FORMULA SUNDAYS LEAGUE RULEBOOK

Last modified on 8th January 2025

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1   INTRODUCTION

Welcome to **Formula Sundays**. We are an amateur racing organisation that hosts league racing events on EA / Codemasters F1 Games.

We are part of the franchise **Sundays Esport**. Apart from Formula Sundays we run Rocket Sundays Duos and Trios, 2v2 and 3v3 Rocket League competitions respectively. You can find the discord in the designated channel.

Our league consists of an **Elite tier** and a **Challenger tier**. The Elite tier is faced towards our fastest and most competitive driver. The Challenger tier is aimed to allow newer or less experienced drivers to have a space to race. Alongside our main season we may offer an F2 season, which will proceed in the same way as the F1 season but with the F2 cars provided in game. We also host weekly and daily WRC Club events.

Our main priority for all leagues in the Sundays Organisation **is fun**. We are amateurs, not professionals. In any competitive environment tempers can flare, so we ask all members to try not to get too upset, do not be toxic, just enjoy your time with us as well as you can. We value a friendly and respectful environment above everything else.

If you have any questions, feel free to DM one of the Referees/Admins. Get your friends to join with you or make new friends and start racing with us!

Sincerely,
The entire Referee/Admin Team of Formula Sundays

2   FORMAT

2.1) Calendar
(A) A typical season contains **10 races** consisting of:
  (i)   2 street circuits held on the third and eighth race.
  (ii) 2 Sprint races, which consist of a short quali, sprint race, and main race on one day.
  (iii) Previous constructor and drivers champion choices (One per champion and constructor).
  (iv) Randomly selected tracks not already picked in 2.1.A.i or 2.1.A.ii.
  (v)   Mystery race for the final race, not already picked in 2.1A.i, 2.1.A.ii, or 2.1.A.iii.
    (a) Mystery race revealed to drivers one hour before race is set to begin for each tier, defined by 2.1.C.i or 2.1.C.ii.

(B) Unless there is a game breaking bug causing an unfair advantage, the races will be held using the real **F1 team cars on equal performance**.

(C) We offer two tiers of competition for players on Sundays. Depending on attendance and sign ups, if we are lacking players, we will only run the elite tier.
  (i)   **Elite Tier:** Top placement drivers, faster pace and awareness required. Braking Assists, Pitlane Assists, and automatic race starts are turned off. Formation lap is turned on, unless there is a game breaking bug.
    (a) Elite Tier is held at **20:15 CET**.
  (ii) **Challenger Tier:** For casual drivers and newcomers to sim racing. For drivers that may be inexperienced or slower than the Elite tier placements, but still want to compete in a friendlier environment.
    (a) Challenger Tier is held at **19:00 CET**.

2.2) Lobby Settings
(A) Qualifying Length:
  (i)   Short qualifying / 18-minute session for *all tiers*.
(B) Race Length:
  (i)   **50% Race distance** (Long) for *Elite Tier*.
  (ii) **35% Race distance** (Medium) for *Challenger Tier*.
(C) Damage Settings:
  (i)   Car Damage is **Standard** for *all tiers*.
  (ii) Car Damage Rate is **Reduced** *for all tiers*.
(D) Ghosting and collisions:
  (i)   Collisions are on, and all Ghosting is **disabled** for *all tiers*.
(E) Safety Car Settings:
  (i)   Safety Car is **reduced** for *all tiers*.

(ii) Safety Car is set to **immersive** for *all tiers*.

(F) Formation Lap Settings

(i) Formation lap is **enabled** for *all tiers*, unless a game breaking bug occurs.

(ii) Formation lap mode is set to **immersive** for *all tiers*.

(G) Red Flag Settings:

(i) Red Flags are **disabled** for *all tiers*.

(H) Parc Ferme:

(i) Parc Ferme is **Enabled** for *all tiers*.

(I) Corner Cutting:

(i) Corner Cutting is set to **Strict** for *all tiers*.

(J) Weather and Race Time:

(i) Weather is set to **Random** for *all tiers*.

(ii) Race time is set to **realistic**

2.3) Typical Week Schedule

(A) **Thursday – Check-ins open:**

(i) Check ins are opened, where drivers are expected to confirm or deny attendance to a race within the next few days.

(B) **Sunday – Race Day:**

(i) Drivers should aim to join the Race Lobby around 15 minutes before the race start time (2.1.C) to sort correct seat placements and any issues that might occur.

(ii) Drivers who can't join on time before the session begins can join during qualifying.

(C) **Sunday to Tuesday – Reports are open:**

(i) As soon as the race ends, drivers can begin to open reports in the report channels on the FS discord.

