ESL R1 – 2023 Spring

RULEBOOK

VERSION 1.1

Index

The final regulations will be published on December 1, 2022.

These terms and conditions of participation apply to the ESL R1 in RENNSPORT. The ESL R1 2023 Spring Season takes place from February 11, 2023 to May 28, 2023.

All corrections in the document can be found **here**

Table of contents

GENERAL INFORMATION

§1. Introduction

1.1. The Championship

The name of the Championship is ESL R1. ESL R1 is organized by ESL Gaming GmbH (alternatively, "ESL") and will be the first Esports Championship in the sim racing platform provided by Competition Company Suisse AG (alternatively "RENNSPORT"). ESL R1 kicks off with its Spring 2023 Season. 12 Teams, consisting of 4 Drivers each, competing for a prize pool of € 225,000. The best 24 Drivers will qualify for the final LAN event, where they will compete for the title in the final Rounds of the ESL R1.

1.2. Organizer

ESL Gaming GmbH

Schanzenstr. 23

51063 Köln

Germany

https://www.eslgaming.com/

1.3. Simulator platform

ESL R1 uses the sim racing platform RENNSPORT.

1.4. Reading and understanding the rules

Every Driver participating in any event of ESL R1 agrees to have understood the rules, and agrees to obey the rules. By entering ESL R1, the Team is bound to the Rulebook provided by the organizer. Failure to understand the rules is not an excuse. If you have questions about certain rules, please ask the ESL R1 Organization via email or the main Communication Hub.

1.5. Decisions by the staff

The decisions made by the ESL R1 Organization are final and binding. If a situation is not covered by the rules, the ESL R1 Organization will have the final and binding decision on it. Any statements made by the ESL R1 Organization on the main Communication Hub, in the Drivers' briefing, via mail or in spoken form at LAN events have to be accepted by all Drivers.

1.6.   Supplementary ruleset

The Supplementary ruleset provided before an event can at any time overrule the existing Rulebook. In case a Supplementary ruleset is made, the ESL R1 Organization will notify the Teams in time, at least 7 days before the race.

1.7.   Staff

The League Staff consist of the ESL R1 Organizing Team, Race Control and the technical Team from RENNSPORT.

§2.   Main Hub of Communication

2.1.   Discord

Discord will be used as the main Communication Hub for ESL R1.

The Team Manager will receive a Discord invitation link via email as soon as the Team has been granted access to ESL R1. It is up to the Team Manager to share this link with the rest of the Team.

All members of the Team must use their real names. Gamer tags or similar are not allowed.

2.2.   Email

Crucial information will be sent to all Team Managers via email.

2.3.   Website

The website will contain information about ESL R1, rulesets, standings, steward decisions etc.

§3.   Glossary

3.1.   Driver: Person that participates in the competition, also commonly referred to as player or athlete.

3.2.   Team Manager: Person that represents the Team in official communication in the competition.

3.3.   Team: Entity of 4 Drivers and 1 Team Manager participating in the competition.

3.4.   Participant: Umbrella term including all Drivers, Teams and Team Managers participating in the competition.

3.5.   ESL R1 Organization: Person(s) organizing ESL R1.

3.6.   Race Stewards: Staff appointed for ensuring the sporting regulations are followed by the Participants; also commonly referred to as Race Director or Referee.

3.7.   Race Server: In-game room Drivers join to participate in an event.

3.8. **Text Chatting:** Use of the in-game chat function which Drivers can use to send text messages to other competitors and/or the ESL R1 Organization.

3.9. **Voice Chatting**: Speech between two or more persons, usually via Discord, but refers to contact through any other software.

3.10. **Broadcaster**: The entity that shares the ESL R1 Spring Season content on an online streaming channel or similar.

3.11. **Round**: A Round consists of qualifiers, quarter-finals, semi-finals and a final.

3.12. **Season**: The total amount of ESL R1 2023 Spring Rounds which consists of two stages; the Regular Season and the ESL R1 2023 Spring Major..

3.13. **Regular Season**: Consist of 8 Rounds, of which in Spring 2023, the first 2 Rounds are held at LAN, while the remaining 6 Rounds are held online.

3.14. **ESL R1 2023 Spring Major:** A two-day event which will start with the top 24 Drivers with most points after all 8 Rounds. Each Driver will participate in a minimum of 4 races.

3.15. **OEM:** Original Equipment Manufacturer, in this case the manufacturers that sign up for ESL R1.

§4. Declaration of Consent

The Participants agree that their names will appear in live streams, marketing content and press releases handled by RENNSPORT and ESL. The Participants agree that RENNSPORT and ESL can make and broadcast photographs and movie recordings (e.g. internet stream), in which the Participants are identifiable, and statements, interviews and similar captured on audio and video as well as in-game communication during the events. RENNSPORT and ESL are entitled to use these recordings. All commercial rights (including without limitation any and all marketing and media rights) relating to ESL R1 belong to ESL.

§5. Data Privacy

All personal data is collected and processed in accordance with the statutory provisions governing data protection in Germany. Only the personal data that is required to handle the competition and prize is collected and forwarded to partners of RENNSPORT and ESL. All employees and partners of RENNSPORT and ESL are obliged by RENNSPORT and ESL to maintain data secrecy. We encourage all participants to carefully read, before the competition and before providing any personal data, ESL´s Privacy Notice available at: https://esl.com/privacypolicy/ and RENNSPORT´s privacy policy available at: https://www.rennsport.gg/privacy-policy, as each company will be an independent data controller with respect

to the personal data that is processed in connection with the competition and will process any personal data in accordance with the respective privacy notice.

All Drivers and Team Managers must read and accept Discord's Terms and Conditions and Discord Privacy Policy prior to using the tool, as any processing of personal data that is carried out on Discord will be governed by such Privacy Policy. ESL and RENNSPORT are not responsible for the processing of personal data carried out by Discord.

§6. Premature Termination of the Competition

RENNSPORT and ESL have the right to terminate, cancel, re-schedule, suspend and/or modify all or part of ESL R1 at their discretion at any time. No claims can be derived from any premature termination, re-schedule, suspension or modification. RENNSPORT and ESL have the right to exclude one or more Participants from taking part in the competition in the event of any manipulations or attempted or suspected manipulation.

§7. Changes

RENNSPORT and ESL explicitly reserve the right to amend or modify these conditions at any time, with effect for the future. The Participants will be notified of any material changes to the Rulebook at a suitable point of time.

§8. Legal Disclaimer/Governing Law/Release of Liability

There is no legal recourse. The law of the Federal Republic of Germany applies exclusively and the jurisdiction of ESL shall apply in the event of a dispute. If any of the above mentioned provisions in these conditions of entry should be ineffective or contain a loophole, the other provisions shall remain unaffected by this. Ineffective or incomplete provisions shall be maintained with effective content which comes as close as possible to reflecting the sense of the ineffective content. By participating, the Participant automatically accepts the conditions of entry and the decisions of ESL R1 Organisation on any and all matters as final and binding.

To the extent permissible by law, by participating in ESL R1, Participants agree (or, if a minor, such Participant's parent or legal guardian agrees on such Participants behalf) to completely release and hold harmless RENNSPORT and ESL and each of their respective employees, agents, parents, subsidiaries, and affiliates from any and all liability or any injury, loss, damage, right, claim or action of any kind arising from or in connection with ESL R1 or any ESL R1 related activity, or the receipt, acceptance, possession, use or misuse of ESL-provided travel or any prize won.

SPORTING REGULATIONS

SPRING SEASON

§9. Registration

9.1. For the ESL R1 2023 Spring Season, all Teams will be invited by the ESL R1 Organization. The ESL R1 Organization will send out a link to the Discord Channel as well, all Teams must join the Discord Channel before January 9, 2023 at 12:00 CET noon.

§10. Team Rules

10.1. Eligibility

There are a total of 12 Teams participating in ESL R1, which each consist of 4 Drivers and a Team Manager. All Teams equally compete for points and prize money, but the license details may vary.

Team licenses will be awarded to a legal entity (registered association/organization, Ltd. company etc.).

The license holder or representative is responsible for all actions and commitments of the Team. Any changes in the Team license must be reported to and accepted by the ESL R1 Organization before they can be implemented. The license holder decides who the recipient of any prize money won under its license will be.

10.2. One organization rule

Any legal entity is only allowed to hold one license in the same competition. No other legal entity controlled by the same person/people is allowed to hold more than one license. Teams and

organizations are not allowed to operate more than one Team slot in R1. The structure of each Team must be clearly independent and separable from other Teams.

10.3. Replacement

If a Team does not renew its Tournament Participation Agreement or is removed from ESL R1, the replacement procedure is up to RENNSPORT and ESL's sole discretion. For the avoidance of doubt, Teams are not allowed to sell their slots in ESL R1.

10.4. Balance of performance

The performance of the cars will be equalized by a balance of performance, aiming to give all cars equal chances of winning ESL R1. The balance of performance of each track will be announced before each Round in the Supplementary ruleset. Balance of performance will be determined according to *§21 Balance of Performance*

§11. Team Constellation

11.1. Each Team consists of four Drivers and a Team Manager, for the entire R1 Spring Season. The Drivers and the Team Manager have to be submitted to staff via email before January 9, 2023 at 12:00 CET noon, including the following information:

- Team name & shorthandle
- Team logo
- Contact person and details
- Drivers and Team Manager
- Name
- Nationality
- Photo
- Email
- Discord ID
- CV showcasing past achievements in Esports
- Reserve Drivers, if applicable

Teams are not allowed to loan Driver(s) to other Teams during ESL R1.

