



# ESL Mapfre Racing Series

## Sporting Regulations

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## **Article 1. Organization**

- 1.1. The Technical and Sporting Regulations will be applicable by the Organization throughout the Championship.
- 1.2. However, these Regulations may be extended by means of annexes and informative notes that will be promptly communicated to the competitors.
- 1.3. All cases not specified in these Regulations, as well as other doubts about their interpretation will be resolved by the Organizing Committee.
- 1.4. All drivers are bound to know these Regulations, which have been provided before the competition, having to respect their content and they can not claim their ignorance.

## **Article 2. Competitors**

- 2.1. The ESL Mapfre Racing Series is an international competition, it is open to drivers from all countries and its official languages will be Spanish and English.
- 2.2. All drivers intending to participating in the ESL Mapfre Racing Series must apply their registration as a competitor in the webpage. Any driver who participate in any of the qualifying sessions for the Regular Phase will be considered as competitors.

## **Article 3. ESL Mapfre Racing Series - Registration**

- 3.1. The drivers undertake to respect all the provisions of this Regulation and other rules to be applied. The non-observance of these clauses may lead to the exclusion of this Championship.
- 3.2. The ESL Mapfre Racing Series is considered a reserved competition, so the Organizing Committee will study all the registration applications, having the right to reject them.
- 3.3. The competitors will register as part of a team that must be composed by a minimum of 2 and a maximum of 4 drivers. In no case competitors without a team will be accepted.
- 3.4. A Team can register new competitors only if one of the already registered resigns, and it can only be done at the start of the Regular Phase or the Finals.
- 3.5. When formalizing the registration all competitors must include their nickname of rFactor 2 and the team they belong; both data can not be modified for the entire duration of the Championship.
- 3.6. Incomplete or incorrect applications will not be valid and will not give any rights until they are properly completed.
- 3.7. The registration in the Championship will be completely free.



#### **Article 4. Registration as Competitor**

- 4.1. Each competitor agrees to fulfilled the Technical and Sporting Regulations and to respect fair play.
- 4.2. To allow the organizers and their sponsors, the use of their name and image in all communications and public events related to the competition.
- 4.3. To undertake not to manipulate, nor attempt to manipulate, the software, programs, applications or system that are the base, or the technological platform for the development of the competition, or its control systems.
- 4.4. To know and accept the technical verification systems that are used and act automatically, resulting in unappealable decisions.
- 4.5. To accept the liability that could be incurred by using the image, design, trade names, or any right registered and protected by property rights of third parties, without due authorization, which could be required by the organizers.

#### **Article 5. Individual Liability**

- 5.1. All drivers accept any type of risk derived from their participation in this competition, understanding that these risks include everything derived from the use of hardware and software required to participate in the Championship, as well as any activity that the driver has to do for their preparation and participation in the competition.
- 5.2. It is completely forbidden to take the place of another person. Doing this will lead to the exclusion of the Championship.

#### **Article 6. Vehicle Identification**

- 6.1. For the Qualifyng Phase, every competitor will use any of the available liveries in the mod provided by the organizers.
- 6.2. For the Regular Phase and the Finals, every team will customize the liveries of their drivers with the team colors and logos, keeping sponsors in the positions indicated in the provided templates.

#### **Article 7. Behaviour on Track**

- 7.1. Deliberate incidents on the track will mean exclusion from the competition.
- 7.2. If a driver overtakes another irregularly, or gain advantage in a collision, he must slow down, moving aside the race line waiting the affected one to regains his position.
- 7.3. If the Officials find any evidence that a driver, in violation of this rule causes an intentionality collision, this driver will be penalized.
- 7.4. When trying to overtake another driver, a certain caution must be maintained, trying it only when the overtaker has an advantage compared to the ovetaken. This advantage could be determined by going on advance or by going in parallel, but with a better position to take the next turn.



