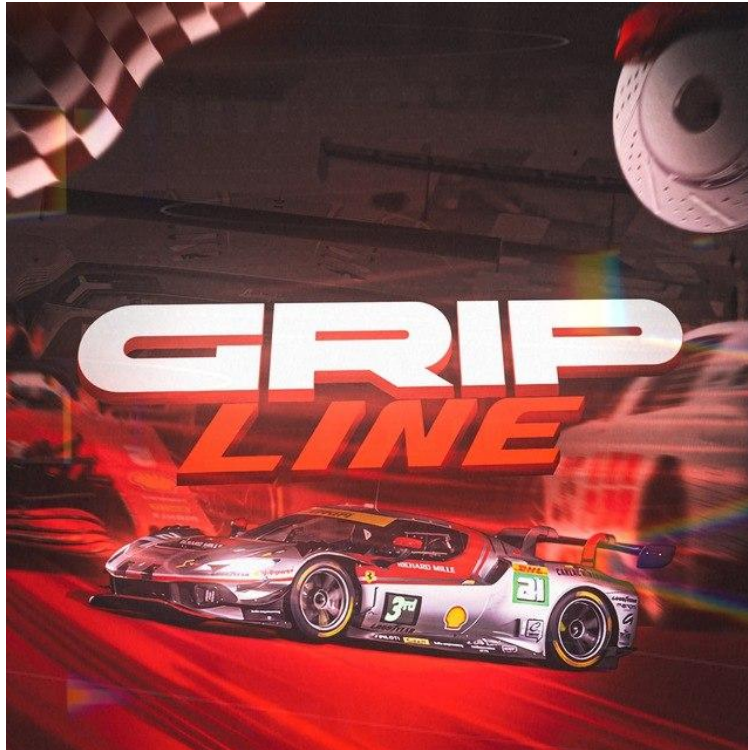




GRIPLINE RACING SERIES

DRIVER BRIEFING

Version 1.0

OFFICIAL BRIEFING

Fair Racing • Sportsmanship • Safety

Based on the League Regulations v1.0 • Assetto Corsa Competizione

CHAPTER 1. BEFORE THE START

1.1. Connection

Unstable ping or packet loss must be fixed before the start. If the problems are serious, leave the server before the race begins.

1.2. Lag during the race

If a driver is warping (teleporting), leave extra distance. Incidents clearly caused by network problems may be ruled the fault of the driver with the unstable connection.

1.3. Pit stops

A mandatory pit stop is not a permanent requirement. If one is set, the organizers publish the conditions in advance. If not, strategy is up to you.

1.4. Warm-up lap

Drifting and similar actions are allowed as long as they do not create danger or hinder other drivers.

GripLine

CHAPTER 2. CHAT AND TECHNICAL PROBLEMS

2.1. Chat is closed

The in-game chat is strictly closed during qualifying and the race. Only race admins may write.

2.2. Technical problems

Any technical problem (network, lag, crashes, hardware, settings, controls) is your own problem. We cannot solve it for you during the race.

If a technical problem creates a dangerous situation, or may cause you to receive a penalty, you must drive safely to the pits and fix it there.

Do not stay on track hoping the problem will resolve itself.

CHAPTER 3. RACE CONTROL ORDERS

3.1. Order to pit

Race Control may order a driver to the pits if their car:

- is being driven dangerously;
- has technical problems;
- has high ping and the resulting instability.

3.2. Responsibility

Failure to comply with a Race Control order results in disqualification.

The order must be carried out immediately and safely, without argument. All complaints are handled only through the protest procedure after the race.

CHAPTER 4. QUALIFYING

4.1. Slow laps (out-lap, in-lap, cool-down lap)

A driver on a slow lap must not hinder those on a flying lap. To do this:

- get off the racing line early and do not drive slowly on it;
- do not brake suddenly or change line at the last moment;
- let fast cars through as early as possible;
- do not stop on or next to the racing line.

4.2. Flying lap

A driver on a flying lap may expect a slower car to clear the racing line. This does not give the right to a dangerous maneuver: when approaching a slow car, control your speed and decide in advance which side to pass on.