(ii) Reports remain open until **23:59 CET** on the following Tuesday after a race.

(D) **Wednesday to Friday – Report Verdicts:**

(i) Verdicts from driver's reports for the previous race will release in the tier's Verdicts channel between Wednesday to Friday. Drivers involved will be pinged when they are released.

(E) **Report release to Sunday – Appeals are open & Check-in Deadline:**

(i) Drivers may appeal a verdict outcome as soon as they release up until the next race begins.

(ii) Check-Ins for the race will **open on Thursday 16:00 CET** and **close on Saturday 18:00 CET** for each race.

3 PARTICIPATING

3.1) Sign-up

(A) **How to Sign-up:**
  (i) Fill in the Sign-up form in the sign-up forum on the League Discord server in a channel called #signups.
    (a) Follow the Sign-up form link.
    (b) Fill in the details.
    (c) Submit google form.

(B) **Requirements:**
  (i) **Driver Name:**
    (a) You must have an in-game name that is **recognisable** to your discord name.
  (ii) **Valid Time Trial:**
    (a) Your Time Trial Times must be valid and searchable via EA's Racenet website using their online Leaderboards. You may be asked to re-do or prove your times if they are not valid via Racenet.
  (iii) **Confirmation of stable internet:**
    (a) **You are liable for your own internet connection**, so an incident caused by lag may not be punished less severely in a report due to your own internet connection.

(C) **Placements:**
  (i) Drivers are placed into tiers based on their Time Trial times submitted in the sign-up form. This is done by combining the times from both sign-up tracks to create an average.
  (ii) The average sign-up times are listed from best to worst and assigned a rank with 1 being the best. They are then compared with their teammate's rank to determine if the pairing would be too strong, so we can ensure a competitive constructor's championship. A combined placement rank for teammates must equal or be greater than 9.
    (a) Example: 1st place may only team with drivers ranked 8th or greater. 5th place may only team with drivers ranked 4th or greater.
  (iii) Team choices are decided based on these key factors:
    (a) **Loyalty** – Have you driven in FS before?
    (b) **TT Times** – Is your TT time better than someone wanting the same seat?
    (c) **Teammate** – Teaming with someone, while the person wanting the same seat is a solo sign-up will boost your chances.

(iv) **The FS Admin team** can deny access into the league in exceptional circumstances, e.g. if a driver is found to be cheating, or if a driver joins late in a season with extremely competitive sign-up times, which would decide the outcome of a season championship.

(D) **Upon Season Start:**
　(i) **Sign-ups will remain open** for drivers once the season has started. If there are no free seats, newcomers will be placed in reserve driver roles. If a seat becomes available, they will be asked if they would like that full time seat.
　(ii) Drivers are initially seeded into tiers based on their time trial times, but previous experiences, e.g. previous seasons in the league will affect decisions on which tier they are placed. While we try to keep drivers in set tiers throughout a season, we withhold the right to move drivers up or down a tier based on if they are performing too strong/weak for their respective tiers.

3.2) Driver Responsibilities:

(A) Drivers are responsible for Accepting or declining participation for race events and finding replacements.
　(i) A driver can get their position in the league revoked if they fail to show up either for three races in a row or for four races over a season.
　(ii) A driver can get their position in the league revoked if they check into a race and do not show up for two races in a row or for three races over a season.

(B) **Drivers may withdraw from the league**, at which point their seat will be offered to reserve drivers. Drivers are responsible for notifying a member of the ref team before leaving. If a driver does not notify staff before leaving, they may be rejected from future seasons.

(C) A drivers in-game name must be the **same, similar, or at least recognisable** to their Discord name in the league to avoid confusion in standings, reports, and general conversation.
　(i) Drivers **can add** other usernames / aliases in brackets in discord if their in-game name is unable to be changed.
　(ii) Drivers **may** miss out on points if the names are not recognisable.
　(iii) Drivers **may not** use another driver's account to race in Formula Sundays.

(D) Seats with no checked-in driver after the check-in deadline will be offered to reserve drivers.

4   RACING RULES

4.1) Racing Rules

(A) This section includes reportable offences. Drivers must attempt to follow these rules while racing in this league. More in-depth descriptions of reportable offences can be found in section 6.

4.2) Before the race starts:

(A) The race lobby is hosted by one of the League Admins or Ref's and will open around 15 minutes before qualifying starts. Drivers who are late must be checked in and may join the lobby during qualifying.

4.3) During the race:

(A) Drivers who are caught using unapproved third-party programs or glitches to cheat and gain an unfair measurable advantage will be banned from the league.
   (i) **Exceptions include:**
      (a) Driver coach apps (E.g. Crew Chief).
      (b) Telemetry apps (LRT, Etc). Telemetry apps are permitted so long as they only obtain the freely accessible UDP port data supplied by the F1 game.

