



WORLD CHALLENGE
EUROPE



FANATEC GT WORLD CHALLENGE
EUROPE POWERED BY AWS
ESPORTS CUP

2022 REGULATIONS



FANATEC GT WORLD CHALLENGE EUROPE POWERED BY AWS ESPORTS CUP

REGULATIONS

1. COMPETITION

The Fanatec GT World Challenge Europe powered by AWS Esports Cup is an Esports competition, based on the Assetto Corsa Competizione (PC platform) simulation developed by Kunos Simulazioni, reserved to Teams entered on a full-season basis in the Pro or Silver Cup categories of the Fanatec GT World Challenge Europe powered by AWS or the Fanatec GT World Challenge Europe powered by AWS Endurance Cup.

The Fanatec GT World Challenge Europe powered by AWS Esports Cup is organised by SRO Motorsports Group with the support of AK Esports in order to create a truly engaging Competition and to promote the synergy between real world racing and Esports.

2. TERRITORY

The Fanatec GT World Challenge Europe powered by AWS Esports Cup will be held on-site, inside the new GT Arena that will be set up inside the paddock of each official round of the Fanatec GT World Challenge Europe powered by AWS Endurance Cup.

3. DURATION

From 30 March (Imola FP server opens) until 02 October (end of the championship).

4. DRIVER ELIGIBILITY

A "Driver" is any person who has been nominated by his Team (Art.1) to participate in the Fanatec GT World Challenge Europe powered by AWS Esports Cup and approved by the Organiser.

5. PARTICIPATION

All Competitors who would like to participate in the Fanatec GT World Challenge Europe powered by AWS Esports Cup must meet the following requirements and additional rules:

5.1 REQUIREMENTS AND RULES

1. Each Competitor entered on a full-season basis in either the Fanatec GT Challenge Europe powered by AWS or the Fanatec GT Challenge Europe powered by AWS Endurance Cup in the Pro or Silver Cup categories must take part in the Fanatec Esports GT Pro Series.
2. Each Competitor in accordance with article 1 must nominate one of its drivers to take part in the Fanatec GT World Challenge Europe powered by AWS Esports Cup taking place during each round of the Endurance Cup.
3. If a Competitor has entered cars on a full season basis in both Pro and Silver Cup, they must nominate one driver from a Pro car and one from a Silver Cup car.

4. Should a Competitor entered in the Pro category nominate a Silver driver, this driver will only compete for the overall result and will not be eligible for Silver Cup points or prizes.
5. The nomination will take place at the same time as the sign on and nomination form is returned for the Endurance Cup, before the end of the Administration Checks.
6. It is mandatory for each Competitor to select the same in-game Manufacturer as they compete with in real life.
7. The driver(s) nominated to take part in the Esports Cup must be entered in the Endurance Cup in Pro or Silver respectively.
8. Should a driver nominated for the Fanatec GT World Challenge Europe powered by AWS Esports Cup be unable to take part for reasons considered to be force majeure, the Competitor must notify the Promoter and nominate a replacement driver.
9. Competitors may nominate different drivers at each event should they so wish.
10. If there are more than 24 drivers who are due to take part in the Fanatec GT World Challenge Europe powered by AWS Esports Cup in accordance with article 1, then the priority will be given to full-season entrants in the Fanatec GT World Challenge Europe powered by AWS. The remaining places will be given to the top ranked drivers in free practice.
11. Should there be fewer than 24 drivers due to take part in the Fanatec GT World Challenge Europe powered by AWS Esports Cup in accordance with article 1, any remaining places may be taken by race-by-race entries or teams competing in the Pro-Am, Gold or Bronze Cup in the TotalEnergies 24 Hours of Spa. Any such Competitors may nominate their driver to go on the waiting list. Any such driver must qualify within 110% of the fastest time. These Competitors will be eligible for the prize-money for the Fanatec GT World Challenge Europe powered by AWS Esports Cup but will not be eligible for the Fanatec Points Boost.
12. According to the final results of the Fanatec GT World Challenge Europe powered by AWS Esports Cup at any event, Fanatec Points Boost points will be awarded to the Competitors in the top five positions in the Overall classification, and to the top five positions in Silver Cup. Any additional Competitors entered in the Esports Cup event in accordance with article 8 above will not score Fanatec Boost Points and will be considered invisible for the attribution of points.
13. The Fanatec Points Boost points will be added to the Endurance Cup points and the Sprint Cup points to determine the Fanatec GT World Challenge Europe powered by AWS Overall and Silver Cup Team titles. No Fanatec Points Boost will be added to any driver's title points scores.
14. Additionally, the Fanatec GT World Challenge powered by AWS Esports GT Pro Series Cup will be awarded Overall and in the Silver Cup to the Team scoring the most points over the Events which have taken place.
15. Should any Competitor as described by article 1 fail to nominate a driver to take part in the Esports Cup, or should that driver fail to attend the Fanatec GT World Challenge Europe powered by AWS Esports Cup competition at any event, except for cases of force majeure as accepted by the SRO Sporting Board, the Competitor will lose their eligibility for the Prize Fund for the season.
16. Drivers must join the official Discord Server with real Forename and Surname.
17. A podium ceremony may take place after the esports race. This will be mandatory for the top three finishers Pro and in the Silver Cup.