4.3. Track limits

Track cutting and leaving the track are detected by the game. A lap invalidated by the game stays invalidated, and in-game penalties are final (see Chapter 13).

4.4. Deliberate obstruction

Deliberately hindering another driver in qualifying (blocking a flying lap, stopping on the racing line) is treated by the stewards as unsportsmanlike conduct.

CHAPTER 5. THE START

5.1. Standing start

Keep to your grid slot. A jump start is detected by the game. If the game did not register the violation, the stewards may apply a +10 s penalty when the violation is confirmed.

5.2. Rolling start

Hold your place in the formation. During the ghost phase, when cars can pass through each other, it is forbidden to:

- be inside another car;
- take another driver's place;
- change position on your own initiative.

Overtaking before crossing the start line is forbidden.

5.3. First lap

The first corner and the first laps are the most incident-prone part of the race: the pack is tightly bunched, speeds vary, and tyres and brakes are cold.

- Do not attack at an extreme speed. No overlap means you yield.
- Brake earlier than usual and leave extra distance.
- Leave your rival room on both sides, especially at turn-in and the apex.
- Remember: in a contact, the driver behind or the attacking driver is at fault by default.
- A position lost on lap one is better than both cars being out of the race. The race is long.

CHAPTER 6. RACING ON TRACK

6.1. Who has the right to the corner

Having an "overlap" means the attacker's front axle is level with or ahead of the defender's rear axle before the turn-in point.

No overlap before turn-in means you must yield. Trying to take space that was not there is a divebomb.

6.2. Attacking

- Control your braking and your line. You must be able to complete the maneuver safely.
- If you can see that a maneuver is likely to end in a crash, abandon the attack, even if you formally have an overlap. Safety comes before the right to a position.
- By default, in a contact the driver behind or the one making the pass is at fault. Exceptions: a sudden block, moving under braking, an unexpected maneuver ahead, or the defender losing control.

6.3. Defending

One smooth change of line on a straight is allowed. The following is forbidden:

- blocking a rival who has already started a pass and has a significant overlap;
- changing line in the braking zone or moving under braking;

- forcing a rival off the track;
- making repeated sharp direction changes (weaving).

Stewards may compare your line on the lap in question with your previous and following laps.

6.4. Rejoining the track

A driver who has left the track must rejoin safely, without hindering other drivers.

- Check your mirrors before rejoining and judge the speed of approaching cars.
- Rejoin smoothly at a shallow angle to the direction of travel, building speed. Do not cross the track at a right angle.
- Do not rejoin directly in front of an approaching car. If there is no safe gap, wait and let everyone pass.
- Do not gain an advantage through an unsafe rejoin.
- If you rejoined and caused a hindrance, act as described in section 6.6.

6.5. If you have spun around on track

Hold the brake and stay where you are. Wait until there are no cars around you that you could hinder.

Any movement that leads to a dangerous situation (hindering another driver, a sudden change of line, or a collision) will be punished very severely.

6.6. If you are at fault

If you made a mistake (overshot a corner, forced a rival off, touched them, cut the track and gained an advantage), do not wait for the stewards' decision.

- Give the position back yourself: ease off smoothly and let the affected driver through, without heavy braking and without hindering others.
- Do it safely, away from braking zones and corner entries.
- During FCY and SC, the rules of Chapter 10 apply. Change positions only according to them or on the instruction of race officials.
- A voluntary give-back does not automatically cancel a penalty, but the stewards may take your behaviour after the incident into account.
- Do not try to "pay back" with retaliatory contact: it is treated as deliberate wrecking.

CHAPTER 7. DAMAGE AND ACCIDENTS

7.1. When to pit

Go to the pits if:

- aerodynamic parts are lost or seriously damaged (splitter, rear wing, bodywork, a part hanging loose);
- the suspension is damaged, the car pulls to one side or vibrates heavily;
- you have a puncture or a rapid loss of tyre pressure;
- you cannot hold a predictable line and a safe pace.

