly at all times. No contact should occur between cars on track, and as a driver you are required to do your best to prevent this from happening. Accidents can happen, but if you are at fault for causing a collision, and this is reported to the stewards, then you will be penalised.

-It is important to have good awareness of where other cars are around you on track, so taking extra care is vital both at the start of a race and in battles.

3A: Don't be too aggressive when trying to overtake. As the chasing car, it is generally your responsibility to complete the overtake in a clean manner.

3B: Do not force another car that is sufficiently alongside yours off the track. On straights, any overlap between the cars is deemed as sufficiently alongside. Being "sufficiently alongside" to warrant being left room through corners will be judged as having the car's front wheels being alongside the other car's rear wheels. If the other car is alongside you when going into a corner, or exiting the corner, you must adjust your line to not force the other car off the track.

3C: Movement in the braking zone is not allowed as this can easily cause incidents, or force other drivers into taking avoiding action. Choose a line going into a braking zone, and follow that line until you reach your turn-in point.

3D: On straight, if another driver has any part of their car alongside your car, you must respect their position on the track and avoid making any sudden movement into the other car.

3E: Weaving and blocking is not allowed. When defending from an attacking car you are allowed one defensive move. Choose a line to defend and stick to it, and ensure the car behind has time to react your defensive move.

3F: Weaving in order to break the slipstream is not allowed even if the car behind isn't close enough to go for an overtake. The car ahead is not allowed to move across more than 2 times.

3G: Rejoin the track safely. If you spin off the track while other cars are close behind, make sure to wait with rejoining the track until it is safe to do so. As a suggestion, use the mini-map to ensure that no cars are close by when you rejoin. Please do not take risk of trusting the game to ghost your car while recovering, as the ghosting system may not always work as intended. If you end up sideways or backwards on the track, stay still until any oncoming cars have gone past. It is far easier to avoid a stationary obstacle.

3H: Driving in a dangerous or unsporting manner in order to fain the use of DRS in the race is not allowed and may be penalised retrospectively. This kind of driving includes – but is not limited to – violently decelerating and/or steering wheel when clearly in front of the following car, or deliberately letting another car go past for the purpose of ensuring DRS activation.

S3A: Causing a collision

Collisions will be classed as minor, moderate or major based mainly on the outcome for the affected car(s).

Minor=A collision that causes a small loss of time or position or very light damage. Moderate=A collision that results in noticeable damage, time loss or several positions lost. Major=A collision that causes a DNF, heavy damage or affects multiple cars.

- Minor: 5 second time penalty+0-1 license points, equivalent to a 5-sec stop-go.
- Moderate: 10 second time penalty+1-2 license points, equivalent to a 10-sec stop-go
- Major: 20 second time penalty+2-4 license points, roughly equivalent to a drive-through

Note that this is just a general framework for assessing an incident. It's the starting point for the decision, but the stewards may "downgrade" or "upgrade" certain penalties based on the incidents at hand, if they feel like there are mitigating factors or if they feel a "minor" transgression had a moderate outcome for example.

S3B: Unsportmanlike or dangerous driving

This includes but isn't limited to: Weaving, multiple defensive moves, moving under braking, overly aggressive divebombs, dangerous rejoins, purposely taking out braking boards and so on. Anything outside of the rules of racing to either gain an advantage or that may easily cause a collision but didn't thanks to awareness shown/avoiding action taken by another driver.

- Minor: 5 second time penalty or 1 licence point
- Major: 10 second time penalty+1-2 licence points

S3C: Intentional take-outs or take-out attempts

Anything deemed intentional will be handled separately outside of licence points and general rules. Licence points reset at the end of a season, these strikes do not. A 2nd offence of this kind will lead to a blacklisting, either permanent or timed. A 1st offence will lead to an automatic DSQ from the race it happened in and further punishment in the form of race band/timed suspensions. An instant ban isn't out of the question for a 1st offence either at the stewards and admins discretion.

S3D: Collisions with lag or desync involved

- If a crash is caused by a lag: No further action if a driver is deemed not at fault from their own POV, or if lag/desync appears to be a major contributing factor in the reporting POV.
- In case of consistent lag issues with a particular driver:
Warning/recommendation to the driver to improve their connection at the time of races.
- If the issue continues: Stewards will notify and correlate with admins/coordinators who will have the final say on appropriate measures.

4: Track limits in races and time penalties

4A: Stay within the track boundaries with at least two tyres at all times. The track boundaries are defined by the white lines, not the kerbs. The white lines are deemed part of the track to gain an

advantage isn't allowed. Drivers found to be breaking this rule will be penalised after the race if reported.

4B: Misjudgements of corners can happen, but if you gain an advantage by going outside of the track limits you're expected to back off to an extent that clearly negates any advantage gained.