- 7.5. The position can be defended, but always within the limits of the track; however, maneuvers likely to annoy other drivers, such as changing direction several times to defend a position, deliberately pushing another vehicle beyond the edge of the track, or proceeding to any other abnormal direction change, are strictly forbidden.
- 7.6. If a driver, for any reason, cannot keep a similar pace to the rest of the field, he will facilitate being overtaken for not being an obstacle to others.
- 7.7. It is expected that drivers with a lost lap make overtaking easier for the leaders. All drivers who are going to be lapped should make this maneuver as safe as possible.
- 7.8. All drivers must use the track at all times. To dispel any doubts, the white lines defining the edges of the track are considered part of it but not so the curbs. A driver will be considered to have left the track if no part of his vehicle remains in contact with it. If a vehicle leaves the track for any reason, the driver can rejoin it. However, he could only do it when it is safe and not obtaining any advantage.
- 7.9. The use of known or unknown tricks that alter the logical rules of the competition is forbidden. The violation of this rule will suppose the exclusion of the race.

## **Article 8. Dropouts and Disconnections**

- 8.1. When any driver has to abandon a session, he should avoid any risk for the other drivers.
- 8.2. If a driver experiences a server disconnection, he should not try to contact the Virtual Racing Sporting Director. If a mass disconnection occurs, the VRSD will contact all the drivers to restart the race, if this is possible.
- 8.3. As a general rule, in case of massive disconnection, the following rules will be followed unless the Sporting Director and/or the Technical Director think that a different action should be taken:
  - It is considered "massive disconnection" when more than 50% of drivers have lost their connections to the server in a short period of time (1 minute).
  - In the event that the race leader had completed 75% of the race laps, rounded to the next unit, the results registered in the penultimate lap completed by the leader will be considered final.
  - If that percentage is not completed, all drivers will be informed of the procedure to follow to access the server to complete the race. In this case the procedure will be as follows:
    - The drivers will re-enter the server. They will return to the track and reestablish communications, if they were down.
    - Several warm-up minutes will be given while the starting grid is set for the restart of the race. This period will depend on the time necessary for the Directors and the Race Officials to complete this work.
    - The grid will be formed according to the positions of the drivers had in the penultimate lap that the leader completed, prior to the server failure. Drivers who were not running at this time will not be able to participate at the restart.



8.4. An isolated disconnection will be considered as a withdrawal due to mechanical failure.

#### **Article 9. Provisional and Final Results**

- 9.1. In each race, the driver considered as the winner will be the one who covers the length of the race in the shortest possible time. All drivers will be classified according to the number of laps completed, and those with the same laps completed will be classified according to the order of arrival at the finish line.
- 9.2. The points of the drivers who arrived at the exact same time will be added and divided among them in equal parts.
- 9.3. All drivers who have completed at least 75% of the laps made by the winner (rounding it up to the highest unit) will score points, even if they do not reach the finish line after the leader has done so.
- 9.4. Once the race is over, each driver will drive his car back to the box, maintaining the connection until the end of the session.
- 9.5. All penalties and other variables taken into account by the software will be applied in the provisional results. In case of error, it will be corrected by the race Officials before publishing the final results.
- 9.6. All penalties given before or during the race will also be applied to the provisional results.
- 9.7. The provisional results will be published on the official bulletin board of the Championship website after each race.
- 9.8. The Race Officials Report will be published when it is finished together with the final results.

#### **Article 10. Officials**

- 10.1. During all races in the Regular Phase, as well as in the Finals, there will be the following Officials:
  - A Virtual Racing Sporting Director (VRSD), who will coordinate and regulate the correct development of the event, including qualification, warm-up and race sessions. In addition, he will control the Sporting Regulations are fulfilled and will establish sanctions when necessary together with the Virtual Race Sporting Steward (VRSS).
  - A Virtual Racing Technical Director (VRTD), who will control the necessary software and its right operation, verifying that all participating cars comply with the Technical Regulations, will execute the penalties and will apply the instructions requested by the VRSD and the VRSS. His decisions on technical matters will be unappealable.
  - A Virtual Racing Sporting Steward (VRSS), who will play the role of the College of Stewards of a real competition, in coordination with the VRSD, and his opinion will prevail in case of discrepancy between them. He will also be in charge of



taking the decisions on each virtual race, about the relevant incidents occurred during it, and will approve the final results along with the VRSD and the VRTD.

