RULES AND CODES OF CONDUCT

TABLE OF CONTENT

1. SERIES INFORMATION AND GENERAL REGULATIONS

1.1   The EDMC Sprint Trophy and Nations Cup

The event is an international e-sport event that takes place in the game iRacing.
The event is held as a collaborative project from the FIA Working Group.

1.2   Registration

Valid registration
Only the national promotor or ASN is validated to sign up the national driver line up for the event.

Number of Digital Motorsport Drivers
The digital motorsport driver line-up should consist of a roster of 8 drivers

Number of Pro Drivers
The Pro Driver line up should consist of minimum 6 drivers.
Pro Drivers are specified as Drivers with motorsport experience and achievements.

Number of drivers
The number of drivers can be regulated depending on the number of participating ASN's. All countries must have the same numbers of participants. The final number of participants will be decided as soon at the deadline for sign up has been exceeded.

Deadline for registration
The deadline for registration is 18th of December 2021 11:59 pm.

1.3   Obligation of attendance

During drivers briefing the Team Principal and drivers are obliged to be present.

1.4   Validity of the event

If the event is completed before the official end of the event and despite a time delay, the event will be fully counted in any case. The Race Control reserves the right to cancel and postpone or to completely cancel the event on the evening before the race in case of excessive delay. If an alternative date is scheduled, this will be announced promptly by email.

1.5   Cancelation of participants/teams

Cancelation of participants or teams should be reported to edmc@esport-racing.eu

1.6   User profile

Sharing your profile with others is not allowed. All usernames are personal and are not accepted for multiple rides over a login account. Therefore, never share this password with others. If driving is discovered in the name of others, the race management can exclude the driver, depriving all points in the championship. Furthermore, report this to iRacing.

1.7   Software

The event is using iRacing as a platform. iRacing can be downloaded via following link www.iracing.com

1.8   Communication

The communication during the event takes place via Discord.

1.9   Practice / Training / Qualification / Race

A timed lap is given when the lap is started and finished outside the pit lane. At the end of practice or qualification, the finish line may only be crossed once on the track.

During the qualification, the ESC command may only be used inside the own pit box. A resumption to the qualification after leaving or resetting the vehicle outside the own box is excluded in any case. If no further timed laps are possible, leaving the vehicle outside the own pit is also allowed.

In case that a qualification cannot be carried out, the Race Control will decide on the starting grid.

1.10   Jump Start

Jump Start are punished with a drive-through penalty. The penalty is automatically pronounced by the simulation and must be taken within the first three laps.

2. RACE DETAILS

2.1   Time Schedule

There will be two events run separately. There will be a separate document published with specific event details for the EDMC Sprint Trophy and EDMC Nations Cup. Drivers and teams will receive these as part of their welcome pack by e-mail from the organisation.

2.2   Starting Order

The starting order is determined by the drivers fastest lap in the qualify session.

2.3 Start Procedure

The start procedure is determined by the event. Drivers and teams will receive this information as part of their welcome pack by e-mail from the organisation.

2.4 Grid

If a driver does not grid his car in time, he will start the race from the pits. The driver is allowed to start as soon as the last car on the grid has passed.

2.5 Grid position

The simulator shows each driver their position in the grid. Drivers must monitor the safety car in pairs according to the speed of the safety car. Drivers starting from the pits will be automatically allowed by the simulator to leave the pits after the rest of the group has passed.

2.6 Rolling start

In races with rolling start, the leading car must follow the pace car and keep and distance of maximum 3 car lengths to the pace car. As soon as the safety car leaves the track at the end of the formation lap, the class leader keeps a constant speed of 120 kph until the green flag starts the race. Once the class leaders are in control of the field they must ensure that their actions do not cause issues of safety for those behind them, for example slowing down again. When causing dangerous situations, a penalty is at the discretion of the stewards.

2.7 Standing Start

In races with rolling start, the start will be determined by the simulator.

2.6 Weather and track conditions

The in-game weather condition will be set by the organizer. Information about weather and track conditions will be available when joining the server. The condition of the track changes dynamically according to the track usage by the participants.

2.7 Minimum distance, minimum duration

In all races lasting less than 1 hour, only those vehicles that have completed at least 90% of the distance covered by the winner will be scored.

2.8 Maximum driving time

The maximum driving time will be informed in the drivers pack given by the organisation.

2.9 Incident Limit

Incident limit will be informed in the drivers pack given by the organisation.

3. COMMUNICATION

Chatting during ongoing sessions is generally prohibited, unless the Race Control gives an explicit permission to chat.

