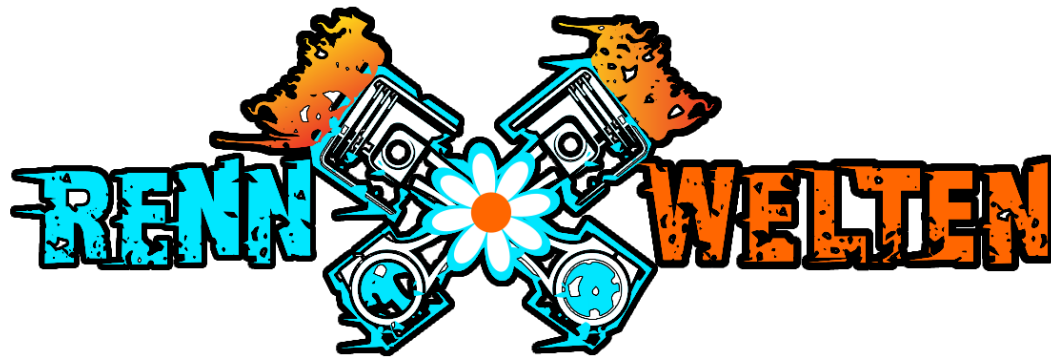




General Rules

RennWelten



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1. PREAMBLE

The following rulebook serves as the foundation for the interaction within the entire RennWelten community, including all associated events, offerings for the community, and sim-racing leagues. This rulebook establishes the basis for the interaction between drivers both on and off the track.

1.1. Simulation-Specific Rulebook Extensions

- 1.1.1. Since each racing simulation has its differences, any necessary additions to the general rulebook will be listed in a separate document.

1.2. Series-Specific Rulebook Extensions

- 1.2.1. Rules explicitly associated with a particular racing series will be stated and published separately in series-specific rulebooks. These may include changes and additions to the general rulebook. The general rulebook holds general validity. If a point from the general rulebook is overridden by a series-specific rulebook extension, this will be explicitly stated
- 1.3. Supplementary rulebooks, driver briefings, and administrators, along with their statements, hold authority above the general rulebook and may override individual points accordingly.
- 1.4. Changes to the rulebook take effect from the date (00:00 hours) on which the rulebook is published **{Publication date of this rulebook version January 01, 2025}**. This date is always indicated in the rulebook. The rulebook cannot be applied to races that occurred before the publication date.
- 1.5. All time references are in the Central European Timezone (CET/CEST).

2. GENERAL RULES OF CONDUCT FOR DRIVERS

- 2.1. The general rulebook is binding for all drivers and community members.
 - 2.1.1. All drivers participating in sim-racing leagues must also adhere to the supplementary rulebooks specific to the league and simulation.
 - 2.1.2. All participating drivers are expected to be familiar with the regulations as well as the relevant features and rules of the simulation being used.
- 2.2. All drivers are required to comply with the direct instructions of the race management of the sim-racing league at all times. These instructions are typically communicated through "Discord" or, in the case of an ongoing sim-racing event, also through the in-game chat. The race management comprises the RennWelten admin responsible for the series, all other RennWelten admins, and the designated stewards.
 - 2.2.1. In order to ensure communication, drivers are required to join the Discord server of the respective series.
 - 2.2.2. In order to receive messages from the RennWelten admins within the simulation, it is necessary to ensure that the in-game chat can be accessed at all times to receive and perceive messages.
 - 2.2.3. During qualifying and the race, the use of the in-game chat is prohibited for all persons who are not members of Race Control. Exceptions are limited to brief, necessary race-related messages, for example to facilitate safe lapping procedures or to avoid collisions.
- 2.3. The Discord-name, in-game-name, and the name on the event platform of a driver must include their full legal name (or a comparable name) to facilitate identification. Failure to comply may result in exclusion from the season.
- 2.4. Any behavior deemed unsportsmanlike by the stewards will be penalized. These penalties can be imposed within the game (e.g., a time penalty) or outside the game (e.g., retrospective point deduction). The severity of the penalty is at the discretion of the stewards.
 - 2.4.1. Particularly severe cases of unsportsmanlike behavior may result in the exclusion of the driver from the event and/or exclusion from further events and the RennWelten community.
 - 2.4.2. If unsportsmanlike behavior is sufficiently evidenced to be intentional, it may result in a 3-month suspension and ban from the next season, up to complete exclusion from RennWelten.
- 2.5. The behavior of drivers and community members outside of RennWelten-hosted series and events, which may be perceived as unsporting, offensive, or discriminatory, will be punished at the discretion of the RennWelten admins.
 - 2.5.1. This also includes all forms of communication media, especially Discord, regardless of whether they are RennWelten-owned platforms or private messages.
 - 2.5.2. Incidents of this nature are to be reported to one of the RennWelten admins and can also be submitted by anyone.