   (ii) **Examples of unapproved third-party apps include:**
      (a) Cheating software
      (b) Grip Hacks
      (c) Programs that give the driver an unfair advantage to their car such as power, grip, ERS, etc.

(B) **Drivers must not deliberately cut corners** or large portions of the track. The game penalises these already, so we do not set a penalty for these. Drivers should drive within track limits.

(C) **Drivers must drive not unnecessarily slowly**, erratically, or in a manner that could be deemed potentially dangerous to other drivers.

(D) **During Safety Car and Formation Lap Conditions:**
   (i) Drivers must stay within a 10 car-length gap to the car in front.
   (ii) **Overtaking is strictly prohibited**, unless the car ahead has an issue due to a crash, spin, or similar incident, or is significantly slower to re-entering the track.
      (a) If an unusually slow car is overtaken during the restart, drivers may dispute penalties via a report

as-long-as they do not serve the penalty in the pits before the end of the race.

    (b) Penalty removals are dependent on context and up to the judgement of the ref team.

(iii) During SC restarts, drivers must not overtake the car ahead until the start/finish line. They may go alongside once the leader has restarted.

(iv) Drivers must not go side-by-side with another driver until the leader has restarted the race.

(E) All penalties the game gives a driver stand, unless they are reported and revoked by the referee team. (See 6.3.C).

(F) **Game-breaking bugs:** In case of game-breaking bugs that affect the entire lobby, where continuation of the event is not possible, the following rules apply.

  (i) **Before the start lights go out:**

    (a) In case >15% (rounded) of drivers disconnect before the race start, the lobby will be remade with a custom grid derived from qualifying. In case of bugged starts (E.g. Full SC at start, Red Flag start), the session is restarted with formation lap turned off.

  (ii) **After the start lights go out:**

    (a) If a race starts normally, if 40% (rounded up) of drivers experience issues, but no less than 4 drivers experience them (for less than 10 running drivers), the following rules apply:

    (i) All the following margins are rounded up to the full lap. Whenever a lobby restart is not a full race restart, the order at the point where the leader has crossed the finish line for the last regular lap is taken for restart.

    (ii) **For Elite (50% Races):**
- <15% of the race completed: **Full restart.**
- 15-40% completed: **Restart a 35% race**.
- 40-75% completed: **Restart a 25% race.**

    (iii) **For Challenger Tier (35% Races):**
- <20% completed: Full restart.
- 20-70% completed: Restart a 25% race.
- >70% completed: **Session won't be restarted.** Results taken at completion of last regular lap >70% completed.

(G) **Resetting to track:**

  (i) Resetting to track is not allowed during the race but is allowed during qualifying as-long-as it doesn't impede anyone.

4.4) After the race:

(A) Drivers are responsible for providing evidence to incidents they are reported for. Reported drivers may be punished via warnings or penalty points (Ref discretion) if they do not provide evidence upon request before the report deadline.

4.5) Formula Sundays Racing Guidelines:

(A) The following guidelines serve as examples for Formula Sundays drivers, and act as assistance for the FS Refs in their decision making.

(B) **Overtaking:**

    (i) For a car being overtaken (Defender) to be required to give sufficient room to an overtaking car (Attacker), the overtaking car needs to have a significant portion of their car alongside the other car.

    (ii) Overtaking manoeuvres must be completed in a safe and controlled manner, while keeping the car to remain within the limits of the track (See Attachment 2 for more information).

    (iii) **Overtaking on the inside:**

        (a) In usual circumstances, a significant portion of car overlap to be considered alongside includes:
- At least the Front wheel (Attacker) must be fully ahead of the Rear wheel (Defender).
- 50% side-by-side overlap between the Attacker and Defender.
- This must occur no later than the apex of a corner.

    (iv) **Overtaking on the outside:**

        (a) The overtaking car (Attacker) must be ahead of the overtaken car (Defender) from the apex onwards. The overtaken car must be capable of making the corner while remaining within track limits

    (v) **Overtaking in chicanes and S-corners:**

        (a) The above guidelines apply similarly for each portion of the chicane and S-corner (Inside overtaking and outside overtaking).

(C) When ahead on a straight, drivers may only move to defend their position once. They should make their intentions to defend clear and must not react to an overtaking move from the driver behind. The car behind should be given sufficient time to react to the defensive move.

    (i) Drivers that move to break the slipstream may return to the racing line as-long-as there is no car in close-proximity behind looking to overtake.