5.2 DRIVER NAMES

1. In-game Driver names must be the real ones and must not contain any of the following: nicknames, acronyms, obscene or suggestive language, corporation, company, sponsor, product or any shorthand of the aforementioned Fanatec GT World Challenge Europe powered by AWS Esports Cup derivatives that may cause confusion during gameplay and broadcast;
2. Drivers who attempt to change their in-game names and last names during the event may be disqualified from the competition.

6. FORMAT OVERVIEW

FANATEC GT WORLD CHALLENGE EUROPE POWERED BY AWS ESPORTS CUP

6.1 GENERAL RULES

1. Cars allowed:
 - Aston Martin AMR V8 Vantage GT3;
 - Audi R8 LMS Evo GT3 2019;
 - Audi R8 LMS Evo 2 GT3 2022;
 - Bentley Continental GT3 2018;
 - BMW M4 GT3;
 - Honda NSX Evo GT3;
 - Ferrari 488 GT3 Evo 2020;
 - Lamborghini Huracan GT3 Evo 2019;
 - McLaren 720S GT3;
 - Mercedes AMG GT3 Evo 2020;
 - Porsche 991 II GT3 R 2019.
2. Driving Assists:
 - Traction Control: allowed
 - ABS: allowed
 - Stability Control: not allowed
 - Ideal Line: not allowed
 - Automatic Gearbox: not allowed
 - Engine Start: no restrictions
 - Wipers: no restrictions
 - Lights: Automatic only
 - Pit Limiter: no restrictions
3. Car Setup: no restrictions.

6.2 CAR LIVERIES

1. Drivers are obliged to use fully custom liveries ([Tutorial](#)) or in-game custom ones;
2. Drivers who are using fully custom liveries must comply with the rules pointed out in the [Sponsor and Branding regulations document](#);
3. Car liveries must be submitted in the correct format (zip file including “cars” and “liveries” folder with the correct files inside) to Admins;
4. Deadline to submit custom liveries to Admins: Monday 28 March at 18:00 CEST.

Liveries submitted in the incorrect format or errors in the format or textures themselves may be rejected by the Admins without possibility of resubmitting until the next event's deadline.

6.3 RACE FORMAT

1. Free Practice: maximum 2 hours per driver / 3 hours for the Spa Francorchamps race only
2. Warm-up: 30 minutes on race day (optional)
3. Qualifying: 15 minutes on race day, followed by a 10-minute break
4. Race: 60 minutes
 - One mandatory pit stop - Fixed pit window;
 - During the pit stop every driver must add at least 1 litre of fuel;
 - Tyres and fuel strategy are not subject to any restrictions;
 - Pit Window duration: 10 minutes;
 - The Pit Window opens after 25 minutes from the start of the race.

6.4 SCORES

Based on the order of arrival at the finish line of every championship race, Teams will be assigned the following Fanatec Points Boost points:

- P1 - 5 points
- P2 - 4 Points
- P3 - 3 points
- P4 - 2 points
- P5 - 1 point

6.5 BALANCE OF PERFORMANCE

The organiser reserves the right to apply a custom Manufacturer Balance of Performance dedicated to each official round of the Fanatec GT World Challenge Europe powered by AWS Esports Cup.

1. Custom BoP will be communicated by Admins at least 1 week prior to the start of each event on the official Discord Server - Official Communications channel.

2. Custom ballast may be modified by the Organiser and may be announced up to 72 hours before the start of the race session.

After each championship round the organiser will apply 'Success Ballast' to the top-three finishers in both the Pro and Silver classes as follow:

- P1 – 30 kg
 - P2 – 15 kg
 - P3 – 10 Kg
1. All drivers contest Round 1 with zero Success Ballast;
 2. The Success Ballast is not cumulative round after round;
 3. Entries with 30 – 15 – 10kg will have all Success Ballast removed after finishing fourth or lower.
 4. In case of a Driver change, Success Ballast will be assigned to the car.