## **Article 11. Infractions**

11.1. All actions specified in these Regulations and in the Technical Regulations will be considered infractions, including the following:

- Disobey the directions, instructions or communications of the officials or organizers of this championship.
- Cause an avoidable contact.
- Causing an accident in another driver's car.
- Force someone to leave the track.
- Causing a penalty or the lost of positions to another driver.
- Driving outside the limits of the track getting an advantage on it.
- Change the line more than once when defending a position.
- Hinder or unlawfully prevent any legal overtaking maneuver.
- Do not ease the overtaking when being lapped.
- Overtake illegitimately any other driver.
- Show lack of vehicle control.
- Do not return the car to the pits after the race is completed.
- Do not allow the necessary tests for technical verification.
- In general, any behavior that by commission or omission is contrary to the sporting order that should predominate in car racing.

11.2. All drivers will pay attention to the instructions published on the Championship website or the ones they will receive on their own email address, where some details of the current Article could be expanded and/or clarified.

## **Article 12. Behaviour off Track**

12.1. In any verbal or written communication, it is completely forbidden to insult, make disparaging comments or show any inappropriate attitude against the correct development of the competition.

12.2. Failure to comply with the previous section will be punishable, corresponding to the organizers the evaluation of the importance of the infraction and, according to it, the corresponding sanction.

## **Article 13. Complaints**

13.1. All competitors will have a claims button provided by the organizers. The driver must assign a key, or a button on the steering wheel for that function. The intention is to facilitate the way of reporting an incident and it is expected that drivers will not abuse of the system or an action will be taken on this regard. Just after an incident, the driver just has to press that key and get the message "Incident reported to the stewards".

13.2. If any driver sees any infraction during the development of a session, he should communicate it to the stewards during that session or when it finishes to the existing



email address for that purpose, in a maximum period of 30 minutes after the end. It will be sent to the appropriate officials for the study and resolution of the claim, according to the exposed facts.

- 13.3. Apart from that, all the actions in which a penalty could be applied can be studied automatically.
- 13.4. After closing the claim period of a race, the decision will be made within 48 hours.
- 13.5. The decision will clarify if an infraction has been committed, as well as the driver(s) who is(are) involved and if it is punished and the applicable penalty.
- 13.6. A driver can address his allegations in the last instance to the Organizing Committee with a bond of 100€, which in case the resolution is in favor of the claimant will be returned to him. This decision is unappealable.

#### **Article 14. Penalties**

- 14.1. Infractions to this Sporting Regulations and/or to the technical standards of the ESL Mapfre Racing Series will be sanctioned according to their severity, being able to reach the exclusion of the race or of the whole Championship.
- 14.2. The disciplinary power will apply:
  - By the officials, as contemplated in Article 10.
  - By the Virtual Racing Sporting Director (VRSD), for all possible offenses related to the behavior or attitude of the drivers while participating in the Championship, during qualifying, in the Regular Phase or the Finals, and in terms not provided in the ESL Mapfre Racing Series Sporting and Technical Regulations.
  - By the Organizing Committee, for all possible attitudes against ESL Mapfre Racing Series standards which are not considered by any of the officials.
- 14.3. As a general rule, but not exclusive, the following penalties may apply:
  - Offenses committed on qualifying sessions may bring the avoidance of any timed laps as are deemed appropriate, or penalties of the loss of positions in the starting grid, or exclusion from the race in the most severe cases.
  - Addition of a few seconds to the result of the race.
  - Penalty in positions in the result of the race.
  - Penalty of Drive Through: going through the pit lane, without stopping and returning to the track.
  - Stop and Go: enter the pit lane, stop at your pit area and return to the track.
  - Exclusion, as the most severe penalty to apply during a race. Generally, it will be applied when it consists in recidivism or an extremely dangerous situation being created.
  - The penalties applied by the software.
  - Any other considered appropriate and proportionate to the committed offense.
- 14.4. When a driver receives a penalty of Drive Through or Stop and Go, he has 5 laps after the communication to comply with the penalty. If he does not do it, he would



receive a black flag or disqualification from the race. If a penalty is applied with less than 5 laps to finish the race and the driver does not comply with the penalty, a time stipulated by the software will be added to his final time.

