



“Hello fellow sim racers”

CHSR TEAM ENDURANCE CHAMPIONSHIP 2022 SPORTING REGULATIONS

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Preamble

This document serves to inform, instruct and also to provide a reference for all admins and competitors in the running of the Team Endurance Championship series. Competitors are encouraged to refer to this document before asking questions and as such will be assumed to be familiar with all described processes and procedures.

Although this is our second league, with this being a multi-driver team based endurance series, there is additional complexity in organisation and management. As before, although we have tried to think of everything, we will have got some things wrong and we expect, in collaboration with our members, to have to adjust and refine our systems, processes, procedures and regulations as we go forward. We will need to reserve the right to make whatever changes best serve the community, the league and its members. It will be a great journey for us all.

Series Introduction

The Chris Hays Sim Racing Team Endurance League 2022 will be a competition based around teams of drivers (there will be no individual events) competing over 6 events using Assetto Corsa Competizione British GT (BGT) content tracks and 2018/2019/2020 content GT3 and GT4 cars.

The aim of the league is to replicate the British GT series with longer format events, encouraging intense competition between teams whilst accommodating competitors of varying abilities. We are adding a little extra compared to the normal British GT events, with the longer races allowing for more of an endurance feel to the events. The timing of the events is intended to allow races across all the BGT series tracks with sufficient time between events to permit competitors to practice, prepare and hone their skills as well as providing as much opportunity to be able to allocate the personal time needed to attend the events.

To account for the varying abilities of drivers, teams will be categorised into one of three categories, each known as a "cup category". They will be: Pro, Pro-Am and Am. Guest teams will compete in the cup category "National". It is hoped this will encourage intense competition for all teams and drivers of all abilities throughout the season, creating friendly rivalries and epic on-track battles throughout the field.

Points will be awarded to teams for their relative positions for Pro-Am and Am categories only. The Pro category is considered an Overall category and Pro teams will be competing against the entire field.

To help account for the difficulty in being able to attend every event and to mitigate the issues of connection problems or other technical issues, there will be one drop round across the six rounds, meaning that your top five point scores will contribute to your final position.

Events will use two different race length formats, using some time acceleration to simulate real endurance durations in terms of the time of day and changes of conditions. The intention is to provide events to test both outright speed as well as not being able to ignore strategic planning and tactical management during an event, where the most organised, prepared and well-managed teams can maximise their chances of success.

League Structure

Teams and Drivers

All events within the series are structured with the choice of a team size of 2-3 drivers. The minimum team size is 2 and the maximum is 3. The maximum individual stint time (the time between exiting and entering the pits prior to a swap) is 65 minutes. The maximum total driving time per driver depends on the event duration. See “Event Formats” below. If you have a team of 4 drivers interested, then we would encourage entering 2 teams of 2 drivers.

Car Choice

We would like to encourage variety and a sense of development and improvement in the field by limiting the possibility of car changes in the season. These regulations, therefore, expect teams not to change their cars once the first session of their first registered event has started. This is intended to encourage personal and technical development during the course of the season.

The general guidance to teams is that as different cars have different strengths and weaknesses, then during the course of a season, regardless of choice of car, competitiveness for similar drivers in different cars will be largely similar. Therefore car choice, especially amongst more inexperienced competitors, should be based around personal limitations and not sole consideration of potential speed.

All 2018, 2019 & 2020 content pack GT3 and GT4 cars are available to drive at the start of the season.

The admins reserve the right to apply additional BOP restrictions where it is clear a specific car type offers a general and unfair advantage. But this would be an action of last resort.

Tracks

All British GT content tracks (and Silverstone, Brands Hatch & Spa) will be used:

- Oulton Park
- Silverstone
- Snetterton

Weather Conditions

RealWeather is a system to represent the actual weather forecast on the real day of the event within the event. Obviously, there are heaps of limitations with the way the ACC weather simulation works.

What RealWeather is not, is a facsimile of actual weather at the time of the event. What it is, is an approximation of the weather throughout the whole day of the event. It is not based off of the actual weather conditions, it is based off of the forecast for the day. The forecast is for the closest location to the track where a forecast source is available.

RealWeather analyses the forecast to calculate initial cloud, rain, and variability values, that will then be applied to the entire race weekend as generated by ACC.

Things that can greatly affect the variability are forecast thunderstorms. We don't want to create un-drivable conditions, but some reasonable representation such as periods of at least medium rain capable of creating a full wet track. If thunderstorms are forecast, then conditions could be challenging.