11.2. Age restriction

All Participants of an event must be sixteen (16) years of age at the time of the first mandatory day of the competition, including media days and qualifiers. Drivers under the age of eighteen (18) who attend ESL R1 must have a parent's or legal guardian's written approval that they consent to the

Rulebook on the Driver's behalf.

11.3. Real name

All Participants will be competing under their real name. Gamer tags are not permitted.

11.4. Game account

All Participants need to create a RENNSPORT game account and install the RENNSPORT App on their smartphone. All Participants have to submit the game account that they plan to use for the competition before January 20, 2023 at 12:00 CET noon. The usage of multiple accounts throughout the competition is not permitted and may lead to the exclusion from ESL R1. If a Driver forgets to create and submit their game account within the deadline, the Driver cannot participate in ESL R1.

11.5. Attendance

Each Team has to field four Drivers and one Team Manager at all times during the Regular Season.

11.6. Reserve Drivers

In the case of extraordinary circumstances, Teams can nominate a reserve Driver or Team Manager. Reserve Drivers and Team Managers have to be submitted to the ESL R1 Organization via email the Wednesday before each Round at 12:00 CET noon. In the event of an emergency, Teams can notify the ESL R1 Organization via email later, but the decision will be made at the discretion of the ESL R1 Organization. Reserve Drivers are eligible for Team points. Reserve Drivers can score individual points, but these points are not added to the points tally of the Driver they replace, but instead, they count towards the reserve Driver's own points tally. Each Team can use a maximum of two reserve Drivers and one reserve Team Manager. Reserve Drivers and Team Managers can only compete for one Team per Season. For the ESL R1 2023 Spring Major, no reserve Drivers can be nominated. If a Driver misses the event due to illness, the next placed Driver in the Driver standings replaces him.

11.7. Player transfers

Player transfers during the ESL R1 2023 Spring Season are not permitted.

11.8. Team Manager role

The Team Manager fulfills the following roles:

- In-game spectating.
- Selecting the players for the quarter-finals.
- Communicating with team members during the race, using the official Communication Hub provided by the organizer. Add that this could also be done by an engineer?
- Availability for the live broadcast for interviews.

- Eligibility to file incident reports for incidents involving Drivers from their Team, see *§28 Reporting Incidents*
- Making sure that his Drivers submit their account via email within the deadline.
- Making sure that the Team has been submitted via email within the deadline.

11.9. General clause on eligibility

The ESL R1 Organization has the right to deny any entries based on history in other virtual racing competitions or based on behavior towards the ESL R1 Organization. Teams receive confirmation from the ESL R1 Organization if the Driver line-up they submitted is clear to race.

§12. Car selection process

12.1. Teams are divided into 3 groups

12.1.1. OEM Teams (Teams directly representing a car manufacturer)

12.1.2. Esports Teams (Teams representing an Esports organization coming from the ESL Louvre Agreement)

12.1.3. Wildcard Teams (Teams representing a Simracing Esports organization)

12.1.4. Each OEM Team participates with their own car model.

12.1.5. Each OEM can make a partnership agreement with up to 2 Esports Team, and up to 1 Wildcard Team, which guarantees that the Esports or Wildcard Team participates with the OEM's car model.

12.1.6. If such a partnership is established, a document that confirms the partnership agreement, signed by both parties, has to be submitted via email before December 31, 2022 at 12:00 CET noon.

12.1.7. Esports Teams and Wildcard Teams that cannot provide a partnership agreement get a car model randomly assigned, meeting the criteria above.

12.1.8. Partnership agreements are valid until July 1, 2023

12.1.9. This rule will be in place for 2023.

§13. Driver Line-up

13.1. Teams are allowed to replace a Driver with one of their reserve Drivers in the event that:
- A Driver has a proven medical condition which makes it impossible for the respective Driver to race.

- A Driver has a private situation which makes it impossible for him/her to race.

13.2. All the above is up to the ESL R1 Organization's judgment. If a Team is requesting to replace a Driver, the ESL R1 Organization decides whether this is allowed and the Team must inform the ESL R1 Organization as soon as they can.

13.3. Teams and Drivers are obliged to follow the decisions made by the ESL R1 Organization which are final and binding. If a situation is not covered by the rules, the ESL R1 Organization will have the final and binding decision on it. Any statements made by the ESL R1 Organization on the main Communication Hub, in the Drivers' briefing, via mail or in spoken form at LAN events have to be accepted by all Drivers.

13.4. Every Driver participating in any event of ESL R1 agrees to have understood the rules and agrees to obey the rules. By entering, you are bound by the rules. Failure to understand the rules is not an excuse. If you have questions about certain rules, ask the ESL R1 Organization via email or the main Communication Hub.

§14. Branding

14.1. Sponsors

Teams are allowed to connect one or several sponsors with respect for their car / Team and/or organization / legal entity.

14.2. Banned sponsors

Teams in ESL R1 have the ability to acquire ad sponsors. Ad sponsorships acquisition is limited, however, to exclude certain categories and industries. R1 reserves the right to update the list below at any time. The following areas are banned from being displayed in any stage of the competition:

- Other car manufacturers than the eligible cars that are given;
- Pornography or any sexually explicit materials, contraceptive products or services, or online dating products or services;
- Alcohol;
- Tobacco, cigarettes, or similar products;
- Other restricted drugs or drug paraphernalia;
- Firearms, explosives, or other weapons;
- Tattoos or body branding services;
- Casinos/slot machines/lottery products or services;

- Political ads or otherwise promoting a political agenda;

- Illegal products or services, or content that otherwise violates any applicable laws in the territories;

- Involving content that is obscene, slanderous, misleading, inaccurate, or discriminatory;

- Products or services that compete with R1's business (e.g. games, online game sites, or competing esports events);

- Anything that is detrimental to R1's business (hacking, gold services, account selling);

§15. League Partners

15.1. Main partner

R1 has the right to nominate a main partner of ESL R1. In case the main partner must be represented on all cars in ESL R1, the Teams must correct their liveries according to the decals provided by the organizer.

15.2. Driver shirts

All areas on the Driver shirts belong to the Team and can be used to place sponsors, as long as all requirements are followed as specified in *§14. Branding*

15.3. Online stream backgrounds

For the online broadcast, each Driver must have a webcam set-up. The background must be as staged as possible, and the Drivers must have the right material provided. A more specific guide including instructions will be available before the start of the Season. All Drivers must follow the requirements which are mentioned in 32.3. The ESL R1 Organization will reach out to the Drivers in case they have to change anything.

§16. Custom Livery Designs

16.1. Unique Team design

Cars have to be clearly identifiable as part of a Team, with the colors of the Team and the logo or identity graphics used on the livery. It is not allowed to copy any other Team or identity.

All four cars within a Team have to use a similar paint scheme.

Variations between the cars, such as different colors on the rear view mirrors to help spectators and commentators differentiate the Drivers within a Team, are appreciated.

16.2.   Car number

The car number has a maximum of two digits. Drivers have to use the same car number for the whole ESL R1 2023 Spring Season, and changes during the Season are not allowed.

During the registration process, each Team will be given the opportunity to choose their favorite start number. Each Team must choose 16 numbers, four for each Driver, in a prioritized order. In case the first-priority number is already taken, the Driver will be given their second-priority number and so on. The ESL R1 Organization will try to meet all requests, without making any guarantee. In case two or more Teams have chosen the same number, a random draw will be made by the ESL R1 Organization.

If a main Driver gets replaced by a reserve Driver, the reserve Driver has to use the same car and number as the replaced main player.

The numbers 01, 02, 03 are reserved and cannot be picked.

16.3.   Restricted areas

The car liveries have specified areas restricted.

16.3.1.   **Restricted areas for ESL R1**

Front windshield

Front and side number plates

Front and back number plates

Upper door (for player names)

16.3.2.   **Areas restricted by OEMs**

Front OEM Emblem

Back OEM Emblem

16.3.3.   **Downloads**

The template for the mandatory sponsor decals can be downloaded in Communication Hub (Discord) under "downloads"

16.4. Example of restricted areas :

16.5. **File types**

Livery templates will go out January 2, 2023 at 12:00 CET noon at the latest with all relevant information about design, implementation etc.

16.6. **Reserved design**

A non-OEM Team is not allowed to drive with a design which can relate to the official factory design of the manufacturer(s).

16.7. **Deadlines**

All deadlines end at 12:00 CET noon.

- December 31, 2022   Car selection
- January 2, 2023   ESL will provide livery templates for all cars
- January 9, 2023   ESL will provide a livery 3D viewer tool
- January 13, 2023   All Teams to submit their livery designs (v.1) to ESL
- January 16, 2023   New RENNSPORT build with in-game 3D viewer
- January 20, 2023   Teams to deliver their revised livery designs (v.2) to ESL
- January 23, 2023   New RENNSPORT build with all liveries (v.2) in-game

16.8.   Livery changes

Car liveries cannot be changed throughout the ESL R1 2023 Spring Season.

