



Evolution Racing Academy

Racing Rules

This document was written by the *ERA* Stewarding Team, and is available to the Community for informational purposes.



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A. Stewarding Process and Reports

- i. Any and all decisions given within an event are made at the Stewards discretion.
- ii. Any circumstances not covered by the current rule set will be judged using the latest official Sporting Regulations for the series at hand, SRO Sporting Code and the most recent Event Notes for the specific track.
- iii. Stewards that are involved in a collision, incident or conflict of interest (friends, teammates etc) are NOT involved in the discussion pertaining to said matter.
- iv. Rules concerning the specific track in the pre-race briefing will overrule any existing rules, be it within this ruleset or the official sporting regulations. This will also be posted as an announcement during the briefing.
- v. The minimum time penalty that a steward can award is 5 seconds. Time penalties being given can range between 5 and 30 seconds, based on what they believe to be appropriate. This will be per reported incident.
 1. Time penalties will be applied post race.
 2. The penalties in this document are for recommendation purposes, and may vary in accordance with mitigating/aggravating factors, at the discretion of the stewards.
- vi. All reports must be made within 36 hours of the end of the race day, unless a certain driver is given permission to do so after this deadline is up.
 1. If a contravening event occurs in the investigation of a reported ticket, the Stewards reserve the right to penalise such events under the original ticket.
 2. Drivers who are unable to file a report within the 36 hours must notify the stewards of such, who may grant up to an additional 12 hours (for a total of 48 hours after the end of the race).
 3. If the driver has made contact with the stewards but fails to submit a formal report, the incident will be dismissed unless sufficient information was provided on contact.

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- vii. People allowed to file reports are:
 - 1. Drivers involved in the incident.
- viii. Stewards will review the entirety of the first lap of the race in all circumstances. Drivers are not required to report these incidents, but they may do so.
 - a) Lap 1 incidents will be viewed more **harshly**.
- ix. Reports must include references to the full race replay (which will be uploaded by the Community in the **race-replay-files** section of the Discord Server), including a Lap number and turn number, the names/numbers of drivers involved, and a brief description of the reason the report is being filed.
 - 1. Optionally, drivers may attach additional footage and evidence related to the current incident at hand.
- x. **No member of the Community is to interfere with the work of the Stewards**, at any time. Stewards may penalise such unsolicited contacts with licence points. Recidivism may see the Stewards refer the offending driver to the Community Administrators. Any communication with the stewarding team **MUST** be done through the ticket system.
- xi. Stewards reserve themselves the right to contact any driver regarding the incident. Accordingly, drivers are asked to cooperate to the best of their abilities with the Stewards' requests. Please make sure you have your privacy settings so that we can send messages if needs be.
- xii. All time penalties will be served at the end of the race they are acquired in. Any time penalties acquired from licence points will be served the next race. Pit lane starts, stop-go, drive-throughs and bans will be served in the first race the drivers attend after incurring the penalty. Failure to do so will result in the penalty being carried over to the next race the driver attends, with further consequences. Consistently ignoring to serve said penalties will result in a league ban.



- a) Any race that includes a pit lane start, stop-go or drive-through penalty (applied through stewards) cannot be used as the drop round, unless the full race distance is completed.
 - b) Any time penalties acquired during the race, where 80% of the race time isn't covered. Will be converted to LPP (5 secs = 1 LPP, 10 secs = 2 LPP). People found to not follow the spirit of the rule could incur further penalties. Stewards reserve the right to amend the penalties should the full race distance not be covered, therefore not served within the race.
 - c) Drive-through penalties that are given prior to the last lap are not to be taken on the last lap of the race. Doing so, could be liable to a penalty.
- xiii. The Stewards will issue verdicts on all reports before the next race starts. The Stewards will accordingly notify the community of any further delays.
- xiv. Drivers may file an appeal to the incident verdicts, within a period not exceeding 24 hours after the verdict was issued.
- 1. Only drivers involved in the original incident may file an appeal.
 - 2. Extensions to this deadline will not be granted.
 - 3. If the verdicts were released exceptionally late, the corresponding announcement will be made with regards to appeals.
- xv. Appeals must either contain **new evidence** or **evidence of a fault in the stewarding process**. This cannot be used as a method to penalise drivers not involved in the original incident. If nothing new is provided the appeal will be rejected.
- xvi. Penalties can be mitigated due to circumstances, however this is down to stewards discretion.
- 1. Self reports do not guarantee a mitigation, however this will be noted.
 - 2. The lower the penalty is, the lower the mitigation will be. This is scaled based on the incident.

