MOTORSPORT AUSTRALIA 2023 QUEENSLAND ESPORTS STATE CHAMPIONSHIP

SUPPLEMENTARY REGULATIONS

v1.1

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General Agreement

The Supplementary Regulations for this Event are written in accordance to the following overarching documents:

- [Motorsport Australia Esports Standing Regulations](#)
- [iRacing Sporting Code](#)

Drivers, in choosing to participate in this Event, acknowledge that while the Regulations intend to cover as many possible incidents that might occur in the course of racing, there may come a time in which a situation is not clearly defined in these Regulations. In that case, the Steward has the power to make any decision that preserves the spirit of hard and fair racing, so long as the decision maintains consistency with any relevant sections in these Regulations.

By entering any hosted server for the Event, you agree to the above general terms and conditions.

The Steward, in consultation with the Event Administrators, retain the right to refuse entry, and/or remove any Driver at any time with or without notice within the iRacing service from hosted sessions run for the Event as a competitor or spectator for any breach of these Regulations for any duration they see fit.

1. Driver Eligibility & Registration

1.1. To register for the Event, Drivers will be required to **complete** the Registration Form, which will require Drivers to supply the following proof of eligibility:

    1.1.1. A Motorsport Australia Esports licence; and

    1.1.2. Residence within the State of Queensland

1.2. Queensland University of Technology (QUT) will run in-person qualifying for their students and staff on campus. Two (2) drivers will represent QUT at the Event.

1.3. Next Level Racing (NLR) will select two (2) ambassadors to represent them at the Event.

2. Prizes & Trophies

2.1. The following prizes and trophies will be awarded to the following Drivers:

    2.1.1. **1st place** - TBC & "Motorsport Australia 2023 Queensland Esports State Championship" trophy

    2.1.2. TBC

3. Event Format

3.1. Sim Platform

    3.1.1. iRacing has been chosen as the simulation platform for this Event.

3.2. Eligible Car

    3.2.1. The only car eligible for the Event is the **Ferrari 488 GT3 Evo 2020**.

    3.2.2. Car Setups

        3.2.2.1. Car Setups for the Event will be fixed to the iRacing **Baseline** setup.

3.3. Track Selection

    3.3.1. The track to be used for all stages of this Event will be the **Mount Panorama Circuit** (Bathurst).

3.4. In-Sim Weather Configuration

    3.4.1. In-Sim weather configuration for all stages of this Event will use iRacing default conditions with the following adjustments from the defaults:

        3.4.1.1. **Dynamic Sky:** Off

        3.4.1.2. **Clouds:** Overcast

        3.4.1.3. **Starting Track State:** 100%

3.5. Event Format

3.5.1. Online Qualifying

3.5.1.1. The Online Qualifying phase will consist of Open Qualifying servers running for a total of 7 days.

3.5.1.1.1. Each server will be configured to run for a duration of 6 hours, with 60 entrants allowed to register for each server.

3.5.1.1.2. 4 servers will be hosted per day to enable 24-hour access to qualifying sessions for Drivers during the Online Qualifying phase.

3.5.1.2. The fastest eight (8) drivers from the Online Qualifying stage will be invited to the Offline Finals.

3.5.2. Live Finals

3.5.2.1. A total of 12 drivers will be present at the Live Finals - the eight (8) drivers invited from the Online Qualifying stage, plus the two (2) drivers representing QUT and two (2) drivers representing NLR.

3.5.2.2. The Live Finals will be hosted at the QUT Gardens Point campus.

3.5.2.3. A maximum of four (4) drivers will be able to compete at the same time during the Offline Finals, on hardware supplied by NLR.

3.5.2.4. The Offline Finals will be run as follows:

3.5.2.5. Round of 12 (Quarter Finals)

3.5.2.5.1. Three (3) servers will be configured with the following sessions:

3.5.2.5.1.1. 10-minute Practice; and

3.5.2.5.1.2. 5-lap Lone Qualifying

3.5.2.5.2. The fastest eight (8) drivers from the Round of 12 will be seeded based on their qualifying time and proceed to the next stage

3.5.2.6. Round of 8 (Semi Finals)

3.5.2.6.1. Two (2) servers will be configured with the following sessions:

3.5.2.6.1.1. 10-minute Practice; and

3.5.2.6.1.2. 5-lap Race

3.5.2.6.2. Semi Final 1 will consist of Drivers seeded 1st, 2nd, 7th and 8th in the Quarter Finals; Semi Final 2 will consist of Drivers seeded 3rd, 4th, 5th and 6th. Grid positions will be manually set based on these seeding values.