(D) Generally, the white lines are deemed the edge of the racetrack. The kerb, grass, wall, gravel, or tarmac are not the edge of the racetrack, unless a white line is not present.

(E) Drivers should not attempt to knowingly use game breaking bugs, glitches or exploits to gain an advantage, or disadvantage other drivers. We will take reports of exploit abuse case-by-case, with verdicts and penalties being decided at the discretion of the ref team.
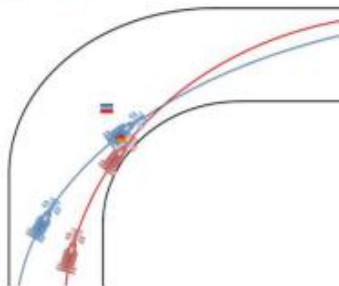
Generic Corner Guidelines
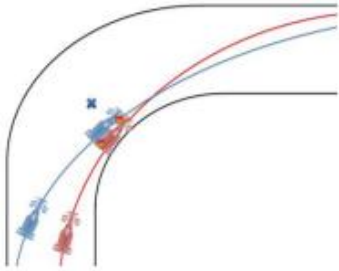
A: Attacker more than halfway alongside if a collision occurs after the turn in point or at the apex it would most likely be at fault of the defender
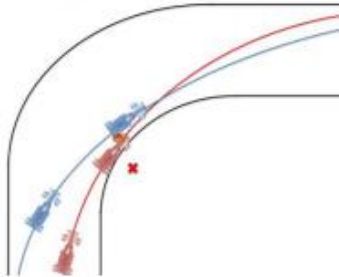
B: Attacker with less then a front wheel ahead the rear wheels of the overtaken car if a collision occurs after the turn in point or at the apex it would most likely be at fault of the attacker

C: Attacker approximately halfway alongside if a collision occurs after the turn in point or at the apex it could end up as a racing incident if both parties are deemed to have equal fault

5   POINTS/STANDINGS

5.1) Points System:

(A) Race points will be distributed corresponding to the F1 points system. (1st = 25 pts, 2nd = 18 pts, 3rd = 15 pts, etc. Fastest lap = 1 pt, if within the top 10).

(B) Sprint race points are also distributed corresponding to the F1 points system. (1st = 8 pts, 2nd = 6 pts, 3rd = 4 pts,

(C) Points Table:

Pos	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	FL
Pts	25	18	15	12	10	8	6	4	2	1	0	0	0	0	0	0	0	0	0	0	1
Spr Pts	8	7	6	5	4	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0

(D) Drivers are only eligible to gain points if they have covered 90% of the racing distance the winning car has covered (rounded down to the next lowest number of laps).

(E) In case of game-breaking bugs according to 4.F.ii, full points are distributed as if the race was never restarted after the second session. The restart margins are weighted in a way that does on average resemble a full race distance to justify the distribution of full points even if the full race distance over the several sessions may not have been driven in all circumstances.

(F) Provisional standings are released after the race, with official standings being released after the verdicts or included in the next races standings, to consider post-race time penalties and disqualifications.

(G) **Dead Heat:** If competitors tie at the end of a race, the points will be added up and split equally between all drivers who tied (A driver will have tied if they finish with identical times with another driver).
  (i)   Examples for different tie combinations:
        (a) P1 & P2: 21.5 Points
        (b) P2 & P3: 16.5 Points
        (c) P2 & P3 & P4: 15 Points
        (d) P10 & P11: 0.5 Points
  (ii) Fastest Laps are counted separately, so the 1 point for fastest lap if within the top 10 won't be split.

6 PENALTY SYSTEM

6.1) Report Outcomes:

(A) **No Further Action:** The reported driver is found innocent of the presented accusations, or there are mitigating circumstances, or it is a racing incident.

(B) **Warnings:** To warn drivers of their behaviour to show they were at fault or contributed to an incident, but it didn't warrant further punishment.

(C) **Time Penalties:** Time penalties are given in different amounts depending on severity of an incident, and levels of fault for a reported incident. These include:
   (i)   **3 Second Penalties + Warning**
   (ii) **5 Second Penalties + 1 Penalty Point**
   (iii) **10 Second Penalties + 1 Penalty Point**
   (iv) **15 Second Penalties + 2 Penalty Points**

(D) **Qualifying Warning:** Given to drivers who minorly impede or causes minor incidents in qualifying. Two qualifying warnings will result in a qualifying ban for the next race. Qualifying warnings are reset after earning a qualifying ban.

(E) **Qualifying Ban:** Applies to the next event a driver is participating in. If a driver majorly impedes another driver during qualifying, or if they acquire a 15 second penalty in a race, they will receive a qualifying ban. A driver may also be banned from qualifying if they reach two qualifying warnings in a season. During the next event a driver races in, they must not participate, set a lap, or leave the pitlane during qualifying.