Where rain or dry spells are forecast, it does not mean you will see the weather changes, as the ACC simulation applies to the whole weekend, where we typically have 10-30 mins practice on Friday, 20 mins qual on Saturday and maybe an hour plus on Sunday. This means that changes intermittent dry or well spells of weather could appear between sessions and not in the actual sessions. But this my evidenced by less-than-optimal track conditions for the race session, where a previous (and unseen) rain shower has cleaned the track.

With regards to temperatures. The statistical climatic average for the time of year at that location is used. ACC will automatically adjust those values for rain, 2pm, evening, etc. The actual temperature used does depend on the geographic location of the track and the time of year of the event, with the temperatures selected from a corresponding month of the real-world racing season for that track. So if you are racing at Nürburgring in June, then June average temperatures will be used because June is in the European racing season. If you are racing at the same track in December, then May temperatures will be used (because December is two months into the off-season and May is two months into the racing season). If racing at Kyalami, then the racing season starts in November, and that is taken account of for the selection of temperatures.

This will probably change the way you approach practicing for events as the possibility of rain would be linked to the real weather forecast, you might not expect rain at some locations very often, and others where it is a distinct possibility. Either way you may choose to be prepared, knowing what setup adjustments to make if the track is slippery or wet or having a manageable

setup that could cope with a rain shower during an endurance event. Basically, some good all-around general knowledge of your car in different conditions could be very beneficial. (edited)

Event Management

General

- The Race Director and other server admins and stewards will be appointed and announced for each event – their instructions must be followed during the event.
- If a competitor has any queries or questions about the structure, timing or general format of the event, these questions should be resolved, at the latest, during the briefing.
- To help ensure smooth trouble-free events, as well as ensure all competitors understand how the event will be managed, all competitors are required to attend the “Drivers’ Briefing” in the assigned voice channel on the CHSR Discord server at the notified time.
- At least one member of each Team must remain on the Discord voice channel to be guided by the Race Director and to follow instructions for the management of any unusual eventualities during the event.
- During Qualifying and Race, there is to be no text or voice chat. Permitted voice chat will only relate to safety (i.e. stuck on the track after a spin or crash), to briefly and succinctly acknowledge another competitors consideration or to relay critical information to the Race Director in a timely manner.

Red Flag

- The Race Director may choose to Red Flag a session depending on technical problems, multiple incidents or un-drivable weather conditions such as a heavy thunderstorm.
- In the event of a Red Flag, all cars must maintain position, with no overtaking. If an overtake was in progress as the Red Flag was issued, the position must be handed back. All cars must progressively slow and come to a complete stop on the circuit. Any car in the pit stall shall remain in the pit stall. Any car in the pit lane shall queue behind any other car at the pit lane exit. All cars will await further instructions from the Race Director. To protect the positions of compliant teams, non-compliant teams will be issued with BWPs (see below) or disqualified.
- Once a Red Flag has been issued, the Race Director has the option of suspending the session, restarting the session or cancelling the race.

- If the issue can be resolved without restarting or if weather conditions are expected to improve, the Race Director may choose to suspend the race. All drivers will remain stopped in the circuit until the Race Director continues the race. Upon instruction of a continuation from the Race Director a Code 50 will be issued. All drivers will then start their engines, engage their pit limiters and accelerate to 50kph. Upon instruction from the Race Director, the race will be Green Flagged, then all drivers can disengage their pit limiters and continue to race.
- If a Red Flag occurs early in a session and if the issue can be resolved, the Race Director may choose to restart the session. In such a case, the race session will be restarted in-sim. If a server restart is required, then it is possible that the qualification positions can be restored. If not, then a 10 min qualification session will be used to form the grid for the new restarted race event. The Race Director may need to shorten the race session, depending on circumstances on the day.
- If a Red Flagged session is not restarted or continued, it will be cancelled. In such an event, the Race Director will issue a Code 50, all cars are to then maintain position and drive at a maximum of 50kph with pit limiters engaged to cross the finish line. The drivers are to come to a stop line astern after the finish line. Once the last placed driver has crossed the finish line, the session is ended and drivers must use the in-sim menu to return to the “garage”. This is to ensure that the final positions can be extracted from the results files. Any car not adhering will not be scored correctly or even be dropped from the event.

