



Official Sporting Code



Sporting Code

Version 2021.02 **1**

General Principles	4
1.1. Trailblazerssports Racing	4
1.2. Trailblazerssport Racing Official Sporting Code	5
Conduct	6
2.1 Principles	6
2.2 On-Track Conduct	7
2.3 Voice and Text Chat	8
2.4 Discord	8
2.5 Broadcasting and Race Commentary	9
License Points System	9
3.1 Principle	9
3.2 License Points System	9
Incidents, Definitions and Standards	10
4.1 Incidents Standards	10
4.2 Definitions and Rulings for Incidents	11
4.2.1. Blocking	11
4.2.2. Overlapping	12
4.2.3. Contact Entering A Corner	12
4.2.4. Overtaking in general	13
4.2.5. Punting (rear end contact)	13
4.2.6. Racing Line	14
4.2.7. Deliberate Actions	15
4.2.8. Unsafe entry to track	15
4.2.9. Stopping on track	15
4.2.10. Burning of penalties	15
4.2.11. Driver Etiquette	15
4.3 Redressing an incident	16
Driver and Safety Rating	16
Competition	17
6.1 Membership	17
6.2. Competitor Releases	18
6.3. Lobbies	19
6.4. Official Sessions and Competitions	19
6.5. Individual Championship Points	19
6.6 Team Championships	19
6.7 Race RSVP	19

Race Procedures	20	
7.1. Individual Registration	20	
7.2. Team Registration	20	
7.3. Field Size	20	
7.4. IN RACE CHATROOM	20	
7.5. Race Length	20	
7.6. Gridding	20	
7.7. Starting	21	
7.8. Pit Procedures	21	
7.9. Intentional, Retaliatory, and/or Malicious Wrecking	21	
Flag Signals	22	
8.1. Green Flag	22	
8.2. White Flag	22	
8.3. Chequered Flag	22	
8.4. Blue Flag	22	
8.5. Yellow Flag	23	
8.6. Red Flag	23	
8.7. Failure to Comply	23	
Penalties	24	
9.1. Breach of Rules	24	
9.2. Application of Penalties	24	
9.3. Publication of Penalties	25	
Appeals	25	
10.1. Who May Appeal	25	
10.2. Lodging an Appeal	25	
10.3. Well-Founded Appeals	26	
10.4. Review of an Appeal	26	
10.5. Notification and Final Appeal Decision	26	
Multi-class Racing	27	
Points system	28	
Pit lane infringements	29	
Appendix I	Livery Requirements	33
Appendix II	Track Maps and Burn Zones	38
Appendix III	Lobby Hosting Responsibilities	56
Appendix IV	Replay Naming Procedure	57
Appendix V	Stewards and Race Control Dutes	60



1. General Principles

1.1. Trailblazerssports Racing

- 1.1.1. Trailblazerssports Racing endeavours to create a clean, friendly and authentic motorsports racing simulation for our members, from spectators to racers, including providing a high quality centralized and organised competition across multiple different alternating series.
- 1.1.2. Trailblazerssports Racing serves as the sanctioning body for racing conducted through the TRAILBLAZERS banner, within its organised events. Its mission is to organise and facilitate simulation racing competitions, providing structure, consistency, enjoyment and fairness.
- 1.1.3. Trailblazerssports Racing shall be the sole sporting authority entitled to make and enforce regulations for our organised competitions hosted across whichever platform we are currently organising the competitions through.

1.2. Trailblazersesport Racing Official Sporting Code

- 1.2.1. To ensure fair and consistent governance of Trailblazersesports competitions and strive to create a respectful environment, Trailblazersesport Racing has established the Trailblazersesport Racing Official Sporting Code.
- 1.2.2. The Trailblazersesport Racing Official Sporting Code shall govern all Trailblazersesport Racing organised competition events.
- 1.2.3. It is the obligation and responsibility of all Trailblazersesport Racing members to read, understand and abide by the Trailblazersesport Racing Official Sporting Code.
- 1.2.4. Trailblazersesport Racing may from time to time, at its sole discretion, revise any or all of the Trailblazersesport Racing Official Sporting Code.
- 1.2.5. Trailblazersesport Racing may publish supplementary regulations pertaining to an individual series and/or event. These supplementary regulations are intended to augment the Trailblazersesport Racing Official Sporting Code and/or modify certain elements therein to ensure fair and consistent competition in the particular series or event to which the supplementary regulations apply.
- 1.2.6. Unless specifically noted in the supplementary regulations, all rules set forth in the Trailblazersesport Racing Official Sporting Code will apply to every Trailblazersesport Racing sanctioned event.
- 1.2.7. The Trailblazersesport Racing Official Sporting Code affords every Trailblazersesport Racing member assessed a penalty named as a party to protest the right to appeal a decision made by Trailblazersesport Racing (see Appeals). Upon final resolution of such appeals, however, application and interpretation of the Trailblazersesport Racing Official Sporting Code by Trailblazersesport Racing officials shall be final and binding.

2. Conduct

2.1 Principles

- 2.1.1. Be respectful and courteous on and off the track including but not limited to “ALL” GT Sport Lobbies, Daily Events, and Sport mode races. It is expected that each member will treat other members, drivers, Trailblazersesport Racing officials, spectators, partners, guests on any Trailblazersesport Racing website and the community generally in a respectful, fair, and courteous manner. Bullying, abusive, threatening, rude, mean, and disrespectful language or actions are NOT allowed. Trailblazersesport Racing expects that the onus is on the offender to listen to the victim’s grievance and respect to be shown with others and the community, otherwise Trailblazersesport Racing reserves the right to remove anyone that does not comply.
- 2.1.1.1 Constructive suggestions and warranted complaints made in a respectful manner are welcome but unfair and consistent negativity towards Trailblazersesport Racing, other members, or the community is not acceptable within Trailblazersesport Racing and Code of conduct warnings will be issued when required. If warned behaviours are not amended, disciplinary action will be taken.
- 2.1.2. Emotions will run as high in our races as they do in all competitive environments. However, rude behaviour - whether in actions behind the wheel, in oral Communications through in-game chat, or in writing in-game have no place here.
- 2.1.3. The Terms of Use or participation within Trailblazersesport Racing Licensing Agreement to which we all agree upon once reading the Official Sporting Code and joining the Trailblazersesport Racing community stipulates that Trailblazersesport Racing - including its sanctioning organisation of Stewards/Disciplinary committee - will have sole discretion of what constitutes inappropriate on-track or interpersonal behaviour, and shall have the authority to impose penalties up to and including revocation or suspension of entry of membership or parts of the membership to Trailblazersesport Racing. We have no tolerance for deliberately bad behaviour, whether on or off-track. Those individuals who are habitually unable to treat others in an appropriate and respectful fashion within Trailblazersesport Racing will no longer be welcome as a member of Trailblazersesport Racing community and services.

2.2 On-Track Conduct

- 2.2.1 Trailblazersesport Racing places a high value on responsible driving and fair competition. Accidents in racing are inevitable; they are a natural consequence of close competition. The Trailblazersesport Racing licensing points system stresses the development of driving skills and the avoidance of accidents, rewarding safe driving and minimizing the number of on-track accidents.
- 2.2.2. In the physical world, the risk of injury and expensive car repairs serves as a natural deterrent to reckless driving and, because those risks do not exist in the virtual world, Trailblazersesport Racing **uses a system that automatically calculates a driver's safety** record within the league through each race event after every round with on track incidents.
- 2.2.3. It is not reasonable or feasible for Trailblazersesport Racing to directly monitor every on-track session, Trailblazersesport Racing officials will check on all incidents that are reported within the reporting system, that are done prior to 12pm (MELBOURNE AUSTRALIA TIME) on day after the event in which the incidents occur. Failure to drive with respect for other competitors could lead to sanctions. Those who habitually engage in bad on-track behaviour will be removed from racing in Trailblazersesport Racing.
- 2.2.4. We believe that racing in the virtual world is a form of motorsport and we are part of the overall motorsports landscape. Our expectation is that all members of our community - racers, spectators, and officials - will conduct themselves in the same way as a respectful participant at an event in the physical world. Each of us owes every other member of the Trailblazersesports community the same courtesy and respect that we expect to receive ourselves.

