

GRIPLINE RACING SERIES

DRIVER BRIEFING

Version 1.1

OFFICIAL BRIEFING

Fair Competition • Sportsmanship • Safety

Based on the league regulations • Assetto Corsa Competizione

CHAPTER 1. BEFORE THE START

1.1 Network

Unstable ping or packet loss must be resolved before the start. In case of serious problems, leave the server before the race begins.

1.2 Lag During the Race

If someone is experiencing teleportation (warping), keep an increased distance. Crashes obviously caused by the network 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

Burnouts, weaving and brake warm-up are allowed only as long as they do not interfere with other drivers or create a dangerous situation. If interference or danger arises, stop any warm-up immediately.

As soon as the game shows that you need to hold 70 km/h, stop warming up and form up in your position in the column.

CHAPTER 2. CHAT AND TECHNICAL ISSUES

2.1 Chat Is Closed

In-game chat is strictly closed during qualifying and the race. Only the administration may write.

2.2 Technical Issues

Any technical issues (network, lag, disconnects, hardware, settings, controls) are your own responsibility. We cannot resolve them during the race.

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

If it is impossible to reach the pit lane under your own power, return to the pits via the ESC menu by clicking Return to pit (see clause 3.3 and clause 7.3).

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

2.3 Disconnecting From the Session

If you have been disconnected from the session, you may reconnect and continue the race from the pit lane. Re-enter the track in accordance with the pit lane rules (clauses 9.1–9.3) and do not interfere with other drivers.

CHAPTER 3. RACE DIRECTION ORDERS

3.1 Order to Go to the Pits

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

- is driving dangerously;
- has technical problems;
- has high ping and the instability associated with it.

3.2 Responsibility

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

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

3.3 Race Direction Commands in Chat

Race Direction issues orders via the in-game chat. There are two commands:

- "GO TO PIT" — safely drive to the pit lane under your own power and fix all problems with the car in the pits.
- "RETURN TO PIT" — within the next 30 seconds, safely slow down to a complete stop off the racing line, then immediately open the ESC menu and click Return to pit. Exception: if you can safely reach the pit lane under your own power within those 30 seconds, do so.

Both orders must be carried out immediately. Failure to comply results in disqualification (clause 3.2).

CHAPTER 4. QUALIFYING

4.1 Slow Lap (Out-Lap, In-Lap, Cool-Down)

A driver on a slow lap must not interfere with those on a fast lap. To this end:

- leave the racing line in advance and do not drive slowly on it;
- do not brake sharply or change your line at the last moment;
- let fast cars through as early as possible;
- do not stop on the racing line or next to it.

4.2 Fast Lap

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

4.3 Track Limits

Corner cutting and off-track excursions are recorded by the game. A lap invalidated by the game remains invalidated, and in-game penalties are final (see Chapter 13).

The "lasting advantage" rule (clause 6.7) also applies in qualifying: if the game did not invalidate the lap, but going off track gave a noticeable advantage, the stewards have the right to penalize the driver.

4.4 Deliberate Obstruction

Intentionally interfering with an opponent in qualifying (blocking a fast lap, stopping on the racing line) is treated by the stewards as unsportsmanlike behavior.

CHAPTER 5. THE START

5.1 Standing Start

Monitor your position on the grid. A jump start is detected by the game. If the game did not register the violation, the stewards have the right to assign +10 sec if there is supporting evidence.

5.2 Rolling Start

Hold your place in the formation. During the transparency phase, when cars can pass through each other, the following is prohibited:

- being inside another car;
- taking someone else's place;
- changing position on your own initiative.

Overtaking before crossing the start line is prohibited.

5.3 First Lap

The first corner and the first laps are the most crash-prone part of the race: the pack is tight, speeds vary, and tires and brakes are cold.

- Do not attack at excessive speed. No overlap — yield.
- Brake earlier than usual and keep an increased distance.
- Leave your opponent room on both sides, especially at turn-in and the apex.
- Remember: in case of contact, by default the one behind or the one attacking is at fault (see clause 6.2).
- A position lost on the first lap is better than both participants retiring. The race is long.

