

HKEMC

SPRINT

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SPORTING CODE



1. General Rules & Driver Conduct

- 1.1. Drivers must use their full name in the game in order to participate in the competition.
- 1.2. To participate in the competition, the maximum allowed ping is 150ms.
- 1.3. Drivers with higher ping or a spiky connection may be asked to leave the server or may be removed from it by the event administrator or Race Director.
- 1.4. All Drivers are expected to be ready to race at the designated time for official sessions.
- 1.5. 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.
- 1.6. Drivers are expected to have read and understood the General Regulations
- 1.7. Only the race admins will decide whether a session should be delayed or restarted.
- 1.8. It is not allowed to push the vehicle of another competitor to assist him/her in case he/she has run out of fuel or experienced a mechanical breakdown etc..
- 1.9. Bump drafting is also prohibited. Drivers shall provide racing room to each other.
- 1.10. Unsportsmanlike conduct is subject to penalties. Any Driver attempting to wreck or intentionally ram another competitor may be banned from the session or even from the all ARC Motorsport Esports Events.
- 1.11. Event Administrators, Stewards and the Race Director will oversee the sessions. Administrators can report any misconduct to be reviewed by Stewards and the Race Director, and may lead to penalties or removal from the session and/or formal rebuke or ban.

2. Race Start

- 2.1. Formation lap and race start procedures are handled by the in-game system. Test sessions will provide opportunities for participants to practice and become familiar with the system. The game may hand out automatic penalties for jumping the start or being out of position during the pre-green flag phase.
- 2.2. 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.

3. Track Limits

3.1. Track limits are determined by the game itself, utilising the in-game warning and penalty system for infractions.

3.2. Going off of the track with all four wheels due to a mistake is considered part of racing. Repeatedly 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.

3.3. 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 that may be handed out, and the Stewards may apply penalties because of that. Drivers are not required to give back the position during the race as there will not be any live stewarding. Penalties will be applied to the driver at fault according to the amount of advantage gained.

4. Flag Rules

4.1. Yellow flags are enforced and Drivers must respect the “No passing when under yellow” rule. Drivers must be cautious and prepare for slowing down to avoid any incident ahead.

4.2. If any Driver ignores yellow flags, it is within the Stewards discretion to apply a penalty. Drivers not respecting yellow flags and causing additional incidents may receive a severe penalty from the Stewards.

4.3. Blue flags are advisory, slow/lapped Drivers can stay on their line but must facilitate the lapping car by lifting to make sure they reduce the time lost to the faster car. Blue flag rules may be enforced more strictly in shorter Sprint races, where time loss may be more crucial to the faster cars.

4.4. A blue-flagged Driver is not allowed to defend his track position against the lapping car and he/she should stay on his/her line. Intentionally holding up or defending against a lapping car may determine the application of a penalty or even the disqualification of the Driver by the Stewards. Drivers about to be lapped have to behave in a predictable way without sudden changes of direction.

4.5. Lapped drivers are allowed to unlap themselves, as long as they can pull away after passing the Driver that has a lap advantage. Lead drivers can defend against a lapped driver as needed, but a lapped driver can receive penalties from race control if they are not fast enough to get away from the lead driver and are deemed to be interfering.

4.6. 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;

4.7. In the event of server stability issues, a Red Flag may be called. Red Flag rules apply as follows:

4.7.1 Drivers must follow the instructions issued by Race Control via the in-game chat and on the ARC Community Discord Chat rooms:

4.7.2. If the pit-window has not opened before the Red Flag is called, the race will be restarted;

4.7.3. If the pit-window is open when the Red Flag is called, then 50% points will be assigned and positions will be decided by the last lap before the pit-window opened;

4.7.4. If the pit-window has closed before the Red Flag is called, the race will not restart and the result taken from the standings of the last lap completed by the leader with 100% of the available points;

4.7.5. In case of a race restart, the race duration will be reduced according to the race time already completed by the leader on the lap before the Red Flag;

4.7.6. In case of a race restart, the grid order is determined by driver positions at the end of the last full lap completed by the leader before the Red Flag;

4.7.7 In case of a race restart, Drivers that have retired from the race will not be allowed to return to the race.

5. On Track Behaviour

5.1. 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 rear wheel. At this point drivers are in a "side-by-side" or "overlap" position, and they both have to give each other at least 1 car's width of room.

