

## Internationales Sportgesetz der GSO (ISG)



## **Artikel 1      General principles and provisions**

### **Artikel 1.1      International sports law**

1.1.2 The GSO is the sole international sports authority authorized to draw up and enforce the Sports Laws, which is based on the principle of sporting fairness and serves to control the competitions.

1.1.3 The GSO has drawn up the present International Sporting Law, which includes all annexes, in order to exercise the above mentioned powers in a fair and just manner.

1.1.4 It will never be used to prevent or hinder competition or the participation of an applicant unless the GSO deems it necessary to ensure the safe, fair and proper conduct of simracing.

1.1.5 Any person or group of persons organizing or participating in a Contest is required to know the laws of the GSO and the rules of each league and to take the obligation to comply with these laws and the decisions of the GSO and its consequences that could result from it, subject without reservation.

1.1.6 The GSO reserves the right to amend the Sport Law at any time and from time to time to revise the Appendices.

## **Artikel 2      Official Program / Documents / Registration**

### **Artikel 2.1      Program**

2.1.1 A competition organized by the GSO shall comply with a regulated program. A regulated program includes the announcement in the designated area of the forum, with details on time, weather forecast, server settings (can also be mentioned in the league rule), registered participants and other relevant for the event information.

2.1.2 Deadlines for the program:

late. 7 days before the race day: program publication in the designated area  
Excluded from the deadline is the weather forecast.

2.1.3 Briefing Thread

Until 24h before the start of the race, the league management has to open a briefing thread in the forum. In this release for Cuts and other race-specific rules listed. In addition, all drivers have the opportunity to ask questions in this thread until the race, which will be answered by the league management / GSO. In the verbal driver's briefing right before the race, these rules will be announced again by the league management.

Race-specific rules

- These race-specific rules apply in any case before the regulations of the International Sporting Law.
- You may have exceptions regarding track limits, special server settings, the pit lane or other special rules

## **Artikel 2.2 Documents**

2.2.1 The supplementary competition regulations, as well as race calendar and mod are late. 14 days before the start of the league in the forum to publish.

2.2.2 The latest point to publish the starterlist is 3 days before the start of the league.

## **Artikel 2.3 Registration**

2.3.1 The latest point to open a thread in the forum to write in for races is 7 days before the race day.

2.3.2 The process of writing in to an event must be finished 24 hours before the race.

## **Artikel 3 Relocation or cancellation of a competition**

A contest can only be postponed / canceled due to force majeure, server problems or staff shortages.

## **Artikel 4 Eligibility**

### **Artikel 4.1 General regulations**

For each competition, the GSO grants eligibility for the potential participant. Basically, only the GSO is entitled to do so. Of course, the respective league management can arrange this process for a driver at the GSO and request a decision. For leagues, however, there is no assumption obligation for drivers if the non-acceptance can reasonably be justified. The SRD is exempt from this rule insofar as your form as an association is affected.

### **Artikel 4.2 Installation / functionality of the rfactor**

Each driver is responsible for showing up for the race with the latest version of the modification on the server. He is also responsible for the functioning of his rFactor (s) (2).

## **Artikel 5 Applications**

The applications and their formalities are regulated by the respective leagues.

## **Artikel 6 Exchange of drivers**

### **Artikel 6.1 On the part of the team**

A team is allowed to drive a maximum of 3 riders in your team during a season, per series. However, if this limit is exceeded due to certain circumstances, a notification must be made to the league leader and an agreement with the GSO **before** the driver is deployed. The GSO then decides on the further procedure.

## **Artikel 6.2 On the part of the driver**

According to the GSO, one rider is allowed to race a maximum of two teams per season for two teams. The league management is allowed to tighten this rule in its own regulations.

## **Artikel 7 Start**

### **Artikel 7.1 General regulations**

Basically, the exact sequence of a race start is to be recorded in the respective league regulations. It is up to the league leaders to decide whether to use the flying or standing launch in a series. However, a flying start must obtain GSO approval.

### **Artikel 7.2 Standing start**

After the introductory round, all vehicles have to take their seats in the respective starting boxes. In addition, a reasonable distance to the car in front is observed. Once the traffic lights have gone out, the start is released. Drivers are also offered the opportunity to start from the pits. These stand in front of the traffic light at the pit exit. As soon as the leader has passed the first sector, it is switched to green and the driver is allowed to start. The announcement of a restart must be made by the end of the first round. After the first lap, there may be no restart due to start accidents. It is recommended to restart only after a default rate of 40%!

### **Artikel 7.3 Flying start**

It is recommended to start races standing. Any deviating regulation must be carried out in the respective regulations.

## **Artikel 8 advertising**

The use of advertising space of a real company / and / or real name, without its rights / permissions or authorized notice is strictly prohibited. If this is not adhered to, the corresponding vehicle is excluded from the competition.

## **Artikel 9 Race Control**

### **Artikel 9.1 General regulations**

It is recommended by the GSO to use a live racecourse. Follow-up regulations are to be defined by the leagues.

### **Artikel 9.3 Safety Car**

The regulation regarding the use of a safety car is reserved for the leagues.

