

WGC 6H Green Hell

Contents

1. Introduction
2. Entry requirements
3. Participation
4. Code of conduct
5. On-track rules
6. Reporting & penalties
7. Social media
8. Final decisions

1. Introduction

The following guidelines listed below, have to be adhered to when participating in any structured event rounds of the Williams Gaming Club during live stewarded events. It is your duty as a driver or any other form of participant to read and understand the rules and regulations before you sign up for any Williams Gaming Club Events. The regulations are essential for upholding uniform judgement and driving standards, as well as for guaranteeing fair racing in all competitions.

2. Entry requirements

2.1 All participants are required to join the official “Williams Gaming Club” Discord, which can be found here: <https://discord.gg/Dt3eKZyxja>

2.2 All participants are required to attend the drivers meeting held in the designated Discord Channel before each race. Participants are required to be muted when joining the channel, only opening the microphone when requested to speak.

3. Participation

3.1 All participants are required to fill out the registration form designated to the series/event.

3.2 If a driver is unable to attend to a race event, they shall notify the league organisers 24 hours in advance of the scheduled race start time

4. Code of Conduct

As a participant in the event you are expected to adhere to the following Code of Conduct:

4.1 Safety and clean racing is of the utmost importance at all times. All drivers and teams are responsible to maintain a clean and safe race environment. Reckless and careless driving is strictly prohibited.

4.2 Respect for one another is expected from each participant. It is not acceptable to use offensive language or act in a disrespectful manner toward anyone.

4.3 Both on and off the track, all drivers, teams, and other employees are expected to conduct themselves professionally. Respecting the decisions made by officials and staff members is part of this.

4.4 All participants, including drivers, teams, and other staff, are expected to always act with professionalism. Any type of unsportsmanlike behaviour is prohibited, including, but not limited to, intentional wrecking, trash-talking, etc.

4.5 Participants and officials must always conduct themselves with courtesy and professionalism. It is completely forbidden to use offensive or otherwise inappropriate language in any means of communication.

4.6 Any problems related to the code of conduct from participants shall be evaluated on an individual basis, and appropriate measures shall be taken by the officials and staff members, if needed.

4.7 All participants must comply with the rules of the Event. Failure to comply may result in penalties or exclusion.

4.8 At all times throughout the series and any event connected to the competition, the drivers will compete (as applicable) to the best of their abilities.

4.9 We uphold the highest standards of honesty and justice in our racing league. We firmly think that sportsmanship, skill, and merit should be the foundation of competition. We therefore strictly prohibit bribery of any kind. We reject any efforts to use monetary rewards, presents, or favours to obtain an unfair advantage. We're devoted to promoting an even playing field for all competitors and upholding the community's confidence and respect. To safeguard the integrity and authenticity of our racing league, any infractions of this regulation will be properly examined and dealt with.

5. On-Track Rules

5.1 Driving

5.1.1 Drivers are required to always use the track and are not permitted to intentionally leave the track unless there is a valid reason to do so.

5.1.2 If a Driver leaves the track, they should come back as soon as possible, as long as they don't re-enter the track dangerously or gain a permanent advantage. A driver may be offered the chance to return the entirety of any advantage obtained from leaving the track at the sole discretion of officials.

5.2 Passing

5.2.1 While an overtaking manoeuvre is occurring, all cars involved are responsible to ensure a fair and clean manoeuvre.

5.2.3 When two cars are reasonably alongside each other, each must permit the other adequate racing room. Please see Section 5.7

5.2.4 An overtaking manoeuvre completed outside of regulated track limits is prohibited. If such a case appears the attacking driver must return the position.

5.3 Defensive manoeuvres

5.3.1 A defensive move is deemed as a single change of direction, performed by the defending car before the attacking car has committed to the overtake and/or started to overlap.

5.4 Blocking

5.4.1 The sudden and unexpected change of one's driving line deliberately to block an attacking driver once they have committed to their line is prohibited. At all times, drivers are expected to race and defend fairly if another car attempts to overtake.

***For advice on racing room, please refer to this document:**

 General passing rules.pdf

5.5 Dangerous Driving

5.5.1 Dangerous driving refers to any behaviour that places drivers at unnecessary risk. Examples include but are not limited to:

- Deliberately causing a collision with another driver
- Ignoring rules and regulations
- Excessive blocking.

These are all referred to as dangerous driving and are strictly prohibited.

5.5.2 Any driver deemed as dangerous by the race stewards can be immediately removed from the race.

5.5.3 Drivers who were deemed as dangerous will also be reviewed after the race has finished.

It is important for drivers and other participants to know that respect and integrity should always be a top priority during the event..

5.6 Pit exit

5.6.1 When leaving the pit exit, drivers need to be aware of the cars already on the track. Drivers should not rejoin in a manner that would force other drivers to alter their racing line or take evasive action.

5.7 Adequate racing room & Significant overlap

5.7.1 Adequate racing room definition: Adequate racing room means sufficient room so that the car is still able to continue in a safe manner without having to adjust its speed or line to avoid the other car, a car-damaging kerb, wall or any other object.

