



RULEBOOK

ROAD TO VALENCIA GT3 CHAMPIONSHIP



ASSETTO CORSA COMPETIZIONE

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ORGANISATION

Sim Racing Belgium:

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INTRODUCTION

Welcome to Sim Racing Belgium, where passion for motorsport meets the virtual world! On Behalf of the Royal Automobile Club of Belgium (RACB), we are thrilled to announce the launch of the prestigious 'Road to Valencia GT3 Championship' in the exhilarating racing simulation, Assetto Corsa Competizione.

Our mission with this championship is twofold: to foster the growth of sim racing talent within Belgium and to discover the country's most skilled virtual drivers who will proudly represent Belgium at the esteemed Motorsport Games 2024, set to be held in the vibrant city of Valencia.

The 'Road to Valencia GT3 Championship' promises an adrenaline-fueled journey for all participants, culminating in the crowning of a worthy champion who will earn the coveted opportunity to compete in the Fanatec e-sports event, a pinnacle of virtual motorsport excellence.

Mark your calendars! The Motorsport Games 2024 is scheduled to electrify audiences from October 23rd to 27th, where nations from around the globe will converge in Valencia to celebrate the spirit of competition and sportsmanship.

PARTICIPATION

Who can join? The championship welcomes anyone holding Belgian nationality or having permanent residency in Belgium.

To compete, participants must obtain an RACB e-sports license, available for €10 through the official RACB website. If you already hold another RACB license, such as a karting license, you can apply for a complimentary e-sports license.

https://racb.com/vergunning_aanvragen-792.html

Next, ensure you have an account on The Simgrid, use your real name and follow the Sim Racing Belgium Community. This platform will serve as the battleground for thrilling races and intense competition.

<https://www.thesimgrid.com/hosts/simracingbelgium>

Join our Discord community, Using your real name on Discord ensures smooth identification and communication. Upon joining, you'll receive a designated role, granting access to exclusive channels dedicated to the championship.

<https://discord.gg/Zm62RFmMfP>

Commitment is key! Participants pledge to join each race and uphold the rules outlined in the rulebook, ensuring fair play and sportsmanship throughout the championship.

Best of all, registration is completely free!

Sign up via our website before the deadline on May 10th 2024 to secure your spot in this exhilarating competition.

<https://www.simracingbelgium.eu>

CALENDAR

- **RACE DAY 1:** WED May 15th at Circuit de Spa-Francorchamps
- **RACE DAY 2:** WED May 29th at Silverstone Circuit
- **RACE DAY 3:** WED June 12th at Kyalami Circuit
- **RACE DAY 4:** WED June 26th at Circuit Ricardo Tormo Valencia

POINTS DISTRIBUTION

| Place | Points |
|-------|--------|
| 1 | 25 |
| 2 | 18 |
| 3 | 15 |
| 4 | 12 |
| 5 | 10 |
| 6 | 8 |
| 7 | 6 |
| 8 | 4 |
| 9 | 2 |
| 10 | 1 |

Pole position: 1 point (will be added after the race to the points total)

Fastest Lap: 3 Points (will be added after the race to the points total)

ALLOWED CARS

| | |
|------------------------------|------------------------------------|
| AMR V8 Vantage (2019) | Lamborghini Gallardo R-EX |
| AMR Vantage V12 GT3 | Lamborghini Huracan Evo 2 |
| Audi R8 LMS | Lamborghini Huracan GT3 |
| Audi R8 LMS Evo (2019) | Lamborghini Huracan GT3 Evo (2019) |
| Audi R8 LMS Evo II | Lexus RC F GT3 |
| BMW M4 GT3 | McLaren 720S GT3 (Special) |
| BMW M6 GT3 | McLaren 720S GT3 EVO |
| Bentley Continental GT3 2015 | McLaren 650s GT3 |
| Bentley Continental GT3 2018 | Mercedes AMG GT3 |
| Ferrari 296 | Mercedes-AMG GT3 Evo |
| Ferrari 488 GT3 | Nissan GT R Nismo GT3 2018 |
| Ferrari 488 GT3 EVO | Nissan GT-R Nismo GT3 2015 |
| Honda NSX Evo (2019) | Porsche 991 GT3 |
| Honda NSX GT3 | Porsche 991 II GT3 R |
| Jaguar G3 | Porsche 992 GT3 R |
| | Ford Mustang GT3 |