The iRacing voice and text chat function must generally be deactivated. Only text channels are used as communication channels of the Race Control directly to the driver. All text chat between the drivers, during the sessions, is prohibited and can result in penalties.

This also applies to things like "thanks", "sorry" and other small comments.

Unsportsmanlike conduct, flaming and fraudulent conduct will be punished, and the driver will be removed from the race.

Protests and inquiries in emotional or negative tone directed at teams, drivers, race stewards or organization will neither be accepted nor answered. Race Control is allowed to give messages on chat at all times.

4. PREPARATION AND KNOWLEDGE OF TRACK

4.1   Preparations

A driver may only participate in the race if he or she has sufficient experience in handling the vehicle and circuit. This includes in particular vehicle control in traffic and off the racing line. Every participant must be able to see the traffic behind in the mirror.

Drivers who attract attention in the practice sessions due to insufficient racing preparation, lack of vehicle control or track knowledge and thus have a negative influence on the course of the race, may be asked by the Race Control to leave the server and, if this is not respected, may be removed from the server after prior notification.

4.2   Track Limits

The Track Limits of the track run between the white, on some tracks yellow, lines, if you have the car placed with all four wheels beyond these lines, this is considered to leave the track. If the judges discover that a participant is abusing the boundaries of the course, the judges are entitled to give a warning and punishment.

5. LIVERY DESIGN

5.1   Rules

Designs that include faces, provocative signals, nudity, political views or seems too unserious, will be removed. Provoking, misleading or fake logos are not allowed. Tobacco and alcohol sponsors/logos are also not allowed. Logos that are representing other game brands than iRacing or goes against the car (Ex. Audi logo on a Ferrari) brand are not permitted.

5.2   Logo Package

The logo package contains logos that all participants can freely use. The logos may not be altered from their original shape, colors or type. The logo package will be supplied by the organisation

5.3 Event Sponsors

All cars participating in the race must have number plate and class sponsors placed according to the template. The organiser is allowed to add event sponsors.

5.4 Copying

It is not allowed to copy other drivers og teams designs.

5.5 Approval of Livery Designs

The Organizer has the right to approve or decline livery designs used for the event. If the livery design violate the rules, the organizer is allowed to demand the team or driver to change it.

5.6 Submitting Files

Details of the paint format, deadlines and how to submit the car paint packs will be supplied by email from the organization, unless anything else is stated.

5.7 Sprint Trophy

All drivers must be running with their own custom skin. The drivers are allowed to run team livery designs. The template supplied by the organisation, must be assigned to the livery design.

5.8 Race of Nations

All teams participating in the Race of Nations must be running with the livery designed for the ASN that the team is representing. All liveries will be supplied by the organisation.

6. RACE POINT SYSTEM

Position	Points	Position	Points
1	150	16	57
2	138	17	54
3	129	18	51
4	120	19	48
5	111	20	45
6	102	21	42
7	96	22	39
8	90	23	36
9	84	24	33
10	78	25	30
11	72	26	27
12	69	27	24
13	66	28	21
14	63	29	18
15	60	30	15

7. SPORTING REGULATION

7.1   Spirit of the regulations

The highest premise for all parties involved, primarily administrators, race control, stewards, broadcast team and drivers, should be the idea of sporting fairness.
The following regulations are binding for the organizers as well as for the drivers and pursue the goal of creating an appropriate and transparent framework for a fair sporting competition on the racetrack.

7.2   Authority of Race Control

If it proves necessary in individual cases, Race Control can make decisions additional to the regulations during an ongoing event in favour and to the disadvantage of the participants, as long as it is ensured that all addressed participants receive the appropriate information.
The decisions of the Race Control are binding for all participants.

7.4   Behaviour

7.4.1 General behaviour

The protection of the dignity of the individual is a fundamental claim of the European Digital Motorsport Cup. Tolerance, loyal behaviour and mutual appreciation are the basis for a trusting relationship. Actions whose recognizable aim is to deliberately cause harm to a competitor are at no time tolerated.

This regulation concerns the driving activities in all parts of the competition, the chat or voice chat as well as the race debriefing in the Discord forum and any further communication of the drivers, as far as the Race Control is informed.

In serious cases disqualification may be the consequence. It is forbidden to move a vehicle in the opposite or transverse direction to the driving direction.
An exception is made if a vehicle has to be moved from a dangerous position.

7.4.2 Behaviour towards officials

Direct instructions by the officials (Race Control, Race director, Race commission) during an event must be followed immediately. Deliberate violation of the instructions of the officials will result in immediate disqualification. These Race officials will be named in the regulations or appendix of the event.