14.5. Other penalties could be applied to by the organizers.

## **Article 15. Technical Cheks**

- 15.1. At all times any driver in the championship servers must keep all the control systems working properly. Failure to comply with this rule could mean the avoidance of their times, the disqualification of the race, the event or even the Championship. So all the drivers will immediately attend any advice from the organizers about some kind of failure in the control systems on their computer.
- 15.2. The technical verifications are regulated in the Technical Regulations of the ESL Mapfre Racing Series.
- 15.3. Anything that is not expressly authorized in the Technical Regulations of the ESL Mapfre Racing Series, or in its annexes, is prohibited.
- 15.4. The organizers will be able to verify what they think is convenient to ensure compliance with current regulations, forcing all drivers to pass this verification.
- 15.5. Any driver refusing to pass any technical control will be excluded from the competition.
- 15.6. Any modification of the software is forbidden, as well as not using the required software.
- 15.7. If any driver detects an error in the execution of the organizers' software, they will have to inform them so they can solve it as soon as possible.

## **Article 16. Instructions and Communications**

- 16.1. The official announcement bulletin is the place where all communications will be published and every driver will have to check it regularly, although he may receive some personal information. This bulletin board will be on the Championship website .
- 16.2. All private communications made by email will also be valid. All drivers are responsible for taking the appropriate measures and providing a valid email address where the server does not filter as spam any message sent by the organizers. The directions from where the stewards and organizers will write to the drivers are the following:
  - [stewards@staff.eslgaming.com](mailto:stewards@staff.eslgaming.com)
  - [directors.racing@staff.eslgaming.com](mailto:directors.racing@staff.eslgaming.com)
- 16.3. The results of the qualifying and/or race will be published on the bulletin board of the Championship website.
- 16.4. All drivers must be available for all qualifyings and races, 30 minutes and after them. They should have enabled audio communication throughout this period.



- 16.5. A decision in which any driver is required to act must be complied with immediately, no matter if he wants to appeal or comment after the race.
- 16.6. The Officials will have a briefing before the races with all the drivers and they could also give direct instructions during the race itself. The organizers will not check who is listening to the Officials, it is only the responsibility of the driver. In any case, if a driver did not attend the briefing or any instruction during the race will be his own responsibility and he will never get an advantage for doing it.

### **Article 17. Brand Image**

- 17.1. All drivers will maintain at all times, throughout the Championship, a favorable attitude and behavior to the sponsoring companies of ESL Mapfre Racing Series, being forbidden to harm them in any way.
- 17.2. All drivers commit themselves to carry out interviews, videos and other impact or promotion activities required by the organizers.
- 17.3. On the basis of the special characteristics of the sponsorship of this competition, the organizers have the rights of reproduction and diffusion of the videos, images and broadcasts of the events established in the Championship schedule. It is forbidden to misuse them. Likewise, its diffusion is expressly prohibited through any means or on the Internet without the due authorization of the Organizing Committee. All images must be available to the organizers.
- 17.4. Any person or entity including competitors, may publish and distribute photos and/or videos of the Championship always respecting the original image and without making commercial use without prior authorization to do it.

### **Article 18. Competition System**

- 18.1. The Championship will start for all competitors properly registered with a Qualifying Phase through the Hotlaps system
- 18.2. The 14 teams that have managed to qualify will go to the Regular Phase in which there will be 6 races to which each team will present two drivers.
- 18.3. The 6 teams that have obtained more points in the Regular Phase will go to the Finals with 3 races where every team will present 2 drivers.
- 18.4. Dates and times of each Phase are specified in Article 19.

### **Article 19. Program**

- 19.1. The Championship Schedule is as follows (all times CET):
  - Qualifying Phase.
    - From april 30<sup>th</sup> at 10:00 to may 6<sup>th</sup> at 23:59.
    - Track: Palm Beach International Road Course (Palm Beach, FL. USA).
    - Vehicle: Renault Clio Cup 2010.