3.5.2.6.3. The top two (2) drivers in each of the Semi Final Races will then proceed to the Grand Final Race, barring any post-race penalties affecting the race result.

3.5.2.7. Grand Final Race

3.5.2.7.1. One (1) server will be configured with the following sessions:

3.5.2.7.1.1. 10-minute Practice; and

3.5.2.7.1.2. 10-lap Race

3.5.2.7.2. Grid positions will be manually set based on results from the Semi Finals.

3.5.2.7.3. The race winner, barring any post-race penalties affecting the race result, will be the Event champion.

3.5.2.8. Technical Disruptions

3.5.2.8.1. In the case of technical disruptions to the event, e.g. hardware failure on one of the provided setups, then the above format may need to be altered to best accommodate any changes to the number or configuration of the provided hardware.

3.6. Race Procedures

3.6.1. Race Starts

3.6.1.1. Race Starts will be a **rolling start**. (On Leader/On Green TBC)

3.6.2. Full Course Yellow/Safety Car Procedure

3.6.2.1. **Due to the short race lengths, no Safety Cars will be deployed for incidents on track.**

3.6.3. Incident Limits

3.6.3.1. The iRacing incident system will be in effect as follows:

3.6.3.1.1. For the **Semi Finals:**

3.6.3.1.1.1. An automated **drive through penalty** once **TBC**; and

3.6.3.1.2. For the **Grand Final:**

3.6.3.1.2.1. An automated **drive through penalty** once **TBC**; and

3.6.3.2. While in some circumstances a Driver may accumulate incident points and not be objectively at fault, in the interest of fairness the Steward **will not clear** black flags generated by reaching the incident limits.

3.6.4. Fast Repairs

3.6.4.1. For **all Races**: TBC

4. Racing Standards

4.1. Race Starts

4.1.1. No restrictions are placed on Drivers immediately after a race start with regards to overtaking, but extra caution is strongly advised while the cars are not up to peak performance.

4.1.2. Incidents on the opening laps where a Driver can be clearly identified as "at fault," are likely to be penalised more harshly than they would at a later stage of the race.

4.2. Pit Entry/Exit

4.2.1. It is the responsibility of the Driver entering or exiting the pits to observe any entry or exit markers on the racing surface.

4.2.2. Drivers staying on track should be aware of where these entry/exit markers are to preferably avoid driving through them, since any cars entering/exiting the pits have right

to a car's width on the race track and will be decelerating to or accelerating from slower than normal speeds.

4.3. Track Limits

4.3.1. The following is supplementary to the automated off-track penalties.

4.3.2. Drivers must not abuse a corner cut or run wide for the purposes of gaining an advantage (e.g. to overtake or defend against an overtaking maneuver).

4.3.2.1. Any overtaking or defensive maneuvers that are successful due to exceeding the track limits will need to be redressed or else further penalties will apply**.**

4.3.3. **Penalties** for abusing track cuts/running wide to gain an advantage:

4.3.3.1. First offence: **Redress any position gained/defended**

4.3.3.2. Second offence: **Redress any position gained/defended and Final Warning from the Steward to the offending Driver**

4.3.3.3. Third and subsequent offences: **5 second post-race time penalty**

4.4. Overlap & Corner Rights

4.4.1. The standard for "sufficient overlap" will have different meanings outlined below depending on where the driver is on track:

4.4.1.1. "Sufficient overlap," on a straight, is defined as the front of the overtaking car at the rear axle of the defending car.

4.4.1.2. "Sufficient overlap," when the Drivers are at the turn-in point for a corner through to corner exit, is defined as the front of the overtaking car being halfway up on the defending car.

4.4.2. If a Driver is unable to achieve or maintain "sufficient overlap" they are expected to yield track position to the other Driver.