5.7.2 Significant overlap definition: Significant overlap means that the trailing car has achieved enough of an overlap to be eligible to adequate racing room. Significant overlap is achieved when the front wheels of the trailing car are alongside the rear wheels of the leading car before braking has been initiated.

5.7.3 Significant overlap achieved on a straight: Any significant overlap achieved on a straight must be respected and given adequate racing room. A single defensive change of direction is allowed by the leading car, but this may not be in response to the chasing car and if significant overlap has been achieved, it must be respected and adequate racing room must be given. During the approach to the next corner, the leading car may defend the inside and may then move back towards the racing line but in doing so the leading car must leave the racing room to the outside.

5.7.4 Inside significant overlap achieved after the braking point: If the chasing car achieves significant overlap to the inside after the braking point - during the braking zone - it must get into the leading car's peripheral vision before the leading car turns into the corner. If the trailing car achieves any significant overlap to the inside before the braking zone, the significant overlap must be respected by the leading car and adequate racing room must be given until it has been cleared as per the section overlap achieved on a straight.

5.7.5 Outside significant overlap achieved before throttle on point: If the chasing car achieves significant overlap to the outside during the corner, including during the braking zone, it must get into the leading car's peripheral vision before the leading car applies the throttle.

If the trailing car achieves any significant overlap to the outside before the braking zone, the significant overlap must be respected and adequate racing room must be given by the leading car until it has been cleared.

5.8 Qualifying*

5.8.1 ACC/iRacing open qualifying: Teleporting back to the pitlane while stationary should only happen on tarmacked run off areas, exits and other safe areas.

Other surfaces should be avoided due to the lack of control when facing those surfaces.

5.8.2 During qualifying each car is responsible for their own position on the track.

If 2 cars on a fast lap are close to each other, it is the car behind who is responsible for this situation and is therefore required to allow the car in front to complete the lap without any hindrance.

If a car is on an in-/outlap or not on a valid lap during the qualifying session, it is this car's responsibility to pay attention to any car that may be on a fast lap. The car not on a valid lap must not impede a car that is on a valid qualifying lap in any way.

Failure to do so could lead to a penalty defined by the series structure.

***not applicable in iRacing private qualifying sessions**

5.9 Blue Flags

Drivers who are shown blue flags do not have to yield immediately. Once the passing driver has initiated the pass, the driver being passed must aid in facilitating the pass. Sections 5.7 and 5.2 still apply.

6. Reporting & Penalties

Please use this link down below to report incidents:
TBD

6.1 You can report an Incident within an hour. Every incident reported after the hour threshold has been passed will be disregarded by RC.

6.2 The In-game Penalty structure will be a guide for all race stewards. Depending on the situation, the race stewards have the right to adapt to it being more lenient or strict.

Blocking another participant during qualifying*: Warning / DTP

Dangerous driving: Warning / DTP / 10s S&G / DQ

Ignoring blue flags: Warning / DTP

Any incident that warrants a warning: Warning / DTP

Unsportsmanlike behaviour (exploits, cheating, etc.): Up to the discretion of the SRL Organisers

Gaining an advantage offtrack: Warning / Swap Positions/DTP

Minor Contact, Responsibility: Warning / DTP / 5s S&G / 10s S&G

Moderate Contact, Responsibility: DTP / 10s S&G / 20s S&G

Major Contact, Responsibility: 10s S&G / 20s S&G / 30s S&G

Intentional wrecking: Up to the discretion of the SRL Organisers

Warning= Receiving 2 Warning may lead to a DTP

DTP= Drive through penalty

S&G= Stop and Go penalty

Each Penalty can be awarded with up to 3 Penalty Points/PP.

***not applicable in private qualifying sessions**

6.3 An incident not reported will not be reviewed by the stewards.

6.4 Once an entry exceeds 9 PP, the driver will be suspended for the race.

6.5 For any situations outside of the game which cannot be resolved otherwise, please contact "Wil Green" or "Pascal J. M. Radschun" on Discord or send an email to "wil.green@williamsfl.com" or "pascal.radschun@williamsfl.com".

6.6 If you wish to appeal a penalty you must do so immediately after receiving the penalty. All appeals have to include footage or information not formerly known by race stewards. Any appeal that does not include any of them will be closed immediately. Please Join the "Race Control Waiting Room" to start a conversation with the race stewards.

6.7 Any penalty received by the game, can not be taken back.

6.8 Race control keeps the right to disqualify any Car if need be.

7. Social Media

7.1 The creation of uplifting and interesting content is encouraged.

8. Final Decisions

8.1 The Officials will apply this Handbook in such a way as to guarantee that the WGC's ethos is respected. The Administration shall have exclusive discretion to determine whether any activity constitutes a violation of this Handbook and to make all other judgements. To promote fair play and uphold the WGC's spirit, the Officials have the power to make decisions that are in line with this Handbook, against this Handbook, or even outside of it in certain circumstances. Drivers agree to be bound by the final determinations of the Officials and anybody acting for the Officials.