CHAPTER 6. RACING ON TRACK

6.1 Who Has the Right to the Corner

"Having the inside" means that the attacker's front axle is level with or ahead of the opponent's rear axle before the turn-in point.

No overlap before turn-in — you are obliged to yield. Attempting to take a space that was not there is a dive-bomb.

6.2 Attacking

- Control your braking and your line. You must be able to complete the maneuver safely.
- If you see that a maneuver is highly likely to lead to a crash, abandon the attack, even if you formally "have the inside." Safety is more important than the right to a position.
- By default, in case of contact, the one behind or the one making the overtake is at fault. Exceptions: sharp blocking, moving under braking, an unexpected maneuver in front, loss of control by the defending driver.

6.3 Defending Position

One smooth change of line is permitted on a straight. The following is prohibited:

- blocking an opponent who has already begun an overtake and has significant overlap;
- changing line in the braking zone and moving under braking;
- forcing an opponent off the track;
- making multiple sharp direction changes.

Stewards may compare your line on a given lap with those on previous and subsequent laps.

6.4 Rejoining the Track

A driver who has gone off the track is obliged to rejoin safely, without interfering with other participants.

- Before rejoining, check your mirrors and assess the speed of approaching cars.
- Rejoin smoothly, at a shallow angle to the direction of travel, while building speed. Do not cross the track perpendicularly.
- Do not pull onto the track directly in front of an approaching car. If there is no safe gap, wait and let everyone pass.
- Do not gain an advantage from an unsafe rejoin.
- If you have rejoined and caused interference, act as described in clause 6.6.

6.5 If You Have Spun on the Track

Hold the brake and stay in place. Wait until there are no cars around you that you could interfere with.

Any movements that lead to a dangerous situation (interfering with another driver, a sharp change of line, or a collision) will be punished very severely.

6.6 If You Are at Fault

If you made a mistake (missed a corner, pushed an opponent out, hit them, cut the track and gained an advantage), do not wait for the stewards' decision.

- Give the position back yourself: smoothly reduce pace and let the affected driver through, without sharp braking and without interfering with others.
- Do this safely, away from braking zones and corner entries.
- During FCY, VSC and SC, the rules of Chapter 10 apply. Change positions only in accordance with them or as directed by the officials.
- Voluntarily giving a position back does not automatically cancel the penalty, but the stewards have the right to take your behavior after the incident into account.
- Do not try to "pay back a debt" with retaliatory contact: it is considered deliberate ramming.

6.7 Advantage Gained by Going Off Track (Lasting Advantage)

Cutting the track or going off track that gave an advantage is punished even if the game did not assign a penalty.

- An advantage is a position gained, noticeably saved time, or a more favorable situation relative to an opponent.
- If you gained a position by cutting or going off track, give it back yourself in accordance with clause 6.6.
- The decision on a penalty is made by the stewards based on recordings and server data. Penalties assigned by the game remain in force and are not cancelled (see Chapter 13).

6.8 Driving Too Slowly (Brake Test)

If you drive too slowly and effectively park, for example at the apex, you will be at fault if you are hit. Such behavior is treated as a brake test. This is judged especially strictly under blue flags.

6.9 Side-by-Side Racing

If you are driving side by side, leave each other a car's width of space up to the white line.

Pushing opponents who are attacking you onto the curbs is strictly prohibited. This is judged especially strictly under blue flags.

6.10 If a Dive-Bomb Is Performed Against You

If a dive-bomb is performed against you and, after the turn-in point, you have left a car's width, you must leave room for the attacker. Do not turn in sharply and do not block the corner on the attacker.

If the attacker performed a dangerous maneuver with contact, or forced you to turn away, they will be penalized. This is judged especially strictly under blue flags.

CHAPTER 7. DAMAGE AND CRASHES

7.1 When to Go to the Pits

Go to the pits if:

- aerodynamics are lost or seriously damaged (splitter, rear wing, bodywork, a dangling part);
- the suspension is damaged, the car pulls to one side, or there is severe vibration;
- there is a puncture or a rapid loss of tire pressure;
- you cannot hold a predictable line and a safe pace.