2.3 Voice and Text Chat

- 2.3.1. Trailblazersesport Racing provides means for racers to communicate with each other through our discord, as well as PSN chats and messaging, before, during and after on-track sessions. The high emotions that are a normal part of close racing do not justify verbally abusive or other inappropriate expressions toward officials or other racers. Disrespectful communications, including foul or threatening language and insults, will **NOT be tolerated and could lead to suspension or the removal of the offender's** membership to Trailblazersesport Racing.
- 2.3.2. Idle chat during Racing that is not race related is to be kept to an absolute minimum to avoid distraction of fellow competitors. Muting of Microphones during a race event is the expected norm for all racing and only opened to make direct short apologies after incidents, advising of pit entry/exit or to direct a faster driver to pass when and where as a matter of curtesy.

2.4 Discord

- 2.4.1. The Trailblazersesport Racing discord is the social backbone of our community, providing a way for members to interact with one another, exchange information and build friendships. Disagreements are part of the landscape, but in order to maintain a pleasant environment for all community members, participants must not use rude or hostile language. Posts that attempt to publicly confront, bait with excessive negativity, accuse or attack another member, Trailblazersesport Racing, or officials are forbidden. Those who engage in a pattern of such behaviour will face penalties that may include revocation of membership.
- 2.4.2. The Private messaging functions of PSN and discord is still considered part of Trailblazerseports if something that has happened within Trailblazersesport Racing events, is implied or mentioned, and as such, the same standards for conduct apply to all private messages. Foul or threatening language and insults will not be tolerated and **may lead to revocation of the offender's membership.**
- 2.4.3. The Trailblazersesport Racing discord is a place to communicate and socialize about a shared passion for SIM racing, racing, and other general topics as long as they remain a **'family-friendly' discussion. Any member who regularly instigates others and turns** the nature of a discussion negative or hurtful will be subject to being removed from the Trailblazersesport Racing discord and competitions at its sole discretion.
- 2.4.4 It is prohibited to promote racing on other servers within the Trailblazersesport Racing discord and Race Chat without prior approval of Admin. These posts will be removed and the privileges of the member concerned revoked. Admin is aware of other leagues and general discussion on Trail server or chat is to be kept to a minimum.

2.5 Broadcasting and Race Commentary

2.5.1 Trailblazersesport Racing from time to time will broadcast racing via our YouTube channel. Commentary may accompany these broadcasts when available. Commentary personnel will be selected by Trailblazers Admin. Only those Authorised by Admin will be permitted into the “Commentary Box”. All commentators are to present a Professional outward conduct at all times as this is a major promotional tool for the league. No idle side commentary should be entered into without express permission from Admin. Under no circumstances are others to be invited into the commentary box without permission other than to engage in post-race interviews. Head Commentator will have the right to remove persons deemed not to be within these parameters.

3. License Points System

3.1 Principle

3.1.1. In an effort to provide the best possible racing experience for all competitors, Trailblazersesport Racing uses a license for all members.

3.2 License Points System

3.2.1. Members all start with 12 points on their in-league Racing Licence.

3.2.2 Points are deducted in conjunction with the grading of incidents and are done so on the discretion of the Stewards panel to a maximum of 4 points per incident for an extremely High Incident notwithstanding any incident that is ruled to be a dismissal from the league.

3.2.3 Members that have 4 points or fewer remaining in any given season, will automatically be placed in a probationary period. Their continuance within the league will be decided after close monitoring of their on-track performance in relation to their driver etiquette and not their skill. Trailblazersesports Racing reserves the right to place the offending driver on a term of suspension if deemed necessary.

3.3 DRIVING STANDARDS

3.3.1. The following Driving Standards will apply:

3.3.1.1 Careless Driving

Departing from the Standard of a competent Driver.

3.3.1.2 Reckless Driving

Any unintentional action by a driver which creates an incident causing damage.

3.3.1.1 Dangerous Driving

Any action by a driver intentional or otherwise which creates an incident causing significant damage.

4. Incidents, Definitions and Standards

4.1 Incidents Standards

- 4.1.1. All teams and drivers must know and fully understand the rules by which incidents will be discussed and judged; Understand that tough decisions will be made, final decisions rest with the stewards, sometimes you win, sometimes you lose, rules will be applied firmly but fairly, non-compliance will result in a penalty. These driving standards are a guideline only and each incident will be adjudicated on its own merits. [See Section 3.3](#)
- 4.1.2. The Trailblazersesport Racing **stewards monitor all stewards' reports that come in from** all on-track racing sessions. Each incident is investigated as its own incident separate from any other and is sanctioned by a team of stewards on a majority result. The Incident reporting sheet is available to all members on the Trailblazersesport Racing website. It should be noted that should there be multiple events leading up to the final incident that this should be filed as a multiple driver at fault report, otherwise the Stewards will only look at the named **individual's** part in the incident.

Table of Incidents Values

Incident type	Competition points	Licence
Low Grade Incident (Careless Driving 3.3.1.1)	-10	-1 point
Medium Grade Incident (Reckless Driving 3.3.1.2)	-20	-2 points
High Grade Incident (Dangerous Driving 3.3.1.3)	-30	-3 points
Extremely High-Grade Incident	-40	-4 points
Disqualification	0 Points for Race/Round	
Failure to burn penalty in nominated burn zone	-10 + -2 per lap	
Pit entry/exit lines	-5	
Unworthy appeals	-10	
Stopping on track/causing deliberate yellow	-20	
Not using specified compound	0 Points for Race/Round	
Excessive Contact at Race Start	-50	-5 points

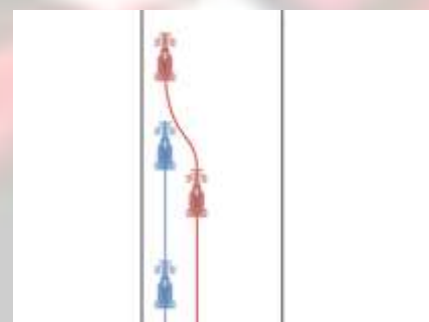
4.1.3. The Trailblazersesport Racing stewards try to determine whether one sole driver is responsible for the incident, or if a racing incident has occurred. Once it has been determined if a driver is solely at fault for an incident, the stewards will then grade the incident and the appropriate penalty will be applied post-race to the offender.

4.1.4 In the event that a driver found at fault has not acknowledged that they have read and understood this Code of Conduct document, ALL penalties will be doubled and that **driver's right to an appeal will be revoked.**

4.2 Definitions and Rulings for Incidents

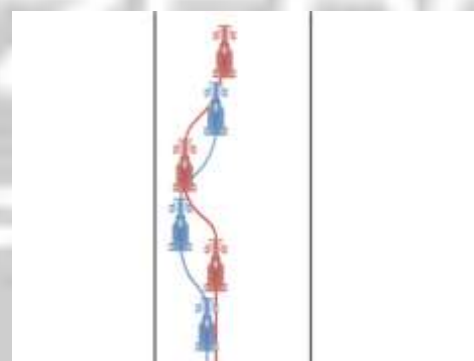
4.2.1. Blocking

4.2.1.1. A driver may choose to protect their line so long as it is not considered blocking. Blocking is defined as two (2) consecutive line changes to **'protect their line', and in doing so, impedes the vehicle that is trying to pass with each of the two (2) consecutive movements.** The image to the right shows legal defensive movement.



The image to the right is an example of blocking and this would be deemed a penalty for the defending driver.

A driver is allowed to make one change of line on a straight in an attempt to break a tow from the car behind. Once you make this move there must be no further change of direction on the straight to try and break it.

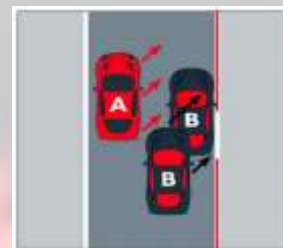


4.2.2. Overlapping

4.2.2.1. When no overlap exists on a straight with Car A leading Car B, Car A may choose to take any line they wish, as in the picture to the right.



4.2.2.2. When any overlap exists on a straight, the leading car may move off the racing line once, and must provide no less than one car width racing room to the track edge. The leading car must not cause the car trying to pass to leave the track. I.e. to cross the painted line in order to avoid contact.



4.2.2.3. In the process of any overlap at all the leading car must still remain one car width from the track limits and not cause any contact with the preceding car or push them off the track to avoid contact.

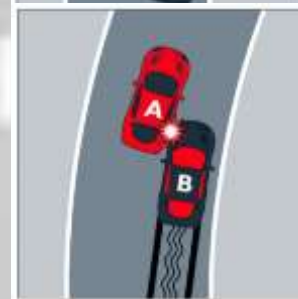


4.2.3. Contact Entering A Corner

4.2.3.1. If reasonable overlap exists at the point of Entry (braking area and/or turn-in), the car being overtaken must allow racing room. The car being overtaken must not crowd beyond the track limits or trigger contact.