7. CALENDAR & TIMES

- Round 1 - Imola
 - Free Practice: Friday 1 April
 - Qualifying - Race: Saturday 2 April
- Round 2 - Paul Ricard:
 - Free Practice: Thursday 2 June
 - Qualifying - Race: Friday 3 June
- Round 3 - Spa Francorchamps:
 - Free Practice: Thursday 28 July
 - Qualifying - Race: Friday 29 July
- Round 4 - Hockenheim:
 - Free Practice: Friday 3 September
 - Qualifying - Race: Saturday 4 September
- Round 5 - Barcelona:
 - Free Practice: Friday 30 September
 - Qualifying - Race: Saturday 1 October

Dates and times may be subject to changes

8. CODE OF CONDUCT

The respect of the Code of Conduct is a fundamental aspect in every Esports competition. Any Driver who fails to respect the rules of the Code of Conduct will be considered ineligible to participate in the Fanatec GT World Challenge Europe powered by AWS Esports Cup and, if an evident breach of the following rules of the Code of Conduct will happen during the event, the organiser may remove the guilty Driver.

1. All Drivers are expected to conduct themselves in a manner that reflects positively on the Organiser and shall not engage in conduct considered harmful to the business, reputation or relationships of an individual or of their partners;

All Drivers agree to avoid the following behaviours online and offline:

2. Hate speech or discriminatory behaviour: Drivers must not use language that is deemed by the Organiser to be obscene, vulgar, insulting, threatening, abusive, libellous, defamatory or otherwise offensive or objectionable, or promote or incite hatred or discriminatory conduct, at any time, off or on broadcast. Drivers may not use this type of language on any social media or during any public facing events such as streaming;
3. Harassment: any kind of harassment is strictly prohibited;
4. Discriminatory language: any kind of discriminatory words, phrases or gestures offending the dignity or integrity of a private person, a group of people, a team, a brand, a sponsor, a country through contemptuous or discriminatory words or actions on account of race, skin colour, ethnic, national or social origin, gender, language, religion, political opinion or any other opinion, financial status, birth or any other status, sexual orientation or any other reason, are strictly prohibited;
5. Trolling: posting inflammatory, extraneous or off-topic messages in an online community, such as a forum, chat room, blog, or any social media, with the primary intent of provoking readers into an emotional response or of otherwise disrupting normal on-topic discussion, is strictly prohibited.

Drivers posting negative, disruptive and brand damaging content on social media about the organiser, the game, SRO Motorsports Group, Kunos Simulazioni, and their partners in general and/or any other participant, including but not limited to images and videos of game faults, may result in the participant disqualified (Driver removal) from the Event.

8.1 FRAUDULENT ACTIVITY

In any moment during the Competition, the organiser has the right to exclude the Drivers in the event of:

1. Exploiting game glitches: intentionally using any in-game bug to seek an advantage;
2. Collusion: any agreement among two (2) or more Drivers and/or other persons to affect any competition or race and/or opposing Drivers;
3. Any other behaviour as determined to be cheating, gameplay, gamesmanship or gaining an unfair advantage in any way by the organiser.

Drivers must notify the Organiser of any unfair exploits that they become aware of. Any Driver who is deemed, in the sole determination of the organiser, to have cheated or behaved in any way as described above may be penalised and/or disqualified from the Fanatec GT World Challenge Europe powered by AWS Esports Cup.

Any conduct that is considered in violation of this Code of Conduct is punishable at the sole discretion of the Organiser and may result in disqualification from the Fanatec GT World Challenge Europe powered by AWS Esports Cup.

RACE DIRECTION AND SPORTING CODE

Please refer to the Sporting Code below for more information regarding Race Control, driving standards and penalties.

9. OFFICIAL COMMUNICATIONS

All Drivers must be connected to the official Discord server and Team Speak Server when in the arena. Support staff will check that all the communication softwares are working during the practice sessions. The official Fanatec GT World Challenge Europe powered by AWS Esports Cup Discord server shall be considered as the main channel of communication between the Organiser, Race Direction and Drivers.

Each Driver must join the official Discord server with his/her real Surname and Forename in order to be aware of official communication, participate in the mandatory Driver Briefing and let admins coordinate all the different racing sessions and communication.

All the official results of the races and penalties will be published on the "Official Communication" channel on Discord.