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

7.2 How to Drive to the Pits

- Move off the racing line, do not brake sharply, and do not change your line at the last moment.
- Let fast cars through at the first opportunity.
- Do not cross the track perpendicularly and do not create interference.
- At the pit lane entry, do not cross the solid line (see Chapter 9).

7.3 If the Car Has Stopped on the Track

- Move off the racing line as far as safety allows.
- Do not pull back out until you are sure there are no approaching cars.
- If you cannot reach the pit lane, do not leave the car on the racing line: open the ESC menu and click Return to pit. If that is also impossible, leave the session.

7.4 After Repairs

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

7.5 Incident Ahead and Yellow Flags

If you see an incident ahead and the game shows yellow flags in that sector, reduce speed and be fully prepared to come to a complete stop.

If you ram a driver who was trying to avoid an incident and create a new incident, you will be penalized: from a drive-through through the pit lane (DT) to disqualification (DQ).

7.6 Faulty Headlights

If, with a damaged front end, the headlights flicker, work incorrectly, or do not work at all during rain or at night, you are obliged to enter the pit lane within 3 laps and have them repaired.

CHAPTER 8. MULTICLASS AND LAPPED CARS

8.1 Duties of the Lapped Car

The lapped car yields at the nearest convenient and safe point. It is not obliged to yield immediately, but it must not actively defend or interfere with a faster car.

If you are much slower than the fast driver, you must yield at the first opportunity so as not to create a dangerous situation.

Deadline for letting through: no later than one chase lap, that is, one lap after the fast car has caught you and is following you. In other words, if you are much slower, yield immediately at the first opportunity, and one chase lap is the maximum you are allowed to drag it out in any situation. Holding up the fast car for longer is not allowed.

8.2 Prohibited for the Lapped Car

- obstructing an overtake and actively defending against the leader;
- counterattacking after letting through;
- deliberately prolonging the overtake.

Ignoring the leader for more than one lap without a valid reason results in a penalty.

8.3 Duties of the Overtaking Car

Responsibility for a safe overtake lies with the overtaking car, provided the lapped car does not create interference.

8.4 Two Lapped Cars Battling

If two lapped cars are battling each other and a fast car catches them, both must let it through, simultaneously. After letting it through, they have the right to continue their battle.

Using the fast car as a pretext for a maneuver against an opponent, or holding it up for the sake of a battle, is not allowed.

8.5 Driving Too Slowly (Brake Test)

If you drive too slowly and effectively park, for example at the apex, you will be at fault if you are hit. Such behavior is treated as a brake test. This is judged especially strictly under blue flags.

CHAPTER 9. PIT LANE

9.1 Entry and Exit

Crossing the solid line at the pit lane entry and exit is prohibited. If the violation led to a significant advantage or a change of position, the penalty is more severe.

9.2 Speed

The speed limit in the race is enforced automatically. Deliberately circumventing the limit, if technically possible, may result in disqualification. In practice and qualifying, the limiter is not enforced unless the organizers decide otherwise.

9.3 Safe Release (Unsafe Release)

You must not leave a pit stop into the path of a car moving along the pit lane or the track.

9.4 Pit Lane During Neutralization

The pit lane is open during FCY, VSC and Safety Car. You may enter and exit the pits in these modes, observing the pit lane speed limit and the safe release rules (clause 9.3). For details on

each mode, see Chapter 10.

CHAPTER 10. FCY, VSC AND SAFETY CAR

10.1 Full Course Yellow (FCY): Entry

1. The message "FCY START" appears. Brake smoothly and predictably, without sharp braking and without sharp movements across the track.
2. A countdown 1 → 10 runs in chat. By the number "10," the pit limiter must be on.
3. Speed: limiter at 50 km/h, but not below 40 km/h.
4. After "10," the message "FCY" appears — the mode is active. From this moment, overtaking is prohibited (clause 10.2).