Code 50

- The Code 50 procedure will be used in cases where a race has had to be Red Flagged and then is resumed (see above) or when some event occurs which makes it virtually dangerous to continue at racing speeds. Examples are extreme weather conditions or where any part of the track is blocked as the result of an accident or incident. This to be treated as a full course yellow.
- When a Code 50 is called, all cars must safely but quickly reduce their speed to 50kph and engage the pit limiter. All cars must hold their position. Any car gaining time on the car ahead due to a late reaction to the procedure must reduce speed below 50kph, to reestablish the correct time gap to the car ahead. If this time is not known, then an educated guess and conservative guess should be applied.
- The Going Green procedure will be applied to resume the race. A countdown will be given. Pit limiters are not to be disengaged until the first “Green Flag” announcement.

Race Director Announcements

- Voice: **“Red Flag. Red Flag. Red Flag. Stop. Stop. Stop.”** Red Flag procedures. All drivers must comply with the procedures described above. Failure to do so promptly will result in penalties.
- Voice: **“Code 50. Code 50. Race Cancelled. Race Cancelled”** All drivers are to drive with the pit limiter engaged at 50kph to cross the finish and park line astern. When driving under a Code 50, the pit limiter must remain continuously engaged. Those in the pits are to exit as soon as they can. Their position will be the position they take up when joining the track. Those exiting the pits under Code 50 must give way to traffic on the track and yield position to any car they are alongside, where any overlap exists. The leader is to ensure sufficient room past the finish line for all cars to park. Too much room is not a problem. Drivers will only exit to the garage upon instruction of the Race Director. Expect guidance and support from the Race Director, however, it is your responsibility not to lose or gain a position during this time.
- Voice **“Code 50, Code 50. Code 50.”** All drivers are to drive with the pit limiter engaged at 50kph await green flag instruction from the Race Director. When driving under a Code 50, the pit limiter must remain continuously engaged. Cars may make full use of the pit, pit stops and to serve penalties under a Code 50. Those in the pits are to exit as soon as they can. Their position will be the position they take up when joining the track. Those exiting the pits under Code 50 must give way to traffic on the track and yield position to any car they are alongside, where any overlap exists (overlap is any part of the car being alongside any other car regardless of the relative position of the front of the car).
- Voice: **“Going Green in 10, 9...2,1. Green Flag. Green Flag. Green Flag.”** All drivers are to maintain 50kph with the pit limiter engaged until the phrase “Green Flag” has been stated. Normal racing conditions are then resumed. Extreme care is to be taken disengaging the pit limiter mid-corner or in the vicinity of other traffic, especially traffic ahead who may be slow in resuming normal racing speed. Any car disengaging their pit limiter is entitled to pass any car which is slow to disengage, as long as it can be done safely. Absolute trust that competitors will comply is required. Any delay (taking into account realistic deceleration capability) in following the procedure could be penalised as gaining an advantage. Deliberate abuse of this procedure will result in a significant penalty.

Driver Standards

General

- We all represent the CHSR community, even in password-locked races. We want to show that we're a decent bunch of people, respectful of other people's opinions, tolerant of other people's mistakes and considerate to other people's experience (or lack

thereof). This expected decency extends to Discord and beyond to all other social media platforms.

- Sportsmanship means competing to the best of your abilities, to achieve personal bests, podiums and maybe even some wins, but not at all costs. Respect, consideration and politeness are expected at all times.
- Individual reprimands and displays of frustration or anger in response to incidents or mistakes by others are unacceptable. Use the protest system after the event is complete.

On Track and In the Pits

- When requiring repairs, return to the pits by completing the remainder of the lap, if the car is not significantly damaged, do not pull off the track. If unable to safely drive to the pits due to damage, as quickly as possible, clear the track and come to a stop out of the way before exiting the car.
- When re-joining the track after a spin or accident the driver must use the relative time display and track map to ensure it is safe to join. Running out of session time or defending your position are not justifiable reasons for an unsafe rejoin.
- When entering the pits, all drivers must remain within any pit entrance markings provided and not cut any corners in the pit entry lane.
- It is expected that cars exiting the pits during a session will merge with cars on the track. When exiting the pits, drivers must attain racing speeds as quickly as possible and remain as clear of the racing line as possible, remaining well within the pit exit lines/markings where available. If a safe rejoin is in doubt do not exit the pit lane, but once the pit is exited the driver is committed to attaining racing speed and holding their line in any subsequent turn. Drivers on track are responsible for safe merging with cars exiting the pits in accordance with the correct pit to track rejoin procedure described here. Please Note: A car exiting the pit in the correct manner and baulking a faster car at a subsequent turn is not blocking.
- When overtaking, by nature, the best moves are less predictable. But, adequate spacing must be ensured before the pass is attempted. Inexperienced drivers must be mindful of possible over-confidence. All drivers must try and anticipate early braking. Especially at the start heading in to the first turn. Cars that brake unexpectedly early are cars on fresh tires, cars rejoining after an off-track, cars catching up to or following slower cars and bunched groups (race starts for example).