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B. Qualifying Etiquette

- A. In qualifying, it is the drivers' responsibility to find free space on the track when starting a flying lap. Be ready to settle into sector 3 and be prepared for possible queuing. A 1.5-3 second gap is recommended for this, however situations may vary. The expectation is that you do not interfere with other drivers' laps. A car on a valid lap does not have to yield for a faster car approaching from behind. If the driver is on an in, out, aborted or invalidated lap, they are expected to get out of the way of cars on valid laps, without hindering their lap. **Overtaking is forbidden in qualifying as long as the other driver is on a VALID lap.** We expect all the drives to make space and find gaps to the best of their own abilities in Server 1 given the combined qualifying. Respect the classes and speed of your competitors. Whenever a driver wants to yield his trackposition to the oncoming driver he has to make his intentions as clear as can be. i.e: Staying off the racing line, slowing down considerably and indicating to the side of the track where HE wants to go to yield his position. (Opposite side of where the racing line usually is) Any reported breach of qualifying etiquette can be held liable for penalties.
- B. Drivers wishing to return to the garage while on track may use the "Return to Garage" option. In order to do so, drivers must park their car in a safe space, away from the track. Drivers wishing to pit manually must drive in a manner that does not present any danger to other cars.
- Once upper splits are released, unless you are on a fast lap, return to pits as soon as possible, in a safe location.
 - Anyone who extends their qualification time, past the allotted time, may be subject to penalties.
- C. Drivers are expected to adhere to qualifying bans in the first race the driver attends after the penalty is confirmed. Violations of this include but may not be limited to
- Setting a lap time
 - Assisting/obstructing other drivers



- Going out on track

- D. Drivers are expected to adhere to pit lane starts in the first race the driver attends after the penalty is confirmed. Violations of this include but may not be limited to
- Clicking on Drive in the pre-race waiting menu

- E. Additional information regarding qualifying in Server 1

Clarification on Combined Qualifying Procedures for Server 1

The recent races, particularly at Zolder, have highlighted certain issues during qualifying sessions. It has become evident that some drivers are not consistently demonstrating the level of judgment and situational awareness expected in these scenarios.

This statement is intended to address and mitigate the workload and incidents occurring during the combined qualifying segment in Server 1.

The intent is to establish a clear, unambiguous set of guidelines to streamline the process and minimize confusion or disputes.

While this foreword may appear critical, please understand that it is not aimed at any individual driver. It is provided in good faith and should be taken constructively.

It is imperative that all drivers adhere to a structured and disciplined approach to qualifying, particularly when sharing the track with 30-50 participants.

Success in qualifying relies heavily on racecraft, effective traffic management, and strategic positioning.

As such, it is essential to emphasize that each driver is ultimately responsible for the decisions they make on track, akin to their accountability in real-world traffic situations.

By adhering to these principles, we aim to foster a more efficient and harmonious qualifying process.

Thank you for your understanding and cooperation as we work toward this common goal.

Sincerely,
Dariusz Schmilewski



How to Quali: Server 1 edition.