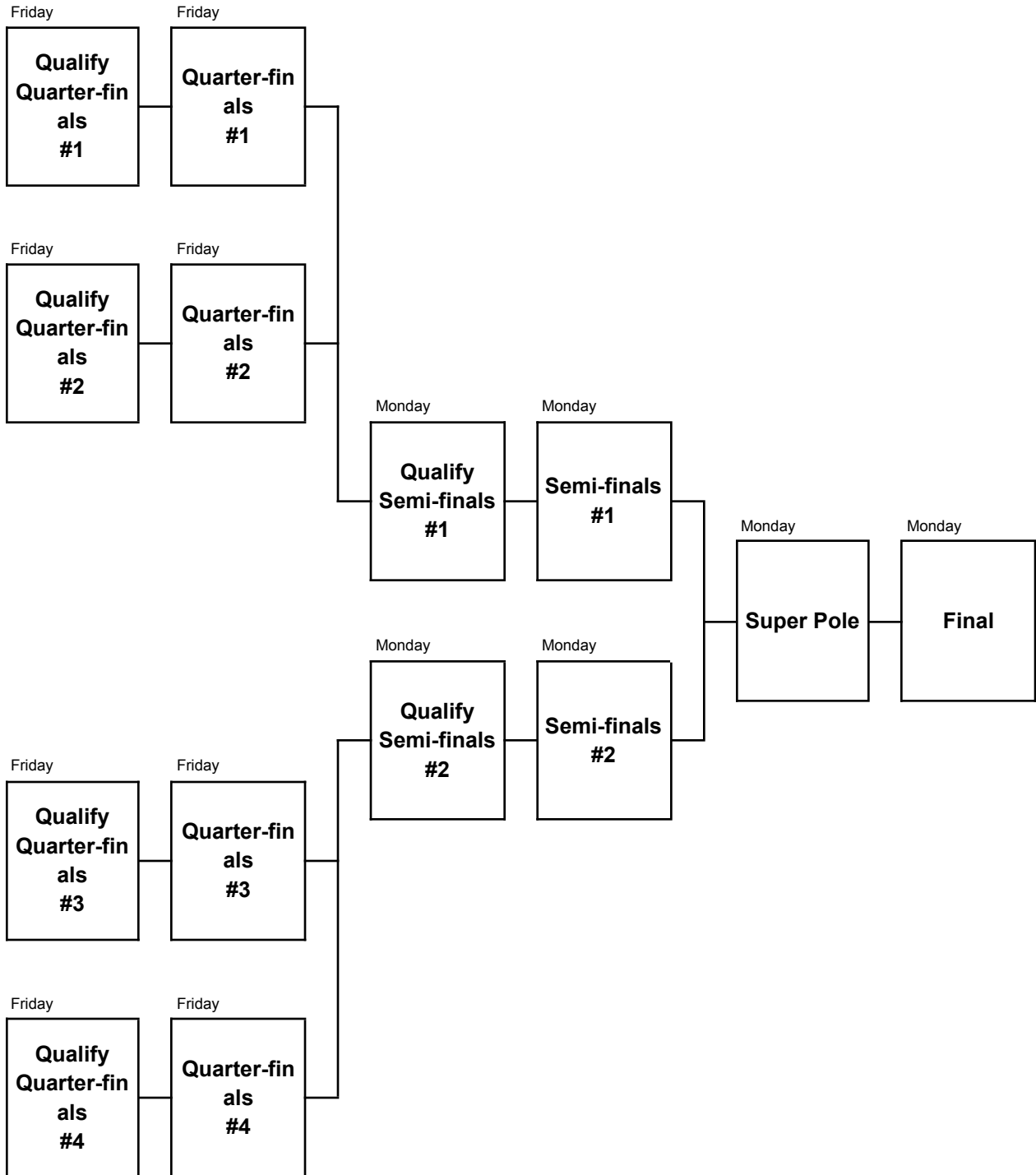# §17.   Regular Season Format

17.1.   Explanation

The ESL R1 2023 Spring Season consists of two stages: The Regular Season and the ESL R1 2023 Spring Major. The Regular Season consists of 8 Rounds, of which the first two Rounds are held at LAN, while the remaining 6 Rounds are held online.

17.2.   Regular Season calendar

Round	Location	Type	Date	Track
Media Day	Katowice	-	Friday, February 10, 2023	-
Round 1	Katowice	All stages	Saturday, February 11, 2023	Spa Francorchamps
Round 2	Katowice	All stages	Sunday, February 12, 2023	Hockenheimring
Round 3	Online	Quarter-finals	Friday, March 10, 2023	Nürburgring GP
	Online	Semi-finals and finals	Monday, March 13, 2023	
Round 4	Online	Quarter-finals	Friday, March 24, 2023	Spa Francorchamps
	Online	Semi-finals and finals	Monday, March 27, 2023	
Round 5	Online	Quarter-finals	Friday, April 07, 2023	Hockenheimring
	Online	Semi-finals and finals	Monday, April 10, 2023	
Round 6	Online	Quarter-finals	Friday, April 14, 2023	TBC
	Online	Semi-finals and finals	Monday, April 17, 2023	
Round 7	Online	Quarter-finals	Friday, April 21, 2023	TBC
	Online	Semi-finals and finals	Monday, April 24, 2023	
Round 8	Online	Quarter-finals	Friday, May 5, 2023	TBC
	Online	Semi-finals and finals	Monday, May 8, 2023	

17.3. Regular Round Race Format

Friday
Qualify Quarter-finals #1

Friday
Quarter-finals #1

Friday
Qualify Quarter-finals #2

Friday
Quarter-finals #2

Monday
Qualify Semi-finals #1

Monday
Semi-finals #1

Monday
Qualify Semi-finals #2

Monday
Semi-finals #2

Monday
Super Pole

Monday
Final

Friday
Qualify Quarter-finals #3

Friday
Quarter-finals #3

Friday
Qualify Quarter-finals #4

Friday
Quarter-finals #4

17.4.   Regular Round race format timing

The following timing will be used for all the ESL R1 2023 Spring Season online Rounds (Round 3-8).

Exact timings may be changed later to cater for the broadcast run of the show.

FRIDAY			
Category	Session	Time stamp *(hh.mm.ss)*	Duration *(hh.mm.ss)*
Driver nomination		17.00.00	00.15.00
Driver's briefing		17.15.00	00.15.00
Join vmix		17.30.00	00.00.00
Preparation		17.30.00	00.30.00
Quarter-finals #1	Practice	18.00.00	00.10.00
	Qualify	18.10.00	00.06.30
	Session change	18.16.30	00.01.30
	Warm-up	18.18.00	00.02.00
	Gridding + green light	18.20.00	00.00.10
	Race	18.20.10	00.15.00
	Race end	18.35.10	00.00.00
	Driver change	18.35.10	00.15.00
Quarter-finals #2	Practice	18.50.10	00.10.00
	Qualify	19.00.10	00.06.30
	Session change	18.53.40	00.01.30
	Warm-up	18.55.10	00.02.00
	Gridding + green light	18.57.10	00.00.10
	Race	18.57.20	00.15.00
	Race end	19.12.20	00.00.00
	Driver change	19.12.20	00.15.00
Quarter-finals #3	Practice	19.27.20	00.10.00
	Qualify	19.37.20	00.06.30
	Session change	19.30.50	00.01.30
	Warm-up	19.32.20	00.02.00
	Gridding + green light	19.34.20	00.00.10
	Race	19.34.30	00.15.00
	Race end	19.49.30	00.00.00
	Driver change	19.49.30	00.15.00

	Practice	20.04.30	00.10.00
	Qualify	20.14.30	00.06.30
	Session change	20.21.00	00.01.30
Quarter-finals #4	Warm-up	20.22.30	00.02.00
	Gridding + green light	20.24.30	00.00.10
	Race	20.24.40	00.15.00
	Race end	20.39.40	00.00.00
MONDAY			
Category	Session	Time stamp	Duration
Driver's briefing		17.15.00	00.15.00
Join vmix		17.30.00	00.00.00
Preparation		17.30.00	00.30.00
	Broadcast start	18.00.00	00.15.00
	Practice	18.15.00	00.10.00
	Qualify	18.25.00	00.06.30
	Session change	18.31.30	00.01.30
Semi-finals #1	Warm-up	18.33.00	00.02.00
	Gridding + green light	18.35.00	00.00.10
	Race	18.35.10	00.15.00
	Race end	18.50.10	00.00.00
	Driver interview	18.50.10	00.05.00
	Driver cam change	18.55.10	00.15.00
	Practice	19.10.10	00.10.00
	Qualify	19.20.10	00.06.30
	Session change	19.26.40	00.01.30
	Warm-up	19.28.10	00.02.00
Semi-finals #2	Gridding + green light	19.30.10	00.00.10
	Race	19.30.20	00.15.00
	Race end	19.45.20	00.00.00
	Driver interview	19.45.20	00.05.00
	Driver cam change	19.50.20	00.15.00
	Practice	20.05.20	00.10.00
	Qualify	20.15.20	00.06.30
Final	Session change	20.21.50	00.01.30
	Warm-up	20.23.20	00.02.00

	Gridding + green light	20.25.20	00.00.10
	Race	20.25.30	00.15.00
	Race end	20.40.30	00.00.00
	Driver interview	20.40.30	00.05.00
	Broadcast end	20.45.30	00.05.00

All time stamps are in CEST/CET.

The first two races will be run as LAN Events in Katowice. They will use the same format, with the following differences:

- All races, i.e. quarter-finals, semi-finals, and the final, will be run on the same day
- The timings of the races will differ, based on the on-site requirements. A detailed schedule will be specified in the Supplementary ruleset.
- There will be additional, dedicated testing sessions, so Drivers can familiarize themselves with the equipment used onsite.