- When being overtaken, once the other driver is alongside it is just as much the responsibility of the defending driver to avoid contact.
- When lapping a backmarker, flashing of main lights is acceptable as a means to signal that they are to be lapped.
- Flashing of main lights as a warning, as a necessary attention getter or for any other reason in response to an unexpected situation is acceptable. The use of flashing main lights to distract, intimidate or for fun is not acceptable.
- Backmarkers must not attempt to defend their track position with respect to faster lapping drivers. Backmarkers should yield their track position predictably by remaining on the racing line when being caught. Whenever a faster lapping driver attempts to pass, there must be no attempt to defend. Neither should backmarkers suddenly change speed, leave the track or rapidly change lines to remain clear of lapping drivers. Backmarkers actions should be predictable. Lapping may require patience until a suitable passing point is reached. When being lapped as a backmarker, come off the gas and/or brake a little bit earlier or accelerate less out of a turn.
- Likewise, a driver on a lead lap, must not defend their track position to a consistently faster driver attempting to unlap himself.

Cup Categories

The series will run with three cup categories (Pro, Pro-Am, Am). The team cup category assignment will be decided by the Team Principal when registering for a series. See the “Teams” section below for more detail. Team Principals are to consider their desired competitiveness level carefully as this could limit which team members may compete at certain events. Also, Team Principals must also consider the cup categories of their drivers. The most likely problems are drivers registering as “Am” or “Pro-Am” when their skill level and experience are more suitable for the respective “Pro-Am” or “Pro” categories. A driver who is competing clearly above their cup category will be promoted. As a driver’s cup category change will affect all the series they compete in, there will have to be differences in how this is handled when it comes to team events, as drivers may compete for different teams in different events.

Promotion/Demotion

Because drivers may drive for different teams in different events, it is not possible to handle promotion/demotion in the same way as it is done for individual driver based series.

A promoted driver will automatically force the withdrawal from any event for which the driver is entered as a squad member, where the squad’s average cup category exceeds the Team’s

series entry cup category. Each affected Team Principal will be notified accordingly and will have to arrange the re-registration for any affected future event.

Alternatively, the Team Principal may request for the Team entry to be promoted. Promotion of the team will result in loss of all accrued points in the standings.

Where the team does not wish to be promoted, for any past event for which the driver has competed as a squad member, the Team's finishing position in the event will be reduced by one place for each promoted driver in a squad, and the event results and series standings will be recalculated accordingly.

Promotion is intended to trap cases where drivers have significantly underestimated their level; of competitiveness and this becomes evident in the first one or two events they compete in. Driver's who are merely judged to have developed their skills during the progress of a series will not be promoted until the completion of the season. Evidence of sandbagging will result in severe penalties.

Team Principals should be alert to new drivers in their team's who may be liable for promotion and thus affect the team's results where that driver is part of the squad. In addition driver's who suspect they are in the wrong cup category must raise the issue to the organisational team as soon as possible.

Teams

Any driver registered at <http://chsr.simstrata.com> may create a team. A driver that creates a team becomes the Team Principal for that team. Any registered driver may join any other team (with the Team Principal's permission) and maybe a member of any number of teams.

Teams may have any number of members and any mix of cup categories. Unlike drivers, teams do not have cup categories. The Team Principal will select the cup category they wish to compete under when they register for a series. The cup category that a team will enter under will depend on the level of competitiveness the team principal wishes to compete at. Only the team principal (the driver who created the team) or the team deputy, will be able to register the team for this series and its events. When doing so, the team principal will select their desired level of competitiveness (Pro, Pro-Am or Am). Then the team principal may register their squad for each event. The squad is a selection of their team members who are to compete in an event within a series. Different squads may be registered for each event in a series. However, the squad's average cup category cannot exceed that of the team's cup category for the series. For example, a team entered as "Pro-Am", cannot enter a squad that equates to a competitiveness level of "Pro". The team would have to have registered as "Pro" in such a case.