- First thing is we expect all drivers to manage their gaps to leading and following cars entirely by themselves. The full trackmap or the relative times will help to facilitate that.
- Managing your gap with your surrounding drivers in mind is crucial for a successful qualifying so manage according to your class and the class of the driver you are following.
- For example as a gold following a diamond you can leave a smaller gap to the leading driver cause he will be faster over the lap.
- For faster classes behind slower classes it's the other way around, so make the gap bigger because you will catch up to the leading driver over the course of one or multiple laps.
- If you realize that you cannot go another lap without having to overtake or otherwise compromise the leading driver, abort your lap, find a new gap and try again.
- If you're on the other end of that equation, make a decision to either continue as you were or to yield your position to the faster driver behind and then do so in accordance with the qualifying rules and let them pass without impeding them in any way.
- Be aware that even though we discourage people from forming massive queues in sector 3, on some of the smaller tracks it's unavoidable. If there is queuing happening be aware of it and don't mindlessly speed into it and provoke a dangerous situation.
- If people are queuing on the outlap, just file into the queue, manage your gap to the leading driver and then start your laps. Your tires might not be in the window but you will avoid provoking a dangerous situation like crashing into the queue or impeding people from starting their lap.
- Queuing should be kept to a minimum which should solve itself if people manage their gap well enough. Just when you realize one is forming you might have to yield and adapt to the situation.
- If drivers are queuing after the first outlap of the grid, they have to be aware that some cars will be on a hotlap and should act accordingly. i.e: Don't park it on the racing line, leave enough space toward the oncoming corner so as to not impede the drivers who are on a hotlap.
- You will be held liable to any qualifying infringements reported to the stewarding team and penalized accordingly.**



C. Racing Guidelines

Championships Points and Success pens.

Each class receives its score. 1 point is given for achieving pole position. 1 point is also awarded for the fastest lap during the race.

Points are distributed per class according to race placement as follows:

1st Place: 18 Points

2nd Place: 16 Points

3rd Place: 14 Points

4th Place: 12 Points

5th Place: 10 Points

6th Place: 8 Points

7th Place: 6 Points

8th Place: 4 Points

9th Place: 2 Points

10th Place: 1 Point

Class dependent there will be an appropriate success penalty applied to the winners in class. This varies by class depending on ability. Points will be updated on the website once the stewarding process is complete.

Diamond, Platinum and Gold - 1st = 15s, 2nd = 10s, 3rd = 5s

Silver - 1st = 10s, 2nd = 5s

Bronze - 1st = 5s

Drop Rounds

Each season you get 1 drop round. This could be either your lowest scored round or a round that you haven't attended. This is automatically counted on your lowest scored finish. Certain penalties (i.e Race ban) will not count towards your drop round.

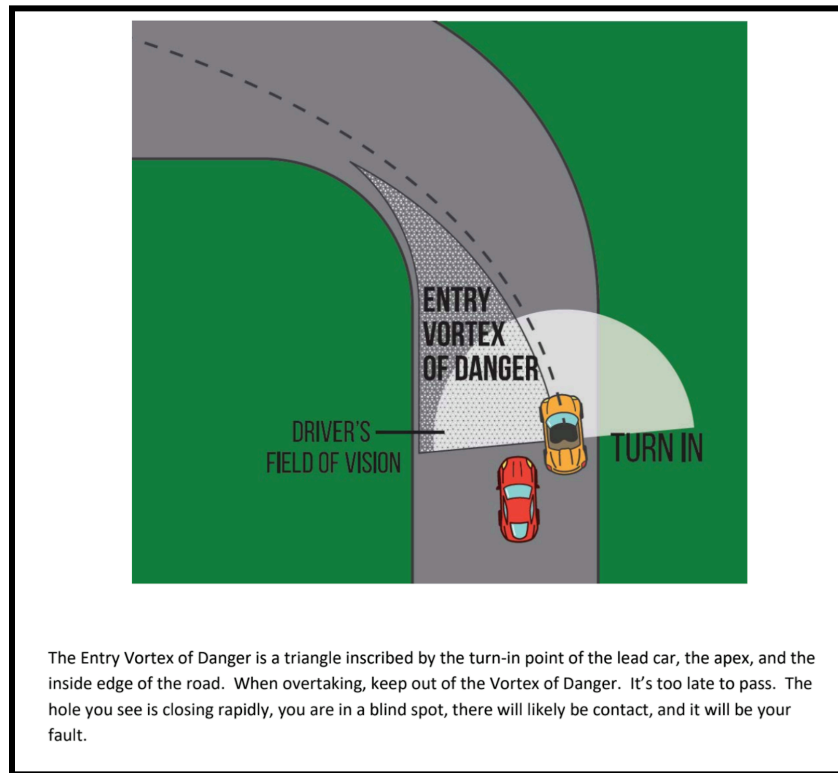
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Race cleanly at all times.