10. CONTACTS

For any additional information please refer to the following contacts:

- SRO Email: Maximilian@sro-motorsports.com
- Tech Support Ak Esports: esport@akinformatica.it
- Discord server: <https://discord.gg/PhDhPkG9Xu>

SPORTING CODE

1. General Rules & Driver Conduct

1. Drivers must use their full name in the game in order to participate in the competition.
2. All Drivers are expected to be ready to run at the designated time for official sessions.
3. 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.
4. Drivers are expected to have read and understood the General Regulations
5. Only the race admins will decide whether a session should be delayed or restarted.
6. 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.
7. Bump drafting is also prohibited. Drivers shall provide 'racing room' to each other.
8. 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 Fanatec GT World Challenge Europe powered by AWS Esports Cup.
9. 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. Qualifying

1. Drivers must achieve their fastest lap without exploiting external factors. It is forbidden to gain an advantage by exploiting other players on the track, such as bump drafting. Doing so may receive a warning or even a penalty for the race session, which may include removal of the best lap time set or the obligation to start at the back of the grid.
2. Lap invalidation resulting from off-tracks are entirely handled by the game.
3. It is strictly forbidden to stop on-track to teleport back to the garage. Teleporting to the 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 may be banned from the event.
4. Drivers on the outlap must let other Drivers on their fast lap pass 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 are conducts that may be penalized by the Stewards.
5. Exiting the pitlane must be done by exercising caution in order not to disrupt the timed lap of other Drivers. It is strictly prohibited to cross the white line / veer and jump onto the ideal line; any violation may result in severe penalty from the Stewards.
6. During official qualifying 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 will be disqualified from the race or the championship.

3. Race Start

1. Formation lap and race start procedures are handled by the in-game system. 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.

4. 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 [Assetto Corsa Competizione 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 of 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 that may be handed out, and the Stewards may apply penalties because of that, unless the Driver gives back the position immediately or slows down to compensate within the same lap.

5. Flag Rules

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. Yellow flags are indicated by the game to the player on the game HUD and in-car safety device.
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.
3. Blue flags are advisory, slow/lapped Drivers can stay on their line but must facilitate the lapping car by lifting to make sure to 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. 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. Drivers in front must not stay ahead of a lapping car within a blue flag (1.5

seconds of) distance with the car behind closing in for more than one full lap. The blue flag distance is determined and indicated by the game on the player's HUD and in-car safety device. The lapping car may use the flashing lights to indicate intention to pass or indicate the passing move.

5. Lapped Drivers are allowed to unlap themselves as long as they can pull away after passing the Driver that has a lap advantage. It is at the discretion of the car in front to facilitate the move. The car with lap advantage is not required to allow the lapped car back in front and the car behind has no right to attack the car in front unless the move is facilitated or suggested by the car ahead via using indicators, lifting the accelerator or keeping to one side of the track. Depending on the race format, each driver should be able to gauge the necessity of the unlapping manoeuvre.
6. Black/Orange 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.
7. In case of technical issues the organisers have the right to stop the race and postpone it by calling a Red Flag.

5.1 Red Flag Procedures:

1. Hardware – Software fault, Server - Connection issues for up to 3 players at the same time during the race: DNF, the race will continue;
2. Hardware - Software fault, Server - Connection issues for more than 3 players after 70% of the race total time: the last lap completed by the leader will count as the final lap of the race;
3. Hardware - Software fault, Server - Connection issues for more than 3 players before 70% of the race total time: Red Flag - Race restart;
4. 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;
5. 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;
6. If the Red Flag is required while the Pit Window is open the subsequent grid order will be determined by driver positions at the end of the last full lap completed by the leader before the Pit Window opened;
7. After a race restart the Pit Window will be removed.

6. On Track Behaviour

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.
2. Defending is allowed and accepted as a reaction by the Driver in front. It is not allowed to defend if the driver in front is already 1 lap behind. Note that following a racing line into a corner is not considered defense (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. 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, this Driver must back off and give way to the driver up front.

5. 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 was out of control and caused contact, or time loss to another Driver, the penalties applied may be harsher than normal.
6. Brake checking, unnecessary slowing through a corner, punting, bump-passing, cutting-off or chopping, 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. Rolling back to or recklessly re-entering the racing line and causing additional incidents may be subject to severe penalty, whether or not the offending car was the source of the initial incident.
10. 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.
11. 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.
12. 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 will be automatically penalized by the game and may be disqualified from the race.

7. 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 (Time Penalty), DT (Drive Thru Penalty), SG (Stop and Go Penalty – 0 to 30 seconds in length), DQ (Disqualification from results)
 - Unsportsmanlike conduct or any other misdemeanor: Warning, Disqualification or Ban from the event/championship 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 (30 to 180 seconds).
7. 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 offenses 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 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.
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 event/championship.
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 any post-race penalty applied by Race Direction.

8. Protest

1. Participants may be allowed to send protests up to 30 minutes after the race session is concluded in a dedicated section named "protest" on the official Discord;
2. A dedicated form available after each race will be posted by admins in the protest channel
3. A message will be posted by an Admin to confirm the closure of the 30-minute window. Protests not sent in this 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.

9. Additional Rules on the Server

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.
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 penalized during or after the session. Repeated offenses 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.

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