Anyone who communicates not having read the rulebook, whether in chat or verbally to a RennWelten official, will be summoned for a discussion with the head stewards. Exclusion from the season may result.

3. REGISTRATION

- 3.1. All drivers are required to use their real names (or a comparable name), and the names on the Discord server, on the event platform and in the simulations must match.
- 3.2. The #999 vehicle number is locked and reserved for race management.
- 3.3. The series admins reserve the right to remove drivers or teams from a series if they do not participate in two or more races of a series without deregistering with the admins. The right to re-register for the respective series is also forfeited.

4. RACE MANAGEMENT

- 4.1. The race management consists of 2 admins and 2 stewards. For a decision to be made, at least one admin and one steward from the race management must be present. They take action during a '**Red Flag**' situation and for all other incidents not related to **STEWARDING**.
- 4.2. The members of the race management are mentioned by name in the respective series-specific rulebook extension.
- 4.3. In emergencies, the race management can be supported by the other admins and the stewards present.
- 4.4. In races without live stewarding, a steward does not need to be part of the race management.

5. STEWARDING

- 5.1. Potential stewarding can be conducted in either **Post-Race Stewarding** format or **Live-Stewarding** format depending on the racing series. The format to be applied is specified in the respective supplementary rulebook.
- 5.2. The stewarding addresses racing incidents of any kind and all violations of the rulebook. If these are significant incidents or incidents affecting the organization of racing series and events, they will be handled by the **RACE MANAGEMENT**. Such incidents include, for example, offensive behavior and intentional causing of racing incidents.
- 5.3. Incidents are generally only permitted to be submitted by involved drivers. Exceptions to this rule include incidents where the involvement of a driver cannot be conclusively determined. Examples of this include crossing the lines at the entrance and exit of the pit lane or violating 'Return to Garage' (RTG) rules.
 - 5.3.1. Each submission, provided all requirements have been met, will be evaluated regardless of whether the submitter is guilty or not. Therefore, it is possible for the submitter to be penalized as well.
- 5.4. Depending on the series, there may be the option to appeal penalties. Appeals must be submitted within one week of the penalty being issued.
- 5.5. Depending on the series, an additional penalty points system may also be implemented.

5.6. Post-Race Stewarding

In this process, stewards respond to submissions from drivers via a form provided for the respective series. A video may also be requested, which must adhere to the **Video guidelines**. Stewards typically process and publish these within one week.

5.7. Live-Stewarding

5.7.1. Live Stewarding with Automated Collision Recording

In this process, stewards utilize a program that records incidents during the race. These incidents are then reviewed live by the stewards and published. Depending on the series, submissions of incidents after the race may be possible.

5.7.2. Live Stewarding with Submissions

In this process, stewards respond to live submissions from teams and assesses them upon submission. This format of live stewarding is only used for team events.

5.7.3. Suspension of live stewarding

If fewer than 20 vehicles take part in a race series with live stewarding in one of the forms mentioned in **5.7.1** or **5.7.2**, there will not be any live stewarding at the next race of this series. The race will then be judged with post-race stewarding according to **5.6**.

5.8. Video guidelines

- Only one video per report is permitted.
- The replay playback speed must remain at 1x throughout the recording.
- **The following must be present in the video:**
 - Continuously visible HUD. The current leaderboard must be visible at least once in the video.
 - Wide chase camera perspective of all involved vehicles
 - Cockpit view of all involved vehicles (visible steering wheel)
 - Bird's-eye view from the perspective of the submitter using the free camera (key: F7, navigation with arrow keys). There should be one car length of space both before and after the vehicle.
 - The video must include a lead-in and lead-out time of approximately 10 seconds before and after the incident to allow for an accurate assessment of the sequence of events.
- The video must be uploaded to YouTube or Streamable. If uploaded to YouTube, it must be set to unlisted.
- The video must be viewable for at least 2 weeks.