Squad Competitiveness Calculation (squad cup category)

The squad competitiveness calculation is as follows. Each driver cup category is assigned a weighting (Pro=1, Pro-Am=3, and Am=5). The weighting of the squad is summed. So a squad of three with a Pro and two Pro-Am drivers would be $1+3+3=7$. This is then divided by the number of drivers in the squad to give the average weighting: $7/3=2.333r$. If the average cup category is then derived from the average weighting. So Pro if ≤ 2 , Pro-Am if ≤ 4 else Am. So $2.333 \leq 4$ and hence our example squad would be graded as Pro-Am and allowed to compete only if the team has registered as Pro or Pro-Am.

Points

Points will be awarded to competitors based on their final results. Total points for an event will be an aggregate of points awarded for all relevant sessions and account for all relevant penalties applied for that event.

The team titles will be awarded to the teams who have scored the highest number of points in their respective categories (Overall, Pro-Am or Am), taking into consideration all the points obtained during the events which have taken place.

An overall (taking into account all cup categories) title will be awarded (championship winner), as well as titles in the Pro-Am and Am categories. As such the leaderboards for the events will be published for each session, team and all drivers within their cup category. The overall series leaderboard will be published for each team and all drivers within their cup category including Pro competitors.

Points will be awarded as follows:

Qualification (all events):

The fastest time will be awarded 1 point in each cup category.

All Endurance Events

Race:

The following points will be awarded to teams in each cup category for the 4H races:

Finish Position	Points
1st	100
2nd	80
3rd	70
4th	64
5th	60
6th	56
7th	52
8th	48
9th	44
10th	40
11th	38
12th	36
13th	34
14th	32
15th	30
16th	28
17th	26
18th	24
19th	22
20th	20
21st	18
22nd	16
23rd	14
24th	12
25th	10
26th	8
27th	6
28th	4
29th	2
30th	2

The following points will be awarded to teams in each cup category for the 8H races:

Finish Position	Points
1st	200
2nd	160
3rd	140
4th	128
5th	120
6th	112
7th	104
8th	96
9th	88
10th	80
11th	76
12th	72
13th	68
14th	64
15th	60
16th	56
17th	52
18th	48
19th	44
20th	40
21st	36
22nd	32
23rd	28
24th	24
25th	20
26th	16
27th	12
28th	8
29th	4
30th	4

Force Majeure

Truncated Race Session

Should it not be possible to fully complete a race session, points will be awarded to the positions of the last complete lap in accordance with the points schedule above.

Truncated Event Schedule

In the event that it is not desirable, practical or feasible to complete a race session, the preceding qualifying session will be completed and full race points will be awarded according to the qualifying results in accordance with the points schedule above.

If it is not possible to complete the qualifying session(s), then the event will be cancelled.

Such options will be at the discretion of the Race Director taking into account all factors and in consultation with the competitors.

Cancelled Events

Should an event be cancelled for whatever reason, then no points will be awarded. In the case where an event was cancelled due to significantly low attendance and being unable to truncate the event (e.g. qualification only), then the cancelled event will not be counted as a drop round at the discretion of the Race Director.

Championship Standings

In order to encourage competition at various levels, competitors in each cup category (Pro-Am and Am) are competing in separate championships for each cup category in addition to the overall championship. Pro teams are competing against the entire field and thus are competing for the overall championship along with all other cup categories. Championship standings will be updated and published once the results are declared "final".

Protests

Following an event, the stewards will make a post clarifying how protests will be submitted (default is via a Google Form), along with a deadline for all protests to be submitted (normally 48 hours).

Protests should be clear and state the parties involved, the lap number and a brief description of the incident, including the corner name(s)/number(s). Once the deadline for protest submissions has passed the stewards will arrange a meeting to review all incidents, during which a minimum of 3 stewards will be present. In cases where an incident involves a steward or their team, the steward will be excluded from the stewards meeting while the incident is discussed. Once the

stewards have reached a decision they will send a Discord message to the drivers involved (or the team principals in the case of a team event) informing them of the outcome and naming the appeals steward for the incident.

The appeals steward will not have been present during the initial stewards' review of the incident. Appeals must be submitted within the timeframe stated on the message, the default time for an appeal is 48hrs from the steward's message. Once all incidents/appeals from a race have been processed the outcomes will be posted in the acc-protest-outcomes channel on the CHSR Discord server.

All posted results will be provisional up to the protest submission deadline. Once results become final it will not be possible to make any amendments, except in exceptional circumstances including (but not limited to) cheating, abuse and the use of exploits. However, no protest is required to be recognised after the deadline and may be ignored.