- Media Day
  - May 18<sup>th</sup> at ESL office. Puerto de Navacerrada, 94. Mostoles.
- Regular Phase. First race.
  - From may 26<sup>th</sup> at 0:00 to may 29<sup>th</sup> at 20:00, qualifying.
  - June 1<sup>st</sup> at 19:00, race.
  - Track: Mills Metropark Outer Loop.
  - Vehicle: Corvette CSRGT2.
- Regular Phase. Second race.
  - From June 2<sup>nd</sup> at 0:00 to June 5<sup>th</sup> at 20:00, qualifying.
  - June 8<sup>th</sup> at 19:00, race.
  - Track: Lime Rock Park.
  - Vehicle: Renault Megane Trophy.
- Regular Phase. Third race.
  - From June 9<sup>th</sup> at 0:00 to June 12<sup>th</sup> at 20:00, qualifying.
  - June 15<sup>th</sup> at 19:00, race.
  - Track: Brianza 1966 Alternate.
  - Vehicle: EVE Historics F1.
- Regular Phase. Fourth race.
  - From June 16<sup>th</sup> at 0:00 to June 19<sup>th</sup> at 20:00, qualifying.
  - June 22<sup>nd</sup> at 19:00, race.
  - Track: Toban Long.
  - Vehicle: Corvette CSRGT2.
- Regular Phase. Fifth race.
  - From June 23<sup>rd</sup> at 0:00 to June 26<sup>th</sup> at 20:00, qualifying.
  - June 29<sup>th</sup> at 19:00, race.
  - Track: Autodromo di Mores.
  - Vehicle: Renault Megane Trophy.
- Regular Phase. Sixth race.
  - From June 30<sup>th</sup> at 0:00 to July 3<sup>rd</sup> at 20:00, qualifying.
  - July 6<sup>th</sup> at 19:00, race.
  - Track: Monte Carlo 1966.
  - Vehicle: EVE Historics F1.
- Finals. First race.
  - July 18<sup>th</sup> from 18:00 to 18:30, qualifying.



- July 19<sup>th</sup> at 19:00, race.
- Track: Portugal 2009 GP Layout.
- Vehicle: McLaren MP4-13.
  
- Finals. Second race.
  - July 18<sup>th</sup> from 19:00 to 19:30, qualifying.
  - July 20<sup>th</sup> at 19:00, race.
  - Track: Longford 1967.
  - Vehicle: AC 427 SC Cobra.
  
- Finals. Third race.
  - July 18<sup>th</sup> from 20:00 to 20:30, qualifying.
  - July 21<sup>st</sup> at 19:00, race.
  - Track: Louisiana Indy Grand Prix.
  - Vehicle: Dallara DW 12.

## **Article 20. Qualifying: Hotlaps**

- 20.1. The drivers will have seven days to mark lap times. They can drive as many laps as they want and their times will be registered.
- 20.2. Only the "legal" lap times (respecting the track limits) obtained by each driver in the Championship servers provided for the Hotlaps will be considered. Laps made in the servers for free practices will not be counted. Only the laps completed within days of the official calendar will be counted, but they could subsequently be revised later.
- 20.3. If a driver is sure that his best lap time is valid and after a reasonable time it does not appear in the official results, please contact as soon as possible with the email address of the stewards stated in Article 16.2.
- 20.4. In the event that two or more competitors have the same lap time (up to thousandths of a second), these drivers will be placed in the chronological order in which they obtained it.
- 20.5. The team obtaining the best combined time on every one of the seven days of the Hotlaps (the sum of the best times of two drivers of the team, obtained in the same day), will qualify directly for the Regular Phase in which will already be included the 3 teams that obtained the first three places in the previous edition of the ESL Mapfre Racing Series.
- 20.6. The 4 spanish teams or other teams with most of its drivers of this nationality from the rest of the competitors who have obtained the best combined times along all the Hotlaps (the sum of the two best times of two drivers of this team obtained during the seven days of Hotlaps), will qualify for the Regular Phase.