4.2.3.2. In general, the onus is on the overtaking car to pass safely maintaining control at all times. Overtaking cars should not expect the preceding car to simply give-way. **'Dive-bombing' and related** contact is not considered passing safely. You cannot use another car as a brake. All drivers have a duty of care to provide adequate room to safely negotiate a corner.



4.2.3.3. Any driver that unfairly gains an advantage or position as a result of contact with another vehicle - a **'bump and run'** will be penalised accordingly.



4.2.4. Overtaking in general

4.2.4.1. The onus at all times is on the overtaking vehicle to be clear of the overtaken car before attempting to cut back across the front of the overtaken vehicle. **At no time is either car to bump the other vehicle repeatedly in an attempt to impede the other or force the other to make room if adequate room has been already given by that driver and it will be treated as a bump N run penalty.**



4.2.4.2. A vehicle about to be lapped must allow the faster vehicle past at the FIRST SAFE OPORTUNITY. Drivers may be shown a blue flag, ignoring the blue flag may incur a penalty. For further clarification see FLAG signals section 8.



4.2.5. Punting (rear end contact)

4.2.5.1. **The term 'punting' is defined as a nose to tail (or side-of-the-nose to side-of-the-tail) contact, where the leading vehicle is significantly knocked off their racing line.**

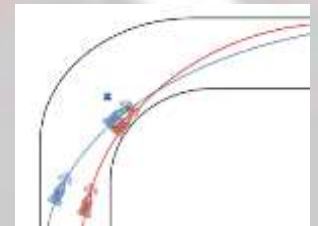
4.2.5.2. Once the trailing vehicle has its front wheel next to the **windscreen** of the other vehicle, it is considered that the trailing vehicle has the right to racing room. **Racing room is defined as 'three quarters of one vehicle width'. If adequate racing room is left for the trailing car, and there is incidental contact made between the cars, the contact will be considered 'side-to-side' contact. If one vehicle leaves the track due to 'side-to-side' contact involuntarily this may be considered to be a 'racing incident'.**

4.2.6. Racing Line

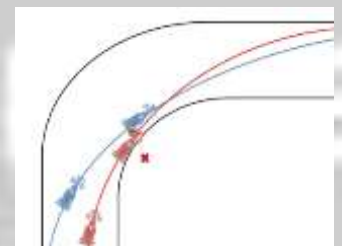
4.2.6.1. The racing line is the route a racing driver follows to take corners in the fastest possible way. By using all of the available space on the track, cars can travel in a straighter line and travel faster before reaching the limits of grip. Determining the best line is an essential skill to master.

4.2.6.2. Sometimes there will not be enough physical space for two drivers to take the racing line. At the same time, drivers would like to obstruct one another as much as possible. The car that is on the inside of the corner and equal with the 'A-pillar' (windscreen) of the car on the outside of the corner, then owns the apex to the corner.

4.2.6.3. In this case, the attacker is definitely more than halfway past the defender at the apex. The attacker has the right to the racing line. A collision at the apex is entirely the fault of the defender.



4.2.6.4. In this case, the attacker has only their nose alongside the defender's rear wheel. The defender has the right to the racing line. A collision at the apex is entirely the fault of the attacker.



4.2.6.5. In every case the lead driver has right of way unless the following car has reached the windscreen of the lead car prior to the **Turn In point** of the corner. The following car **MUST** take all reasonable steps to avoid contact in this situation and the car furthest from the apex is to provide adequate racing room once the windscreen has been reached.

4.2.6.6 The Calling of corners by attacking cars over Race Chat is Prohibited as this is an unnecessary distraction to all competitors and provides an unfair advantage to the calling driver. Sanctions up to and including disqualification may result.

4.2.7. Deliberate Actions

4.2.7.1. Deliberate actions whether they are done as a starting point or in a retaliatory manner will be dealt with an instant Disqualification and further sanctions from the Trailblazersesport Racing Disciplinary Committee.

4.2.8. Unsafe entry to track

- 4.2.8.1. Any driver that crosses over the pit entry or exit lines will be in breach of an unsafe entry to track. [See Section 13](#)
- 4.2.8.2. A driver must give adequate room for following drivers for clear passage to pass whilst they are returning to the track and returning to racing speed. They are not to impede or make contact with those drivers in the process keeping to the side of the track from which they entered whilst doing so and not veer into the racing line until they are at racing speed or at the turn in point of the next corner whichever sooner

4.2.9. Stopping on track

4.2.9.1. Any driver caught sitting anywhere on track, causing a yellow flag/caution, will be deemed to be in breach of Causing unnecessary cautions.

4.2.10. Burning of penalties

4.2.10.1. Any driver that receives an in-game penalty for any reason must burn it OFF the racing line in the predetermined Burn Zone, on the next time by. [Penalties are to be burnt after the Pit entry and before the Start finish line in most cases. Please consult appendix II and Race Conditions posts in the discord on the night of race for exact instructions.](#) Only shortcut penalties are turned on within our settings, but if any driver is to receive a penalty for any other reason, they are expected to burn it as per our rules, and the time will be returned to them on review, if they have reported it.

4.2.10.2. Natural Burn Zones within some tracks are a constant part of this game. Natural Burn of penalties in braking zones are allowed but excessive over burn will not be tolerated. It is accepted that should a penalty be burnt by natural burn that the penalised driver is to dummy burn the penalty within the Burn Zone on their next passing of the Zone equal to the time penalty given.

4.2.10.3. To successfully burn penalties a driver must reduce speed and engage 2nd gear for the time period allocated of the original penalty i.e., 2 second penalty, 2 seconds in 2nd gear. Race Control will closely monitor these and a Penalty for failure to burn will be applied in full if not done correctly. A penalty should be exactly that, a penalty.

4.2.11. Driver Etiquette

All racing has strict rules of driver etiquette and include the unwritten rules that are explained in the following website

<https://www.windingroad.com/articles/blogs/the-road-racers-guide-to-passing-etiquette/>

4.3 Redressing an incident

4.3.1. Redressing an incident that you cause is a common courtesy thing to do in any form of motorsport and is therefore expected here including verbal apology over race chat.

Redressing will not guarantee a reduction in your penalty, but the stewards will take it into consideration when determining the severity of the penalty awarded.

4.3.2. Redressing an incident must be done in a safe manner as to not affect other drivers on the track preferably at the next available straight. Redressing in an unsafe manner will also be looked into by the stewards and may incur a further penalty.

5. Driver Safety Rating

5.1 Safety Rating

5.1.1 Safety rating is the value assigned to your racing license within Trailblazersesport Racing that reflects how many incidents and the severity of the incidents you are involved in. Drivers all start with a Safety Rating of 12 points, on their racing license.

See Section 3.2

5.1.2. Members that have 4 points or fewer remaining in any given season, will automatically be placed in a probationary period. Their continuance within the league will be decided after close monitoring of their on-track performance in relation to their driver etiquette and not their skill. Trailblazersesports Racing reserves the right to place the offending driver on a term of suspension if deemed necessary.

5.1.3 This Safety rating goes across all series within Trailblazersesport Racing, but can be earned back with regular clean racing. Three (3) Consecutive clean races other than Sunday Sprints, will result in a license point being added back to your Safety Rating.

5.2. Series Eligibility

5.2.1. All APPROVED drivers within Trailblazersesport Racing are eligible for series entry, unless on a suspension due to Safety Rating infringements.

6. Competition

6.1 Membership

6.1.1. Access to competitions and forums

6.1.1.1. All members will start off by having access to general areas of interest, such as registrations and general information channels within our discord. All Members must provide their PSN name as or part of their DISCORD nickname in order for approval to be granted via the verification process. Trailblazerssports reserves the right to accept or reject any application that does not meet a minimum acceptance standard set by Trailblazerssport Racing.

6.1.1.2. Approved Members, once they pass the player verification process, will be able to register for a series. This allows for RSVP to access their rightful spot on the grids, as well as any information pertaining to that series, they will get notifications to allow them to keep up.

6.1.1.3. All new members to Trailblazerssport Racing accept that their acceptance is provisional, and that they will be on a period of probation of 4 weeks of competition from the date of joining their first race. They will be assessed during this time for their conduct and driver etiquette and not the driver skill/rating. Once this period has been served a decision for full acceptance will be made following review of their performance. Those not meeting the accepted minimum standard will be given a final opportunity to perform to the expected standards. If they fail to meet the accepted standard, Trailblazerssport Racing reserves the **right to remove the player's access to both the server and racing.**

6.1.1.4 All Newly Approved members will only have access to the Trailblazers Cup, Sunday Sprints (when run) or Nominated Endurance events to form the basis for their assessment. Only until they have completed 75% of a season in the Trailblazers Cup will they be able, if they meet all prerequisites, and pass a written examination of this Code, apply and race in the main series events. Trailblazerssports reserves the right to expedite graduation on a case-by-case basis

6.1.2. Suspensions

- 6.1.2.1. Trailblazersesport Racing may suspend a member for a definite or indefinite period of time in the interest of the competition or Trailblazersesport Racing. The affected member may appeal such a suspension to Trailblazersesport Racing using the proper channels.
- 6.1.2.2. Drivers may be suspended for license points infractions that have built up to a loss of license. If this becomes a continuous situation with particular drivers, then further sanctions may incur in the future.