5.2. Defending is allowed and accepted as a reaction by the Driver in front. It is not allowed to defend if there is any overlap between cars.

5.3. 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.

5.4. Dive-bombing without establishing sufficient overlap before the turn-in point should be avoided and may be subject to a penalty. If the attempting Driver gets out of control and causes contact, or time loss to another Driver, the penalties applied may be harsher than normal.

5.5. Brake checking, punting, bump-passing, moving under braking, whether there is contact or not, are not permitted and will be subject to penalty.

5.6. Before entering a braking zone, drivers should be committed to their line for the corner, and should not deviate from that line while defending against another car.

5.7. Out-of-control or spinning Drivers should hold 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 backward in order to not create an unpredictable situation for cars passing by. Rolling back to or unsafely re-entering the track and causing additional incidents may be subject to severe penalties, whether or not the offending car was the source of the initial incident.

5.8. Drivers who go off track limits, if they can keep their cars under control, should slow down or wait for traffic to clear and re-join in a safe manner.

5.9. Flashing of lights is 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.

5.10. During official race sessions Drivers must always engage the pit limiter in the pit lane. Drivers caught taking an advantage by not engaging the pit limiter in the pit lane can be penalised by the stewards severely if the game does not do it automatically.

6. Incident Reviews & Penalties

6.1. Official Race sessions will be reviewed by race Stewards live in conjunction with the Race Director.

6.2. Reviews will be conducted by a minimum of two Stewards and the Race Director. Warning/penalty decisions will be issued by the Race Director.

6.3. Penalty criteria annex:

1. This annex reviews all available penalties to be given by Race Stewards
2. It is always at Stewards discretion to heighten or lower the penalties as they deem fit based on each individual incident

6.4. Serving penalties: In-session penalties (DT or SG) must be served within 3 laps or the game will automatically disqualify the driver. If the race ends before this time frame ends, it will be automatically converted to an appropriate time penalty.

6.5. Race Control will post all stewarding decisions in the official TVRL AOR announcement channel.

6.6. Penalties given by live stewards and the game itself will be displayed at the bottom or right-hand side of your screen (DT, SG, TP) once assigned.

6.7. Stewards will exercise reasonable judgement at all times and particularly when reviewing light contacts, taps, bumps.

6.8. The Stewards will note and review all incidents that happened during each session. During a race, priority will be given to incidents involving cars in the first 10 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.

6.9. 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 event/championship.

6.11 The final results may be issued only after the Stewards have reviewed all incidents and applied the corresponding penalties. The final results will include any post-race penalty applied by Race Direction.

7. Protest

7.1. A dedicated form available after each race will be posted by admins in the protest channel

7.2. Protests not sent in a specified timeframe will not be accepted and examined. Protests sent with the wrong format or incomplete may be discarded by the Stewards without considering their content.

7.3. After the protest window is over and all incidents have been judged upon post-race, a sheet containing brief reasoning for the penalty should be issued, Head Steward or Race Director will take responsibility for making sure each incident's reasoning is as complete and brief to the point wherein a Driver can understand the reasoning.

7.4. Race Director takes the responsibility for further explaining why a penalty was given beyond the brief reasoning from the Stewarding Team, these discussions between the Race Director and Drivers regarding a Stewarding decision may only occur once the sheet containing decision reasoning is public. The Race Director withholds the right to refuse an extended discussion into an incident if they deem that the driver is wasting their time.

8. Additional Rules on the Server

8.1. In-game CHAT window must be enabled for all official test and event sessions in the game's UI settings. The organiser will not accept any complaints about messages missed when sent using this chat.

8.2. No in-game text chatting by players is permitted during Qualifying and Race sessions. Players not complying to this rule may be warned or penalised during or after the session. Repeated offences may receive a penalty affecting the participant's race result or standings in the series or even a ban from the championship. Inflammatory or personal comments in the in-game chat will be handled with extra severity.