RACEFORMAT & STARTING TIMES

The race format will consist of:

- **Drivers Briefing:** 15min starting at 20:15
- **Pre-race practice session:** 30 minutes, starting at 20:30
- **Qualification session:** 20 minutes, starting at 21:00
- **Race session:** 60 minutes, starting at 21:30

No Mandatory Pitstop.

PRACTICE SERVER

An open practice server will be open 24/7 a week before the race.

look in the ACC server list for 'sim racing Belgium' password will be provided on discord.

WEATHER / IN GAME TIME SETTINGS

- **RACEDAY 1:** Circuit de Spa-Francorchamps
In-game Time: P: 14u Q: 14u30 R: 15u
 - Ambient temperature: 27°
 - Cloud level: 0.0
 - Weather Randomness: 3
 - Rain 0
- **RACEDAY 2:** Silverstone Circuit
In-game Time: P: 14u Q: 14u30 R: 15u
 - Ambient temperature: 19°
 - Cloud level: 0.4
 - Weather Randomness: 3
 - Rain 0.2
- **RACEDAY 3:** Kyalami Circuit
In-game Time: P: 14u Q: 14u30 R: 15u
 - Ambient temperature: 25°
 - Cloud level: 0.2
 - Weather Randomness: 3
 - Rain 0
- **RACEDAY 4:** Circuit Ricardo Tormo Valencia
In-game Time: P: 14u Q: 14u30 R: 15u
 - Ambient temperature: 28°
 - Cloud level: 0.1
 - Weather Randomness: 3
 - Rain 0

DIFFICULTY SETTINGS

Maximum Stability Control : 0
Disable autosteer: On
Disable ideal line: On
Disable auto pit limiter: On
Disable Auto gear: On

Disable Auto Clutch: Off
Disable Auto engine start: Off
Disable Auto Wiper: Off
Disable Auto Lights Off

SETUPS & CAR & BOP SETTINGS

LATEST LFM BALANCE OF PERFORMANCE WILL USED

You can either use the in game setups or a custom setup.
The use of Traction Control and ABS are allowed.

MIN / MAX DRIVERS

If there are fewer than 20 confirmed entries, the season will be canceled.

The maximum number of cars allowed is 50.

If there are more than 50, a qualifying event will precede the championship.

DRIVING STANDARDS

SRB strongly recommends the use of the built-in rearview mirror, proximity radar, circuit map, MFD, and spotter. Crewchief is also a must! Stewards will evaluate each incident as if the mentioned assists are activated. Recently, Racelabapps has also been introduced to ACC , which also has a good radar.

(1) Show respect towards fellow racers during the race.

(1.1) Drivers who have not completed Lap 1 cannot join the race later on.

Starting from the pits is only allowed on Lap 1.

(2) Every racer must make a concerted effort to drive as safely and swiftly as possible.

(3) Each racer must endeavor to avoid contact with other racers.

(4) In the battle for a position:

(4.1) It is the responsibility of the attacking driver to overtake in a safe manner.

(4.2) The leading driver must demonstrate a driving style that does not endanger themselves or others.

(4.3) The defending driver may make one defensive move to protect their position.

(4.4) The driver following another car must ensure they avoid any contact with the car ahead.

(4.5) Drivers are expected not to change their racing line while braking. Changing racing lines or moving to the other side of the track during braking is prohibited.

(4.6) A driver must always leave sufficient space to accommodate another car on the circuit.