Please note, It is entirely the responsibility of the protester to provide enough information and evidence to support their claim. Protesters must not rely on nor request resources, such as replays, that may or may not be available by any of the admins. Preferable means of communication will be via Discord DM with attachments. Admin staff may ask for additional information. All drivers must be aware that only information gathered within the 48 hour period will be considered, so if a grievance needs to be dealt with it is the responsibility of the protesters to ensure they start the protest procedure at the earliest opportunity.

Any admin adjudicating a protest will allow the driver being protested against to provide contradictory evidence. In such cases, the evidence must be supplied within 24 hours of the request to be deemed valid.

Penalty System

Penalties will be based on Behaviour Warning Points (BWPs). Once enough BWPs have been accrued, the competitor will be penalised. This will depend on the stage of the event and when the transgression occurred. BWPs will only be awarded to competitors for issues that are not managed by the simulator. So drive throughs and stop and go penalties served in the race are not taken into account.

Other penalties will be the result of incidents or conduct (either on the circuit, in text chat, voice chat or any other area of social interaction deemed to be not in the interests of the CHSR or the competitors.) In other words, grievances should be aired internally with the CHSR Discord (in the appropriate channel only), via private email or DM and not elsewhere.

Such other penalties may be applied by race admins during the event or subsequent to the event as a result of an official protest.

BWPs accrued by drivers will be added to the team's total BWPs. Once a certain number has been reached, a penalty will be triggered. The penalty will be a place drop depending on the total BWPs accrued. If a penalty was applied due to an infraction in a prior event but was unable to be applied to that event, then the penalty will be carried forward to the next event for a final place drop.

If a team does not accrue any BWPs during an event, any existing BWPs will be reduced by 2.

If a competitor suffers a place drop, 3 BWPs will be deducted from their total. So a team with 5 BWP loses 3 places in the final results, then their BWP standing total will be 2 BWP. One more incident would trigger another penalty.

Examples of BWP applications:

Formal Reprimand	1 BWP (minimum)
Causing a Significant Collision and not taking advantage	1 BWP
Causing a Significant Collision and taking advantage	3 BWP
Not following regulations without gaining advantage.	1 BWP
Not following regulations and gaining an advantage.	3 BWP
Driving standards warning	1 BWP
Driving standards unacceptable	3 BWP

BWP to Penalty Conversion (applied to results of next or applicable race session):

3 BWP	Lose 2 Places.
4 BWP	Lose 3 Places.
5 BWP	Lose 6 Places.
10 BWP	Disqualified.

Formal Reprimand

A formal reprimand will be issued to teams for any situation that is deemed to warrant the attention of the event admins and for which sufficient evidence of abuse, harassment, unsportsmanlike behaviour or any other undesirable action resulting in upset, harm or disruption to the event at any time before, during or after the event. In addition, any action by a competitor that brings the series into disrepute or any attempt to attack the character or insult any active participant of the series at any other time could also attract a valid protest. This could be in social media, text chat, voice chat, driving standards, etc. Either by direct observation by an admin, or via a protest.

Collisions

In order to promote a professional approach to the series, all collisions between drivers may attract a penalty pending observation by one of the admin staff or receipt of an official protest. This includes collisions during the warm-up lap, start and end of the race. Consideration for fellow competitors is paramount at all times during an event.

However, it is recognised that sim racing is a challenging activity and requires considerable skill. Close competition does require a considerable element of risk and contact between cars is inevitable during a race and the degree of contact and subsequent actions of the drivers will be expected to meet minimum standards of sportsmanship. Therefore we will be required to ensure that it is not in the best interest of a driver to take advantage of unreasonable contact they initiated. A much more lenient view will be taken for drivers recognising their mistakes and giving up any advantage gained. Minor contact not affecting the position of the involved drivers and not causing any significant damage (no impact on performance) will probably not attract any BWPs.

Significant contact is deemed to be "contact" that results in significant time loss, loss of place, or damage resulting in impacting lap times or requiring a pit stop to repair, or anything else that makes it difficult to compete on previous terms, all other things being equal. It may be that it will be impossible to not take advantage of a situation, such as retirement, pit stop or impacted lap times. All drivers and teams should be minded to take this into consideration as BWPs will be awarded accordingly, even if gaining an advantage cannot be avoided.

Competitor Guide

All competitors need to be aware of how to participate in an event. This section will describe the general event schedule and how to join and compete in events.