7.4.3 Sanctions for misconduct

If a driver's behaviour on or off the track is so negative that it endangers the event, he or she will be warned by Race Control, asked to leave the race server in case of continuation or recurrence and removed from the server in case of non-compliance. A demonstrably intentional violation of this warning will result in immediate exclusion from the event.

8. BEHAVIOURS ON TRACK

8.1   Ground rules

It is a requirement that the driver can steer and control the car and drive safely so that he or she are not in danger or hindrance of other drivers on the track. If this is not the impression of the race stewards or Race control, you will be deprived of the right to participate in the current race. This decision cannot be appealed. Drivers who are observed to hinder or endanger other drivers by their driving style or who do not meet the requirements, can be excluded from further participation in the race/series by the race commission.

8.2   Overtaking

If a rear-end driver has come up on the side of you (when the front bumper passes the rear bumper), space must be provided for both cars to get through the bend. This applies both at the entrance, but also at the end of the turn.

However, this is racing and defense of a position or hindering other vehicles during overtaking manoeuvres is prohibited. As soon as there is an overlap between two vehicles, on a straight line and in front of a braking zone, the driver must hold his or her own line. If an attempt is made to out brake a driver, the defending driver is allowed to make one defensive move. It is only allowed to make one change of direction between two turns to directly defend its position.

If the vehicle on the inside of the turn does not reach half the length of the car it is attempting to overtake before the turning point it must yield. In addition, entering the turn may only be done at a suitable speed to successfully complete the turn. It must be possible to keep your own line.

In a direct duel a single change of lane is allowed. Every driver who returns to the ideal line after having previously defended his position off the ideal line must, when entering the turn, keep at least one vehicle width between his or her own vehicle and the track border (white line).

8.3   Blue Flag and Lapping

iRacing will present a blue flag to drivers who are being lapped by faster cars and this flag must be respected. If the driver does not leave space to the cars coming from behind, this can result in a penalty.

If lapping is imminent, the driver to be lapped is always responsible for allowing overtaking. However, if the driver being overtaken allows drivers from the lead lap to overtake, the race speed must be maintained as much as possible.

In particular, sudden deceleration outside the usual braking zones or failure to accelerate out of turns should be avoided, as this behavior is difficult to anticipate by the driver behind. Leaving the ideal line is only permitted if this happens early and clearly visible to the person overtaking.

8.4 Braking points

Every driver must choose the braking points and the speed in such a way that he or she avoids hitting the vehicle in front at any time. Particular caution is required in the starting phase, as altered braking points can occur here. Extraordinary braking points without necessity are to be avoided at all costs.

Deliberately hitting the rear of the car is explicitly forbidden.

8.5 Loss of control or spin

A driver who creates a dangerous situation by, for example, not orienting their car when he/she has to continue the race after being spun around or involved in accidents, can be warned or punished. If a car leaves the track it is the drivers own responsibility to orientate the car and get safely back on the track without disturbing the other drivers.

8.6 Stopping on track

In general, a driver may not leave his or her vehicle on the track but must drive it into the pit lane or any other place off the track. Otherwise stop safely and tow it to the pits.

8.7 Leaving the track

A driver who creates a dangerous situation by, for example, not orienting before rejoining the track after being spun around or involved in an accident, can be warned or punished. When rejoining the track, it is the responsibility of the driver to make a safe rejoin without disturbing the other drivers. It is not allowed to leave the car on or off the track to the inconvenience of others. However, it is also up to the driver behind to obey yellow flag in order to avoid accicents.

8.8 Turn around on track

Every driver must try to get his or her vehicle off the track as quickly and careful y as possible if an accident occurs. The driver must not turn his car back in the right direction until all traffic has passed. Otherwise stop safely and press the ESC key or tow to pits.

8.9 Vehicle Damage and Defects

If the vehicle can no longer be controlled safely and thus represents a danger to the other drivers, the driver must enter the pit lane or end the race. Otherwise stop safely and press the ESC key or tow to pits.

If a driver is relatively slower than other vehicles due to damage to their car, they should drive their vehicle on the track outside the racing line or clear the racing line at a suitable point as soon as a faster vehicle approaches. They should then return to the pits safely to complete repairs on the vehicle.

8.10   Pit stop /Pit lane

At the pit exit as well as on the out lap, you must respect the white lines, orient yourself for a safe return to the racetrack and not bother drivers who are already on the track.
When leaving their own pit box, each driver immediately enters the Fast Lane and follows it until the part of the track where threading back onto the track is al owed. Should other cars approach from behind when returning to the racetrack, the driver may only drive back onto the racing line when he or she has reached race speed and is not hindering other drivers.