10.2 Driving Under FCY

- Maintain a constant distance to the car ahead.
- After the number "10," overtaking is prohibited. Exceptions: the car ahead is going into the pits, is clearly slowing down in a way that does not follow the FCY procedure, or there is permission from the administration.
- You must not deliberately fall back or close up on the pack for the sake of an advantage.
- You must not drive side by side. Position is determined by the front bumper: whoever is ahead owns the position. The one behind yields and drops back behind the car without interfering.
- If you lost a position because of your own mistake, do not take it back during FCY unless the officials require it.

10.3 End of FCY

1. A countdown 10 → 1 runs. The limiter stays on.
2. At the number "1," you may turn off the limiter, begin accelerating, and overtake, provided this does not create a dangerous situation.
3. Then "FCY END" appears, and the race continues in normal mode.

10.4 Virtual Safety Car (VSC)

VSC is a neutralization mode in which drivers slow down and bunch up in a column behind the leader, who acts as an "imaginary" Safety Car. The end of the mode is announced by the message "VSC END" (see clause 10.8). As soon as the VSC message appears in chat:

- smoothly reduce pace, without sharp braking;
- do not overtake anyone;
- bunch up in a column behind the leader;
- keep a distance of 1–2 car lengths to the car ahead;
- the maximum speed for all drivers is 180 km/h. Exceeding it is prohibited.

Duties of the leader (current 1st position):

- smoothly reduce pace and drive within the specified speed range (see the box below);
- lead the column evenly, without sharp braking or acceleration.

LEADER'S PACE UNDER VSC

Maximum: 100 km/h • Minimum: 50 km/h • Average pace: about 80 km/h

If the leader goes into the pits:

- the pit lane is open during VSC (see clause 10.9);
- the "imaginary Safety Car" becomes the driver who is in first position after the leader leaves;
- they must immediately hold the pace described above (50–100 km/h, about 80 km/h on average), and the others continue driving behind them.

10.5 Safety Car (SC)

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

1. smoothly reduce pace, without sharp braking;
2. do not overtake anyone;
3. bunch up in a column behind the SC car;
4. keep a distance of 1–2 car lengths to the car ahead;
5. do not exceed 180 km/h.

The Safety Car must not be overtaken, except when Race Direction orders it. The end of the SC is announced by the message "SC END" (see clause 10.8).

Under SC, the pit limiter is not applied unless FCY is in effect at the same time. The pit lane is open under SC (see clause 10.9).

10.6 Letting Lapped Cars Through

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

- Drivers on the lead lap must leave room so that the lapped cars can pass them.
- Lapped cars overtaking the column stay in the column and do not overtake each other.
- Lapped cars keep a low pace.
- After passing the SC, the lapped cars fall in at the tail of the column.

10.7 Slow Cars and Rejoining the Track Under SC and VSC

If a car under Safety Car or VSC is moving unreasonably slowly (below the permitted pace) or is off the track, it may be overtaken. Overtake safely, without sharp acceleration, and immediately return to the column at a safe pace.

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

- rejoins safely and without interfering with the column (see clause 6.4);
- has no right to regain the position it held before the incident;
- takes its place in the column where it rejoined the track and does not try to make up for what was lost.

10.8 Restart After FCY, VSC and SC

- The restart after SC is determined by the leader: they may begin accelerating only after the message "SC END" appears in chat. When the leader begins accelerating, the race resumes. The others watch them and do not accelerate earlier.
- The restart after VSC follows the same scheme: the leader may begin accelerating only after the message "VSC END," the race resumes when they begin accelerating, and until that moment the others do not accelerate.
- The distance between cars remains safe. Sharp acceleration and braking are prohibited.
- Do not create a gap before the restart for the sake of an advantage.
- After FCY, overtaking is allowed immediately at the number "1" (clause 10.3), provided this does not create a dangerous situation.
- After SC and VSC, overtaking is allowed only after crossing the start/finish line or at another point set by the administration.

A violation of the restart procedure is punished with +10 sec. Violations of FCY, VSC and SC are punished with penalties in accordance with the regulations.