17.5. Racing format timing for Katowice

A similar timing schedule as above will be made for Katowice later on and sent out to all the Teams.

17.6. Driver nomination

In each quarter-final, one Driver per Team will participate. Team Managers can decide which Driver of their Team participates in which quarter-final during the Driver nomination. A Driver can only participate in one quarter-final in each Round. All Team Managers have to be present on Discord before each quarter-final, and, at the same time, send the name of the Driver that they want to nominate for the particular quarter-final in a private message to the designated ESL R1 Organization. When all Team Managers have sent their nomination, the Driver list for the race is revealed to the Team Managers. Then, the same procedure is repeated for quarter-final 2 and 3. The remaining Drivers participate in quarter-final 4.

17.6.1. In case a Team Manager can't attend for the driver nomination ESL R1 Organization has the right to give exemption if the Team Manager notifies the ESL Staff in due time. The Team Manager is then allowed to nominate all four Drivers at once. The ESL R1 Organization also holds the right to decide whether it's in due time or not.

17.7. Qualifying format

The qualifying format applies for all qualifying sessions in the ESL R1 2023 Spring Season.

17.7.1. The driver must join the track as soon as the session changes to qualify.

17.7.2.   As soon as the driver joins track a countdown will appear. When the countdown reaches zero the driver gains control of the car and must start driving.

17.7.3.   All drivers will be released with a 15 second gap between each other

17.7.4.   The driver will be alone on the track.

17.7.5.   The driver only has one flying lap to set a lap time.

17.7.6.   The driver starts two corners before the finish line and will be able to gain speed before crossing the finish line.

17.7.7.   As soon as the driver crosses the finish line, the lap time starts.

17.7.8.   The tyre temperature, pressure and wear will be reset once the driver crosses the starting line

17.7.9.   The qualifying format is the same in quarter-finals, semi-finals and finals and will be used for both online and live events.

17.7.10.   If the driver exceeds the track limits, a 5 second slow down will be given automatically from the game. The driver's lap time remains valid.

17.8.   Quarter-finals

The grid order for the quarter-finals is determined by a qualifying session, held directly before the quarter-final race. The race duration is determined by laps, with an approximate duration of 15 minutes in total. The exact number of laps depends on each track and can be found in §20.3 as well as in the Supplementary ruleset. Once the race is finished, results are provisional. The ESL R1 Organization has to declare the result as official, pending any steward's decisions. From each quarter-final, the 6 best placed Drivers advance to the semi-finals. The Drivers placed P7-P12 are eliminated from the respective Round.

17.9.   Semi-finals

The 6 best-placed Drivers in quarter-final 1 and 2 participate in semi-final 1.
The 6 best-placed Drivers in quarter-final 3 and 4 participate in semi-final 2.

Each semi-final has its own qualifying session. The race duration is determined by laps, with an approximate duration of 15 minutes in total. The exact number of laps depends on each track and can be found in §20.3 as well as in the Supplementary ruleset. Once the race is finished, results are provisional. The ESL R1 Organization has to declare the result as official, pending any steward's decisions. From each semi-final, the 6 best-placed Drivers advance to the final. The Drivers placed P7-P12 are eliminated from the respective Round.

17.10.   Final

The 6 best-placed Drivers from each semi-final will participate in the final. The grid order for the finals is determined by a qualifying session, held directly before the final race. The race duration is determined by laps, with an approximate duration of 15 minutes in total. The exact number of laps depends on

each track and can be found in §20.3 as well as in the Supplementary ruleset. Once the race is finished, results are provisional. The ESL R1 Organization has to declare the result as official, pending any steward's decisions.

17.11.   Starting format

A standing start will be used in all races unless anything else is stated in the Supplementary ruleset.

17.12.   Points format Regular Season

In each Round of the Regular Season, the following points are awarded.

F = Final, SF = Semi-final, QF = Quarter-final

Regular Season		
Placement		Points
1st	F:1	60
2nd	F:2	55
3rd	F:3	51
4th	F:4	47
5th	F:5	43
6th	F:6	39
7th	F:7	35
8th	F:8	32
9th	F:9	29
10th	F:10	26
11th	F:11	23
12th	F:12	20
13-14	SF:7	17
15-16	SF:8	15

17-18	SF:9	13
19-20	SF:10	11
21-22	SF11	9
23-24	SF:12	7
25-28	QF:7	5
29-32	QF:8	4
33-36	QF:9	3
37-40	QF:10	2
41-44	QF:11	1
45-48	QF:12	0

17.13.   Did not finish (DNF)

Drivers who do not finish a race still score points, but are placed behind all cars that have crossed the finish line. If multiple Drivers do not finish the race, the following results will be used as a tiebreaker in the following order:

The biggest race distance completed.

The best individual valid lap time

The amount of valid laps

The starting position (starting further ahead = better)

17.14.   Dropped score system

The dropped score system is implemented to offset any unwanted results due to hardware performance that is outside of the Team/Drivers control and to make the competition as fair as possible. The dropped score system is implemented for the first 6 rounds, with round 1 and 2 included retroactively.

The dropped score system explained:

- The lowest result from rounds 1-6 won't be counted.
  - By default, the round with the lowest score will be counted out automatically by the ESL before round 7.
  - This will be communicated by ESL during broadcast

17.15. **Driver standings**

17.15.1. All Drivers score points individually for the Driver Championship.

17.15.2. There is no drop score.

17.15.3. In case of a tie, the following results will be used as a tiebreaker in the following order:

Better individual result throughout the Season (amount of wins, if equal: amount of second places, amount of third places and so on).

Better individuals result in Round 8 (if equal: better individuals result in Round 7, Round 6 and so on).

Coin flip

17.16. **Team standings**

17.16.1. All Drivers score points for their Team in the Team Championship.

17.16.2. The results of all Drivers in a Team count equally.

17.16.3. There is no drop score.

17.16.4. In case of a tie, the following results will be used as a tiebreaker in the following order:

Better individual result throughout the Season (amount of wins, if equal: amount of second places, amount of third places and so on).

Better individual result in Round 8 (if equal: better individual result in Round 7, Round 6 and so on).

Coin flip

17.17. **Team Champion and final standings**

In the Teams standings, the points of all individual Drivers competing for a Team are added together. The teams points will be collected in the Regular Season (Round 1-8) of ESR R1 2023 Spring Season. Teams will not collect any points in the Major format of the Season. This means that the Teams Championship is decided before the Major.

17.18. **Qualification for ESL R1 2023 Spring Major**

After the 8 Regular Season Rounds, the best 24 Drivers in the Driver standings qualify for the ESL R1 2023 Spring Major.

§18.   ESL R1 2023 Spring Major Format

18.1. **Explanation**

The ESL R1 2023 Spring Season consists of two stages: The Regular Season and the ESL R1 2023 Spring Major. Only the best 24 Drivers of the Driver Championship qualify for the first day of the ESL

R1 2023 Spring Major, and only the best 12 Drivers of the Driver Championship after day one qualify for the second day of the ESL R1 2023 Spring Major.

18.2. **ESL R1 2023 Spring Major Calendar**

Round:	Location	Participants	Date	Track
Major Day 1	Munich	Top 24 in points	Saturday May 27, 2023	Various tracks
Major Day 2	Munich	Top 12 in points	Sunday May 28, 2023	Various tracks

18.3. **Day 1 Format**

The format for Major Day 1 will be as the following:

The top 24 players will be divided into two groups (12 in each) using a snake draft system to ensure that both groups are equally strong. The groups are based on the Driver standings from the Driver Championship in the Regular Season.

Group A will consist of the Drivers in position 1, 4, 5, 8, 9, 12, 13, 16, 17, 20, 21, 24.
Group B will consist of the Drivers in position 2, 3, 6, 7, 10, 11, 14, 15, 18, 19, 22, 23.

On Major Day 1, there will be 8 races in total; 4 races for each group with all the Drivers on the grid in each race meaning that each Driver will participate in 4 races.

After each race Drivers will receive points which will be added to their existing points from the Driver Championship. Please note that here will be a new Point Format on Major Day 1 (see 18.4). When all races are done in both groups the top 12 best Drivers will advance to the Major Day 2.

Race No.	Day	Practice	Qualifying	Warm-up	Race
Race #1 – Group A	Day 1	10 min	5 min super pole	5 min	20 min
Race #1 – Group B	Day 1	10 min	5 min super pole	5 min	20 min
Race #2 – Group A	Day 1	10 min	5 min super pole	5 min	20 min
Race #2 – Group B	Day 1	10 min	5 min super pole	5 min	20 min
Race #3 – Group A	Day 1	10 min	5 min super pole	5 min	20 min
Race #3 – Group B	Day 1	10 min	5 min super pole	5 min	20 min

| Race #4 – Group A | Day 1 | 10 min | 5 min super pole | 5 min | 20 min |
| Race #4 – Group B | Day 1 | 10 min | 5 min super pole | 5 min | 20 min |

18.4. **Points Format Major Day 1**

Points from the Regular Season are carried over into Major Day 1. In each race on Major Day 1, the Drivers can score additional points.

In each race on Major Day 1, the following points are awarded.

F = Final, SF = Semi-final, QF = Quarter-final

Major Day 1		
Placement		Points
1st	F:1	25
2nd	F:2	20
3rd	F:3	16
4th	F:4	13
5th	F:5	10
6th	F:6	8
7th	F:7	6
8th	F:8	4
9th	F:9	3
10th	F:10	2
11th	F:11	1
12th	F:12	0

After Major Day 1, the best 12 Drivers in the Driver standings qualify for Major Day 2.