## **Artikel 10 Code of Conduct**

### **Artikel 10.1 General rules of conduct**

Every driver has to behave friendly and fair on the server and in the forum. Violations are heard. In the case of repeat acts, the person is punished. Of course, on a case-by-case basis, it can also lead to other decisions.

### **Artikel 10.2. Chat behavior**

During qualifying and the race, chatting is absolutely forbidden. It may only be written again when the sessions have been switched or all are in the box. In the warm-up, chatting is allowed! If this is not done properly, the race organizers can intervene in case of misdemeanor and impose penalties (see article 12.6).

Exception: Authorized writing of the letters "a", "r" and "u"!

a, to signal to the race control that the vehicle has been left and you want to turn off.

r to signal to the racetrack that even with rain tires a safe ride is impossible because of too much rain on the track.

u to signal the race director that you are investigating for an incident shortly before the "u" letter.

## **Article 11 Behavior during the race**

### **Artikel 11.1 Definition of the race track**

The racetrack includes the entire paved area defined by the white lines or walls and additionally the curbs. Rain gutters, "carpets", grass areas, etc. are not among the curbs.

In general, a driver always has at least two tires within the racetrack; if this is not respected, it is considered a cut / overrun.

### **Artikel 11.2 Important flag signals**

During all training sessions, qualifications and races, all flag signals must be observed.



As soon as the symbol for the blue flag lights up in the game, the ideal line should be released as soon as possible and a safe overtaking of the lapped vehicle should be allowed without any loss of time. Failure to comply will penalize this under Article 12.8.3.



Signals that a slow or even stationary vehicle is on the track or near the track. In this case, attention should be paid to the accident site. Overtaking in this section is prohibited.



Signals a disqualification by driving too long in the opposite direction of travel or disregarding a transit or stop-and-go penalty.

### **Artikel 11.3 Damaged and broken down vehicles**

A damaged vehicle has to control the box in a safe driving manner for itself and other vehicles using the official racetrack. Slight axle or suspension shifts, which are noticeable by the fact that the steering wheel is wrong, are no reason for a repair, as long as you can maintain the ideal line and proceed unobtrusively. All other damage must be repaired (front wing lost, suspension too heavily damaged, etc.)! In the event of loss of the rear wing or a tire, engine failure or failure of the complete brake system, he must park the car in a safe place and give up the race as soon as possible. All driving actions that serve the purpose of moving a vehicle that can not move on its own are prohibited.

### **Artikel 11.4 Behavior when returning to the track**

After a spin or ride, when returning to the course, make sure that nobody is handicapped. Changing the line when driving on the track is prohibited. All drivers who are still on the track have right of way.

### **Artikel 11.5 Aggressive driving style**

The preceding car in a duel may only change the line once per line. Also, the change from the outside to the middle of the track is considered a line change. Changing the line in the braking zone, as well as when another driver is next to you, is also prohibited, as is driving a driver off. In a bike to bike duel in a curve, the opponent must always leave at least one car width space.

An overtaking maneuver should only be considered if one is at Einlenkpunkt with at least the front of the car at the level of the opponent.

### **Artikel 11.6 Chat ban**

During qualifying and the race, chatting is absolutely forbidden. It may only be written again when the sessions have been switched or all are in the box. In the warm-up, chatting is allowed!

Exception: Live Race Director: In case of a live race director only the abbreviations specified by the League Management are to be used.

### **Artikel 11.7 Racing Demolition / server problems**

If a race can not be started due to server issues, it will be rescheduled by the league management at a later date.

If a server crash occurs during a race, the following decisions can be made:

- stopping the race

- Restart

### **Artikel 11.8 After the finish line**

It is obligatory to drive into the pits after the race (without help!). Who destroys his car in this round or stops for lack of fuel or provides help (pushing), will be punished according to the penalties catalog. After the finish line the chat is to be kept clean until the last one is in the box. If a photo or something similar is provided by the league management at the end of the round, then the result is a last. Individual regulations like these have individual penalties.

### **Artikel 11.9 Team orders**

Team-Orders are allowed during the race in every respect.

### **Artikel 12 Penalties**

**Every rider participating in GSO competitions agrees with the respective series regulations and the penalties catalog!**

#### **Artikel 12.1 Available penalties**

Warning, grid penalty (back pitch on the grid), time penalty (number of seconds is counted on the result), back of grid (start from the end of the field without qualifying!), Disqualification, race suspension, start from the box

If it is considered meaningful by the race director, even though the driver has finished the race, grid penalties can be distributed (eg if a driver has been lapped several times or if the next driver behind the driver concerned is one lap behind the driver).

#### **Artikel 12.2 Sign in / sign out for the races**

*Registrations and cancellations must be received 24 hours before the race event.*

*Late registration for the race:*

*Back of Grid at the race*

*Appear without registration:*

*Start from the pit lane*

*A total of two consecutive times no logout to the race:*

*Start from the pit lane*

*Registration for a race without show:*

*Back of Grid at the next race*

#### **Artikel 12.3 Cutten**

Cutting a corner is leaving the racetrack with more than 2 tires. With obvious loss of time by leaving the track this is not considered a "cut".