4C: If you make an overtake or successful defence of a position without staying on track and gaining an advantage, or thanks to cutting a corner/extending track limits, you're expected to give back the position. This means going back fully behind the other car. If the game awards you a penalty for the overtake, you may carry on as normal and take the penalty or give the position back within the allotted time to avoid it.

4D: If you feel that the game has awarded you a time penalty unfairly, you can apply for a penalty removal through the incident reporting thread. Compensation for unfair drive throughs or served stop-go penalties will not be possible, as this affects your position on the track during the race.

4E: If you feel the game has unfairly DSQd you from the race, you can report it to the stewards with the footage of the reason for the DSQ. If the stewards feel the DSQ was fair, it will remain. If it's deemed unfair or due to a glitch, you'll be classified as the last finisher and score points for that position.

4F: Stay within the white line when entering and exiting the pit lane. If you do not stay within the lines at all times with all 4 tyres on entry/exit, it will be penalised.

4G: It is not allowed to pause the game in order to have the AI perform the pit entry for you.

S4A, B, C: Abusing track limits

- 1 corner/track extension: 1 warning as per the game own system.
- 3 warnings: 3 second time penalty as per the games own system.
- Severe/consistent abuse of track limits: More severe time penalties+possible DSQ or licence points.
- Overtaking/defending position through gaining an advantage by going off-track: 5-second time penalty, as per the games own system.

S4D: Time penalty removals

- Direct 3, 5 & 10 second time penalties for corner cutting or causing a collision can be removed if footage is provided and the stewards deem the penalty unfair.
- Warnings can also be removed, but require both footage of the incidents & a screenshot of the race director showing the full amount of warnings received.
- Only unserved stop-go penalties can be removed. Served stop-gos and drive-throughs can not.
- Russia: There has been an issue with the game handing out warnings/penalties incorrectly on entry. These will be removed if the penalty is deemed unfair by the stewards, unless it's a stop-go penalty that has been served.
- The above will apply to any track with similar game issues on pit entries as well.

S4E: DSQ removals

- DSQs for accumulating too many time penalties will most likely stand due to the large amount of track extensions/cuts that need to be accumulated.
- Any other kind of DSQ will be dealt with on a case-by-case basis.

S4F: Pit entry & exit

- Incorrect pit entry or exit: 1 licence point
- Incorrect pit entry or exit where an advantage is gained, or the move is deemed dangerous: 5 second time penalty+1 licence point.
- Incorrect pit entry or exit that causes a collision: Appropriate collision penalty will be applied+1 licence point for the incorrect entry/exit.

S4G:

- Pausing the game to let AI handle the pit entry: 5 second time penalty for unsportsmanlike driving.

5: Jump starts

5A: If you move off the grid before the red lights go out, the game will award you with a drive-through penalty. This is fine. If you do make a jump-start, you are expected to take the safest course of action you deem fit. That will depend at what stage you jumped the start. Many jump starts will take place when all 5 lights are lit up and the driver will go a fraction before the lights go out, the driver should just continue in position until the end of the lap. If the jump start happens several seconds after the lights go out, the driver may either wait for the proper start, or keep going with other cars being stationary. If they carry on it is their responsibility not to make contact with or hinder other drivers.

S5A: Jump starts

- Contact is made with no negative effects to the other car: Warning or 1 licence point.
- Damage/other detrimental effect is caused to another car:-Normal collision penalty+1 licence point

6: Safety car & VSC

6A: During a virtual safety car, or while catching up the train during a safety car period, you must not exceed the delta time indicated by the game.

6B: If you are the lead car and driving to catch up to the safety car, take caution when approaching it, as it'll be moving slower than normal to allow you to catch up. Approach it slowly and then the safety car should pick up its speed. Make sure you keep a safe distance to the safety car to avoid potentially

hitting it if lag or other inconsistencies occur, as this may lead to the game disqualifying you from the race.

6C: As the leader of the pack following the safety car, don't intentionally slow the pack down to a dangerously low speed. This also applies to cars further down the queue, do not slow down overly much to create an unnaturally big gap in the queue. These rules apply to VSC restarts as well if several cars are in close proximity.

6D: While in the safety car queue, don't drive dangerously by weaving suddenly or slowing down in front of someone. Keep a safe distance to the car ahead, without creating unnaturally big gap in the queue.

6E: No overtaking should happen under safety car conditions, even if the car ahead of you is a ghost car driven by the AI, or a lapped car. This is to avoid problems with illegal overtake-penalties and similar issues that could occur. Drivers will be held responsible for their cars actions if they are AI during the safety car and create an unnaturally big gap or cause any issues, and may be penalized after the race. Lapped cars in the middle of safety car cues are expected to pull off the racing line on the main straight at the safety car restart to allow all cars on the lead lap through. This is to avoid a chaotic race situation where no one really knows who they're actually racing for position while the pack will be very bunched up. This is doubly important in narrow street circuits such as Monaco where it'll be important that everyone knows what they're expected to do if this happens.