8.11   Cut Track

It is not allowed to make the course shorter by "cutting" a turn. iRacing basically determines the penalty for cutting, however, the Race Stewards may in special cases penalise the driver additionally.

Race End

The end of the race is indicated to each driver by showing the chequered flag when crossing the finish line. When the prescribed number of laps is reached, first the fastest driver and then all those who follow are waved off, regardless of the number of laps they have completed by then.

In races over a time distance, the chequered flag will be waived off when the leader passes the finish line after the time has expired. After the leading car has finished the race, overtaking is prohibited on the final lap for those cars that are still in the race and have not yet been waved off.

The finish line may only be crossed once. Violations will be punished by race control.

All drivers must drive into the pits on their own and only then may they press the ESC key to leave the server. After reaching the finish line, the organisation encourage teams to return safe to the pit. For the sake of broadcast, according to the checkered flag, it is forbidden to park in the middle of the track, make uncontrollable maneuvers or hit other participants.

Celebration the in tarmarc areas away from the track line is allowed, as long as it is controlled, and without the risk of hit other participants.

9. RACE CONTROL

The Race Commission will be made up of the stewards, race control, race director and promoter. This commission will be made up of a minimum of two race stewards, one Race Control and one Race Director to ensure each race runs smoothly, within the time allocated and adheres to the rules as published.

9.1   Race Stewards
The Stewards role is to ensure that these rules and Instructions are adhered to by the drivers and teams participating in the European Digital Motorsports Cup. They watch each race live

remotely on iRacing or together on screens in the Stewards' room, then afterwards review the incidents and appeals posted from all the various camera angles in the replay file.

In particular, they are looking for breaches of the rules and communicate them to Race Control. All race stewards are required to judge objectively. Incidents may be postponed for review after the race. All decisions made by Race Stewards are posted online.

9.2   Race Control

The Race Control will consist of trained iRacing administrators who have admin permissions for the server.

They can give the participants penalties while the race is taking place and have the unrestricted authority to enforce compliance with the rules, codes and the provisions of the event and series announcement within the framework of the European Digital Motorsports Cup for which they have been nominated.

9.3   Duties of Race Control

The Race Control evaluates offences according to the penalty catalogue of the event/series. For offences that are not listed in the catalogue of penalties, a discretionary decision is made.

9.4   Race Director

A race director will be appointed from the host nation of the European Digital Motorsport Cup. This must be listed accordingly in the event or series regulations. The race director must work in permanent coordination and in constant cooperation with race control.
In the following points the race director is superior to the race control:
- Monitoring of practice, qualifying, warm-up and races
- Compliance with the timetable. If necessary, the race director submits proposals to the Race Control for changes to the schedule or the event or series announcement
- Imposition of evaluation penalties
- Handling of a possible re-start
- Drivers briefing
- Pronunciation of penalties

10. PROTESTS AND APPEALS

10.1   Submit protest

The link for filing protests will be supplied by e-mail from the organization.

10.2   Protest against Drivers

If situations arise during the events which a driver considers worthy of protest, he or she can submit a protest. A protest form is provided for this purpose.

Violations of the regulations and especially negligent or reckless behaviour on the racetrack can lead to the awarding of penalty points and further penalties such as starting from the pits or drive-through penalties by the race control.

These penalties will be deducted from the race result.

10.3   Protestable and non-protestable situations

Situations worthy of protest are essentially defined as those in which the opponent of the protest either deliberately brings about the disputed situation by his or her actions for their own benefit, or at least accepts the foreseeable consequences of his or her actions.

Also classified as worthy of protest are situations caused by an obvious lack of overview of the surrounding racing events.

Simple driving errors are expressly not considered worthy of protest if the consequences of such errors are not deliberately or approvingly caused by the driver. An obviously nonsensical protest (e.g. due to ignorance of basic rules) will be punished with -1 point.

10.4   Invalid protests

Decisions of the Race Control and the race director are final and not contestable. A protest against the result of the qualifying is not allowed.

10.5   Validity of a protest

A protest must be submitted fully completed via the official protest form in the drivers pack. Incorrect or missing information, e.g. wrong lap, wrong corner, or wrong race will invalidate the protest.

10.6   Penalties

10.6.1 Drive-through penalties

A drive-through penalty must be completed by the end of the third lap.
It is not allowed to refuel or change tyres.

10.6.2 Pit lane starts

Teams/drivers who have to do a pit lane start may not start their race from the pit lane until the entire car-class in which they start has passed the pit exit line. The team may line up at the end of the pit lane, on the right-hand side of the road.