In a cut in the fastest lap in a qualifying session, the corresponding driver will be penalized with a 10-place grid penalty for the next race so far as an application to the race taking place is not possible. The exception is the individual time trial. In this case the lap will be canceled.

### **Artikel 12.3.1 Generally exceeding the track limits**

Driving over track limits for no reason is not allowed. Should a given reason be present, overrunning the track limits does not count as an additional cut.

- Reasonable reasons for driving over the track limits are heavy brakes by clearly missing the braking point, avoiding accidents, being pushed aside by other drivers and avoiding a crystal-clear spin. Last but not least, it is still important here that a clear loss of time takes place (not only by the driving error, but also leaving the track should cost time → Eg. Lifting the throttle after the corner!).

-Not permissible reasons are leaving the track at the exit due to understeer by Dirty Air, dismantling tires, suspension damage, etc. This is the driver to consider before entering the curve and adjust the speed to it.

### **Artikel 12.3.2 Exception scheme for live race control**

In the case of a live race management, article 12.3 / 12.3.1 does not apply. In this case the exact handling, approvals, punishment etc. must be specified in the briefing thread and in the league rule. The ulterior motives of Articles 12.3 / 12.3. but should be respected.

### **Artikel 12.3.2 General exceptions**

During the week before a race, the league management will point out vacancies. These positions may then be crossed over in qualifying and in the race.

### **Artikel 12.4 Aggressive driving behavior**

Blocking or driving off a competitor, multiple lane changes or lane changes in the braking zone:

+5/10/20 seconds time penalty / 5/10 places Grid penalty on a DNF

-Cause of an accident:

Depending on severity +5 seconds to +60 seconds time penalty / 5/10 places Grid penalty or Back of Grid

- Accidentally causing accidents (decision of league, series or race management):

Disqualification + suspension for a number of races. In case of serious offense the license can be withdrawn

Continue driving after loss of a wheel or rear wing or brake damage.

Disqualification + 10 places Grid penalty for the next race

- Exception: rear wing loss near the pit lane in qualifying (but may also have been banned by league management)

## **Artikel 12.5 Leaving the track with overtaking maneuvers**

+10 seconds time penalty / 5 places Grid penalty on a DNF

Exception: Abbreviation with subsequent relativization by Vorbeilassen the opponent.

## **Artikel 12.6 To chat**

Chat during qualifying or race:

+10 seconds time penalty // 5 places Grid penalty on a DNF

Exception: leaving the server is not considered chat.

## **Artikel 12.7 Qualifying**

Press the ESC key and then continue:

+10 places grid penalty for the next race

Obstructing a competitor:

+10 seconds time penalty / 10 places Grid penalty on a DNF

## **Artikel 12.8 Race**

### **Artikel 12.8.1 Pit Entry and leaving the pits**

Driving / driving over the white / yellow pit exit line, which separates the pit exit directly from the racetrack (eg Monza).

+10 seconds time penalty / 5 places Grid penalty on a DNF

For parts of the exit, which is separated from the racetrack by a wall (eg Senna S), the normal track limit rules apply.

Pit entry: At least 2 tires within the white / yellow line otherwise

+10 seconds time penalty / 5 places Grid penalty on a DNF

Causing an unsafe release

+10 seconds time penalty / 10 places Grid penalty on a DNF

Collisions may also be subject to Article 12.4

### **Artikel 12.8.2 End of the race**

Do not push yourself back into the pit as a result of an accident / lack of fuel / ESC etc. The exception applies to affected drivers from Article 11.9.

+20 seconds on the race result

### **Artikel 12.8.3 Getting lapped**

-For minor offenses: warning

-Ab the second warning: start from the box for the next race.

Note: Rounding / Intentional Passing:

A driver who is outclassed should release the ideal line as quickly as possible, so that the overtaking process runs as smoothly as possible. In the sense of sportiness intentional passing / braking is prohibited. Exception: stable director! Offenses can be punished by the race director.

### **Artikel 12.8.4 Complaints after the race:**

**If a case can not be handled during the race because of too many actions or because of lack of time, drivers can talk about this after the race. This is to be mentioned in the postbriefing and is taken note of and viewed by the league management. IMPORTANT: If the case has already been punished during the race, edited as a racing accident, etc., this case is done! Complaints will be processed and included in the forum until the race results are published.**

### **Artikel 12.9 General rules**

#### **Insult or provocation to other league members**

Individual punishment due to the seriousness of the offense

#### **Repeated insult or provocation to other League members**

Discharge from the league

### **Artikel 13 Suspension**

The GSO may disqualify, suspend or exclude a particular driver / vehicle / team from one or more competitions if the law has been violated by either the applicant, the driver or the designer of the vehicle or his legal representative.

### **Artikel 14 World Ranking**

The GSO World Ranking will be updated and updated semi-annually on the GSO website.

### **Artikel 15 Fees**

Fees will not be charged by the GSO for 2018.