

# What is this document?

The following details the rules and regulations on track when driving any structured event with BoX<sup>3</sup> Motorsports . As a driver with BoX<sup>3</sup>, it is your responsibility to read and understand the rules and regulations before you join any event.

The rules are vital to maintaining consistent rulings and driving standards, as well as enforcing clean racing across all events.

## Section 1 - Attendance

### 1.1 - Attendance Regulations

When signing up for a season of racing with BoX<sup>3</sup>, you are signing up to attend all races within that season. That said, organizers understand that real life and issues arise over the course of the weeks that a season takes place. For that reason, the following sign-outs are available to drivers if they cannot attend a round for personal reasons:

<u>Championship Round Length</u>	<u>Maximum sign-outs</u>
<10	2
10-20	3
20+	4

### 1.2 - Sign-Outs

Sign-outs are determined by a driver not starting the race. There is no need to post a message to sign-out that week. Simply do not show up for the event that you are unavailable for and your failure to attend will automatically be logged.

If you exceed the maximum number of sign-outs for a given season, you may be removed from the championship and given a ban on the following season depending on your overall attendance. Season bans will be determined on a case by case basis by league administration.

It is suggested that should you know you will exceed the maximum number of sign-outs for a given season, you contact an administrator to provide details and help avoid a season ban going forward.

## **1.3 - Fun Events, Etc.**

Fun races, non-seasonal league events, etc. do not follow the standard mandatory attendance and are first come, first serve based on server availability. No prior registration is required and a no-show will not result in any sort of ban.

# **Section 2 - Race Server**

## **2.1 - Pre-Race Driver's Meeting**

All drivers are required to attend the pre-race driver's meeting held via Discord voice channel. Voice should be push-to-talk only when joining as to provide the race coordinator the room to speak and provide any special instructions prior to the start of the race. A call for questions will be the last statement from the race coordinator and all questions should be held until that time.

## **2.2 - Joining the Race Server - Standard**

All drivers will join the race server as instructed by the race coordinator. Most of the time, this will occur at the end of the driver's meeting and no further instructions will be required. Drivers should join and proceed to qualify as normal.

## **2.3 - Joining the Race Server - Special Events/Server Issues**

During special events (4+ hour endurance races, split sprint races, or in the event of a server crash and restart required), drivers will join the server per instructions provided by the race coordinator. Drivers should have servers found on their platform, password entered and ready but not enter the server until instructed to do so. This allows proper placement of all drivers on the paddock. Drivers will need to inform the race coordinator once they have entered the server.

Drivers will be placed in order during a qualification period. At no time should any driver leave the pits for any reason. This can cause issues with the server and will only delay the start of the race for everyone.

Failure to properly join the server during special events may incur a penalty of a pit start or removal from the event.

## Section 3 - Reporting and Stewarding Guidelines

### 3.1 - Race Incident Reporting

Any racing incidents should be reported using the respective league form at [box3motorsports.racing](http://box3motorsports.racing). The following should be submitted to ensure that all incidents can be reviewed by the stewards and a full consensus made:

- A video with the following evidence:
  - Your view
    - Cockpit camera with steering wheel and HUD/inputs visible
    - Chase camera, HUD/inputs available
  - Their View
    - Cockpit camera with steering wheel and HUD/inputs visible
    - Chase camera, HUD/inputs available
  - Heli camera of both cars

The above video must have at least 15 seconds of replay showing the resulting actions before and after the incident. Capture is most easily performed via (ACC) in game capture and then uploaded to [gamedvr.com](http://gamedvr.com) or similar service. **Prior to any league race, drivers should ensure they have ample replay slots available to record any incidents.** Mapping a wheel button to capture will assist in ensuring you are capturing the incident. It is recommended that you wait 20 to 30 seconds after the incident to press the button for the capture as this will ensure you capture both before and after the incident for playback.

If any of the above criteria is not met, the incident will be marked as “incorrect evidence supplied, no further action” and the incident will be closed.

Stewards reserve the right to add both drivers to a private channel to discuss an incident if they do not feel it is clear cut. This will not happen for all incidents and is only used for specific cases.