In case of a tie, the following results will be used as a tiebreaker in the following order:

18.4.1. Better individual result throughout the Season, including both Regular Season and Major Day 1 (amount of wins, if equal: amount of second places, amount of third places and so on).

18.4.2. Better individual results in Major Day 1 race 7 or 8 (if equal: better individual result in Round 5 or 6, Round 3 and 4 and so on).

18.4.3. Coin flip

18.4.4. There is no drop score.

18.5. **Points transformation**

Entering Major Day 2, the points of all 12 remaining Drivers will go through a "soft reset", which means their points will be transformed. The points tally of the first Driver will be set to 100 points. The points of the other 11 Drivers will be transformed, so that they maintain the same percentage gap to the leader.

To avoid any confusion, please see the visual example below;

- 1st place points = 100% = 100 Points
- 2nd-12th place points = a percentage of the first place points:
    - Driver points / First place points * 100 = percentage
    - This percentage will be rounded up, in case of a tie-breaker percentage decimals will break it.

Example:

Placement	Points	%	%-points (RUp)
1st	496	100	100
2nd	433	87,3	88
3rd	267	53.83	54
4th	223	44.96	45
5th	197	39.72	40
6th	195	39.31	40
7th	186	37.50	38
8th	183	36.90	37

9th	179	36.09	37
10th	174	35.08	36
11th	171	34.48	35
12th	163	32.86	33

18.6. **Major Day 2 format**

There will be an unlimited amount of races on Major Day 2, all held with the same format, and all races containing all 12 Drivers remaining in the competition.

The grid order for each race is determined by a super pole qualifying session, held directly before the final race. All Drivers drive at the same time on a clear track; the cars of other players are set as invisible. There is no out lap, and the start of all players is synchronized, so they start exactly at the same time. Drivers only have one attempt at setting a time in the super pole qualifying session.

Each race consists of a 15-minute race. Once the race is finished, results are provisional. The ESL R1 Organization has to declare the result as official, pending any steward's decisions.

18.7. **Points format Major Day 2**

In each race on Major Day 2, the following points are awarded and will be added to their "new" transformed points.

F = Final, SF = Semi-final, QF = Quarter-final

Major Day 2		
Placement		Points
1st	F:1	25
2nd	F:2	20
3rd	F:3	16
4th	F:4	13
5th	F:5	10

6th	F:6	8
7th	F:7	6
8th	F:8	4
9th	F:9	3
10th	F:10	2
11th	F:11	1
12th	F:12	0

18.8.   Finalist Mode

When a Driver reaches or surpasses 160 points, he gains Finalist Mode for all following races. Multiple Drivers can have Finalist Mode at the same time. Points are still counted, even if Drivers are in Finalist Mode. Once a Driver has reached Finalist Mode, he has to win one more race in order to be crowned champion, and no more races will be held.

18.9.   Driver Champion and final standings

The first Driver to win a race on Major Day 2, while in Finalist Mode, is the Driver Champion of the ESL R1 2023 Spring Season.

18.10.   ESL R1 2023 Spring Season

All remaining positions in the final standings of the R1 Spring 2023 Season are determined by the Driver's position in the points standings after Major Day 2. Drivers that participated in Major Day 2 are always counted ahead of Drivers that did not qualify for Major Day 2, even if they drop behind them in the standings due to the points transformation.

18.11.   Teams standings

Points are always awarded for the official results, after the races have been reviewed by the stewards. In case of rule infringements, the stewards reserve the right to hand out penalties that change the results, as described in *§25 Penalties and Strikes*. If a Driver is disqualified from the entire ESL R1, the points tally of the Driver is set to 0. Drivers move up in the points standings, but do not move up in the individual race results. All points that the Driver scored for the Team standings are subtracted from the Team's points tally. If a Team is disqualified from ESL R1, the points tally of the Team, and the points tally of all Drivers competing for the Team is set to 0. Drivers and Teams move

up in the points standings, but do not move up in the individual race results.

§19. Drivers' briefing

19.1. Live events

All Drivers must attend the Drivers' briefing. The time and place is specified in the additional rules for the race and will be communicated to the Teams through Discord.

19.2. Online events

All Drivers must be connected to the Drivers' briefing on Discord at 17:15 unless anything else is stated in the Supplementary ruleset.

19.3. Non-attendance

The penalty for non-attendance of the Drivers briefing will be 15 points in the Drivers Championship standing. In case Drivers can't attend for a briefing the ESL R1 Organization has the right to give exemption if a Driver notifies the ESL Staff in due time. The ESL R1 Organization also holds the right to decide whether it's in due time or not.

§20. Event Configuration

20.1. Server settings

All server settings will be listed in the Supplementary ruleset.
Server information and passwords will be distributed on the Main Communication Hub. Drivers can rejoin the server in the portal of RENNSPORT, or use the RENNSPORT App.

20.2. Restarts

Races will only be restarted in the case of major issues which endanger the general event proceedings. In such a case, the ESL R1 Organization will follow up with further details regarding a rescheduling or cancellation of the event. Please note that in case of a restart the time schedule can be delayed or extended. This will be communicated to the Teams.

Races will not be restarted or delayed for individual issues of Drivers, or issues on individual simulators on LAN events.

Races will not be restarted due to on-track incidents.

20.3.   Racetime conversion

While the duration of races is listed in time in the rulebook, the racetime will be converted into an amount of laps that has to be driven in each race.

The racetime conversion for each track will be as followed:

Spa Francorchamps: 7 laps

Nürburgring GP: 8 laps

Hockenheim: 10 laps

20.4.   Track and weather conditions

All track and weather conditions will be specified in the Supplementary ruleset.

§21.   Balance of Performance

21.1.   Pre-Season balancing

- On January 16, there is a preliminary game build provided.
- Each Team has to provide one Driver participating in the process, who openly records and shares telemetry data.
- The test process is guided by RENNSPORT and consists of tests in various areas (such as straight-line performance, acceleration, traction) and is performed using telemetry data.
- There will be daily mandatory test sessions.
    - Each Driver must drive all cars, not only the car their Team has chosen.
    - The procedure and results are provided in a transparent manner.
    - The exact test dates will be communicated in due time.
- After 1 week, the Season BoP is announced, and the build is updated.

21.2.   During the Season balancing

- Teams are not allowed to change car models during the Season.
- ESL and RENNSPORT reserve the right to make changes (for example when adding a new track, bug fixes). If required, patch dates are scheduled to take place after Round 3, after Round 6 and before the ESL R1 2023 Spring Major.
- The BoP are monitored, and reviewed throughout the entire Season. If data and tests supporting changes to the existing BoP are needed, the ESL R1 Organization reserves the rights to do so at any point.

§22. On-Track Etiquette

22.1.   Safe on the track

It is a requirement that the Driver is in control of the car and able to drive safely, without being a danger to other Drivers on the track. If the Driver fails to comply, the Race Control can exclude the Driver from the current race at any time. This decision cannot be appealed. Intentional contact with others, revenge or anything similar, is not allowed.

22.2.   Using ESC

In the event of damage to the car, it is only permitted to use the ESC button / tow to pit if the car cannot drive. Drivers are not permitted to retire from any race or intentionally crash their car to end the race. In some cases, this can lead to an unfair advantage and it's also unnecessarily distracting to other Drivers.

22.3.   Checkered flag

After the checkered flag, the Driver must continue back to the pit. When the car is parked in the pit, the Driver must press ESC, unless otherwise stated in the Supplementary rules.

22.4.   Overtaking and defending

Overtaking is one of the most crucial parts of racing. All Drivers involved in an overtaking move must show respect and drive with care. Do not change your line in the braking zone. If the attacking car has an overlap going into a corner, Drivers must adjust their line with respect to the racing line to avoid contact. Blocking a car that has an overlap is not allowed. The definition of an overlap is when the front of the overtaking Driver's car is at least next to the rear tires of the defender's car. Do not force a chasing car off the track by leaving too little room. When you exit a corner and the car on the outside has an overlap, you have to leave enough space for the car so that it does not have to leave the track. The attacking car must be able to hold the line and make the corner. Excessive or repeated dive bombing is not allowed. "Contact-boosting", i.e. making contact in order to slow down the opponent's car or accelerating your own car, is not allowed. Hitting other cars to slow yourself down is not allowed.

The definition of dive bombing is when a Driver makes an aggressive attempt to overtake by braking very late on corner entry.

22.5.   Track boundaries

The track boundaries are following the in-game penalties. In general, they are as follows: 2 wheels always on track, kerbs count as track. The game counts all incidents related to exceeding the track limits according to §24.2 - In-game incident types. Any additional information about the track limits will

be described in the Supplementary ruleset.

22.6. Race start

A standing start will be used in all races unless anything else is stated in the Supplementary ruleset.

The simulator registers whether a Participant has started too early and thus carried out a false start. During a false start, the simulator will automatically give a penalty to the Participant.

All Participants must remember that other Participants may not accelerate as fast as you do when the start goes / the green lights appear in a standing start. This can be due to wheel spin or reaction speed.

Participants who have not managed to grid their car on time are themselves responsible for this action. At the start of the race, the Participant is placed at the end of the pit lane. The Participant may not leave the pit until the entire field has been passed. In the event of a major accident during the start, this may cause a delay in when the Participant must leave the pit.