6.1.3. Involuntary Termination

- 6.1.3.1. Trailblazersesport Racing may terminate a membership at any time in the interest of Trailblazersesport Racing and its community.

6.1.4. Removal from an Event

- 6.1.4.1. A Trailblazersesport Racing official may remove a member from an event to promote the orderly conduct of the event. Sanctions issued during an event may not be appealed.

6.2. Competitor Releases

6.2.1. Broadcasting and Other Rights

- 6.2.1.1. Each member, by participating in any Trailblazersesport Racing sanctioned-event, acknowledges that Trailblazersesport Racing and its members choose and have the right to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means, process, medium or device, whether or not currently in existence, all images, sounds and data arising from or during Trailblazersesport Racing sanctioned-**event or the competitor's** performance in the event. Each and every competitor agrees not to take any action, nor cause others to take any action, nor enter into any third-party agreement which could contravene, diminish, encroach or infringe upon these rights.
- 6.2.1.2. Trailblazersesport Racing and several of its members have their own sponsorship deals and these deals do incur some legalities and professional outlooks within them. All competitors and spectators will abide by the rules of which the in-race chatter will be kept PG, and no attacks or questions will be sent through the in-game chat sequence. Any violations within this will incur further sanctions.

6.3. Lobbies

6.3.1. All series will be multiple lobbies based depending on entrant numbers. These groupings will be sorted by a qualifier at a single track, race history and attendance in Trail series. Qualifying methods will be advised prior to each season.

Each lobby will contain members of a similar qualifying time grouping. All lobbies are fixed for the entirety of the season and are their own individual championship.

6.4. Official Sessions and Competitions

6.4.1. All Trailblazersesport Racing sessions will be governed by the same authorities as the Official Racing Series nights. Any bad language or attacking chatter will be sanctioned accordingly as if it was an official race.

6.5. Individual Championship Points

6.5.1. All Trailblazersesport Racing series will have individual championship points and share the same points scale. [See Section 12](#)

6.5.2. Each series Lobby will have an overall individual championship points table. Which is available for viewing on the website.

6.5.3 Each series will host a Champion of Champions race at the conclusion of the season, where the top drivers from each lobby will race off for a grand series Champion. (maximum entrant numbers apply)

6.5.4. In the result of a tie-breaker at the end of the season, the competitors will be determined on a count-back situation. The competitor with the most wins will be crowned champion. In the case of the same number of wins, it will move to the next position, and so on.

6.6 Team Championships

6.6.1. Teams are more than welcome to join Trailblazersesport Racing and run under their own banners. Teams need to have **Administration's** approval to compete under that banner. A **team's** championship may or may not be utilised during the operation of a series. Information will be made available in the Trailblazersesport Racing discord. Ownership of multiple teams is prohibited.

6.7 Race RSVP

6.7.1. For each and every Race it is up to the individual to RSVP their intention to Race by placing an EMOJI ONLY in the appropriate RSVP channel on the DISCORD prior to 6pm (Melbourne time) on the night of the event. **NO RSVP NO RACE NO POINTS** for that round. The Channel will be opened as close as practical to the end of the previous **round's** completion.

7. Race Procedures

7.1. Individual Registration

- 7.1.1. All Trailblazersesport Racing approved members once they have completed the required stint in the Trailblazers Cup or have run in previous seasons and meet all prerequisites, are eligible for all series registration. Members just need to fill out the Driver Entry Form FOUND ON THE WEBSITE.

7.2. Team Registration

- 7.2.1. All Trailblazersesport Racing members are eligible for Team registration.
- 7.2.2. Drivers cannot be approached by Team Owners to join their ranks, it is up to the driver to make the initial approach to the team.
- 7.2.3. Team owners are to notify admin of the addition/deletion to their driver ranks via the team owners chat channel on the Discord.
- 7.2.4. Members leaving Teams mid-season are forbidden to join another team till the current season has been completed and must run as a privateer until **season's end. A transfer window for all driver swaps following the final Champions race and the first qualifier night is now enforced.**

7.3. Field Size

- 7.3.1. Trailblazersesport Racing field sizes will start with a minimum of 10 entries for round 1 as much as possible depending on entries to the series. Reserves may need to be utilized if there are too few entries to any series.

7.4. IN RACE CHATROOM

- 7.4.1. All Trailblazersesport Racing lobbies will have a corresponding PSN party chat in which it is Mandatory for all competitors to join for clear concise communication from lobby host and throughout the event. **NO Headset/mic No Race.** If you have a faulty headset/mic please advise admin prior to the race event and you will be given until the next event to ensure that that has been replaced or repaired. There are no other exceptions. This is also to allow Admin to broadcast urgent messages from time to time and to allow respectful apologies between racers.

7.5. Race Length

- 7.5.1. Race lengths are determined by extensive testing from administration members and from data, historical experience, fun, competition, and real-life motorsport events. Trailblazersesport Racing may adjust race lengths for all series on a seasonal basis.

7.6. Gridding

- 7.6.1. **All participants must be checked in before the call of 'Here we go' is called over Party Chat.** Once the phrase is called the race will be started straight away.

7.6.2. Any driver that is not ticked in for the start of the event will not be restarted for.

7.6.3. Any driver that has an in-game glitch occur will be allowed to call for one (1) glitch restart. Once this glitch restart has been called for, that driver cannot call for it again for the rest of the round, and unfortunately will miss out on the racing while the glitch continues.

7.7. Starting

7.7.1. All events will have their own pre-determined starting procedure.

7.7.2. Should there be a grid in game glitch a Red Flag can be called by the effected competitor via the in-game chat. **SEE RED FLAG MEANING 8.7**

7.7.3. If a competitor jump starts and receives the accompanying penalty, they are to travel in a straight line from their start box in order to wind down the penalty and allow others to avoid contact with them, and a call of “(driver name) jump start” by the affect driver to identify that they are winding down penalty.

7.7.4. Should there be contact in the start area the race will continue and all starts are to be reviewed by race control. Severe penalties will be applied for those who make excessive contact at the start of any race. **See Penalties 3**

7.8. Pit Procedures

7.8.1. All events will have their own pre-determined pitting requirements. In the case of required tyre compound, the mandatory compound must be used for a minimum of 1 clear racing lap to be considered to be satisfying that requirement. (Start finish line to start finish line and traversing the pit lane whilst crossing the start finishing line constitutes compliance) Failure to comply will result in a disqualification from the results and 0 points allocated.

7.9. Intentional, Retaliatory, and/or Malicious Wrecking

7.9.1. Driving in the opposite direction of race traffic during any session will be viewed by Race Control as deliberate reckless driving. A warning through the in-game race chat will be displayed/expressed immediately. Failure to comply promptly will result in disqualification.

7.9.2. Deliberate, blatant, intentionally malicious, or retaliatory wrecking, for any reason, is prohibited. Competitors who believe that they have been victims of such actions - and those competitors who believe that they have witnessed such

actions - are strongly encouraged to file a Stewards report through the proper channel.

8. Flag Signals

8.1. Green Flag

8.1.1. A green flag indicates the start of a race, a clear track condition, and/or the cancellation of a previous flag condition, such as a caution.

8.2. White Flag

8.2.1. When displayed at the start/finish line, a white flag indicates the start of the last lap and will be displayed to the leader first and then to the remainder of the competitors.

8.3. Chequered Flag

8.3.1. A chequered flag indicates the end of a session.

8.4. Blue Flag

8.4.1. A blue flag indicates faster cars are approaching. In all cases, it is the responsibility of the faster car to safely overtake the slower car. It is the responsibility of the slower car to maintain a consistent line. It is strongly recommended that a slower car being lapped makes every reasonable effort to facilitate a safe pass.

What this statement does not take into consideration is the extra length of time it is shown in the game itself. The other issue is that Flag Marshall Posts are not clearly stipulated at every track. There is no obligation for the lapped car to move over IMMEDIATELY when the flag is displayed. They DO NOT have to get off the racing line to allow a faster car to pass, especially in a cornering situation. They are, however, expected to provide safe passing room when and where it is SAFE TO DO SO.