**Do not provide any information in an attempt to skew the views of the stewards. This includes, but is not limited to commentary, mouse movement, audio or other means of overlaying the replay. Your report will be declined if any such attempts are made and a race ban can be issued at race control's discretion for repeat offenders.**

## **3.2 - Incident Reporting Times**

Drivers have 24 hours from the time of race to report any incidents. All drivers are permitted to report incidents even if they were not directly involved. If you would like to make an anonymous report, contact one of the Discord mods for assistance.

## **3.3 - Penalties for Race Incidents**

Penalties for race incidents are the following. Be aware that these can change at any time and will be announced via the Discord server as well as posted to this document.

- Racing Incident - no penalty assessed on any driver
- 10 second penalty - assessed to total race time on offending driver
- 20 second penalty - assessed to total race time on offending driver
- 30 second penalty - assessed to total race time on offending driver
- 40 second penalty - assessed to total race time on offending driver
- Disqualification - assessed for egregious acts on track such as purposefully ramming other drivers, driving in the wrong direction on track, blocking the pits, etc.

## **3.4 - Penalty Appeals**

Drivers are allowed unlimited appeals during a racing season but only one (1) appeal on any one incident. If drivers elect to appeal a race steward decision and the appeal is upheld, the incident will be cleared and no time penalty will be assessed. If however, the appeal is denied, an additional 5 second penalty will be assessed on the appealing driver. This is not to discourage appeals but to curb unnecessary ones to ensure stewards time is not wasted.

Examples of good appeals will be evidence of rubber banding, connection issues, glitching caused by your connection or someone else's. Drivers will not be penalized for these issues. Also, a replay showing significant new information should be included in any appeal.

# 4 - In Race Rules

## 4.1 - Qualifying

### 4.1.1 - Stopping on Track

Drivers are strictly forbidden from stopping on track for ANY reason during qualifying. This ensures the track remains clear for drivers setting qualification laps. Teleporting back to the garage may only be done on exit routes and other tarmaced areas. This does not include grass or gravel areas as there is a danger of loss of grip and a higher risk of causing an incident.

Failure to follow qualification instructions could lead to a qualification ban or a pit start for the race.

### 4.1.2 - Overtaking During Qualifying

Overtaking during qualifying is strictly forbidden. It is the following driver's responsibility to ensure there is enough room on track to complete a "fast lap" during qualification. This rule applies to drivers currently not on a fast lap.

Drivers who wish to allow another driver to pass may indicate so by pulling off of the racing line and decelerating to inform the following driver that they may pass. Do not brake on the braking line to allow another car past you.

## 4.2 - Track Limits

### 4.2.1 - Race Start and Track Limit Definition

Drivers must always stay within the track limits. In game systems will be used to detect and implement track limit penalties.

At the start of a race, drivers are **NOT** to drive outside of the white lines when attempting to make a pass. All 4 wheels must be inside the white lines until the first turn while attempting to

pass a car ahead. If you cannot safely do so, lift off the accelerator. Do not slam your brakes unless you lose control of your car.

If, during the the initial laps when drivers are more bunched together, there is an incident ahead, drivers are permitted to enter grass, gravel or other off track areas to avoid said incident. **If leaving the track**, drivers are required to slow enough as to not advance in position beyond the cars involved in the incident.

### 4.2.2 - Rejoining the Track

If you leave the track as defined in section 4.2.1 for any reason, you must -re-enter the track safely and stay off the racing line until you are back up to racing speed where possible. Should loss of control occur when leaving the track, you **MUST** hold your brakes. Doing so, should any contact be made, will be less likely to incur a penalty.

If you are unable to stay off of the racing line when rejoining the track, you must wait for traffic to clear before attempting to rejoin. There is a “gentlemen’s agreement” that when returning to the track, other drivers must give you space. However, it is up to the steward’s judgement as to whether or not it is enforced.

All attempts should be made to re-enter the track in racing direction. 90 degree entries are strongly discouraged unless you have no choice due to surrounding conditions or are 100% clear of any other drivers.