Example: <https://youtu.be/ZuYp9XZs63Y>

6. DRIVERS BRIEFING

- 6.1. A driver briefing is typically offered as part of sim-racing series and serves as a platform to announce series-specific or track-specific additions or deviations from the general rulebook, repeat rules, and provide drivers with a platform to ask questions.
- 6.2. Driver briefings are not offered for every event. Information and schedules for the respective driver briefings, if provided, will be indicated in the issued schedule of the sim-racing series/single event (e.g., in the corresponding Discord channel, information on the event platform, etc.).
- 6.3. If a driver briefing is scheduled, it is mandatory for all drivers participating in the event to attend.
 - 6.3.1. For team events, at least one representative from each team must be present.
- 6.4. Throughout the entire duration of the driver briefing, drivers are prohibited from moving their vehicle on the track. For team events, this also applies to drivers who are not participating in the driver briefing.
 - 6.4.1. Drivers who move their vehicle during the briefing will be disqualified from qualifying without warning.
 - 6.4.1.1. If there is no qualifying session following the driver briefing, a SG30 penalty will be imposed instead.
- 6.5. Driver briefings will be announced before their start via the in-game chat and on Discord.

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7. QUALIFYING

7.1. Time-Attack and Pre-Qualifying

- 7.1.1. Bump drafting:
Bump drafting refers to pushing another vehicle, potentially at high risk, to gain a speed advantage. Bump drafting is strictly prohibited, and failure to comply with this rule will result in the invalidated lap time.
- 7.1.2. Slipstream:
Utilizing slipstream is allowed. However, no vehicle should be endangered in the process.
- 7.1.3. Blocking is considered unsportsmanlike behavior and will be punished individually.
- 7.1.4. Reports must be submitted via the ticket system. Each submission must include a video that adheres to the **Video guidelines**.
 - 7.1.4.1. Other incidents must also be submitted via the ticket system. Each case will be processed individually.

7.2. Regular Qualifying

- 7.2.1. Qualifying represents the latest point at which vehicles should join the RennWelten servers. Any simulation-specific regulations and potential changes in seasons or events will be listed in the respective rulebook extensions.
- 7.2.2. Qualifying takes place within the rules of the respective simulation. Drivers are permitted to set their lap times. Drivers must achieve their lap time without exploiting external factors, such as exploits of the respective racing simulation or unauthorized aids like bump-drafting, etc.
- 7.2.3. Drivers currently on a valid lap always have priority. This means that drivers on out-laps, in-laps, and invalid laps are expected to yield and not impede other drivers.
 - 7.2.3.1. Drivers who block drivers on a valid lap while they are on an invalid lap or out/in-lap, or fail to adhere to the in-game displayed blue flags (and their messages), may be penalized at the discretion of the stewards.
- 7.2.4. It is the responsibility of each driver to find an appropriate time window for their flying lap. Approaching a slower driver while on their own flying lap does not give priority to the faster approaching driver. The slower driver may allow the faster driver to pass, but they are not obligated to do so.
 - 7.2.4.1. Overtaking another driver during a flying lap may be penalized at the discretion of the stewards.
 - 7.2.4.2. In qualifications with different vehicle classes, the rule described in **7.2.4** applies in exactly the same way, although mutual respect is to be expected from both vehicle classes. This is taken into account for a possible penalty in accordance with **7.2.4.1**. In principle, the faster vehicle is recommended to overtake the slower vehicle at a suitable place where there is as little danger and loss of time as possible for both.
- 7.2.5. Excessive slowing down of the vehicle in the final sector to create space for a timed lap is only permitted to the extent that it does not impede any following vehicles.
- 7.2.6. The use of "Return to Garage" (RTG) is generally permitted, provided that the vehicle has been parked safely offtrack beforehand without endangering another vehicle.
- 7.2.7. If a driver does not follow the instructions of the stewards (requests) via the in-game chat, this driver will be disqualified for the remaining duration of the qualification without further notice.