No contact should occur between cars on track, and drivers are required to do their best to prevent this from happening. Accidents can happen, but drivers found at fault for causing a collision will be penalised if reported. It is important to have a good awareness of where other cars are around the driver on track, so taking extra care is vital.

Drivers must take note of the vortex of danger described below.



- a. Drivers shall not drive in a manner which could cause a collision. If a driver is found at fault, they will be penalised regardless of how minor the collision is.
- b. If incidents happen on Lap 1, **the fact that it was the start of the race is not a mitigating factor.**



- i. Collisions will be judged based on the severity of the actions taken by the driver at fault, as well as the actions that could have been done to avoid such scenarios.
 - ii. The more mitigating factors there are, the less severe the penalty will be.
 - iii. Collisions between different classes will be penalised accordingly.
 - iv. **Intentional takeouts, takeout attempts and intentional brake-checks will be reviewed after the race. This will be punished with immediate disqualification from the race and referral to the admins.**
 - v. **Collisions after the race, intentional or not will be subject to investigation. Only the people directly involved with this CAN report these.**
- c. Drivers must not force other cars sufficiently alongside them off the track. A car is deemed sufficiently alongside if their front wheel axle is level with the driver's rear wheel axle or beyond, or if they are alongside in any capacity (according to the radar) for long enough that the driver is aware of their position and intention. Minimal racing room consists of 1 car width to the edge of the track (WHITE LINE). Certain tracks may have different limits, this will be specified in the pre-race briefing, however we encourage all drivers to drive with courtesy to fellow racers.

Whether or not a driver is sufficiently alongside will be judged through the braking zone and at the turning point for the corner, so it is possible to determine whether it was reasonable to expect the driver to adjust their line. If the driver is deemed sufficiently alongside, both drivers are expected to adjust their lines to account for one another.

Exceptions can be made if

- i. Contact is made by the usually non-responsible driver that affects the line of either car.
- ii. The driver who is pushed off is able to fully carry their momentum safely while off track, and allowed to rejoin the track unimpeded.
- iii. Drivers not sufficiently alongside are expected to back out, and will be held responsible for any collision that occurs.



- iv. Stewarding discretion is used here, as there are a lot of different ways these can pan out.
- d. Movement in the braking zone is not allowed as this can easily cause incidents, or force other drivers into taking avoiding action. Choose a line going into a braking zone, and follow that line until you reach your turn-in point. Exceptions can be made for movement back towards the racing line which does not impede another driver.
- e. Weaving, blocking and reactionary moves are not allowed under any circumstances. While the onus of overtaking falls onto the attacking driver, the defending driver is entitled to **ONE SAFE DEFENSIVE MOVE**. Defending drivers may move back to the original line to avoid a collision, or if done in a safe manner that does not impede on the attacking driver.
- f. Drivers must rejoin the track safely.
 - i. If the driver leaves the racing surface while other cars are in proximity, they must make sure to rejoin the track only when it is safe to do so. The minimap can be used to ensure no cars are close by when rejoining unless impossible otherwise, drivers must rejoin the track parallel to the track, and in the general direction of racing. If there are return routes available, the driver must use said return route to rejoin the track. Track specific allowances will be considered.
 - ii. If the driver ends up sideways or backward on the track, they are to hold the brakes until all oncoming cars have gone past. It is easier to avoid a stationary obstacle. However, consideration of circumstances will be taken into account.
- g. Completing an overtake and defending a position by leaving the track at any point of the process will be considered an offence. Drivers will be deemed to have gained an advantage by leaving the track. Drivers are expected to immediately relinquish gained advantages. If the driver completes an overtake off the track, they are to return the position immediately.



- i. Exceptions can be made when the overtaking/defending driver is pushed off track, or not given much room and left the track to avoid potential contact.
 - ii. If the driver completes an overtake while being forced off track, neither driver will incur a penalty as the situation has evened out.
- h. Driving in a manner which can be considered dangerous or unsportsmanlike despite not breaching any of the rules herein are also subject to penalties.
- i. Drivers are allowed to make a late lunge (known as dive-bombs) from more than a car length, but they will be held fully liable in the event of collisions or necessary avoiding action.
- j. Multi-car collisions **will be considered** if 4 or more cars are involved. This is down to stewards discretion.