(4.7) Various factors determine which driver has the right to a corner:

- The attacking driver has the right to a corner if they are more than halfway alongside the next defender's car at the entry of the corner.
- The defending driver has the right to a corner if the attacking driver is less than halfway alongside their car at the entry of the corner.
- When both cars are side by side, both have the right to the corner, and more than one car width must be given between the drivers to avoid a collision.

(5) When a blue flag is displayed, it serves as a warning that a faster driver is approaching.

(5.1) The rule remains as it is in GT Racing: meaning that the slower driver maintains their racing line and does not change lanes... with the following addition/clarity: The faster driver commits not to overtake in the corner. The faster driver anticipates whether they can pass before or after the corner (in this case, the standard rule 4.7 applies). Before the corner, the slower driver (blue flag) does not lift off, nor during the corner, nor on the exit of the corner. Once the speed is achieved, the faster driver will make the maneuver, and then the slower driver **MUST** lift off so that the faster driver can pass before entering the next braking point.

(5.2) Exercise caution and show sportsmanship, provide space for overtaking.

(6) During entry and exit of the pits, a driver must not cross the pit lines.

(7) If a driver needs to stop their car, they must do so safely, off the track.

(8) If a driver loses control of the car, they are responsible for stopping the car as quickly and safely as possible, and for promptly making the track safe and avoiding unpredictable movements. The driver is expected to keep their brake applied until they regain control of the car.

(9) Drivers must ensure they re-enter the track safely.

(9.1) If possible, the driver should re-enter the track away from the racing line.

(9.2) If the speed difference is significant, the driver must find an opening where they can safely rejoin the track. (If there is no safe opening to rejoin, the driver must let the group pass).

(10) Drivers on the track may need to make space for cars off-track to safely rejoin the circuit.

(11) When a yellow flag is displayed, drivers must reduce their speed and be prepared to bring their vehicle to a stop. Overtaking during a yellow flag is prohibited.

PENALTIES

ACC regulates most penalties, but in cases of contact and crashes, these are reviewed live by a steward. It may sometimes take a while before penalties are assigned. We strive to handle these during the race, and the fewer incidents there are, the quicker they will be allocated.

Shortly after the race a public incident sheet + a link to the race replay file will be provided.

(1) A warning may be issued if none of the involved cars suffer a disadvantage.

(2) 5 to 15 Seconds (depending on severity) - This penalty can be given if the instigator gains an advantage from the situation.

(2.1) 5 seconds: Instigator gains an advantage, victim falls back less than 1 second.

5 seconds if you rear-end your predecessor and the victim is disadvantaged but does not fall back.

(2.2) 10 seconds: Instigator gains an advantage, victim falls back more than 1 second but less than 5 seconds.

(2.3) 15 seconds: Instigator gains an advantage, victim falls back more than 5 seconds.

(3) DT - This penalty can be given if the instigator gains an advantage from the situation and causes the other car to lose control and go off-track.

(4) Stop & Go 10 - This penalty can be given if the instigator causes an accident where more than one other car loses control. These are just examples; even in more severe cases, the stewards have the discretion to impose stricter penalties.

(5) Double penalty for an incident caused within the first 2 laps; otherwise determined by the steward.

(6) Stop & Go 30 - Determined by the steward in severe cases.

The same rules will apply in case of an unsafe rejoin. In the event of a challenge and the decision being overturned, the time will be deducted from the total. For Stop & Go penalties, this will be track-dependent.

PROTEST / APPEAL

Stewards, the organization and RACB will not react or respond to private messages during the race.

(1) If you disagree with a decision made by the stewards during the race, you can file a protest on our Discord channel. We have a ticket system in place for this purpose. The stewards will then reassess the incident. This can be done within 24hrs of the release of the public incident sheet

(2) Right to appeal: if you do not agree with the final outcome of the protest you have the right to appeal. However this appeal comes at the cost of 50 championship points. If the outcome of the appeal is the same as the initial decision you will lose 50 championship points. If after reviewing the

appeal and protest the RACB officials decide to revoke the initial outcome and penalty, the 50 reserved championship points will be given back.