UNDER NO CIRCUMSTANCES IS A FASTER CAR ALLOWED TO SHOVE THEIR NOSE UP BESIDE A CAR THEY ARE LAPPING AND CAUSE CONTACT!!

Normal passing etiquette is the overriding rule!!

The car in front can choose whatever line they wish and it is up to the passing car to pass when it is safe to do so without making contact.

Ideally once a lapped car has a faster car behind, the next available straight is where the pass is made. If the faster car is baulked by the slower one in the **proceeding corners TOUGH!! THAT'S RACING.**

However excessive blocking will be penalised.

It is up to everyone to learn how to run and pass safely in traffic.

There should be no sense of entitlement for the faster cars as **you don't have** anything other than what has already been stipulated.

Please communicate clearly in chat or with turn signals to the side to which the faster car can pass i.e. right indicator for pass right hand side, left for left.

Blue flags will not negate contact penalties no matter what lap it is.

8.5. Yellow Flag

8.5.1. A yellow flag signals a caution of some kind. When displayed this indicates danger, no passing is allowed, and be prepared to slow down. Competitors are not allowed to pass until the yellow flag disappears or a green flag is shown. In race penalties will apply if a driver is in breach of this rule.

8.6. Red Flag

8.6.1. RED FLAG is issued to stop a race from continuing due to a glitch during a race start. These are particularly used for a reset of grid due to incorrect lobby setup, player glitch that causes a stationary vehicle at race start.

Effected Players ONLY are permitted to call RED Flag by use of the PSN chat, but all racing is to continue until confirmation is made by the lobby host via text chat. Maximum of 2 red flags per race only. (Host has final call in every instance). If a driver is disconnected again or suffer a GT Sport glitch, the race will still continue for the unaffected drivers to full race distance. Disconnected drivers, will be placed at the rear of the race results and awarded points in ascending order. The first person to dropout will be awarded last place. The second person to dropout will come second last etc etc...

Should the Lobby crash, a new room can be established either by the original Lobby Host or a new room can be setup by another racer. **The Trail Appointed Original Lobby Host will remain in control of the Lobby at all times. Their decision is final.**

Only in the situation of when a new lobby needs to be established, any previously disconnected drivers may re-join the race, albeit from rear of grid. The balance of the grid will be setup using driver positions at the time of the lobby crash.

Refer Starting procedure 7.7

8.7. Failure to Comply

8.7.1. Failure to comply with any flag signal may result in a black flag penalty being assessed by Race Control.

9. Penalties

9.1. Breach of Rules

9.1.1. **Cutting the course** - Drivers gaining an advantage by following a course configuration other than the one specified for the event will be assessed by the in-game penalty system. However, Drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason. (avoid incident)

Drivers will be judged to have left the track if no part of the car remains in contact with it and, for the avoidance of doubt, any white lines defining the track edges are considered to be part of the track but the kerbs are not.

Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining and lasting advantage or causing an incident.

Race control have the discretion to penalise the offending driver if the advantage they gained is not redressed or not issued with an in-game penalty.

9.1.2. **Blocking** - the leading driver is allowed to run a defensive line. However, blocking occurs when a leading driver actively adjusts their driving line based on the actions and/or positioning of a pursuing driver. These actions will be penalised with post-race penalties through our stewarding system.

9.1.3. **Intentional caution** - Drivers intentionally stopping on or off the racing surface to intentionally bring out a caution period for their benefit, or the benefit of another driver, is forbidden and subject to post-race penalties and possible further sanctions by Race Control.

9.1.4. Drivers may not use nefarious tactics to gain an advantage in Qualifying. For example, a driver could have a team member slow down for the sole purpose of creating a drafting situation for the benefit of a fellow team member. This may or may not include cutting the course. Trailblazerssports will determine what constitutes an advantage. Getting a draft through normal qualifying strategy or luck is okay. Trailblazerssports Racing disciplinary committee will have the final say of the outcome and penalty of any reported occurrences.

Please refer to section 4 for incidents and penalties that are applicable.

9.2. Application of Penalties

9.2.1. Penalties may be applied as follows, and in no particular order:

9.2.1.1. Race disqualification. This penalty is not subject to an appeal.

9.2.1.2. Restrictions to various parts of Trailblazersesport Racing. This penalty may be subject to an appeal.

- A) Restricted from participating in Race sessions for all Official Series.
- B) Restricted from spectator sessions.
- C) Restricted from using the in-game race-chat functions, both voice and text chat.
- D) Suspended from the entirety of Trailblazersesport Racing.

9.2.2. If a member is assessed probation or suspension, they must serve the full term of the penalty while their Trailblazersesport Racing membership is active.

9.3. Publication of Penalties

9.3.1. Trailblazersesport Racing reserves the right to publish the name of any Trailblazersesport Racing member assessed a penalty, as well as the nature of the infraction or violation and any associated penalties, in its own publications.

10. Appeals

10.1. Who May Appeal

10.1.1. Any member assessed a penalty shall have the right to appeal any decision or penalty imposed by Trailblazersesport Racing (except Race Control decisions) unless otherwise stated in the penalty notice itself, or in the Trailblazersesport Racing Official Sporting Code. [See Section 3.3.3](#)

10.2. Lodging an Appeal

10.2.1. An Appeal must be made in the Stewards Appeals form, specifying which incident finding you are appealing, any photo or video evidence you may have, and which sections of the Trailblazersesport Racing Official Sporting Code, Racing Rules, Series Rules or other official Trailblazersesport Racing rules have been violated.

10.2.2. If the appealing member is in a TEAM, the team owner is to be notified of the intention to appeal in advance and the incident is to be discussed internally **BEFORE** the appeal is made. This is to allow the team to decide whether appeal is warranted. Non team members may seek the assistance of a trusted team owner

or member for advice on their appeal, and it expected that team owners or others provide an impartial assessment of such.

10.2.3. Appeals must be made within 48 hours of the Stewards findings being released to the public to account for members in differing time zones and the procedures outlined in 10.2.2.

10.3. Well-Founded Appeals

10.3.1. To be considered, an appeal must be well founded. An appeal shall be reasonable, logical, and based on sound evidence. Regardless of the outcome, Trailblazersesport Racing may deem an appeal to be frivolous if it is found not to be reasonable, logical, and based on sound evidence.

10.4. Review of an Appeal

10.4.1. Trailblazersesports Racing Appeals board shall review an appeal as soon as practical after the appeal is lodged. Affected parties may be notified about the appeal and judgement of the appeal. Trailblazersesport Racing shall review all evidence and be entitled to discuss the incident with each other and parties involved to gather further evidence.

10.5. Notification and Final Appeal Decision

10.5.1. Trailblazersesport Racing will notify the member of its final decision as soon as possible after the decision is rendered. Trailblazersesport Racing shall also have the right to publish the appeal to other or all Trailblazersesport Racing members. Members or any persons shall have no right to action against the Appeals board, Trailblazersesport Racing. The appeal decision and resolution is final and binding with no right to appeal.

10.5.2. All Trailblazersesport Racing members expressly agree not to initiate or maintain claims, suits or actions of any kind, with respect to any final appeal decision.

11. Multi-class Racing

From time to time, Trailblazer Sport Racing will conduct multi-class racing events. These supplementary rules are to explain their similarities and differences from single class racing

11.1. Qualifying

11.1.1. Qualifying is conducted in the same manner as other Standard Trailblazer Sport Racing Series races.

11.1.2. Drivers that do not post a qualifying time prior to an Official Race will be gridded at the rear of the field.

11.2. Individual Championship Points

11.2.1. Series Championship Points are awarded based on the same points scale as other Standard Trailblazer Sport Racing Series. However, each class will receive points of equal scale.

11.2.2. Safety rating is still gained or lost from all incidents with any car on the track within the race, as per Standard Trailblazer Sport Racing Series event.

12. Points System

12.1. Points System

12.1.1. The list below shows the entire points scale system for every series.

POINTS

1.	100
2.	97
3.	95
4.	94
5.	93
6.	92
7.	91
8.	90
9.	89
10.	88
11.	87
12.	86
13.	85
14.	84
15.	83
16.	82

DQ.	0
DNF.	0
DNS.	0

In the event of a multiple tier race setup, points will be awarded per class using the same points scale. This means the first finishing class 1 car will receive 100 points. The first finishing class 2 cars will also receive 100 points.

12.1.2. The above points are applicable for every race you enter shown above. These are applicable within the race you have entered as long as you make the grid. If you do not make the grid this will count as a no show.