9.11 Driving onto the track after an accident

Basically medium to serious offences as soon as a driver is seriously affected by the collision. Maximum penalty as soon as a vehicle rejoining is involved in an accident by the collision.

9.12 Pit entry and exit

- Slight offence when crossing (with at least one whole wheel) the pit line without an accident
- Medium offense when crossing the pit line with massive obstruction of another driver but without an accident
- Serious offence when crossing the pit line including causing an accident

9.13 Ghost or Netcode incidents

Net Code is described as a contact between two cars, without the contact being visual in replay. Netcode or "Ghost contacts" will not be penalized as long as it is obvious that it is a calculation error of the simulation (a collision occurs without visible contact).
However, if it is clearly recognisable by the race stewards that a driver is causing an accident, they can report it to race control. In the case of a Net Code incident it is up to the Race Director whether the accident could have been avoided without Net Code.

11. PENALTIES

Anyone who violates the rules, additional rules or does not follow the Race Controls instructions can be punished. Several penalties can be used at the same time.
Unsportsmanlike conduct, flaming or fraudulent conduct may be punished. Flaming is hostile, rude, or insulting mention of a competitor.
Collisions by others (revenge and the like) are not allowed, the same applies to "dive bombing", where a driver deliberately drives into the side of a competitor, to be able to get through the turn or brake testing of other participants is not allowed.
If a driver intentionally causes an accident he will be excluded from the race. These penalty points will be deducted from the race result.

Following penalties can be given :

- Race incident / no further action
- Warning. Penalty after the first warning.
- Fall back / Give back the gained position
- Time Penalty
- Penalty points
- Pit lane start
- Stop and stop and go
- Disqualification

12. SERVER BREAKDOWN OR TECHNICAL DIFFICULTIES

It is the participant's responsibility to have a proper and layer-free internet connection.
A participant who lags, and thus does not meet the requirements, will, for the sake of the other drivers, be asked to leave the server or, in extreme cases, be kicked without notice.

10.1 Server issues/ Disconnection before and during the race

If the server goes down or other similar problems occur that prevent the normal execution of the race, the race is stopped.

If 75% of the total distance has been driven, the result will be determined in relation to the position before the server crashes. If the race cannot take place properly due to technical problems with the iRacing server or the simulation, the Race Control has the possibility to stop the race and restart or cancel it.

10.2 Race restarts

If the race is restarted, the result of the qualifying cannot be carried over and drivers will need to re qualify. Before the race is restarted, at least one practice session of ten minutes must take place to give all drivers the chance to connect to the new session (check connectivity).

10.3 Termination of the race

If a race cannot be finished (for whatever reason), it will be cancelled and if 90% of the race laps or duration has past the results will stand.

In the case that ta race cannot start or has not completed 90% due to technical issues and cannot reset or continue, then the race commission will endeavor to reorganize the race meeting to another time and date that is suitable for the event and participants.

13. EXPECTATIONS TO TEAMS AND DRIVES

13.1 Drivers and teams

Participating teams and drivers are expected to have a professional attitude and attitude towards the championship, promoter, drivers and other teams. This must be respected according to the championship sponsors, partners and broadcast.

13.2 Complaints to organization

If a driver or team feels entitled to a complaint against the promoter, organization or other drivers or teams, please contact team or driver via info@esport-racing.dk. Complaints, frustrations or attacks directed at organizations, drivers or teams, will be deleted immediately.

13.3 Drivers Briefing

All drivers have a duty to attend the Drivers Briefing. If it is discovered that a driver does not show up for the driver's meeting, this results in 15 second penalty in the race results.

13.4 Disclaimer

The organizer assumes no responsibility for errors that cannot be attributed to the organizer Underlying the limitation of liability can be mentioned, for example:

- Error or damage to the player's internet connection
- Errors or damage to iRacing's server
- Unintentional bugs in the game
- Player behavior, including cheating
- Errors or damage to social media or websites that prevent or delay the broadcast / streaming of the Tournament
- Faults, delays or damages caused by third parties, Hacking

13.5 Force majeure

By force majeure is meant any natural event, war, fire, flood, epidemic, terrorist act or threat of terrorism, strike, explosion, failing public supplies, lack of power, suspension of live for lack of functionality of the tournament, riots, unrest, public regulation, epidemic, pandemic or disease outbreak or any other circumstance over which the ESR is not reasonably in control or could have foreseen.

13.6 Discretionary matter
Reservations area also made for any errors and omissions in the regulations and corrections may occur during the season. Corrections are displayed in a separate document.