22.7. Overtaking

It is the person approaching from behind who must assess whether an overtaking can be carried out safely, and that it is possible for the person being overtaken to leave the necessary space. Overtaking is started as soon as the front point of the car passes the rear point of the car in front. As soon as an overtaking is started, both cars must leave room for each other. This applies both in, through and out of corners. It is always the Driver's own responsibility to orientate themselves so that they know if they are about to be overtaken.

22.8. Blocking

Excessive blocking of another Participant is prohibited. "Excessive" is defined as changing lanes more than once between two turns. In the braking zone, a Driver may not change lanes to block another competitor's line. Once a competitor has started decelerating, they are considered to be required to hold their lane and therefore cannot move into another competitor's line to block their position. A Participant who is at fault for an incident that forces the other Participant off the track in the braking zone may be penalized.

It is not allowed to "brake test" another Participant. Brake testing is defined as braking in an unexpected manner, forcing one or more Participants from behind to deviate to avoid contact with the Participant performing the brake test.

22.9. Entering/reentering the track

A Participant who creates a dangerous situation by, for example, not knowing when to continue the race after being spun around or involved in an accident, may be warned or punished. When entering/reentering the track, it is the Participant's own responsibility to find their way around and get back onto the track safely, without being a nuisance to other Drivers. Do not enter the lane until you are absolutely sure that there is a clear lane behind. It is not permitted to leave the car on or outside the track. However, it is also up to those behind to assess the situation and step off the gas to show consideration.

A Participant is recommended to drive back onto the course, along the course. Driving directly into the track can create unnecessary, dangerous situations. Furthermore, the Participant is recommended to ask themselves the following questions before the Participant drives back to the track:

- Is it safe for me to drive forwards or backwards?
- In the event of an accident, is it safe for me to continue running?

If you have been flagged for a mechanical fault, you should continue to the pits. If it is not possible to continue, the Participant must park his car furthest away from the track and press ESC. Only in this case is the Participant allowed to press ESC.

- Is it safe for me to drive back on the track?
- Is it safe for me to drive back into the race line?

If a competitor is stationary on the track and one or more competitors are about to reach the area of the track where the competitor is stopping, the competitor must hold down the brakes, maintain his position on the track, without moving the car or otherwise distracting other competitors. It is the Participant's responsibility to keep an eye on his "relative box" or similar data to see how far other Participants are from the Participant's own position. The competitor must remain in his position on the track until it is safe to maneuver the car back and forth on the track.

22.10. Race line

In terms of race line Participants can protect their position by changing lines once. Excessive weaving and blocking is not allowed. If you re-enter the track, you have to be extremely careful and should not defend against the cars on track that are approaching with higher speed.

22.11.   Driving the opposite direction

It is forbidden to move a vehicle in the opposite or transverse direction to the driving direction. An exception is made if a vehicle has to be moved from a dangerous position.

22.12.   In-game chat

Using the in-game chat during qualifying and race is not allowed. Offenders will receive a warning or penalties if they do it repeatedly or insult other Drivers or the ESL R1 Organization. Only the Race Stewards are allowed to use the in-game chat.

22.13.   Pit lane behavior

In the pit lane, you have to drive according to the in-game rules. The game can hand out automatic penalties for exceeding the maximum speed. When you exit the pit lane, you have to stay within the white exit line. You count as "coming from off track" and have to respect the traffic on the race track.

22.14.   Premeditated actions

Deliberately driving into other Participants, including Teammates, is strictly prohibited. This applies in all sessions, including practice, qualifying, races, warm-up, cool-down laps and after the checkered flag.

Any contestant who attempts or completes retaliation for the actions of another contestant by intentionally bumping the other contestant may result in outright disqualification from ESL R1.

22.15.   Flashing headlights

In the event of a blue flag, the car behind is encouraged to flash its headlights to further draw attention to its presence.

Flashing by another Participant is allowed once per lap. If this is exceeded, the Participant will be deprived of 10 points. If the Participant repeats his behavior in subsequent sessions during the Season, the Participant may be excluded from the R1 Season.

22.16.   End of race

After the checkered flag, it is forbidden to park in the middle of the track, make uncontrollable maneuvers or hit other Participants. Therefore, the Participants are asked to continue to drive to the pits and press exit there. Alternatively, the competitor may proceed to the pit.

22.17.   Celebration after finish line

After reaching the finish line, the organization encourages Teams to return safely to the pit. For the sake of broadcast, according to the checkered flag, it is forbidden to park in the middle of the track,

make uncontrollable maneuvers or hit other Participants.

Celebration in tarmac areas away from the track line is allowed, as long as it is controlled, and without the risk of hitting other Participants.

22.18. Net Code

Net Code is described as contact between two cars, without the contact being visual in the replay. In the case of Net Code, it is up to the Race Stewards whether the incident could have been avoided without Net Code.

§23. Flag signals and their meaning

23.1. Yellow flag

A yellow flag indicates an accident. Please be extra careful when you see a yellow flag on your screen. Unlike in real racing, passing under yellow flags is not prohibited.

23.2. Blue flag

Blue flag notifies the driver of a faster car approaching from behind. It is basically waved to alert the driver. However, if it is judged that the driver has unduly interfered with another driver, Penalties may be imposed. The Participant who is overtaken with a lap must maintain normal driving and must not block the other Participant in any way. Let the Driver pass safely to avoid a penalty. Most important is to behave in a predictable manner.

23.3. Black and white diagonal flag

A black and white diagonal flag signals when you go off the racing surface. You have to slow down to give back any advantage gained by cutting the track. The game will assign an automatic penalty to you.

23.4. Black flag

A black flag indicates a disqualification.

§24. Incidents

24.1. Definition of Incidents

"Incident" means any occurrence or series of occurrences involving one or more Drivers, or any action by any Driver, which is reported to the stewards by other Drivers, including, but not limited to:

- Causing a collision which disadvantages competitors.
- Forcing a Driver off the track.
- Illegitimately preventing a legitimate overtaking maneuver by another Driver.
- Illegitimately impeding another Driver during overtaking.
- Dangerous driving.
- Contact boosting.
- Blocking other cars while solving a slowdown.
- Using in-game text chat during qualifying or race sessions.
- Lack of respect, foul language or bad attitude towards other Drivers, the ESL R1 Organization, or the spectators.
- Violations of track boundaries
- Unsafe track entry / re-entry.

24.2. In-game incident types

Types of incident penalty points will be handed out automatically by the game.

- Off-Track, which will occur whenever the car leaves the track boundaries. There will be a limit of maximum off-tracks, communicated in the Supplementary ruleset. Whenever the driver reaches the given incident limit, the driver will receive a drive through penalty automatically by the game. If the driver does not take the penalty within three laps, the driver will be disqualified. If the driver receives the penalty on the last lap and he cannot take it, a 25 seconds post-race time penalty will be handed out automatically by the game.

- Contact, which will occur whenever the driver has contact with another car. The game will differentiate between light, medium and hard contact. Each level will have its own incident penalty point. There will be two limits of maximum contacts, communicated in the Supplementary ruleset. Whenever the driver reaches the first incident limit, the driver will receive a drive through penalty automatically by the game. If the driver does not take the penalty within three laps, the driver will be disqualified. If the driver receives the penalty on the last lap and he cannot take it, a 25 seconds post-race time penalty will be handed out automatically by the game. Whenever the driver reaches the second limit, the driver will be automatically disqualified by the game.

24.3. Incident penalty point limit

The incident limit will be described in the Supplementary ruleset.

§25. Penalties and Strikes

25.1. Penalties

These are the penalties that can be given in the ESL R1 2023 Spring Season:

- Disqualification from ESL R1 2023 Spring Season

- Disqualification from round

- Disqualification from race

- Skip one round

- Start from the back in next stage race

- Stop'n'go penalty

- Drive Through Penalty

- Slow down penalty

- Position penalty

- Next race position penalty

- Fall back penalty

- Time penalty

- Warning

It is up to the Race Control to decide which penalty there will be given.

25.2. Intention of the penalty

If a penalty does not perform as intended from Race Control the Race Control is permitted to add another penalty until the penalty has the intended effect on the driver.

25.3. Penalty Strike System

The ESL R1 2023 Spring Season uses a license penalty point system. License penalty points are penalty points that can be added to a participant, if the participant violated the rules and regulations for the ESL R1 2023 Spring Season. License penalty points can be individual penalties or be added in addition to other penalties.

In cases such as (but not limited to):

Reckless driving causing an accident for multiple drivers	18 points
Reckless driving causing a collision	15 points
Causing a collision which disadvantages competitors	9 points
Abuse of track limit to gain positions	6 points
Abuse of track limit to gain time	6 points

Blocking other cars while serving a slow down	6 points
Brake testing	6 points
Causing a collision	3 points
Forcing another driver off the track, not necessarily by contact	3 points
Unsafe track entry	3 points
Illegitimately preventing a legitimate overtaking maneuver by another Driver.	3 points

25.4. The following table shows penalty points and consequences.

The Driver starts from the back in the following race (no qualify)	20 points
The Driver starts from the back in the following race (no qualify)	30 points
The Driver starts from the back in the following race (no qualify)	40 points
The Driver must sit over one ESL R1 2023 Spring Season Round	50 points
The Driver must sit over one ESL R1 2023 Spring Season Round	60 points
The Driver will be excluded from the ESL R1 2023 Spring Season	70 points

25.5. The penalty points will be calculated after each round and will have no effect during a round of the ESL R1 2023 Spring Season.