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8. RACE

- 8.1. The rules for race starts are monitored by the respective simulation and are listed in the extended rulebook.
- 8.2. All rules listed below apply to the race proceedings.
- 8.3. A race is finished when the driver crosses the finish line and has seen the checkered flag. Additionally, for a driver to be classified, they must have completed at least 80% of the race distance (laps) of the leading vehicle. The same applies in the event of race abandonment.
 - 8.3.1. In a multi-class race, the 80% race distance (laps) refers to the leading vehicle of the class.
- 8.4. After the race, the first corner has to be completed as part of the in-lap. Afterwards "Return to Garage" (RTG) may be used to set the vehicle back to the box, provided that the vehicle gets parked safely after the first corner without endangering another vehicle.
 - 8.4.1. In case another vehicle gets endangered, or the first corner doesn't get completed the stewards may penalized it at their discretion.
 - 8.4.2. The exceptions to the above points are solely technical failures, such as a steering wheel/pedal failure. This must be proven by the driver if in doubt.
- 8.5. If a vehicle cannot be safely returned to the pits in the final laps due to various reasons (such as running out of fuel), it must be parked safely and preferably off the track. "Return to Garage" (RTG) may then be used. The race may subsequently be classified as a Did Not Finish (DNF) according to point **8.3**.
- 8.6. Drivers should, to the best of their ability, wait until the race is fully concluded before disconnecting from the server.
 - 8.6.1. Excessive and unjustified early departures from the RennWelten servers (after the race or after using "Return-to-Garage") may result in penalties from the stewards or, if occurring excessively, may lead to the loss of the driver's position in the associated RennWelten league.
- 8.7. Stewarding:

If a penalty cannot be appropriately applied during a race (e.g., due to the penalized driver not finishing the race or not serving drive-through and stop-go penalties), the penalty will be carried over to the following race where it can be correctly imposed. This applies to all stewarding formats. The specific format used will be outlined in the series-specific rulebook.

9. TRACK LIMITS

- 9.1. Generally, track limits are defined and monitored by the simulation.
 - 9.1.1. The punishment is carried out by the simulation. The specific penalties imposed by each simulation are detailed in the simulation-specific extension.
- 9.2. Gaining a position or a lasting advantage by exceeding track limits may, at the discretion of the stewards, result in a penalty. This penalty may be imposed regardless of penalties issued by the simulation itself.
The (usually white) line is considered the track limit.
- 9.3. All rules regarding pit entry and exit are documented in a separate document.

10. FLAGS

General description of the most commonly encountered flags.

The rules listed below apply universally across RennWelten. Deviations due to differences between simulations are detailed in the simulation-specific extension to the rulebook.

10.1. Green Flag

The green flag signals that a race has started, the track is clear, and/or the previous flag situation (including yellow flag) has been lifted.

10.2. White Flag

- The white flag signals the start of the final lap of the race for each driver and is displayed upon crossing the start/finish line.
- The white flag also signals that there is a slow-moving vehicle on the track in the upcoming section of the track. Overtaking is allowed.

10.3. Black and White Checkered Flag

The black and white checkered flag signals the end of a race or session (such as a qualification).

10.4. Blue Flag

The blue flag signals that a following vehicle is approaching. In the case of a race, it is one or more laps ahead. In the case of a qualification, the vehicle is on a valid lap.

10.4.1. The rules for qualifying are outlined in sections **7.2.3** f.

10.4.2. Drivers who receive the blue flag during a race are not obligated to leave their racing line to allow the following driver to overtake. Further descriptions can be found under **Behavior in a Lapping Situation**.

10.5. Yellow Flag

The yellow flag signals a general hazard in the sector where it is waved. When a driver sees the yellow flag, they must be prepared to slow down significantly or even stop, as the track may be partially or completely obstructed. Overtaking is prohibited when the yellow flag is waved.

10.5.1. Overtaking under a yellow flag is only permitted at a moderate speed if the overtaken vehicles are stationary or moving very slowly due to their involvement in the incident.

10.5.2. Ignoring yellow flags is a serious offense, especially if it leads to further incidents, and may be punished at the discretion of the stewards.

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10.6. Red Flag

Red flags are only used in rare emergencies and immediately stop the entire race. These are explicitly issued by the race management.

- 10.6.1. As a first response to this, all drivers must safely park their vehicles at the side of the track and come to a stop.
- 10.6.2. When red flags are issued by race management, drivers must follow the instructions given by race management, communicated through the in-game chat.
- 10.6.3. Drivers may be called into the Drivers Briefing Voice Channel to receive verbal instructions from the event admins.
- 10.6.4. After a red flag is issued, races can only be restarted if less than 80% of the race duration has been completed. Full points will be awarded based on the positions of the leader at the end of the last completed lap.
- 10.6.5. The restart order is determined by the positions at the end of the last completed lap by the leader.
- 10.6.6. Retired vehicles are not permitted to rejoin the race.
- 10.6.7. The resumption of the race after a red flag is entirely at the discretion of the race management, and numerous factors must be considered for a restart to occur. The decision of the race management is final and not subject to appeal.
- 10.6.8. If the race management decides that the race will not be restarted and at least 30% of the race duration has been completed, 50% of the points will be awarded based on the positions of the leader at the end of the last full lap.