If the damage creates danger for other drivers, entering the pits is mandatory (see Chapter 2).

7.2. How to drive to the pits

- Stay off the racing line, do not brake suddenly and do not change line at the last moment.
- Let faster cars through at the first opportunity.
- Do not cross the track at a right angle and do not hinder others.
- At pit entry, do not cross the solid line (see Chapter 9).

7.3. If your car has stopped on track

- Move off the racing line as far as safety allows.
- Do not rejoin until you are sure there are no approaching cars.
- If you cannot safely continue, do not leave the car on the racing line: return to the pits using the game function or leave the session.

7.4. After repairs

Before leaving your pit box, make sure the pit lane is clear. Remember the Unsafe Release rule (see Chapter 9) and the pit lane speed limit.

CHAPTER 8. MULTICLASS AND LAPPED CARS

8.1. Duties of the lapped car

A lapped car must let the leader through at the nearest convenient and safe point. It does not have to yield immediately, but it must not defend actively or hinder the faster car.

8.2. Forbidden for the lapped car

- actively defending against the leader;
- counter-attacking after letting the car through;
- deliberately prolonging the pass.

Ignoring a faster car for more than one lap without a valid reason results in a penalty.

8.3. Duties of the overtaking car

Responsibility for a safe pass lies with the overtaking car, provided the lapped car does not hinder it.

CHAPTER 9. PIT LANE

9.1. Entry and exit

Crossing the solid line at pit entry or exit is forbidden. If the violation gave a significant advantage or changed a position, the penalty is more severe.

9.2. Speed

The pit lane speed limit is enforced automatically in the race. Deliberately circumventing the limit, where technically possible, may lead to disqualification. In practice and qualifying the pit limiter is not enforced unless the organizers decide otherwise.

9.3. Unsafe release

Leaving the pit box into the path of a car moving along the pit lane or the track is forbidden.

CHAPTER 10. FCY AND SAFETY CAR

10.1. Full Course Yellow (FCY): start

- 1 The message "FCY START" appears. Slow down smoothly and predictably, without sudden braking.
- 2 A countdown 1 → 10 runs in the chat. By the number "10" your pit limiter must be on.
- 3 Speed: pit limiter 50 km/h, and not below 40 km/h.
- 4 After "10" the message "FCY" appears and the mode is active.

10.2. Driving under FCY

- Keep a constant gap to the car ahead.
- Overtaking is forbidden. Exceptions: the car ahead is entering the pits, is clearly slowing outside the FCY procedure, or race admins have given permission.
- Do not deliberately drop back or catch up to the field to gain an advantage.
- Driving side by side is not allowed. Position is determined by the front bumper: whoever is ahead owns the position. The driver behind yields and drops in behind without hindering anyone.
- If you lost a position through your own mistake, do not take it back during FCY unless the officials require it.

10.3. End of FCY

- 1 A reverse countdown 10 → 1 runs. The pit limiter stays on.
- 2 On the number "1" you may switch the limiter off and accelerate.
- 3 Then "FCY END" appears and the race continues as normal.

10.4. Safety Car (SC)

As soon as you see the Safety Car message in the chat:

- 1 reduce your pace;
- 2 do not overtake anyone;
- 3 form a queue behind the Safety Car.

The Safety Car must not be overtaken, except when Race Control orders it.

Under SC the pit limiter is not used, unless FCY is also active.

10.5. Letting lapped cars through

During SC, Race Control may order lapped cars to overtake the SC in order to rejoin the leader's lap.

- Drivers on the lead lap must leave room so that the lapped cars can pass them.
- Lapped cars passing the queue stay in line and do not overtake each other.
- Lapped cars keep a low pace.
- After passing the SC, lapped cars join the back of the queue.

10.6. Slow cars and rejoining the track under SC

If a car under the Safety Car is moving unreasonably slowly or is off the track, it may be overtaken. Overtake safely, without sudden acceleration, and return to the queue at a safe pace straight away.