(F) **Disqualification:** Applied post-race for when a driver acquires 20 seconds worth of time penalties applied by ref's (Not in-game penalties) during a race weekend. Drivers can also be disqualified if they breach qualifying or Race Bans.

6.2) Penalty Points and Warnings

(A) **Warnings:**
   (i) Warnings act as 1/3 of a Penalty Point. Accumulating 3 Warnings over a season will earn a Penalty Point. Warnings are reset once 3 warnings are reached, or once the season ends.

(B) **Penalty Points:**
   (i) The first post-race penalty above 3 seconds come with at least one Penalty Point.

(ii) Reaching three Penalty Points leads to a ban from the next race event. If a driver receives their final Penalty Point on the last race of a season, they are disqualified from that race only.

    (a) A driver will be Race Banned by accumulating three Penalty Points only once in a season.

(iii) Season Bans:

    (a) Drivers will be season banned if they reach 5 penalty points in Elite Tier

        (i) **Elite Tier – 5 Penalty Points = Season Ban**

    (b) Drivers will be season banned if they reach 6 penalty points in Challenger Tier.

        (i) **Challenger Tier – 6 Penalty Points = Season Ban**

(iv) If a driver acquires several ref time-penalties that do not exceed 10 seconds in one race, they will only receive one Penalty Point. However, depending on how severe the incidents are, refs can add up to two warnings.

    (a) E.g. one incident receives 5s + PP, and a separate incident receives 5s + PP, the driver will only receive 10s + PP in total.

(v) In the event a driver resets to track multiple times, only the 1st and 3rd times will incur a penalty point.

(C) Penalty Points and Warnings are given based on guidance from the table on page (17). This table is merely a guide as no rulebook can describe each incident exactly without being extremely long.

6.3) Reporting Information

(A) **Reporting Procedure:**

(i) Reports may be filed in the correct reporting channel based on a driver's tier until **Tuesday, 23:59 CET** following a race weekend.

(ii) Reports should be submitted as 'discord threads' in the relevant discord channel. Read the instructions in the report channels or ask an admin for guidance.

(iii) **Reports need to contain:**

    (a) **A Title** in the format "Driver Name – Lap [Number]

    (b) **Driver Reported** and pinged (@Driver)

    (c) **Lap of the incident** (Lap X)

    (d) **A description** (A few sentences of summary)

    (e) **Evidence, such as:**

        (i) Photo evidence.

        (ii) Video evidence:

            - Video evidence must be sent as an mp4 or similar format, or as an embedded video link. We may not accept links to google drives or similar websites.

(iv) Reports that are openly aggressive, toxic, or informational may be rejected.

(v) Reports should focus on being purely factual. Discussion on incidents is allowed, as-long-as it remains on topic and doesn't devolve into fighting.

(vi) For an example of an ideal report, see Attachment 1 on Page 23.

(B) **Defensive Report Procedure:**

(i) Drivers may defend their actions if reported using a defensive report.

(ii) If requested for, Driver's must provide evidence of their POV of an incident. Failure to provide evidence to show their side of the story may incur further punishment of warnings or additional penalty points (Ref discretion).

(iii) Defensive Reports must be submitted in the same thread as the original report.

(iv) Defensive Reports must follow the same report procedure / format as the original report. E.g.:

(a) **Defensive Report – Lap X**

(b) **Description**

(c) **Evidence**

(v) Every POV of an incident will help the Ref team judge the presented incident more accurately, helping to reach a fairer verdict.

(C) **Penalty Removals:**

(i) Penalties handed out to a driver by the game can be requested to be removed by submitting a report thread which clearly shows the driver is requesting a penalty removal.

(ii) **Penalties can be removed for 3 Second Penalties if:**

(a) Proof of the absence of further warnings that would cause an additional penalty is present in the report. This will likely be a video or screenshots of every lap of the race director after a race to show all warnings.

(b) A driver is forced off by another driver or must go off to avoid a collision. This is judged case-by-case by the ref team.

(iii) **Penalties can be removed for 5/10 Second Penalties if:**

(a) The penalty is not the fault of the driver.

(b) The penalty is not served before the end of the race.

(c) Penalties due to illegal overtakes under Safety car may be removed if the car that was overtaken spun or went off track during the Safety car or Restart procedure.

(D) If the Referees notice an incident on their own, they have a right to submit a REF report.

(E) To maintain a good overview over the filed reports, reports are to be posted in the described format exclusively. Every bit of discussion or other stuff belongs in the reports channel. Overly toxic, irrelevant, or instigating messages may be deleted or reported for Code of Conduct (COC).