25.6. Each Driver accumulates the points throughout the Season.

25.7. In case a Driver collects a certain amount of points which will lead to multiple penalties at once, the Driver only serves the most severe penalty.

25.8. If a Driver accumulates enough penalty points to receive one of the above penalties, right before the Major, the Driver will still have to serve the penalty in the Major.

25.9. When entering the Major the penalty points system will be set to 0 for each Driver.

§26. Most Extreme Offenses

26.1. The following offenses are so extreme that they are treated outside of the regular strike and penalty system:

- Cheating
- Theft
- Fraud

- Doping
- Physical assault
- Discriminating statements and actions
- Intentional collision on track or planning to do so

Consequences depend on the severity of the offense, but there is a possibility that it will include a disqualification from the current ESL R1 2023 Spring Season and possibly further ESL R1 Seasons and additionally range from a one-year ban to a permanent ban and may include legal consequences. Any kind of deliberate crashing is prohibited, this includes crashing into an opponent in order to gain personal advantage or to advantage a teammate. This also includes crashing single handed in order to create a disadvantage for a driver from another team or an advantage to a teammate.

The penalty of deliberate crashing is a disqualification of the entire Team from the current round of the ESL R1 2023 Spring Season, reducing any gained points in the specific round to 0 points. If a Team is penalized twice, the team will be disqualified from the ESL R1 2023 Spring Season. Only the Race Stewards can decide if a contact was deliberate.

§27. Race Control

27.1.   Live stewarding

A Team of live stewards will review the races. For incidents that happen during the race, the live stewards will hand out live penalties, such as time penalties. The severity of the penalties is specified in *§25 Penalties and Strikes*. For the Drivers, the penalties are visible in the in-game HUD and have to be taken within 3 laps, otherwise the game will automatically award a more severe penalty. Drivers may be informed over the in-game chat system as well, with messages written by "Admin", for example if they have to give a position back, or if they receive a time penalty after the race. For incidents that happen at a late stage in the race, when there is not enough time for the stewards to review and hand out a penalty before the race is over, the live stewards will hand out time penalties post race.

§28. Reporting Incidents

28.1.   File a protest

- Permission to file a protest is limited to the Team Manager(s).
- Only an incident in which a Participant registered to the Team involved can be protested.
- It is not possible to file a protest including multiple incidents. one incident, one protest.
- Incidents already reviewed by Race Control cannot be protested.

- Incomplete filing of a protest, such as (not limited to) missing offending Driver, are to be rejected and the fee considered lost.

The protest must be filed via the link provided in the Supplementary rules for the Race.

28.2.   **Reporting for online rounds**

In order to file a protest for an online event, the Team Manager must report through the protest file sheet given in the Supplementary ruleset. Filing a protest includes :

- Race (which stage)
- Name of reporting Team Manager
- Name of the reporting Team
- Car number of involved Driver 1 (your driver)
- Name of involved Driver 1 (your driver)
- Car number of involved Driver 2 (opponent)
- Name of involved Driver 2 (opponent)
- Recap of the involved from the Drivers point of view
- Replay time stamp
- Upload replay

Protest hearings

- The director will contact the involved Drivers via the teams Discord channel
- The Drivers must be aware and ready to attend Driver hearings after a race.
- The involved Drivers should join the Discord channel "investigation-hangouts"
- The Driver will be dragged down to "investigation-hangouts" by the Race Stewards.
- The Drivers must be available for protest hearings at the Race Control. It is the responsibility of the team managers to keep their Drivers available for protest hearings after each race.
- Only the involved Driver must attend at the Race Control for the hearings.
- If the Race Control finds it necessary for the Team Managers and engineers to attend hearings, the Race Control will take contact to the Team Manager.
- The Team Managers will not be involved in the Drivers interview with the Race Stewards

Filing protest on an incident that has already been judged

28.3.   The Race Stewards' decisions can not be appealed by filing a protest. If a Team files a protest on an incident that has already been under revision and judged during the race, the filed protest will not be taken into account.

28.4. **Reporting on location events**

In order to file a protest for a location event, the Team Manager must report through the protest file sheet given in the Supplementary ruleset :

- Race (which stage)
- Name of reporting Team Manager
- Name of the reporting Team
- Car number of involved Driver 1 (your driver)
- Name of involved Driver 1 (your driver)
- Car number of involved Driver 2 (opponent)
- Name of involved Driver 2 (opponent)
- Recap of the involved from the Drivers point of view
- Replay time stamp
- Upload replay
- Only the involved driver should attend at the Race Control after the race
    - Race Control will contact the involved Drivers via the Teams Discord channel

The Drivers must be available for protest hearings at the Race Control. It is the responsibility of the Team Managers to keep their Drivers available for protest hearings after each race.

Protest hearings

- The Drivers must be aware and ready to attend Driver hearings after a race.
- The director will contact the involved Drivers via the teams Discord channel
- The Drivers must be available for protest hearings at the Race Control. It is the responsibility of the Team Managers to keep their drivers available for protest hearings after each race.
- Only the involved driver must attend at the Race Control for the hearings.
- If the Race Control finds it necessary for the Team Managers and engineers to attend hearings, the race control will take contact to the Team Manager.
- The Team Managers will not be involved in the Drivers interview with the Race Stewards

Filing protest on an incident that has already been judged

The Race Stewards' decisions can not be appealed by filing a protest. If a team files a protest on an incident that has already been under revision and judged during the race, the filed protest will not be taken into account.

28.5. **Reporting fee**

If the judges do not uphold the Team's appeal, the Team will be charged a protest fee of €100 after the event. The organizer will charge the Team by invoice.

28.6.   Rules of reporting

Only one incident per report.

28.7.   Deadline for reports

Incident reports have to be provided during the race, or up to 5 minutes after the race has finished, by the Team Manager.

28.8.   Appealing penalties

Appealing penalties after the fact is not possible.

28.9.   Conduct with report and defense statements

Any reports that contain disrespectful or discriminatory comments towards the race direction, organizer or other competitors will be ignored, and the offender will be excluded from future events.

28.10.   Incident review format

Incidents will be investigated during the race and after the end of the report deadline.

28.11.   Live telemetry

As part of the investigation of incidents, the Participant may be required to submit telemetry to the Race Stewards. It is therefore the Participant's own responsibility to save telemetry and replay from all sessions.

28.12.   False reports

If the incident report does not contain enough information, or wrong information, the stewards have the right not to review the incident. If a Driver repeatedly reports incidents that have not happened, they will be penalized.

28.13.   Stewards' decision

The Race Stewards' decisions are final and cannot be appealed.

28.14.   Penalty information

All live penalty decisions made by Race Stewards will be posted in Discord under the live penalties channel.

All post-race decisions made by the Race Stewards will be posted in Discord under the post-race penalties channel.

§29. Equipment

29.1. **Equipment for LAN events**

The specifications of the event equipment will be communicated to the teams as soon as it is known.

Participants will be provided over the course of the event with unbranded headsets, which they have to use. Clothing, shoes/socks and gloves will not be provided.

29.2. **Test of equipment**

The ESL R1 Organization will perform a function test and adjust all equipment in order to make sure the simulators are as equal as possible during the event.

29.3. **Simulator assignment during LAN events**

Due to the race format, Drivers have to use different simulators throughout the LAN events. The simulator assignment will be randomized and communicated at the LAN events. Drivers can log into the simulator by using the QR code from the app.

29.4. **Customization possibilities during LAN events**

Drivers can customize the following settings on the simulator by saving their presets, and selecting them after logging into the simulator.

In Game

- Force Feedback Settings
- Button Mapping
- Wheel Rotation
- Field Of View

Physically

Drivers can physically adjust their seat position in the simulator, and can adjust the game volume using an external volume control panel on the simulator.

29.5. **Settings**

It's not allowed to change any settings on the computer, monitor, wheelbase, wheel or pedals outside of the options listed above. Any attempts of changing these settings to gain an advantage, or changing the settings so that the next Driver using the simulator has a disadvantage, will result in a penalty.

29.6. **Equipment for online event**

As RENNSPORT is one of the most advanced simulations it is very demanding on hardware. The older hardware configurations cannot run the game on the performance level of the hardware used in ESL R1 Round 1 and 2 in Katowice.

To avoid any game related issues when racing online the minimum requirements for all Drivers PC should be:

- CPU: Intel i7 12000K
- RAM: 32 GB
- GPU: RTX 3080
- WINDOWS 10 (64bit)

§30. Event Appearance

30.1. **Equipment**

During the online events, the Drivers are racing from home or at their specific "Team offices / headquarters". The Drivers/Teams are responsible for providing their own equipment needed for racing, such as monitors, simulators, headphones etc. In regards to the broadcast, each Driver must set up a webcam for each event which must be placed in order for the Driver to be clearly visible and with sufficient lighting. ESL R1 will not provide any equipment to the teams for all online Rounds.

30.2. **Online appearance on broadcast**

During all race events, it is required that the Participant appear professional, which implies:

- The Participants must be wearing Team wear during all sessions.
- If the Participant sits in a private living room, the background must be as staged as possible. This can include a roll up with the Team logo, trophies, pictures or anything else that can make the Participant look as professional as possible.
- ESL R1 assesses whether the Participant lives up to expectations.
- If the Participant does not comply with the above, or the Participant chooses to ignore the above, this results in a single warning and subsequent exclusion.

Drivers may only race from a location that is tested and approved by ESL R1. A change of location is only possible subject to approval by ESL R1.