D. Track Limits in races and time penalties

- a. Drivers are not permitted to gain a lasting advantage by leaving the racing surface. Any advantage that is gained, must be given back within a reasonable amount of time. Giving back the position means **going back fully behind the other car with no overlaps.**
- b. Crossing the solid white line separating the track from the pitlane with more than one tyre on entry or exit is prohibited under all circumstances. Pit entry rules apply as soon as the pit entry line is reached. Pit exit rules apply until the pit exit line (**not the line where the pit limiter is disabled**) is reached. Tracks having specific provisions for the pit entry and/or exit will have said provisions announced by the staff before the race.



E. Miscellaneous Rules and Etiquette

a. Yellow Flags

- i. Drivers must proceed with caution when a yellow flag is being flown. If another incident occurred from ignoring a yellow, then a harsher penalty can be applied.
 1. Overtaking under a yellow flag might be looked into by the stewards if deemed necessary.

b. Being Lapped / Blue Flags

- i. Lapped cars receiving the Blue Flag do not have to yield immediately, however should safely allow an overtake. That being said, they are not to defend their position from lead cars.
- ii. The onus to pass a lapped car falls on both drivers. While lapping cars can be frustrating, being faster does not entitle you to track ownership.
- iii. Faster cars may flash the trailing car within moderation. Excessive flashing could be considered for penalties.
- iv. Faster cars must remain aware of the vortex of danger outlined in previous sections of the hereby ruleset.
- v. Trailing cars that are faster than the lead car may only attempt to unlap themselves in a manner that does not hinder the car in front.
- vi. Drivers that are lapped should remain **predictable** at all times and remain on the racing line. Alternatively drivers can move off the racing line, but must make this intention clear.
- vii. Lapped cars may use indicators to state where **THEY** are going.
- viii. If blue flagged cars are actively battling (2 cars in the same class within 1 second) the faster car might have to give way and wait longer to overtake, due to the battling cars having priority.



c. Quitting the Race

- i. Drivers involved in a crash are encouraged to return to the pits, repair their car and go out and finish their race. While understandably frustrating, every lap counts towards the experience bank carried forward. Also, it is impossible to predict what may happen during a race, as the race only ends when seeing the chequered flag.
- ii. Should drivers opt to retire entirely from the race by leaving the lobby, they must do so either in the pits or in a safe place away from the track.
- iii. Drivers that leave races which have pit lane starts, stop-go, drive-throughs will not have that race considered for their drop round, unless 80% of race time is completed.

d. Technical issues (ADVICE)

If a driver has technical issues, such as screen freezes or equipment failure, these will be considered to be a mechanical failure.

If a screen freeze occurs, hold your wheel straight and brake, attempting to make yourself more predictable. You could still be held accountable for your actions, and stewards may ask for your replay file in order to prove this.

People that have poor pings, might be informed by other drivers of said issue. May still be liable for incidents that they cause.



e. Cheating

The stewards have the right to exclude ANY Driver at any time, in the event of:
Software modification: any modification that results in the improvement of the handling or drivability to the car, not limited to grip or power hacks. This includes

- Cheating.
- Exploiting game glitches: intentionally using any in-game bug to seek an advantage.
- Impersonating or playing as another Driver or another Driver playing under your name.
- Collusion: Any agreement between members to impact the competition, race or Drivers. **(This can be punished by the stewards if seen to be done unfairly.)**

The stewards may request Motec or Replay files from any driver at any time for any reason. Failure to produce these files upon request may result in the invalidation of results or a DNF for that race.

f. Ingame Communications

- i. Important communications from the staff will be relayed during the event via the in-game chat. As such, drivers are to ensure the chat is active. Drivers will be held liable for any incident resulting from failure to abide with said communications.
- ii. Drivers are to refrain from using the in-game chat during qualifying or race sessions. Only usage deemed appropriate is during the practice or between sessions. Chat content is subject to Community Rules.
- iii. Drivers are encouraged to join the race Voice Channels, but are reminded that their conduct remains subject to Community Rules. No obscene, vulgar, insulting, threatening, abusive, libellous, defamatory or otherwise offensive or discriminatory conduct will be tolerated.



g. Streaming and Recording

- i. Drivers are welcome to stream/record their races. However, they will be held liable if an incident occurs that is the direct consequence of connectivity or other issues related to streaming.