4.4.3. In cases where the attacking driver achieves "sufficient overlap" on a straight but then does not achieve "sufficient overlap" for a corner due to having to slow down more than the defending driver to make the apex of the corner, then the following factors (and any other factors as deemed necessary by the Steward) will be considered if contact occurs:

4.4.3.1. The turn-in point for both cars;

4.4.3.2. The trajectory of both cars on corner entry; and

4.4.3.3. The apparent consideration of overlap by the defending driver.

4.4.4. In cases where the attacking driver achieves "sufficient overlap" for a corner after the start of turn-in but before the corner apex, then the following factors (and any other factors as deemed necessary by the Steward) shall be considered if contact occurs:

4.4.4.1. The normal speed the corner is taken at;

4.4.4.2. If any overlap was made prior to turn-in;

4.4.4.3. The time between overlap first being made and "sufficient overlap" being made for a corner as per 4.4.1.2 above;

4.4.4.4. The trajectory of both cars at or right before the corner apex; and

4.4.4.5. The apparent consideration of overlap by the defending driver.

4.5. Defending

4.5.1. Drivers may only change direction to defend their position **once.**

4.5.1.1. A Driver defending their position must leave at least one car's width between their car and the edge of the track if they are moving back towards the racing line before the braking area for a corner, regardless of whether the overtaking car has achieved overlap.

4.5.2. Any driver defending their position on a straight, and before any braking area, may use the full width of the track during their defensive move, provided the overtaking Driver has not achieved overlap (4.4.1.1).

4.5.3. Drivers must not, for any defensive reason, change their line under brakes.

4.5.4. Making more than one change of direction to defend your position may result in a penalty for Blocking.

4.5.4.1. To clarify:

Drivers are permitted to weave down a straight-away to break any tow/slipstream they generate (i.e. proactively changing their line), but must take care not to transition from Weaving (proactive movement) to Blocking (reactive movement).

4.6. Car Contact

4.6.1. If a Driver gains a position on track due to making contact with another Driver, the position **must be redressed.** Failure to do so may result in more substantial penalties from the Steward.

4.7. Approaching an Incident

4.7.1. Drivers are expected to show sufficient caution when approaching an incident such that they can take evasive maneuvers to avoid the incident ahead while maintaining control of their car.

4.7.2. Drivers who attempt to maintain racing speed through an incident to maximise potential gains and contribute to the incident as a result are likely to be penalised for Failing to Show Caution.

4.8. Returning to the Track & Recovering from Incidents

4.8.1. It is the responsibility of a Driver who has left the track surface, regardless of whether it is self-inflicted or due to a third party, to make sure it is safe to re-join the track.

4.8.2. If you find yourself facing the wrong direction while still on the racing circuit, Drivers should hold their brakes until it is safe to resume racing, in the interests of increasing the predictability of their car's position.

4.8.3. Slow Downs

4.8.3.1. Should a Driver be penalised by iRacing with a slowdown for a track cut, it is expected by the Steward that they will serve the slowdown in a way that does not intentionally hold up drivers behind them.

4.8.3.2. Penalties may apply if the Steward is asked to review a driver serving a slow down in a way that prevents a driver behind them from cleanly passing them.

4.8.4. **Should your car be severely damaged and unable to be driven:** Drivers are expected to ESC to the pits and retire the car.

5. Offences & Penalties

5.1. Automated Offences/Penalties

5.1.1. Automated (i.e. iRacing) penalties will not be subject to review by the Steward, unless all Drivers are otherwise advised.

5.2. Reporting an Incident

5.2.1. Drivers will not need to report incidents as they will be seen and reviewed by the Steward automatically.

5.3. Adjudicated Offences

5.3.1. As otherwise listed in this Rulebook, the following offences have specific penalties prescribed in their relevant sections:

5.3.1.1. **Abusing Track Cuts/Running Wide to Gain an Advantage** ([4.3.3](#))

5.3.2. For the offences listed below, the Steward will consider the following factors during their review as to whether a Driver has committed an offence:

5.3.2.1. Position, speed and trajectory of each car

5.3.2.2. Input by each driver or lack thereof (throttle, brake, steering)

5.3.2.3. Track layout

5.3.2.4. Likelihood of success of attempted manoeuvre

5.3.2.5. Racing room

5.3.2.6. Tactics

5.3.2.7. Vision

5.3.2.8. Situational awareness

5.3.2.9. Reaction time

5.3.2.10. Aggression

5.3.2.11. Where contact occurred in relation to other cars on track

5.3.2.12. Where contact occurred on other cars

5.3.3. The Steward, after considering the above factors, may find a Driver guilty of one or several of the following offences:

5.3.3.1. **Contact**

5.3.3.1.1. **Contact (Netcode)**

5.3.3.2. **Failing to Leave Racing Room**

5.3.3.3. **Dangerous/Reckless Driving**

5.3.3.4. **Failing to Show Caution**

5.3.3.5. **Moving Under Brakes**

5.3.3.6. **Blocking**

5.3.3.7. **Unsafe Rejoin**

5.3.3.8. **Not Holding Brakes**

5.3.3.9. **Exploiting Game Mechanics**

5.3.3.10. **Refusing to follow Stewards' directions**

5.3.4. The Steward will then impose a penalty from the list below.

5.4. Adjudicated Penalties

5.4.1. In-session penalties that can be applied, in order of severity, include:

5.4.1.1. **Redress Position**

5.4.1.2. **Warning/Final Warning**

5.4.1.3. **Drive-Through Penalty**

5.4.1.3.1. As it is issued as an iRacing black flag, failing to clear this Drive-Through will result in automatic **Disqualification from the race.**

5.4.1.4. **Black Flag (Stop & Go)**

5.4.1.5. **Black Flag (Stop & Hold)**

5.4.1.6. **Disqualification**

5.4.1.7. **Ejection from Server**

5.4.2. Post-race penalties that can be applied, in order of severity, include:

5.4.2.1. **Warning**

5.4.2.2. **Time penalty**

5.4.2.3. **Disqualification from race results**

5.4.2.4. **Report to iRacing for external scrutiny, determination and/or action**

5.4.2.5. Penalty **5.4.2.4** is only to be used in extremely severe circumstances, such as:

5.4.2.5.1. Reckless and repeated on-track conduct that is detrimental to the quality of racing and/or proceeds to cause physical harm to another Driver

5.4.2.5.2. Defiance of lesser penalties from the Steward for their actions on-track or in public forums used for the Series

5.4.2.5.3. Deliberate use of third-party tools to enable in-game exploits/cheats; or

5.4.2.5.4. Similar offences as determined by the Steward and Event Administrators

6. Stewards & Live Administration

6.1. About Stewards

6.1.1. The Event Administrators will provide a Steward to enable real-time incident review and penalty applications.

6.2. In-Game Communications

6.2.1. **The Steward and/or Event Administrators reserve the right to disable a Driver's chat functionality as they see fit**, e.g. for using the voice channels excessively for irrelevant

chatter, to head off potential complaints after an incident on track directed at another Driver, or to cease airing of language intended to insult and/or offend other Drivers.

7. Broadcast

7.1. The Event will be broadcast by Sim Speed Esports Network.

8. Liveries & Car Numbers

8.1. For this Event, Liveries will be provided by the Event Administrators.

9. Session Schedule

9.1. The times below are listed in the local time for Brisbane (Queensland, Australia). This means that **Australian Eastern Standard Time (AEST, GMT/UTC +10)** will be observed for **all stages of this Event**.

9.2. **Online Qualifying:** Monday 24th July 2023 - Sunday 30th July 2023

9.3. **Live Finals:** Saturday 12th August 2023, 3:30 - 6:30pm

    9.3.1. **Driver Registration/Welcome/Acknowledgement of Country**: 3:30 - 3:45pm

    9.3.2. **Round of 12 (Quarter Finals)**: 4:00 - 4:45pm

    9.3.3. **Round of 8 (Semi Finals):** 4:50 - 5:25pm

    9.3.4. **Grand Final Race:** 5:30 - 6:00pm

    9.3.5. **Trophy Presentation:** 6:00 - 6:30pm

10. Summary of Links

10.1.   Motorsport Australia Esports Appendix (Standing Regulations)

10.2.   iRacing Sporting Code

10.3.   Motorsport Australia QLD Esports State Championship Registration Form

10.4.   Motorsport Australia Discord Server

10.5.   iRacing Ferrari 488 GT3 Evo 2020

10.6.   Sim Speed Esports Network

    10.6.1. Sim Speed (Facebook)

    10.6.2. Sim Speed (YouTube)

    10.6.3. Sim Speed (Kick)