(F) The referees hold the right to not investigate a report that has been issued in the incorrect form.

(G) If someone who is not involved in the incident itself reports an incident and all drivers at a disadvantage in the report actively state that they themselves wouldn't want to pursue said incident, the referees hold the right to not investigate the report just as well.

(H) Incidents in an improper format may not be given a verdict. Any evidence within a report can be punished, exclusively for the involved parties.

6.4) Referee Report Review:

(A) The Formula Sundays Referee Team will look at all reported incidents and defensive reports after reports close. Verdicts should not come out any later than Saturday.
   (i) If a referee is involved in an incident, they will be excluded from the verdict decision process. This is the case when:
      (a) The referee is involved in the incident. It doesn't matter if the referee is the reporting or the reported driver.
      (b) The referee is a teammate of the reporting/reported driver.
      (c) A driver is involved, if they are either personally involved in the incident, or gaining an advantage through a potential time penalty.
   (ii) The severity of an incident, and its classification as a minor, moderate, major, or extreme incident is determined at the discretion of the ref team.

6.5) Punishable Offences (But are not limited to):

(A) **Race Incidents:**
   - Collisions.
   - Blocking and impeding.
   - Falling more than 10 car lengths behind the car in front during formation lap or safety car.
   - Driving unnecessarily slowly.

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- Driving dangerously (E.g. Weaving on straights, overtaking under SC or formation lap).
- Unsafe re-entry.
- Resetting to the track.
- Unsportsmanlike driving.
- Taking out braking boards.
- Leaving the lobby without DNFing.
- DNFing manually without entering the pits to do so.
- Using exploits or glitches.

(B) **Discord Behaviour:**

    (i) Inappropriate behaviour and harassment in the Discord server or via game voice chat, DM's or any other way.

    (ii) Not attending a race while being checked in. This can result in losing the seat when this occurs:

        (a) **Twice in a row,**

        (b) **Three times over the entire season.**

    (iii) Being inactive for too long (not checked in for too long) can result in losing the seat as well. This occurs when done:

        (a) **Three times in a row.**

        (b) **Four times over the entire season.**

(C) **Further notes:**

    (i) Drivers are responsible for their AI if they quit or lose connection. Incidents will be considered case-by-case, but generally will receive reduced penalties. Upon disconnects, drivers should try to re-join as quick as possible.

    (ii) At the end of the formation lap, drivers must position within the grid box with all wheels within or on the white grid lines. Penalties will be awarded at the discretion of the ref team depending on severity.

(D) **Verdict Table: (for standardized judgements)**

	Penalty	Incident Examples
1	No further action	• Racing incident • Insufficient Evidence
2	Warning 3 Warnings = 1 Penalty Point	• Driver at slight fault of light collision • Slight blocking / impeding • Unsportsmanlike driving • Incorrect DNF procedure upon leaving the race early • Leaving too much of a gap to the car ahead during the formation lap or SC period • Unintentional brake checking with minor contact • Dangerous or reactive driving • Moving more than once to defend on a straight
3	3-second penalty + Warning	• Driver at slight fault of light or moderate collision • Moderate blocking / impeding (During the race) • Unsportsmanlike driving • Crossing the white pit lines to gain an advantage • Moving more than once to defend on a straight
4	5-second penalty + Penalty Point	• Driver at majority fault of moderate collision • Major blocking / impeding • Unsportsmanlike driving • Overtaking a driver under safety-car • Unintentional brake checking with moderate/major contact • Incorrect grid position • Dangerous or reactive driving • Moving more than once to defend on a straight
5	10-second penalty + Penalty Point	• Driver at full fault or majority fault of major collision • Overtaking multiple cars under safety-car • Resetting to the track
6	15-second penalty + 2 Penalty Points	• Driver at full fault of an extreme collision • Jump starting and causing additional crashes • Serious lack of awareness and control
7	Qualifying-Warning	• Minor impeding during qualifying
8	Qualifying-Ban	• Major impeding during qualifying • Receiving two qualifying-warnings • Receiving a 15-second penalty during a race
9	Disqualification	• Acquisition of 20 seconds of time penalties • Resetting to track multiple times
10	Race-Ban	• Acquisition of three penalty points
11	Season-Ban / League-Ban / Server-Ban	• Intentional collisions • Severe and repeated Code-of-Conduct violations • Elite: Acquisition of five penalty points • Challenger: Acquisition of six penalty points

*Disclaimer: This table is a mere guideline. Verdicts may alter as each incident is unique and is judged individually. Some incidents may cross the boundaries of penalty types and are thus determined at the discretion of the ref team.