Please note that all sessions are subject to the expected levels of consideration and respect for all competitors and admins. The same high standards of sportsmanship and adherence to the

regulations with regard to avoiding contact, managing damage, returning to the pits and exiting the pits, etc apply equally to all sessions and will be enforced equally for all sessions.

Getting Involved

Sign Up

It is possible to view some of our series and events via our website at <http://chsr.simstrata.com> without signing up or logging in. However, valid website registration is required to be able to register for series and events. The very first thing to do is to join the CHSR Discord (<https://discord.gg/uP29MDF>). All our interactions with you will be with your Discord name. Once you have done that, follow the links and instructions on the website to create a driver account and be a complete part of our racing community.

Once you are registered with a valid driver account on our website, you will be automatically added to our public server whitelist. This allows us to increase all the safety requirements for non-members to ensure our public server racing is as clean as possible, but without excluding those trustworthy and conscientious CHSR members who have not had time to build up their ratings.

Team Series and Event Registration

We intend to offer two types of events. These are competitive series such as the CHSR Team Endurance Championship and private one-off special events. Both types of team events will require team registration.

The first step is to either create or join a team. The driver who creates the team becomes the Team Principal. Only one active team per Team Principal is allowed. A team may be deleted or retired only when it is not registered to any series (it will be deleted) or when it is only registered to a completed series that is archived (retired).

The way we have organised our system for official events, is that once you have a team, you can register for the series you are interested in with that team. Only when you are registered for the series can you then register for the associated events. We have gone for an opt-in system, as opposed to having to opt-out if, for example, unable to attend an event, freeing up as much space as possible. Therefore, if you have registered for an event and are unable to attend, we expect you to unregister. When a Team Principal registers for an event, he is presented with a selection box of all his team members. The Team Principal can then select the specific team members for the event respecting the min and max driver constraint specified for the event. These selected drivers form the squad for the event. The selected members' cup categories have to respect the average cup category requirement as described in the "Teams" section above. The system will automatically calculate and validate your selection.

Due to the way we have structured and designed this series, all Team Principals will have to supply a custom car upon series registration. This is easy. Simply design your car in the built-in editor. When registering for a series you can then use the file picker to locate your custom car and upload it to the server. Our system will ensure you have the correct race number and cup category assigned to your car for each race. Obviously, the car you choose for the series will have to match the custom car .json file you choose. The downside of this is as of recent Kunos updates, it is no longer possible to use stock liveries. This is an issue for the Lexus which is not supplied with any custom templates.

To sum up, to register for an event, create your custom car, then register for the series first, [then register for the events you are interested in](#). On our website front page, we show official passworded events two months ahead and public open events one month ahead. However, you can view all the events when you view the series details by clicking on the series name.

Livery Rules

Fully custom liveries are allowed and can be uploaded to the series, then downloaded from each individual event page. They can be a maximum of 3mb in total size - the website will inform you if your livery files are too large.

General Points about Custom Liveries in ACC v1.8: ACC 1.8 will now 'pre-compile' custom liveries, by converting the .png files that you supply as part of your livery package to .dds files. Those .dds files are then used to render the car's livery in-game. This is done differently in the server and in the in-game editor. In the server a sponsors_1.dds and decals_1.dds will be generated, these will be compressed to about 6mb each where supplied. The in-game editor will generate sponsors_0.dds and decals_0.dds, these seem to be uncompressed and are around 24mb in size. This is great because now multiplayer races will be lag free when competitors re-join a race. There will be lag, but only the first time your ACC game client sees that livery or if you have deleted the .dds files for that livery or removed the custom liveries and re-downloaded them.

Please Note: Once the .dds files have been created, any further updates to your custom livery will not be seen by ACC. You must delete the .dds files to prompt ACC to re-generate those .dds files from your updated .png files. You will know when this occurs as there will be some lag. You will not notice any lag when others join a server or you view a custom livery in the in-game editor whilst those .dds files are present. What this means is that the Sim Strata livery system is still fully compatible with ACC v1.8. However, you may need to manage your local custom livery folder more closely and remember to manually delete the .dds files if the liveries are updated.

In Short: * Upload your liveries as you always have done. * Manually delete the custom livery folders before you download the livery pack for an event to ensure you have the latest updates

showing in-game. * Expect join lag when somebody else joins the session the first time. So long as the .dds files are present, whenever that driver subsequently joins any session in any race on any server using that livery there will not be any join-lag.

