

Appendix No. 1 to the 2020 TT Sport Trophy Regulations ACI ESport

ACI ESport Motorsport Simulation TROFEO SPORT TT 2020

RACE DIRECTION IN INDIRECT INTERVENTION Provisions, rules and information

1. PROTEST, APPEALS AND PENALTIES

Penalties will be applied in accordance with the provisions of the event regulations, here fully referred to.

The intervention of the Race Stewards will be post-match only and will be based on the penalties indicated in paragraph 19 of the regulations.

2. RACE SERVER

SETTINGS PENALTY SETTINGS	
Transparency during the race	No
Cutting penalty	High
Penalty collision with wall	Time Penalty (severe)
Collision detection with wall	Rigid
Penalty for lateral contact	No
Correction of vehicle direction after collision with wall	No

Reposition the cars when they exit the track	No
Rules flags	Yes
LIMIT DRIVING OPTIONS	
Help counter steering	Prohibited
Stability control	Prohibited
Trajectory assisted	Prohibited
Traction Control	Prohibited
ABS	No limit
Autopilot	Prohibited
REGULATION SETTINGS	
Filter by category	Gr.4
Balance performance	No
Power limit	340 Cv / 335 Hp
Setup	Forbidden
Weight limit	1125 Kg / 2480 Lbs
Maximum tire classification	Racing: Soft
Minimum tire classification	Racing: Hard
Livery restrictions	As per Regulations
Type of car number	None
Assigns numbers automatically	None
Kart	No
QUALIFICATION SETTINGS	

Time limit	Defined in the Regulations
Tire consumption	As in the race
Fuel consumption	No
Qualifying time to continue	180 sec.
RACE SETTINGS	
Type of start	STANDING (with false start)
Grid	Pole to the fastest
Turbo	Deactivated
Slipstream intensity	Realistic
Visible damage	Yes
Mechanical damage	Realistic
Tire wear	x1
Fuel consumption:	x1
Initial fuel	Default
Wet & edge track grip	Realistic
Time to complete the race	180 sec.

3. RED FLAG

3.1. In case of a serious bug, automatic disconnection by at least 1/3 of the field starting or crash of the lobby for any reason during the "Race" phase, the Race Direction will declare the Red Flag displayed.

- In case of completion of AT LEAST 75% of the race (inherent to the classification as explained further on), the Race itself will be deemed to have ended with the final classification of the drivers' positions at the time of the declaration of the Red Flag.

- In the event of a Red Flag BEFORE the completion of the 75% of the race, the Race Direction will communicate the repetition of the race on the first following day.

4. DRIVING CONDUCT

4.1. The Race Stewards will assess violations of the sporting code, in particular the following basic concepts concerning driving behavior:

4.2. TRACK LIMITS

4.2.1. The track limits are those established by the general FIA rules, i.e. the white lines that define the edges of the track are considered part of the track itself, while the curbs are considered external to the track. An off-track driver is judged when no part of the car remains in contact with the track.

4.2.2. **Although random and subject to constant changes, the limits of the track as regulated and managed by the simulator software can in any case be taken as a reference by the competitor during any competition session, with the exception of cases where this entails an obvious and immediate gain. of position or opposition to overtaking.**

4.2.3. The exit from the track is allowed only following contact or to avoid imminent danger (or if it is provided for in other points of the regulation).

4.2.4. It is possible to use the entry and exit lane from the pits if this is part of the race surface, but always paying attention to the cars entering it or rejoining the race upon their exit.

4.2.5. If a car leaves the track for any reason, the driver can only return when he is in a safe condition, not hindering his opponents and gaining no advantage.

4.3. OBSERVATION OF SIGNALS

4.3.1. All pilots are required to observe any indication, warning, flag or other signal that is produced automatically by the simulator or that comes from the Race Direction, via text chat, audio chat and / or through the channels and in the manner defined. for the competition.

4.4. OVERTAKING

4.4.1. Overtaking can be done, depending on the circumstances, both on the right and on the left.

4.4.2. **More than one change of direction is not allowed to deny the wake and / or defend one's position (weaving). Any driver moving towards the ideal line, having just defended his position off the line, must leave at least the width of a vehicle between his car and the edge of the track.**

4.4.3. The overtaking driver must maintain his trajectory for a distance sufficient not to interfere with the movement of the vehicle being overtaken, while the driver who is about to be overtaken must not move out of his trajectory to prevent overtaking if it is already in progress

4.5. LAPPED CAR

4.5.1. It is possible to use the total width of the track, however, if you are reached by a car that is about to lap you it is mandatory to allow the fastest driver to pass at the earliest opportunity.

4.5.2. The lapped car is required to maintain a consistent and predictable race line, as well as to facilitate overtaking, including by slowing down his pace and moving away from the race line.

4.6. BLOCKING

4.6.1. Maneuvers that could hinder other drivers are strictly prohibited, such as deliberately driving a car over the edge of the track, unjustified use of the brakes during defense (blocking).

4.7. UNSAFE REJOIN AND UNJUSTIFIED RISK

4.7.1. The rider who creates a dangerous situation, such as, for example, a dangerous return to the track after a loss of control or an accident, can be penalized.

4.7.2. On the track, it is not allowed to proceed slowly without justified reason, to drive in a clearly wrong way or in a way considered potentially dangerous for other drivers.

4.7.3. The driver who should make repeated serious mistakes and who should demonstrate difficulties in controlling the car (such as excessive changes of direction, off the track, sudden slowdowns), even if to be attributed to the quality of his internet connection (with the exception of proven cases server problems) may be subject to investigation and penalization, up to the display of the black flag (DQ) by the Race Officials through the predefined communication channels.

4.8. INCIDENTS

4.8.1. In the event of damage caused by an accident, it is the driver's responsibility to evaluate the opportunities to continue the race or not.

4.8.2. The driver who has suffered serious damage to the car so much that he has to proceed slowly and who intends to return to the pits, must drive in safety conditions, avoiding the ideal trajectories.

4.8.3. The driver who is responsible for any of the above violations may be subject to investigation and penalization.

4.9. ENTERING AND EXITING THE PIT LANE

4.9.1. The section of the track leading to the pit lane is referred to as the "pit lane entrance".

4.9.2. During the race, access to the pit lane is allowed only through the entrance to the pitlane.

4.9.3. Any driver who intends to enter the pitlane must ensure that he can do so in total safety.

4.9.4. **When exiting the pits, it is mandatory to follow the exit lane for its entire length and without crossing the contiguous line.**

4.9.5. In cases where the simulator does not offer information on when to exit the pit lane, the driver is required to pay the utmost attention, entering the track without encroaching on the ideal trajectory and checking the rear-view mirrors for the possible arrival of other cars. Viewing the map on the HUD is recommended for the same reason.

ACI E-Sport Race Stewards