A car that rejoins the track under SC after going off, spinning or stopping:

- must rejoin safely and without hindering the queue (see section 6.4);
- has no right to regain the position it held before the incident;
- takes its place in the queue where it rejoined the track and does not try to make up the lost ground.

10.7. Restart after FCY and SC

- The restart after SC is set by the leader: when the leader starts to accelerate, the race resumes. Everyone else watches the leader and does not accelerate earlier.
- The gap between cars stays safe. Sudden acceleration and braking are forbidden.
- Do not create a gap before the restart to gain an advantage.
- Overtaking after a restart, both after FCY and after SC, is allowed only after crossing the start/finish line, or at another point set by the race admins.

A violation of the restart procedure is penalised with +10 s. FCY and SC violations are penalised according to the regulations.

CHAPTER 11. RAIN AND CHANGING CONDITIONS

11.1. Preparation

Before the start, check the forecast, your chosen tyres, your setup and your tyre pressures. Strategy and the timing of any tyre change remain your responsibility.

11.2. Visibility

In the rain all drivers must switch on:

- DRL (daytime running lights);
- Rain light;
- low beam headlights.

This is mandatory. At least two of the three must be on. If fewer than two are on, the driver will be disqualified.

Spray greatly reduces visibility: increase your distance to the car ahead and do not tailgate.

11.3. Braking and control

Braking distances are longer on a wet track and there is a risk of aquaplaning. Brake earlier and more smoothly, avoid puddles and standing water, and avoid sudden steering inputs.

11.4. Changing conditions

Cars on different tyres run at different paces. If you are clearly slower because your tyres are the wrong choice, let faster cars through at the first safe opportunity and do not defend actively.

11.5. FCY and SC in the rain

The countdown procedure, the pit limiter and the rules of Chapter 10 stay the same. Slow down even more smoothly and keep your distance: sudden braking is especially dangerous on a wet track.

CHAPTER 12. FLAGS

Flag	What to do
Yellow	Slow down and be ready for danger ahead
Green	Normal racing resumes after a yellow flag, FCY or SC
Blue	The lapped car lets the faster car through at the nearest safe point
Red	The race is stopped. Slow down and follow the instructions of the race admins
Black-and-white	Warning for unsportsmanlike or repeated minor misconduct. If the behaviour does not change, further sanctions may be applied

12.1. Red flag

When the message "RED FLAG" appears in the chat, the race session will simply be restarted. All that is required of the driver is to stop as described below.

Your task is to slow down smoothly and in an orderly way to a complete stop, lining up in a single file.

- Slow down smoothly and predictably, without sudden braking.
- Do not overtake. Take your place in the line and keep a safe distance.
- Stop in the line without hindering others. Nothing else is required of you.

CHAPTER 13. IN-GAME PENALTIES

Penalties automatically issued by the game (track cutting, collisions, pit lane speeding and others) are final. The stewards do not overturn them, and a protest against a correctly issued penalty cannot be filed.

An exception is possible only in the case of an obvious technical failure (netcode or a bug) that is confirmed and recognised by the stewards' panel.

CHAPTER 14. PROTESTS: HOW TO GATHER EVIDENCE

14.1. Deadline and channel

A protest is submitted in the Discord channel #пенорты within 24 hours after the end of the race.

14.2. Right after the race

- Save the replay while it is still available.
- Record video of the incident (screen capture, stream or other material).
- Note the lap, the track section, the car numbers and the approximate time.

14.3. What to include in a protest

- driver nickname or name;
- car number;
- lap and track section;
- drivers involved in the incident;
- a short description of the violation;
- video or other evidence.

14.4. How to write it

Be brief and factual, without emotion or insults. Attach video with the timestamp of the moment. Protests without specifics may be rejected.

14.5. What cannot be protested

Correctly issued in-game penalties (see Chapter 13) cannot be challenged with a protest.

14.6. Review and appeal

The stewards review the incident within 24 hours, using recordings, replays, telemetry, server data and drivers' materials. A steward who was involved in the incident does not take part in the decision. An appeal with a specific justification may be filed within 24 hours after the decision is published. The decision of the stewards' panel is final.