(E) **Collisions Example Table: (Guidelines)**

Collision Type	Collision Example	Penalty Example
Light Collision	Small, or light collision, rear ends, or taps that minorly changes the trajectory of the car involved without causing damage or major time loss	Warning or Racing Incident (Depending on scenario)
Moderate Collision	Collisions that cause a car to lose balance or moderately change trajectory, direction or spin, causing noticeable time or position losses. Damage could be minor meaning the front wing, floor, or sidepods are yellow in the MFD. In some scenarios, damage may not be caused, but the affected driver may be significantly disadvantaged	3-second penalty and a warning or 5-second penalty and 1 Penalty Point (Depending on the scenario) If a driver is not majorly at fault, they may receive a less severe penalty
Major Collision	Collisions that cause a car to significantly lose balance, significantly change trajectory or spin, causing major time or position losses, or a DNF. Damage could be major, meaning the front wing, floor, sidepods, or rear wing is orange to red in the games MFD	5-second penalty and 1 Penalty Point, or 10-second penalty and 1 Penalty Point (Depending on scenario) If a driver is not fully at fault, they may receive a less severe penalty
Extreme Collision	These are the most scrutinised collisions, as a driver must be fully at fault, with a clear lack of evasive action or awareness. Collisions that cause pile ups, multiple retirements. Collisions that are high speed and are highly dangerous. Due to the severity and rarity of this collision type, there must be sufficient evidence to prove the accused driver's involvement and fault.	15-second penalty and 2 Penalty Points (Depending on scenario) If a driver is not fully at fault, they may receive a less severe penalty.

*Disclaimer: This table is a mere guideline. Damage, time loss, and collision types are not immediately indicative of a certain penalty type. Every incident is different, and the game can cause major damage, even with light collisions, so the amount of damage you gain is not an indicator of a penalty to be applied. Subject to individual incidents and scenarios. E.g., Some incidents may be Extreme but may get a less severe penalty depending on their involvement and intent. All penalties are given at the discretion of the ref team.

7 APPEALS

7.1) Appealing a verdict after a race:

(A) Appeals can be requested after a verdict is given by the Ref Team in the report channel.

(B) **Requesting an Appeal:**
   (i) Every verdict from the previous race can be appealed as-long-as it falls within the appeal deadline.
   (ii) The appealing driver must be involved/affected by either the incident or report verdict. That occurs when they are:
      (a) **The reported driver.**
      (b) **The reporting driver.**
      (c) **A driver that gains / loses positions based on the possible decisions and penalties.**
   (iii) Appeals should follow the same requirements as normal reports.
      (a) The Title must follow "Appeal – Incident [Number]".
      (b) The appealing driver must tag the reported driver in the post.
      (c) The appeal deadline is the following Sunday after a race at **20:00 CET**.
      (d) If the appealing driver is the reported driver, they don't need to tag themselves.
   (iv) An appeal needs to contain new information. If no new (Mainly visual, such as video or photo) evidence is provided, the refs may not see a reason to pursue the appeal.
   (v) In the event of a mis-verdict, new evidence of an incident may not be needed, in which case the appealer must cite the relevant rules that support their case.

(C) **Appeal Tokens:**
   (i) Every driver has two appeal tokens at the start of a season.
   (ii) Drivers may only use one appeal token per incident.
   (iii) If a driver's appeal is successful, they will receive their appeal token back.
   (iv) If an appeal is unsuccessful, their appeal token is lost.
   (v) If a driver runs out of appeal tokens before the end of a season, they lose their ability to appeal verdict decisions.
   (vi) Appeal Tokens replenish at the start of a new season.
   (vii) Other Drivers may not use their appeal tokens to start an appeal in the name of another driver.

(D) **Who reviews the appeal:**
   (i) The appeal review team consists of:
   - (a) Original Ref's who contributed to the original verdict
   - (b) Three uninvolved temporary refs selected from the following characteristics:
      - (i) **Involved in racing.**
      - (ii) **Inactive former drivers.**
      - (iii) **Neutral active drivers from other tiers.**
      - (iv) **Sundays Esport / Rocket Sundays staff.**
      - (v) **Former Refs.**

(E) **Reviewing the Appeal:**
   (i) The individual Verdicts from the three temp refs and original refs, and once a majority has been decided, a new verdict will be posted.
   (ii) Verdicts may only be changed if the referees find that they have wronged the reported driver in the original verdicts. If the penalty is harsh but is according to the rulebook or majority agreement of the Ref team, the original verdict stands.
   (iii) Reviewers may decide previous verdicts can't be used as precedent that a new verdict may be overturned.