THERE ARE NO DROP ROUNDS DURING COMPETITION

12.1.3. If you manage to make the grid and you have a glitch or fault that throws you from the race, then you are eligible for the final positions points and will not go pointless.

12.1.4. If you make the grid and have a Disqualification or quit the race once the green lights/flag, you will receive no points (0 points) toward your score.

12.1.5. All drivers must complete at least 75% race distance to receive race points otherwise a DNF will be noted in the results.

13 Pit Infringements

13.1. Pit Entry Track limits

13.1.1. The pit lane entry track limits are determined by the solid white lines or edge of curbs to what is not track. Curbs that separate track from pit lane road are considered outside of track limits as they are safety curbs, these normally continue into the pit wall. Below are examples of do's and do not's:

DO NOT's



As seen in the examples above. The vehicles show clear breaches of pit entry by crossing over the Solid white pit lines separating the track limits from the pit lane entry.

DO's



As seen in the above examples the vehicle stays to the pit lane road side of the edge of the track and stays within the limits of the pit lane entry. This is an example of a perfect legal pit entry.

13.2. Pit Exit Track Limits

13.2.1. The pit lane exit track limits are determined by the solid white lines or edge of curbs to what is not track. Curbs that separate track from pit lane road are considered outside of track limits as they are safety curbs, these normally continue into the pit wall. Below are examples of do's and do not's:

DO NOT's



As seen in the 4 pictures surrounding, all of these angles clearly show breaches of the pit lines and would result in penalties for exiting pits in an unsafe manner.



DO's

As seen below, the car exiting the pits is well within the pit separation/merge line, and is legally exiting the pit lane.



13.3. Pit Exit Track Separation

13.3.1. As with Pit entry, the pit lane exit track separation is determined by the solid white lines on track for safety. Curbs that separate track from pit lane road are considered outside of track separation as they are safety curbs, these normally continue into the pit wall. If a car is exiting the pit lane, they must stay within the pit limits, while any car passing pit exits at the time must stay within the track limits that are separated by the solid white lines.

13.3.2 The exiting car MUST remain on the PITLANE side of the track until they have reached racing speed or the Turn in point of the next corner whichever is sooner.

Below are examples of do's and do not's:

DO NOT's

As you can see to the right, a car is exiting pits and cars are passing the pit exit. These cars must stay separated by the pit line separation to ensure the racing stays safe.

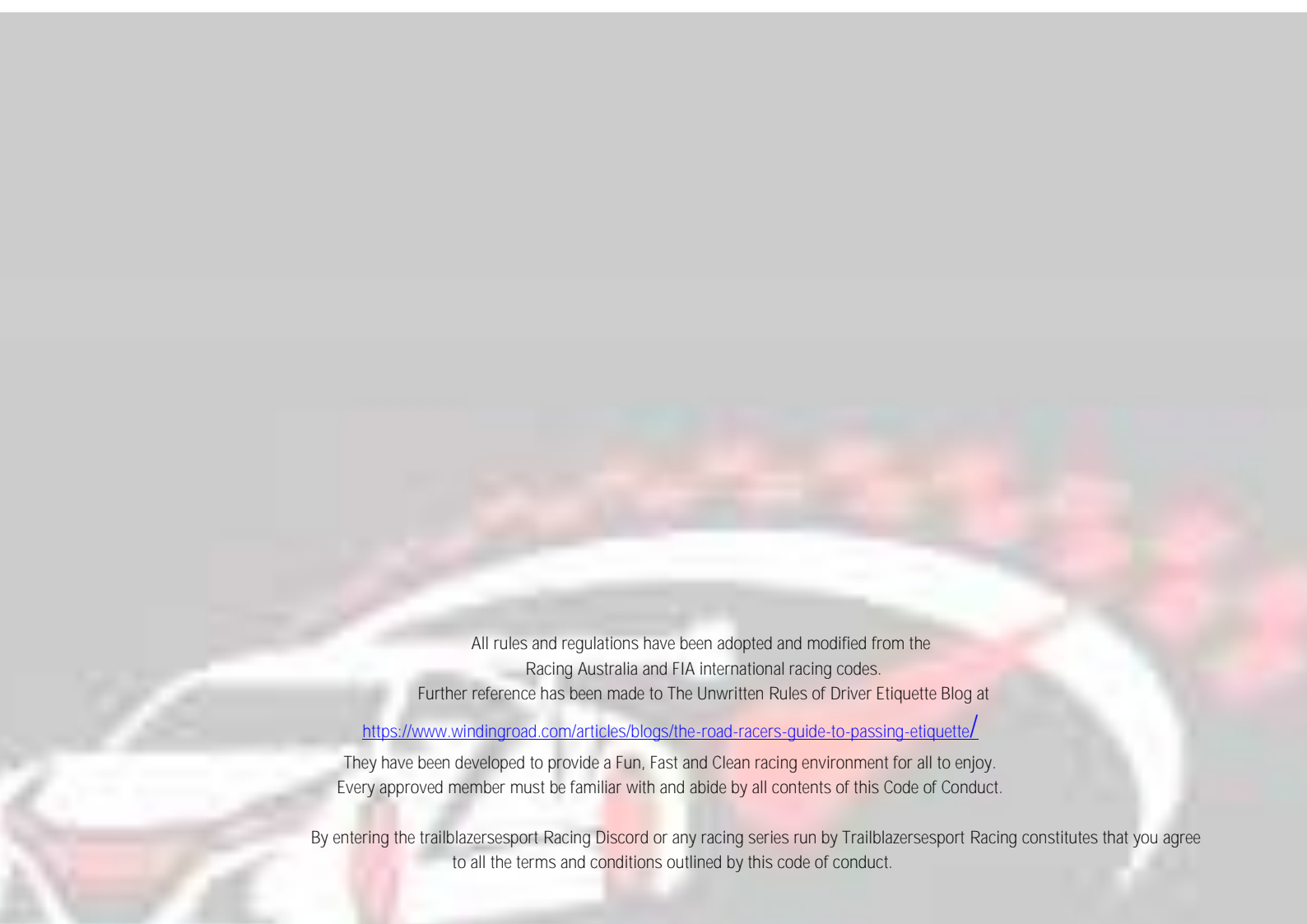


DO's

As you can see in the below pictures the cars on track are on the track side of the solid white line and those exiting the pits are within pit limits.



In each of these cases a penalty is incurred when two wheels cross a solid line on both entry and exit. This is the overriding norm of all racing. It is a safety ruling to avoid incidents particularly on pit exit. Trailblazerssports reserves the right to amend this rule in the interests of fairness and workload that policing these infringements creates. However, should any driver repeatedly take advantage of any relaxation of these rulings will result in them being enforced to the letter for everyone.



All rules and regulations have been adopted and modified from the
Racing Australia and FIA international racing codes.

Further reference has been made to The Unwritten Rules of Driver Etiquette Blog at

<https://www.windingroad.com/articles/blogs/the-road-racers-guide-to-passing-etiquette/>

They have been developed to provide a Fun, Fast and Clean racing environment for all to enjoy.
Every approved member must be familiar with and abide by all contents of this Code of Conduct.

By entering the trailblazerssport Racing Discord or any racing series run by Trailblazerssport Racing constitutes that you agree
to all the terms and conditions outlined by this code of conduct.

TRAILBLAZERS eSPORTS RACING



Preferred Minimum Livery Requirements for All Championship Series

The following images show the minimum livery requirements for all the championship series events held by this Community. This however is not a prerequisite for the Casual sprint series when run but preferred.

These have been put in place for uniformity and for our valued sponsors and have been applied for maximum coverage with minimal disruption to the overall appearance of the livery design. Decals are fixed in their position and design upon the request of our sponsors.

If there is any doubt, please consult admin for direction.

They must be the prominent decals in these areas.

Requirements listed as follows including location position for reference to pictures in the paint by numbers section.

Door Card Number Board to be placed under each front door window preferably to the rear of door mirrors and NOT to be resized. In every case the decal must run with the Top in line with the window base and can be forward of the mirror if said mirror is not in line with the A pillar of the car. Only the approved decals to be used in all cases. Use of the original full door card as a bonnet number board is optional.

Position 1



Racing Number to be **BLACK** and placed **within the white areas of the decals**. Additional coloured outlines are acceptable but must be black centred.

EBM decals on the front corners of the car as per the example below *Preferred to be on all corners of the car but is not mandatory **Optional large decals in the area marked 2a on the approval of sponsors. Must be this version with or without white background and **must remain in this colour**.

Position 2



Position 3 & 4



**Roof decals are optional for non-sedan cars, but we would ask that a prominent decal for each be placed if there is an acceptable location.