F. Penalties

All of these penalties are subject to getting both time penalties and / or LPP.

Qualifying

- Blocking
- Blocking with Collision
- Overtaking in Qualifying
- Cutting to gain track position
- Causing a collision in Qualifying
- Starting a lap after allotted time

Race (Lap 1 Incidents are HARSHER Penalties)

- Causing a collision
- Divebomb with collision (or avoidance)
- Failure to hold brakes causing a collision or avoiding action
- Punt to Pass

- Off track overtake
- Forcing another driver off the track
- Failure to leave racing room
- Unsafe rejoin without collision
- Unsafe rejoin with collision

- Being caught moving in the braking zone
- Being caught moving in the braking zone AND causing a collision
- Weaving or Blocking
- Incorrect pit entry or exit
- Incorrect pit entry or exit with collision

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- Multi-car Collision (4 + cars involved)
- NFA (No Further Action) - One driver at fault but no action will be taken or no incident has occurred
- Racing Incident - Both drivers or neither are at fault

PLEASE NOTE: If you have any questions about these penalties, use the clarification ticket system.



G. Licence Points Accumulation

1. Licence points that are accumulated throughout the season will carry over to the next one. Make sure you check the charts below for your split.
 - a. However, for every clean race a point will be removed - must serve 80% race distance. This will be increased after the first race from 1 point to 2 points.
 - b. If a driver is involved in a collision that was not their fault they will still have the points removed.
 - c. If a driver does not attend a race, they will NOT lose a licence point.
 - d. If a driver obtains enough LLP and a DT in the same race, they will be subject to an SG10, 20 or 30 depending on the penalties acquired.
 - e. Moving from 1 split to another will reduce your current license points accordingly.

Split 1 LPP Chart (Diamond, Platinum and Gold)

- a. **6 Licence Points:** 15 seconds Time Penalty applied to the next race
- b. **8 Licence Points:** 30 seconds Time Penalty applied to the next race
- c. **10 Licence Points:** Qualifying ban for the next event
- d. **12 Licence Points:** Drive Through
- e. **14 Licence Points:** 10 seconds Stop and Go Penalty for the next event
- f. **16 Licence Points:** 30 seconds Stop and Go penalty for the next event
- g. **18 Licence Points:** Race Ban
- h. **20 Licence points:** Season Ban and removal of all points from the Championship
+ Administrative Review

Split 2 LPP Chart (Silver and Bronze)

- A. **8 Licence Points:** 15 seconds Time Penalty applied to the next race
- B. **11 Licence Points:** 30 seconds Time Penalty applied to the next race
- C. **14 Licence Points:** Qualifying ban for the next event
- D. **17 Licence Points:** Drive Through
- E. **20 Licence Points:** 10 seconds Stop and Go Penalty for the next event

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- F. **23 Licence Points:** 30 seconds Stop and Go penalty for the next event
- G. **26 Licence Points:** Race Ban
- H. **30 Licence points:** Season Ban and removal of all points from the Championship
+ Administrative Review

Split 2 LPP Chart (Iron)

- A. **10 Licence Points:** 15 seconds Time Penalty applied to the next race
- B. **14 Licence Points:** 30 seconds Time Penalty applied to the next race
- C. **18 Licence Points:** Qualifying ban for the next event
- D. **22 Licence Points:** Drive Through
- E. **26 Licence Points:** 10 seconds Stop and Go Penalty for the next event
- F. **30 Licence Points:** 30 seconds Stop and Go penalty for the next event
- G. **34 Licence Points:** Race Ban
- H. **40 Licence points:** Season Ban and removal of all points from the Championship
+ Administrative Review

If a season ban is earned on the last race, the season ban carries over towards the next season.