### 4.2.2 - During Qualifying

If you exceed track limits and must rejoin the track during qualifying, you **MUST** wait until there is sufficient space as to not slow down any driver or cause them to change in direction unless you have a loss of control as per 4.2.2. You **MUST** hold your brakes if so.

### 4.2.3 - Car Resets

When in a race session, you must drive your car back to the pit lane if possible. If the vehicle is damaged to the extent of being undrivable and dangerous to those around you, only then can you reset back to your pit box.

## **4.3 - Defensive Moves**

A defensive move is deemed as a move away from the racing line. Only one defensive move is allowed when there is **NOT** significant overlap between cars. When moving back towards the racing line having made a defensive move whilst a car is within attacking distance as defined in 4.1.5, you **MUST** leave **AT LEAST** one car width between your car and the track limits as defined in section 4.2.1.

### 4.3.1 - Blocking

A change in direction from the initial defence movement is not allowed. This is defined by a sudden change in how fast you move over, or by going straight and then defending back to the same direction. This is defined under blocking/weaving. Manoeuvres that may also hinder other drivers, such as deliberate blocking of a car to force them to the outside edge of the track, defined in section 4.2.1. is strictly prohibited.

### 4.3.2 - Defending on Turn in

The defending car has the rights to any line that they wish to drive into and through the corner when there is not an attacking car in a hub to hub formation. However, they must not break any of the rules in 4.2.1 and are only allowed to stick to one line throughout the corner.

When in a hub to hub formation, racing room must be given to the attacking car as they have as much right as the defending car to the corner.

### 4.3.3 - Dirty/Dangerous Driving

Dirty and dangerous driving can be defined by brake checking, slowing through a corner, bump-passing, cutting off, chopping, unnecessary slowing, shoving a driver out of the way and may or may not include contact. It is the sole discretion of the stewards and is subject to penalty.

## **4.4 - Attacking**

Attacking is defined as any car that is within 1s of another for position. It is the attacker's responsibility to ensure that the attempt to pass is safe. That said, it is the attacker's and the defender's responsibility during a pass to ensure that there is no incident or contact.

### 4.4.1 - Attacking on Turn in

A driver attempting to make an attack on turn in MUST be "hub to hub" with the car in front before turn in. If the attacking car is "hub to hub" with the car in front, the defending driver must give room to the attacking car, however if the attacking car is not "hub to hub" they must concede the corner to the defending driver. This is the basis the stewards will use to rule that racing room should be given. Any positions gained by contact when the attacking car does not have "hub to hub" will be ruled in favor of the defending car.

“Hub to hub” is defined as when the trailing car’s front wheel line is next to/aligned with the leading car’s rear wheel line.

## 4.5 - Pit Lane Entry and Exit

The pit lane is to always be respected and blocking either the exit or the entry to practice starts or to change settings in your game will incur a one place penalty at the end of the race. This includes waiting for the qualifying to start. You must wait and start from your pit box until your class is cleared to qualify.

Pit lane markings are to be respected when exiting the pits. Crossing of the white line is prohibited at all times unless doing so is required to avoid an incident in the pit exit. Should a driver rejoin from the pits while crossing the white exit line and an incident results, the driver will be penalized appropriately by the stewards.

## 4.6 - Sportsmanship

**Qualifying** - Try to always be respectful of other drivers on track and keep in mind which drivers around you are on a flying lap and which drivers are on an out lap. It is highly recommended to familiarize yourself with the HUD to assist in knowing which car is on a flying lap and which is not.

**Race** - Failure to give back a position gained illegitimately will result in a harsher penalty being applied.

**Unsportsmanlike Conduct** - Unsportsmanlike conduct is deemed at the discretion of the stewards. It can involve intentional removal of track items such as markers, boards or other defining objects. It can also relate to the use of comms, either text or voice, within the game or discord relating to on track incidents or action. This conduct will be scrutinized at all times while utilizing Box3 race servers. This includes, before, during and after practice, qualifying or racing. Penalties for reported unsportsmanlike conduct will be levied by the stewards.