11. DRIVING BEHAVIOR

11.1. General Conduct

- 11.1.1. All drivers must treat each other on the track with mutual respect and interact with other drivers in a rule-abiding and fair manner.
- 11.1.2. Multiple changes of the racing line to break the slipstream are prohibited and may be penalized.
- 11.1.3. Changing lines within the braking zone is explicitly prohibited. The choice of racing line must be made beforehand.
 - 11.1.3.1. Turning in at the turn-in point will not be considered a change of line in **Situations Involving Overlap** following the rules.
- 11.1.4. Entering a corner with excessive speed, where the inner line cannot be held and as a result, the rules for a **Situations Involving Overlap** cannot be adhered to, is referred to as a "dive bomb" and may be penalized.
- 11.1.5. Maneuvers by drivers that may impede other drivers, such as abnormal changes of direction, may be penalized at the discretion of the stewards. Explicitly exempt from this are maneuvers that drivers attempt to stabilize a spinning or shifting car.
- 11.1.6. It is forbidden to drive unnecessarily slowly, irregularly, or in any way unpredictably, if this can be deemed potentially dangerous by the Stewards. Attention is particularly paid to irregularities that may hinder/confuse other drivers.
- 11.1.7. If a driver loses control of their vehicle, they are expected to do everything possible to create a predictable situation for the following traffic.
 - 11.1.7.1. This means keeping the vehicle off the track if possible. If not possible, the vehicle should be brought to a stop off the racing line as much as possible. A preferred response that creates a predictable situation is immediately pressing the brakes until the vehicle comes to a stop.
 - 11.1.7.2. After creating a predictable situation, it is up to the driver to find an appropriate time for a safe **Rejoin after leaving the track**.
- 11.1.8. If a vehicle suffers a total loss for any reason and cannot be safely moved back to the pit, "Return to Garage" (RTG) should be used immediately. If permitted by the simulation, the race may be continued.
 - 11.1.8.1. The race management may issue a warning to a driver with a damaged vehicle or experiencing lag and may require them to use RTG. Failure to comply may result in the driver/vehicle being disqualified from the race/event.
- 11.1.9. Drivers demonstrating excessive uncertainty, causing too many accidents through their own fault or with others, may be excluded from the race at the discretion of the stewards.

11.1.10. Rejoin after leaving the track

- 11.1.10.1. If a driver wishes to return to the track after an accident, they must yield to oncoming traffic. Ideally, they should not re-enter the racing line until they have gained enough speed to safely rejoin the race.
- 11.1.10.2. The angle at which a driver re-enters the track should be as shallow as possible to minimize disruption to following vehicles. Rejoining the track at the apex of a corner is strictly prohibited.
- 11.1.10.3. If a collision occurs due to the rejoining driver, the rejoining driver is typically considered fully at fault and may be subject to a penalty at the discretion of the stewards.
- 11.1.10.4. Subsequent drivers should favor a rejoining driver whenever possible. They should not expect to use the racing line without any restrictions.
- 11.1.10.5. Once the vehicle is fully on the track and resumes onto the racing line, the rejoin is considered complete. The aforementioned points must be observed. If the driver is forced onto the racing line by the track layout, the rejoin is also considered complete, thereby points **11.1.10.2** and following must be considered.

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11.2. Behavior in Direct Duels

11.2.1. A driver defending their position is allowed to utilize the entire width of the track on the straight. However, such a change of line can only be executed once.

11.2.1.1. Once a **Situations involving Overlap** exists, the leading driver loses this right.

11.2.1.2. A change of line in response to a maneuver by the attacking driver may be considered dangerous driving and penalized.

11.2.2. Rejoin in Direct Duels

11.2.2.1. If a driver is forced off track during a duel, the other driver must provide enough space for the forced-off driver to return to the track safely.