## Article 21. Regular Phase

- 21.1. In every race of the Regular Phase, all competitors can access the server to practice with the vehicle at the corresponding circuit six days before the date of the race.
- 21.2. From that moment and until 72 hours before the race, the qualifying will be open to establish the grid, by means of Hotlaps in which all drivers will be able to get their times during 15 laps, including out and in laps.
- 21.3. The day of the race will begin with a briefing where the stewards will make the last clarifications to drivers, and then they will enter the track to drive during a warm-up period so the officials will have time to adjust the grid on the servers to start the race.
- 21.4. The duration of the races will be between 40 and 45 minutes, but in each of them the number of laps will be indicated depending on the vehicle and the circuit, so that these laps can be covered in the established time.
- 21.5. In every race there will be 2 laps, called "Mapfre Lap" and "Movistar Lap", to be communicated to anyone by the organizers prior to the start of the race, in which the drivers with the three best times of these laps will receive additional points to the ones they achieve at the end of the race.

## Article 22. Scores in the Regular Phase

- 22.1. In every race of the Regular Phase, the following points will be awarded depending on the position obtained by each driver who has the right to receive point, in accordance with what is indicated in Article 9.3:

POSITION	POINTS	POSITION	POINTS	POSITION	POINTS
1	50	11	20	21	8
2	45	12	18	22	7
3	41	13	16	23	6
4	37	14	15	24	5
5	34	15	14	25	4
6	31	16	13	26	3
7	28	17	12	27	2
8	26	18	11	28	1
9	24	19	10		
10	22	20	9		

- 22.2. Additionally, the following points will be awarded depending on the position that the drivers would have obtained in the Qualifying:



POSITION	POINTS
1	5
2	4
3	3
4	2
5	1

22.3. The drivers who gets the best times in the Mapfre Lap and the Movistar Lap of each race, which will be previously chosen by the officials and communicated before the start, will get 3 extra points; whoever gets the second best times will get 2 extra points and whoever gets the third best times will get 1 extra point.

#### Article 23. Finals

- 23.1. The championship finals will be held face-to-face on a date and at a place to be announced between the 19th and the 21st of July.
- 23.2. It will consist of 3 races that will run in 3 tracks and with different vehicles.
- 23.3. The qualifying of each race will be there on advance.
- 23.4. As they will be face-to-face events, the briefing will be done in the same way before each race, and the drivers will have a few minutes of warm-up.
- 23.5. The duration of each race will be about 30 minutes, although it will be established by the number of laps that will be calculated according to the vehicle and the circuit.

#### Article 24. Scores in the Finals

24.1. In every one of the races at the Finals the following points will be awarded depending on the position obtained by each driver who has the right to receive them, in accordance with what is indicated in Article 9.3:

POSITION	POINTS	POSITION	POINTS
1	25	7	7
2	20	8	5
3	16	9	4
4	13	10	3
5	11	11	2
6	9	12	1



## Article 25. Championship Standings

- 25.1. In the Regular Phase the classification of the teams will be done by adding the points obtained by the two drivers of each team in each one of the 6 races.
- 25.2. In case of a tie to points between two or more teams, the order will be established by counting the number of best positions obtained by each team.
- 25.3. If the tie still prevails, it will be decided by ordering the tied teams according to the best combined time they marked in the Qualifying Phase.
- 25.4. In the Finals the classification of the teams will be done by adding the points obtained by the two drivers of each team in each one of the 3 races.
- 25.5. In case of a tie to points between two or more teams, the order will be established by counting the number of best positions obtained by each team.
- 25.6. If the tie still prevails, it will be decided by ordering the tied teams according to the position in which they finished the Regular Phase.

## Article 26. Prizes

- 26.1. The amount of prizes that will be awarded to the finalist teams will be:

POSITION	PRIZE
1 <sup>st</sup>	6000 €
2 <sup>nd</sup>	4000 €
3 <sup>rd</sup>	2600 €
4 <sup>th</sup>	1800 €
5 <sup>th</sup>	1400 €
6 <sup>th</sup>	1000 €

- 26.2. In addition, in each race of the Regular Phase, the teams of the drivers who gets the best times in the Mapfre Lap and the Movistar Lap will receive 100€.