Position 6

Scorched Media logo as per below on a black background on the Wing end plates of cars that have wings. Please ensure wing end plates are completely black with the logo overlaid, decal is also available without background and is the preferred decal



Position 7

7 is to be the Scorched Media logo stretching across the entire bottom of the rear wing. A white writing version is to be used on the underside or a standard coloured version. Both to be placed on a black background. Should a vehicle not have a rear wing or the decal cannot be seen clearly, then placement of this decal should be made prominently in the areas 5.

Scorched Media decal to be placed at rear corners both sides *preferred all 4 corners above EBM logo (additional EBM logo located 5a below is optional) These placements are optional if the rear wing decal is clearly visible 7*

Position 5 & 5a



EBM roof/windscreen decal front as shown (in any colour) and Scorched decal rear of roof area. Scorched must be the red coloured "media" text decal either with or without included black background but must be on a black background. (Use of the reverse EBM decal in the same style is approved)

The placement of the "trailblazersesport.com Decal is now mandatory on all sides, front and rear and must be clearly visible as per the examples in the paint by number photos. Side decals are to run the full length between the front and rear wheels along the length of the car (or as near as practical too), on the side facing panel. Front and rear are to be of size to reach between the front headlights and brake lights on each car. Front can be on a forward-facing surface or at the extreme front edge of the car bonnet. See examples a,b,c

The placement of these logos **MUST** be prominent and not tucked away or be so small that they cannot be seen clearly. These sponsors provide you with this racing so please show them the respect and not hide their logos on your design nor is a number board not in the same dimensions as or as close to the original decal size as they have been created to a standard size for all liveries. We are talking about uniformity and these are a set size in real racing so why should we be any different.

Please send a friend request to PSN Trail_esport_HQ to find all the decals. They are on a friend only share basis so are not discoverable otherwise.

Failure to comply with these requirements will incur a 10-point penalty per incorrect or missing decal for each round that it is non-compliant.

Sedan Car *Paint by number.*



Drivers name to be prominent either using in game name placement or your own decal along the **side roof line of both sides** of the car, **Name and Number** to be placed on rear of car in a prominent place in the area marked **2a.**

(The use of the new number board in the area of the cars number plate is the preferred option as shown with drivers name above or below)

Further updates for other car types will be added here when it is necessary, however the above example is transferable to the majority of cars used by this league.

The remainder of the car is free for you to put whatever livery design you choose as long as it is respectful. Whether that be a trailblazers team design if you are part of a team already or your own as a privateer.

There are however two exceptions.

The use of the Penrite* logo in any form must never be used on any of your designs. Penrite* is very restrictive in the use of their logo and image on this platform and via Video and Livestream services. Use may cause the removal of said video from the respective broadcast source as a minimum. We would rather not have that extra level of hardship at this time

The use of logos from other leagues or Teams not associated with Trailblazersesports is strictly forbidden unless approved by ADMIN prior to their use.

For those Running in the Trailblazers Cup your design fundamentals for the Mazda are shown below.





© 2020 Sony Interactive Entertainment Inc. Developed by Polyphony Digital Inc.



© 2020 Sony Interactive Entertainment Inc. Developed by Polyphony Digital Inc.



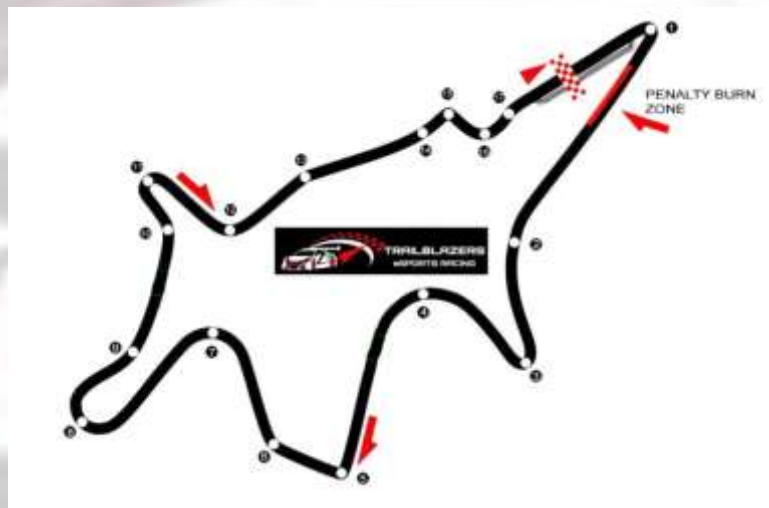
Sporting Code

Appendix II

Track Corners and Burn Zones

Following are illustrated Track Maps highlighting corner numbers and Burn zones used

Alsace Village



Reverse configuration sees the same Burn Zone Area and location, Corners numbered accordingly.

Autodrome Lago Maggiore GP II



Autodrome Lago Maggiore GP

As per previous layout numbers reversed.

Autodrome Lago Maggiore West



Other layouts will be posted in the lobby section of the relevant series prior to race start.