6F: It is prohibited to park or crash your car on purpose to initiate a safety car or VSC. Anyone found to have deliberately crashed out or retired their car on track will be penalised, regardless of if they were successful in their attempt to cause a SC/VSC.

S6C, D, F: Safety car/VSC

- Unsportsmanlike driving under SC/VSC, minor: 5 second time penalty+1 licence point.
- Unsportsmanlike driving under SC/VSC, major: 10 second time penalty+2 licence points.
- Dangerous driving under SC/VSC without causing a collision: 5 second time penalty+1 licence point.
- Dangerous driving under SC/VSC causing a collision: Normal collision penalty+1 licence point.
- Intentionally attempting to initiate a SC/VSC: Qualifying ban for next round+4 licence points.

7: Miscellaneous rules & etiquette

7A: Being lapped. When being lapped you're expected to the leaders through safely and without time-loss. The new ghosting system during lapping may cause blue flags not to appear, so it's your responsibility to be aware of the race situation. Despite the ghosting you are expected to treat the lapping in a normal/traditional way, slowing down off the racing line to allow the lead car through. Don't carry on at normal race-pace and expect the car on the lead lap to drive through your ghosted car.

7B: If you are going faster than a car that has lapped you, do not attempt to unlap yourself unless it is safe to do so and doesn't hinder the car in front.

7C: Do not keep driving "inside" of a car that is a lap ahead as it will disturb the both of you. If you can't unlap yourself, tuck in behind the car on the lead lap at a reasonable distance.

7D: Tyre rules. You must use 2 different tyre compounds in dry races. If either of the two wet tyres are used at any time in the race, the two above rules become invalid. There are no mandatory pit stops in wet races. Don't use wet or intermediate tyres in clearly dry conditions and vice versa as this will be considered dangerous driving and may be penalized. In case of a lobby restart after qualifying, drivers inside the top 10 must choose to start on the compound they qualified on unless the race start has different weather than the qualifying had.

7E: Pausing the game. We advise against pausing the game whilst out on track as this may cause dangerous situations/incidents and you will be held fully responsible for any incidents will be penalized normally as if you were driving the car, both for qualifying, formation lap & racing situations.

7F: Quitting the race. Deliberately retiring your car is discouraged as we would prefer all drivers to keep going to the end of the race when possible. If you do have to retire your car from the race for any reason, please don't do so in the pits as this can cause an issue with pit-stops for other drivers after you've retired. Find the safest place to park the car and retire there instead. As with pausing the game, you will be held responsible for any incidents your AI causes.

7G: Do not use reset to track function, as this can cause incidents/dangerous situations either directly or indirectly

7H: Cars having covered 90% or more of the number of laps covered by the winner, will be classified. If they finish 90% of the race & DNF or DSC after, they will receive full points for whatever position they finished in. Only scenario where this won't be applied is if a driver gets DSQd from the session, as they will receive no points.

7I: Due to a "ghosting glitch" in the game, where a car is ghosted on one screen and not the other, drivers are expected to race any ghosted cars normally and as they would a solid car. Normal collision penalties apply for incidents in these situations, even if there's no actual contact on one driver's screen. Driving through people is not racing, which is why we've added this rule.

S7A, B, C: Rules for being lapped & unlapping yourself

- Obstructing a driver on the lead lap, minor: 5 second time penalty+1 licence point.
- Obstructing a driver on the lead lap, major: 10 second time penalty+2 licence points.
- Severely obstructing a driver on the lead lap=DSQ from the race results+2 licence points, possible further sanctions at the stewards discretion.
- Unsafely unlapping yourself: 5 or 10 second time penalty+1 licence point.
- Unsafely unlapping yourself and causing a collision: DSQ from the race results+2 licence points.

S7D: Tyre rules

- The game should hand out DSQs for failing to use 2 different tyre compounds. If not, you will be DSQd post-race by the stewards.
- Using a tyre compound clearly unsuited for the race conditions without a reasonable reason: 5 second time penalty+1 licence point.
- The above+causing a collision: Normal collision penalty+2licence points. In severe cases the rules for intent at S3C could be used.
- Accidental failure to start on the required compound with no strategical advantage gained: 1 licence point.
- Intentional failure to start on the required compound/accidental with a strategical advantage gained: DSQ from the race results.

S7F: Intentional DNF from race

- Dangerous situation caused/hindering other drivers: 1 to 2 licence points
- Causing a collision: Normal collision penalties apply+2 licence points.

S7G: Using the reset to track-button

- Resetting to track dangerously or gaining an advantage: 5 second time penalty+1 licence point.
- Resetting to track causing an accident: Applicable collision penalties+1 licence point.