## 4.7 - Flags

### 4.7.1 - Blue Flag

All events and league races: When presented with a blue flag, you MUST maintain a predictable line which is commonly the racing line. A blue flagged car is NOT required to pull off the racing line to allow a faster car to pass although they may do so if they feel they can do so in a way that will not cause an incident.



- If the lapping car makes a well communicated move, and is close enough to complete the move safely, the blue flagged car must let the lapping car through.
- Overtaking cars who are battling should be treated as per when overtaking for position with one additional rule: That the blue flagged car cannot defend the lapping car. This incorporates the “hub to hub” rule as per when the blue flag should give room.

**Qualifying Only** - Overtaking is only allowed when a driver is blue flagged. When flagged, the slower driver **MUST** pull off the racing line safely and move out of the way within two corners.

### 4.7.2 - Yellow Flags

When a sector of the track is flagged yellow, caution must be taken and drivers must slow down if a car is on the track while going through the yellow flag. Special care must be taken if there is an accident in the first lap as this is when most cars and drivers are bunched together. Any driver who fails to slow for an accident ahead may incur a penalty.

## **4.8 - Conduct off Track**

The stewards always have the final decision in the outcome of incidents and respect must always be shown towards stewards and the system. Any disrespectful attitude shown towards stewards, drivers or other members of the community in reports or public chat will result in penalties up to and including removal from future events or the league.

Comments are to always be constructive and civil. The aim is to solve problems by providing solutions to the stewarding team and/or other drivers. Suggestions with detailed, thought out solutions are always welcome.

**Arguing about undecided incidents either on Discord or via other public mediums will constitute a racing violation and will be considered for an additional penalty at the discretion of the racing stewards.**

## **4.9 - Equipment or Peripheral Issues**

If you have an issue with your equipment or peripherals, or if they disconnect, you must pull off track immediately or quickly return to the pits before you cause an incident.

## **4.10 - Lobby Restarts and Session Resets**

If the race server hits a certain amount of disconnections due to faulty hardware/hosting, the server may restart or the results removed from all drivers and the race rerun at a later date. Race control will have final say in making decisions regarding restarts or race reruns.

Race Control reserves the right to restart a race due to a large number of incidents within the first three laps. This would be the equivalent to a “red flag” situation in real world racing.

## **4.11 - Headlights/Flashing**

During night races, headlights are required to be on

During daytime races, headlights are not required to be on but are permitted if the driver wishes

Flashing of cars is NOT PERMITTED during qualifying

In any race, if a car has sustained damage and the headlights are flickering or not working, the car is required to pit for repairs. This stands even if the damage does not show for other drivers.

A maximum of three button presses/sequences per car you are attempting to pass are allowed during race sessions. Flashing should never be used to distract other drivers and is intended to be used for communication. This does not give you the “right” to pass but rather communicates to the slower driver that you would like to make a pass in the coming corner.

# **5 - Race Lobby Settings**

## **5.1.1 - Date, Session and Weather**

All information regarding the date of the race, expected weather and type of session will be given on the appropriate Discord channel.

## **5.1.2 - Car Setup**

Car setup is completely open unless otherwise stated for the given race/season

## **5.1.3 - Assists**

All assists are allowed unless otherwise stated for the given race/season

### **5.1.4 - Session and Race Lengths**

All information for the session and race length will be given in the appropriate Discord channel. It is up to drivers to check how long the sessions are and set up their car accordingly.

All racing rules will likewise be posted in the appropriate Discord channel. All drivers are expected to follow these rules, no matter what the race server states on race day. Given the finicky nature of the servers required for multiplayer racing, last minute issues can arise in the configuration. This will not be tolerated as an excuse to ignore racing rules set by race control.

## **5.2 - Points**

### **5.2.1 - Distribution**

The point distribution will be provided at the beginning of any given season. Typically this will allow points to be earned by any driver completing a race.

### **5.2.2 - Teams**

Any team event or league will have all drivers that are part of the same team contributing to the point total for that team.

### **5.2.3 - Server Failures/Half Points**

If over 50% of any race is complete and the race is abandoned due to server issues, resets or disconnects, drivers will be awarded with half points for that race at the point of a server crash or reset.