10.9 Pit Lane During FCY, VSC and SC

The pit lane is open during all types of neutralization: FCY, VSC and SC. Entering and exiting the pits is permitted at any time, with the pit lane speed limit (where it applies), the ban on crossing the solid line, and the safe release rules (clause 9.1 and clause 9.3) in effect. A driver who leaves the pits during neutralization joins the column at the tail or at the place where they ended up on the track, without overtaking.

10.10 Changes to Neutralization Procedures

The Race Director has the right to change neutralization procedures (FCY, VSC, SC, red flag) if this is required to improve the quality of the race and the safety of all drivers.

Changes are announced in the in-game chat, and drivers are obliged to follow them in the same way as Race Direction orders (clause 3.2).

CHAPTER 11. RAIN AND CHANGING CONDITIONS

11.1 Preparation

Before the start, check the forecast, your chosen tires, setup and tire pressures. The choice of strategy and the timing of the tire change remain your responsibility.

11.2 Visibility

In rain, all drivers are required to turn on:

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

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

Spray sharply limits visibility: increase the distance to the car ahead and do not tuck in right behind it.

11.3 Braking and Control

Braking distance on a wet track is longer, and there is a risk of aquaplaning. Brake earlier and more smoothly, avoid puddles and streams of water, and do not make sharp steering inputs.

11.4 Changing Conditions

Cars on different tires run at different paces. If you are noticeably slower because of unsuitable tires, let faster cars through at the first safe opportunity and do not defend actively.

11.5 FCY, VSC and SC in Rain

The countdown procedure, the pit limiter and the rules of Chapter 10 remain the same. Reduce speed even more smoothly and keep your distance: on a wet track, sharp braking is especially dangerous.

CHAPTER 12. FLAGS

FLAG	WHAT TO DO
Yellow	Reduce speed, be ready for danger and a complete stop (see clause 7.5)
Green	Resumption of normal racing after a yellow flag, FCY, VSC or SC
Blue	The lapped car makes overtaking easier at the nearest safe point
Red	Race stopped. Slow down and follow the administration's instructions
Black-and-white	Warning for unsportsmanlike or repeated minor misconduct. If the behavior does not change, additional sanctions may be applied

12.1 Red Flag

When the message "RED FLAG" appears in 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 column.

- Reduce speed smoothly and predictably, without sharp braking.
- Do not overtake. Take your place in the column and keep a safe distance.
- Stop in the column without interfering with others. Nothing else is required of you.

CHAPTER 13. IN-GAME PENALTIES

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

An exception is possible only in the case of an obvious technical failure (netcode or a bug), confirmed and recognized by the board of stewards.

The absence of a penalty from the game does not mean the absence of a violation: if cutting the track or going off track gave a driver an advantage, the stewards may penalize them additionally (see clause 6.7).

CHAPTER 14. INCIDENT REVIEW

14.1 Basis of the Review

Incidents are reviewed on the basis of the GripLine racing regulations.

14.2 The Officials' Right to Depart From the Rules

The officials have the right to depart from specific rules if the adequacy of the decision and the interests of the sport require it.

14.3 Racing Incident

A racing incident is an incident in which:

- both cars are at fault;
- there are no serious consequences;
- the error is not related to specific actions of the driver;
- the driver could do nothing and was, in essence, a passenger.

No penalty is assigned for a racing incident.

CHAPTER 15. PROTESTS: HOW TO COLLECT EVIDENCE

15.1 Deadlines and Channel

A protest is filed on the website, in the section for the race, within 24 hours after the end of the race.

15.2 Immediately After the Race

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

15.3 What to Include in a Protest

- the participant's nickname or name;
- car number;
- lap and section of the track;
- participants in the incident;
- a brief description of the violation;
- video footage or other material.

15.4 How to Write

Briefly, factually, without emotion and insults. Attach video with the moment indicated. Protests without specifics may be rejected.

15.5 What Cannot Be Contested

Correctly assigned in-game penalties (see Chapter 13) cannot be contested by a protest.

15.6 Review and Appeal

The stewards review the incident within 24 hours, using recordings, replays, telemetry, server data and materials from the participants. A judge who was involved in the incident does not take part in the decision on it. An appeal with specific grounds may be filed within 24 hours after the decision is published. The decision of the board of stewards is final.