(F) **Posting the new verdict:**
   (i) If an appeal is successful, a new verdict will be posted in the verdicts channel, which overrules the original verdict.
   (ii) If an appeal is unsuccessful, a new verdict will be posted in the verdicts channel, which will explain why it was unsuccessful, and will be tagged with "No Further Action". This simply means that the appeal verdict is no further action, and that the original verdict still stands.

8 CODE OF CONDUCT

This Code of Conduct is being introduced because we want this to be a fun, pleasant, and harassment-free experience for everyone, regardless of who they are in any way shape, form, or belief.

Server Behaviour: We do not tolerate harassment of players in any form. If you have been asked to stop any harassing behaviour, you are expected to comply immediately, failure to do so will result in you being punished accordingly. Harassment includes:

- Offensive comments related to gender, gender identity and expression, sexual orientation, disability, mental illness, neuro(a)typicality, physical appearance, body size, race, or religion.

- Unwelcome comments regarding a person's lifestyle choices and practices, including those related to food, health, parenting, drugs, and employment.

- Deliberate misgendering or use of 'dead' or rejected names

- Gratuitous or off-topic sexual images or behaviour in spaces where they are not appropriate

- Threats of violence - Incitement of violence towards any individual, including encouraging a person to commit suicide or to engage in self-harm

- Deliberate intimidation

- Sustained disruption of discussion

- Continued one-on-one communication after requests to cease

- Publication of non-harassing private communication

Now, we love our banter here and there's never been any major issues thus far, however there is a fine line between banter and insults, and it's defined by which side of the line the recipient is on, not the sender.

What this means is just because you say "but it's a joke bro" does not mean it is not offensive and any decision made by the admins, together, must be adhered to.

Please also refrain from inflammatory behaviours such as name calling/insults, overuse of swearing and serious trash talking.
trash talk can be used as banter, but generally, serious trash talk has no place here

If you are being harassed, notice that someone else is being harassed, or have any other concerns, please contact the admins. We will respond as quickly as we can.

We will respect confidentiality requests for the purpose of protecting victims of abuse. At our discretion, we may officially name a person about whom we have received harassment complaints, or privately warn third parties about them. We will not name harassment victims without their affirmative consent.

If a player engages in harassing behaviour, the admins will take any action appropriate, up to and including expulsion from this server and identifying the player(s) publicly as someone about whom we have received complaints.

In game Behaviour: All the same already listed points will not be tolerated whilst racing neither. If you record your race and have evidence of someone verbally harassing you, feel free to report this the same way, as the previously mentioned harassments.

Each breaking of the Code of Conduct will be dealt with on a case-by-case basis by the admin team!

For minor and standard offences, the penalties are as follows:

Offence No.
1: Warning
2: Race ban
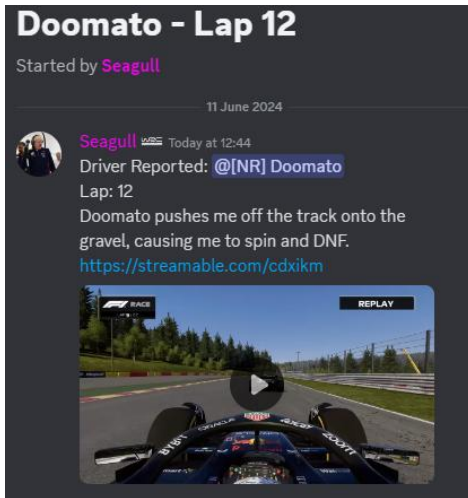3: Warning
4: Season ban
5: Warning
6: Permanent ban

For each full season without another Code of Conduct offence, we deduct one point on said penalty scale. For major offences we remain the right to move up multiple steps on the scale.

The Sundays Esport Code of Conduct also applies.

9   ATTACHMENTS

Attachment 1: Example of a thread report:

Attachment 2:
https://www.fia.com/sites/default/files/doc_2_-_2022_imola_event_-_fia_f1_driving_standard_guidelines.pdf

Attachment 3: Pre-race crash table

Drivers in the lobby	Game Crashes needed for pre-race lobby reset
20-17	3
16-10	2
9-4	1
3 or less	0

Attachment 4: Mid-race crash table

Drivers in the race	Game Crashes needed for race lobby reset
20-19	8
18-17	7
16-14	6
13-12	5
11 or less	4

*The rulebook can be altered as and when the ref team needs. Changes will be announced and all references in the discord will be updated. In the event of rare loopholes or situations that go against the spirit of the rules, the Ref team can alter verdicts by executive decision in extremely rare cases, as-long-as there is sufficient backing from staff and drivers.