§31. Cheating and Exploits

31.1. Use of hardware or software that changes the simulator and gives the Participant an advantage is strictly prohibited. Furthermore it is not permitted to use third-party software that manipulates the clutch, brake, throttle, gear change or steering. Any Participant suspected of using third-party software or hardware to gain an illegal advantage will be investigated, if there is evidence of the use of this type of third-party software, the Participant and Team will be disqualified from the current ESL R1 2023 Spring Season and possibly further ESL R1 Seasons. Furthermore, the Participant is reported to ESL and RENNSPORT. If a Driver is unsure about the usage of certain software, they have to contact the ESL R1 Organization before the event to receive confirmation.

31.2. The Promoter reserves the right to withhold prize money and report to the authorities any attempt to gain a competitive advantage by illegal means or via the points described above. In addition, ESL and RENNSPORT continue to reserve the right to restrict access to, suspend or remove any Participant who, in ESL and RENNSPORT's opinion, has used third-party tools to gain an advantage. If a Participant has their entry restricted / removed by ESL and RENNSPORT for this reason, they are deemed not to have credible status and may not participate further in the current ESL R1 2023 Spring Season and possibly further ESL R1 Seasons.

31.3. If any exploits are discovered leading up to a race, Teams and Drivers are strongly encouraged to contact the organizer.

31.4. Exploiting any errors in the simulator to gain an advantage is prohibited. ESL R1, partners and sponsors are in favor of fair play. If the race management assesses that a Driver is exploiting errors in the game, the episode will risk the Participant and Team being excluded from the current ESL R1 2023 Spring Season and possibly further ESL R1 Seasons.

31.5. If cheating is suspected, ESL and RENNSPORT will be involved in the investigation.

31.6. If one or more participants cheat or take advantage of any exploits in the game, The Race Control has the right to red flag the session or event at any time.

31.7. If the team has questions regarding cheating and exploits, they must contact the Race Director via Discord.

§32. Code of Conduct

32.1. Drivers must conduct themselves in a reasonable manner, maintaining an appropriate demeanor to press, spectators, members of the ESL R1 Organization and to other Drivers.

The Participants are requested to represent esports, the ESL R1 Organization, and their sponsors honorably.

For both offline and online events these requirements apply to behavior in-game, on Discord and also in chats, messengers including with respect to social media conduct. All Drivers are expected to adhere to the standards of good sportsmanship at all times and they are prohibited from acting in the following manner:

- Compassion, treat others as you would be treated.
- Integrity, be honest, be committed, play fair.
- Respect, show respect to all other humans, including teammates, competitors, and event staff.
- Courage, be courageous in competition and in standing up for what is right.
- Violating any law, rule or regulation, as determined by the ESL R1 Organization at its sole discretion;
- Harassing, threatening, bullying, repeatedly sending unwanted messages or making personal attacks or statements about race, ethnicity, sexual orientation, disability, physical appearance, body size, age, religion, heritage, etc. Hate speech is not tolerated;
- Publishing, posting, uploading distributing content, or organizing/participating in any activity, group or guild that the ESL R1 Organization determines as inappropriate, abusive, hateful, harassing, profane, defamatory, threatening, hateful, obscene, sexually explicit, infringing, privacy-invasive, vulgar, offensive, indecent or unlawful;
- Using vulgar or offensive language in any case; Insulting, provoking, bullying and other forms of offending other Drivers where the intention is seen as unsportsmanlike conduct;
- Physical abuse, fighting or any threatening action or threatening language directed at any Driver, spectator, the ESL R1 Organization or any other person is prohibited;
- Stalking or intimidation (physically or online).
- Damage and/or abuse to any tournament equipment is prohibited;
- Drivers are not allowed to be under the influence of any, drugs, nitrous oxide, alcohol or other similar substances while participating at/attending an R1 event/Round;
- Smoking, including the use of e-cigarettes and vaporizers, is prohibited at all R1 events/Rounds except in designated areas;
- All Teams must follow all Covid-19 restrictions and guidelines provided by the ESL R1 Organization and the proper authorities;
- Wearing clothing that violates any of the bullet points above;

- Any questions regarding race incidents or penalties may only be submitted to the Race Control by email.

32.2. No forms of cheating, gameplay, gamesmanship or gaining an unfair advantage in any way will be tolerated. This includes, but is not limited to:
- Hardware modification - Any modification made to a piece of hardware allowing it to function in a way the manufacturer did not intend. This includes adding or inserting anything not originally on the hardware configured by the ESL R1 Organization.
- Hacking - Any modification made to the game or other software by any person other than by way of standard software patches or updates.
- Exploiting game glitches - Intentionally using any in-game bug to seek an advantage. Exploiting is defined as utilizing any game function that, in the sole determination of the organizers, is not functioning as intended.
- Impersonation (including playing under another driver's account) - to be understood as playing under another driver's account or soliciting, inducing, encouraging or directing someone else to play under another driver's account.
- Collusion - Any agreement among two (2) or more participants and/or other persons to affect any competition or race and/or opposing drivers.

Drivers are responsible for notifying the ESL R1 Organization as soon as possible if any other Driver has broken any of the bullet points above. Any Driver who is deemed, in the sole determination of the ESL R1 Organization to have cheated or behaved in any way as described above may be penalized and/or disqualified.

§33. Anti Doping

Any Driver participating in the ESL R1 will be facing the possibility of doping tests at some point. A Driver who refuses to be tested is considered doping. Punishments will be the same as for severe cases of substance abuse.

33.1. **List of prohibited substances and methods**
The List of Prohibited Substances and Methods created by the Esports Integrity Commission (ESIC) is valid for the ESL tournaments. The list can be found here: https://esic.gg/codes/esic-prohibited-list/ Any unsanctioned use of these substances is considered doping.

In case Drivers take any form of medication which is considered as an illegal substance they must have an active prescription for a substance on the WADA list. To be able to participate Drivers have to send proof to the ESL R1 Organization before the first day of the ESL R1 2023 Spring Season (February 11). Drivers may still be subject to a doping test, but a positive result for the prescribed substance will be disregarded.

Mild cases of doping will be punished with a warning and possibly penalty points for the Driver. Severe cases (i.e. use of drugs containing performance enhancing substances, like Adderall) will be punished with nullification of the results achieved under the influence of the substance, a ban of one to two (1-2) Seasons, forfeiture of the prize money won, as well as disqualification of the Driver. If a Driver is found guilty of a severe case of doping only after the last Round of the ESL R1 2023 Spring Season has already been over for at least twenty four (24) hours, the Driver will still get a ban, but the Driver's points and standing will remain in place and there are no consequences for the Team.

§34. Signing Sessions & Media Obligations

34.1. If the ESL R1 Organization decides that one or more Drivers need to be part of interviews (short pre-/post-match interviews and/or longer interview sessions), a press conference or an autograph, photograph or video session, then the Drivers cannot deny/avoid this and must attend. For all races that are broadcasted on ESL R1 arranged streams, Drivers cannot refuse a request to provide an interviewee. The interviewee must be a Driver, unless otherwise specifically requested by the ESL R1 Organization.

For the ESL R1 2023 Spring Season there will be a mandatory media day, where Drivers will be photographed, filmed and interviewed by the ESL R1 Organization for the ESL R1 presentation. When applicable, Drivers will receive a media schedule beforehand to be informed about the duration which will be communicated in the Discord Channel. In some cases, Drivers may be asked to provide assets for use on ESL arranged broadcasts.

§35. Internet Connection

35.1. **Live events**

For all live races, ESL R1 will provide the internet connection to all simulators.

35.2. **Online**

It is the Participant's responsibility to have a proper and lag-free internet connection. A Participant who

lags, and thus does not meet the requirements, will, for the sake of the other Drivers, be asked to leave the server or, in extreme cases, be kicked without warning. ESL R1 recommends the following requirements to avoid any connection problems;

- Drivers need a minimum of 30/30 mbit wired internet connection.
- Race locations: Europe, Middle East, North America, East Coast.

35.3. Server shutdown

If the server goes down or other similar problems occur that prevent the normal running of the race, the race will be stopped. If 75% of the total distance has been driven, the result will be determined in relation to the positions 1 lap before the server collapse. Below 75%, the race is canceled and repeated. Any penalties that may have been given by the Race Control will be applied as post race time penalties.

§36. Prize Pool and Prizing Terms and Conditions

The prize pool for the ESL R1 2023 Spring Season is a total of € 225,000. The prize money will be distributed between the top 12 Drivers and the top 6 Teams. The ESL R1 Organization emphasizes that the Teams are responsible for potentially dividing the prize money among its Drivers. The prize pool will be distributed as follows:

Place	Driver prize money	Team prize money
1st	€ 45,000	€ 45,000
2nd	€ 20,000	€ 25,000
3rd	€ 12,500	€ 17,500
4th	€ 8,000	€ 12,500
5th	€ 6,000	€ 7,500
6th	€ 5,000	€ 5,000
7th	€ 3,500	
8th	€ 3,000	
9th	€ 2,750	

10th	€ 2,500	
11th	€ 2,250	
12th	€ 2,000	
Total	€ 112,500	€ 112,500

Prizes are not transferable. All expenses not specified above, including, without limitation, all applicable federal, state, and local taxes, and international tariffs are the sole responsibility of the applicable Team. Receiving a prize is contingent upon compliance with this ruleset. In the event that a potential winner is disqualified, or the prize is forfeited for any reason, ESL will award the applicable prize to the next eligible runner-up.