11.3. Behavior in a Lapping Situation

- 11.3.1. When a driver receives the **Blue Flag**, it indicates that a following vehicle is approaching, which is several laps ahead and thus in a lapping situation.
- 11.3.2. If a driver is in a lapping situation, they are not obligated to leave the racing line, but they should facilitate overtaking maneuvers whenever possible.
- 11.3.3. If a driver is in a lapping situation, they are strictly prohibited from defending their position on the track.
- 11.3.4. The responsibility for a clean, collision-free lapping maneuver lies with the lapping driver. It is recommended for the lapping driver to briefly indicate their intention to overtake with the use of the headlights.
 - 11.3.4.1. The overtaking driver will be relieved of their sole responsibility if the vehicle receiving the blue flag exhibits clear misconduct.
- 11.3.5. Previously lapped drivers can also unlap themselves. In this case, the rules for **Behavior in Direct Duels**.
 - 11.3.5.1. A driver who has unlapped themselves must within 2 race laps create a gap of at least one second and may not defend the gained track position.

11.4. Behavior during overtaking in multi-class races

- 11.4.1. If a driver of a slower vehicle class is shown the blue flag, it means that a following vehicle from a faster class is approaching, which is laps ahead and is thus in an overtaking situation within the context of a multi-class race.
- 11.4.2. If a driver is in an overtaking situation in a multi-class race, they are not obligated to leave the racing line, but they should facilitate overtaking maneuvers whenever possible.
 - 11.4.2.1. It is recommended that the driver of the slower class signals with their indicator when they move to one side of the track on a straight to facilitate the overtaking maneuver.
- 11.4.3. If a driver is in such an overtaking situation, they are strictly prohibited from defending their position on the track.
- 11.4.4. The responsibility for a clean, collision-free overtaking lies with the overtaking driver. It is recommended for them to briefly indicate their intention to overtake by flashing their headlights.
 - 11.4.4.1. It should be noted that vehicles in slower vehicle classes typically have more difficulty maintaining a tight line, so it is advisable to avoid overtaking such a vehicle on the outside line.
 - 11.4.4.2. The overtaking driver must also consider that the vehicle in the other vehicle class may be engaged in a duel.
 - 11.4.4.3. The overtaking driver is absolved of sole responsibility if the vehicle being displayed the blue flag exhibits clear misconduct.

12. OVERLAP RULES

12.1. Situations Involving Overlap

In general, there is an overlap when the front axle of the following vehicle is ahead of the rear axle of the leading vehicle. If there is no overlap situation and a collision is imminent, the following driver must retreat to avoid a collision.

12.2. Approaching a Corner

When approaching a corner or on a straight, in the event of an overlap situation, drivers must leave each other a car's width of space up to the track boundary line.

12.3. At the apex

At the apex of the corner, a car's width of space must be left up to the track boundary line if there is already an overlap situation in the braking zone.

12.4. Exiting a Corner

At the exit of the corner, a car's width of space must be left up to the track boundary line if there is already an overlap situation at the apex.

13. ASSIGNMENT OF BLAME

- 13.1. In motorsport, incidents and collisions between drivers are common occurrences due to the competitive nature of racing. When incidents occur on the track, stewards investigate these events with the intention of impartially assessing the situation and determining fault. In many incidents involving two drivers, it may not be possible to definitively determine fault. If a driver is deemed to bear significant responsibility for an incident, the stewards have the authority to impose penalties at their discretion.
- 13.2. The stewards examine each incident, taking into account all applicable regulations, and determine fault. However, no two incidents are alike, so each incident is considered independently and not compared to others.
- 13.3. When assessing an incident, only the incident itself is considered. Subsequent incidents, damage to the vehicles, or time loss are not taken into account when determining penalties.
- 13.4. A penalty may be increased if multiple infractions of the same kind are committed by the same driver or if multiple violations occur in a single incident, such as an 'Unsafe rejoin' followed by a 'Causing a collision'.
- 13.5. Returning a position gained in violation of the rules does not necessarily result in a reduction of the penalty.
- 13.6. It is important to note that the stewards are explicitly instructed to use common sense when deciding whether a penalty is necessary for an infraction. In some cases, a rule may have been violated, but no penalty needs to be imposed.
- 13.7. However, the stewards also expect all drivers to use their common sense. If there have been unsightly and non-compliant situations on the track, you have the opportunity to report such incidents to the stewards. Avoid eye for an eye situations, as these will be significantly punished.
- 13.8. Situations that are clearly deemed intentional will result in significantly increased penalties.

14. POINTS DISTRIBUTION

The points awarded in a series are shown on the respective event platform.