There are rules surrounding the liveries. They must **NOT** contain:

- Nudity/pornographic content
- Political content, quotes or images
- Drugs/tobacco brands or images
- Racism, sexism or discriminatory language/symbols
- Religious content, quotes or images
- Gambling content, quotes or images

We're all here to race and enjoy ourselves, so we feel this needs to be reflected in the liveries on cars. We don't want any arguments to be started over any brands, logos, quotes or content on any cars. If you aren't sure at all about your livery, then please message an admin to check if it is appropriate.

Event Participation

Event Start Time - 15 min

All competitors are to join the appointed voice channel in the CHSR Discord server to participate in the driver's briefing. Non-attendance at the briefing may, at the discretion of the admins, result in a formal reprimand. The driver's briefing is important to communicate issues, special instructions, reminders and to provide a brief overview of the event. We will however be as flexible as possible, you are likely to be late and unable to attend the briefing, please inform an admin.

Free Practice Sessions

Competitors are free to use the practice sessions to test their car configuration, strategy and pit-stops. Practice sessions are not for learning the track, pit entrances, rejoins, etc. It is assumed that all competitors are familiar with handling their car on the track at the limit and how to enter and exit the pit lane. Dedicated practice "Test Sessions" servers will be provided to aid in gaining the required track knowledge, setup knowledge and tactics.

Note that it is always the case that the last driver in the car at the end of the session will start next session. This is a limitation of the simulator. Please be aware of this when planning your driver sequences.

Also, it is critical that once a team has connected at least one team member remains connected at all times. If all team members disconnect, then reconnect their race number will be incorrect and there may be errors in determining points, positions, etc.

Qualifying

A team may use any combination of drivers in qualification to set a time. The best time set by the team is the qualifying result for the team. As mentioned above. The driver occupying the car at the end of the session, will be forced to start the race.

Whilst qualifying, cars on an out lap or an in lap must always safely and predictably yield to cars on a hot lap. All competitors are responsible for avoiding contact. There is to be no bunching in the final section of the track in an attempt to gap oneself to a car ahead on an out lap or an abandoned hot lap, nor challenging for position during hot laps. Competitors must be prepared to compromise or abandon their hot lap if they catch a slower driver on their hot lap. Competitors are to judge their position and use the whole out lap to ensure sufficient space to the car ahead, even if that means not being able to get tires and brake to optimal temperatures.

The Race

A full warm-up and formation lap will be used for all official events. We will be utilising the warmup and formation UI integrated in ACC for all events.

The race session will require a predetermined number of mandatory pit stops involving driver changes. These pit stops may specify mandatory fuelling and/or tyre changes. This will be according to the specific event requirements.

It is the responsibility of the team to ensure all mandatory pit stop requirements are met and that all driver total and stint time limits are adhered to. Exceedance of these times or failing to complete all the mandatory pitstop will automatically result in penalties or disqualification as dictated by the simulation.

Post Event

The final positions for all races during an event will be calculated after the completion of the event with provisional results published taking into account adjustments for known BWP totals. Final results will be posted sometime after 48hrs after the event, once all protests (if any) have been processed.

A final word on penalties. Nobody wants to gain BWPs. But mistakes and contact are inevitable. Even admins will no doubt be awarded BWPs at some point! We are all fallible and liable to make honest mistakes, no matter how hard we try. BWPs should not be viewed as personal slights, they are a way to manage a system and incentivise intense competition that is as clean as possible.

Series Schedule

Sun, 10th April - **Oulton Park 4H**

Drivers' Briefing: **11:45 UTC**
Conditions: **RaceEngine Real Weather**
Race Format: **4 hours with 2xTime Accel**

Sun, 22nd May - **Silverstone 4H**

Drivers' Briefing: **11:45 UTC**
Conditions: **RaceEngine Real Weather**
Race Format: **4 hours with 2x Time Accel**

Sun, 19th June - **Snetterton 4H**

Drivers' Briefing: **11:45 UTC**
Conditions: **RaceEngine Real Weather**
Race Format: **4 hours with 2x Time Accel**

Sun, 25th September - **Spa 8H**

Drivers' Briefing: **9:45 UTC**
Conditions: **RaceEngine Real Weather**
Race Format: **8 hours with 1x Time Accel**

Sun, 23rd October - **Brands Hatch 4H**

Drivers' Briefing: **11:45 UTC**
Conditions: **RaceEngine Real Weather**
Race Format: **4 hours with 2x Time Accel**

Sun, 27th November - **Donington 4H**

Drivers' Briefing: **11:45 UTC**
Conditions: **RaceEngine Real Weather**
Race Format: **4 hours with 2x Time Accel**