Autodromo Nazionale Monza

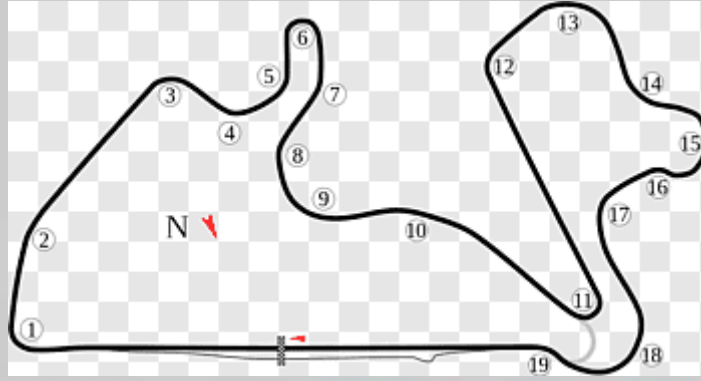


Autopolis International Raceway
Short Course

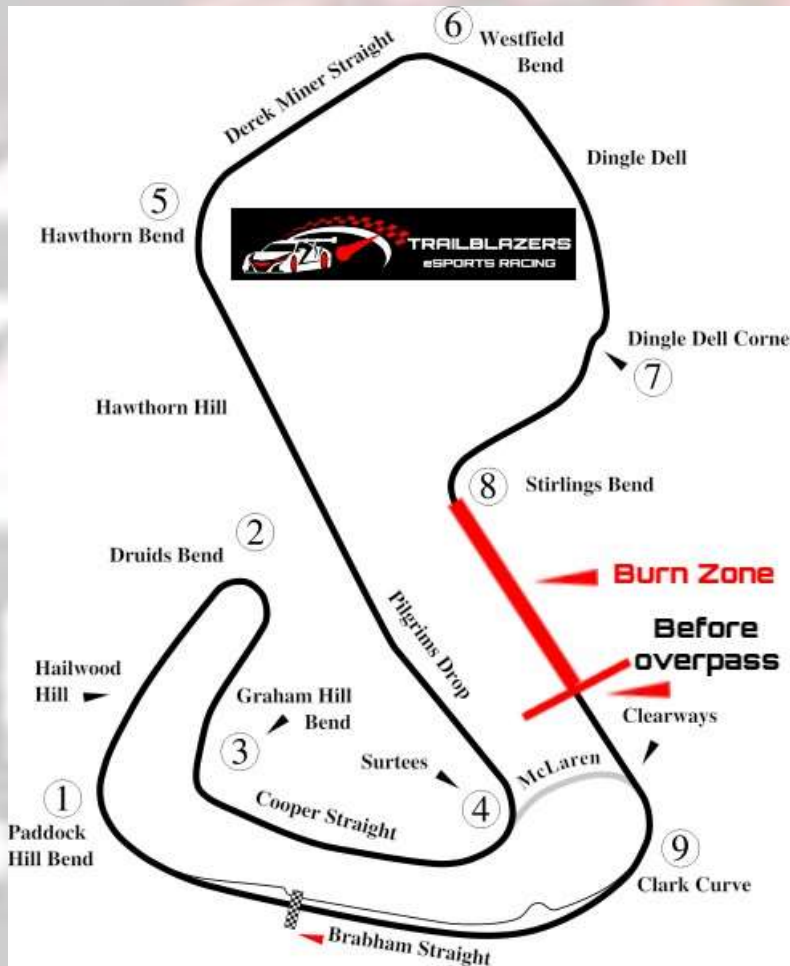


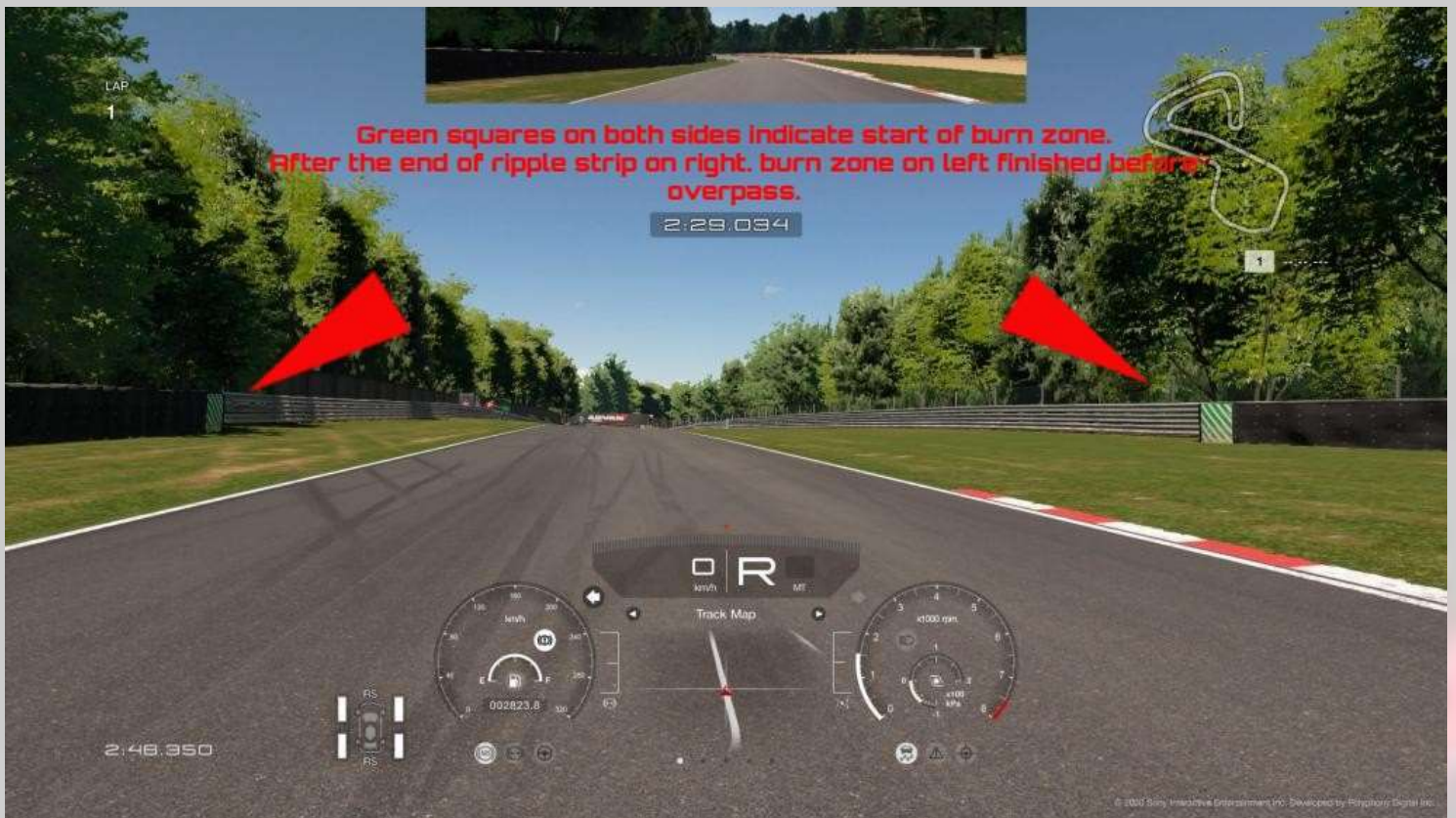
Full Course

Burn Zone location as per short course



Brands Hatch GP

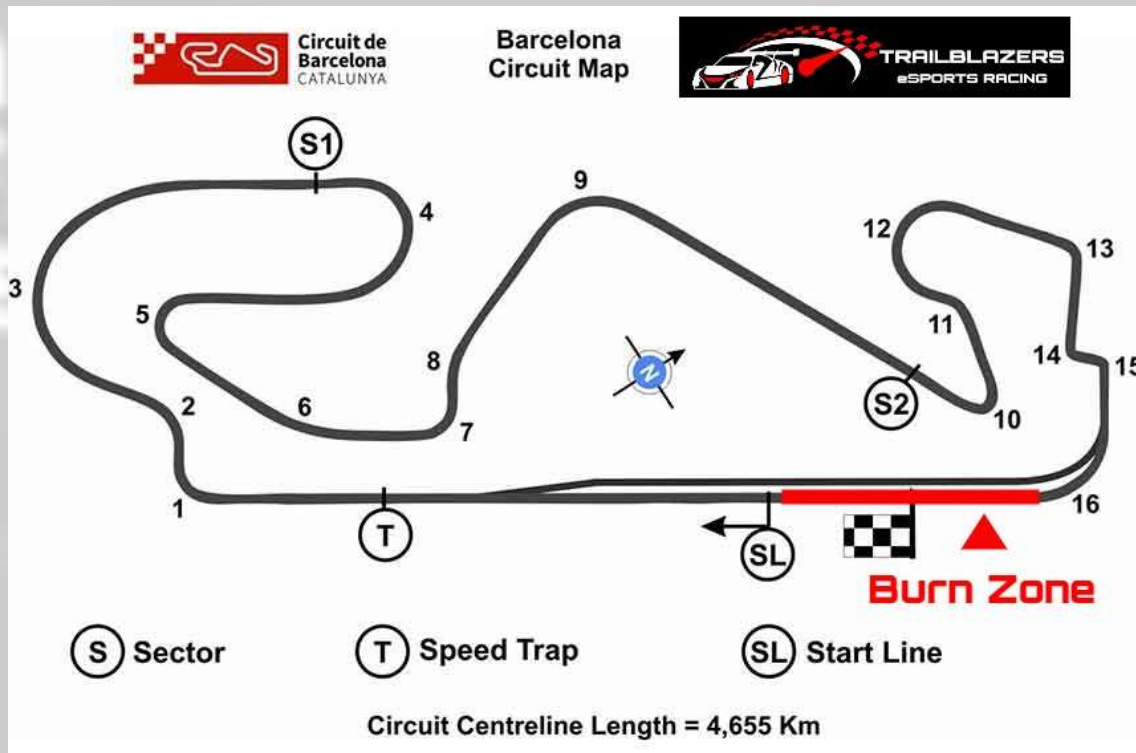




Brand Hatch Short Course

Location to be advised Main straight preferred.

Circuit de Barcelona-Catalunya

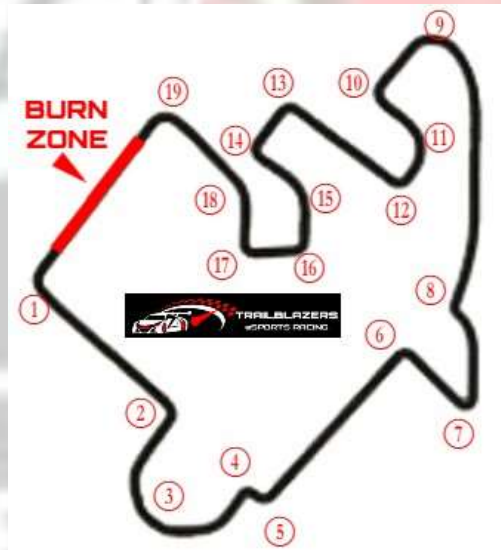


Circuit De Sainte Croix

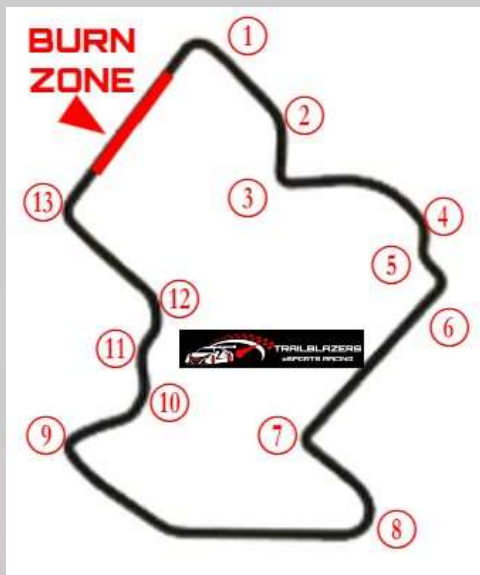
A



All



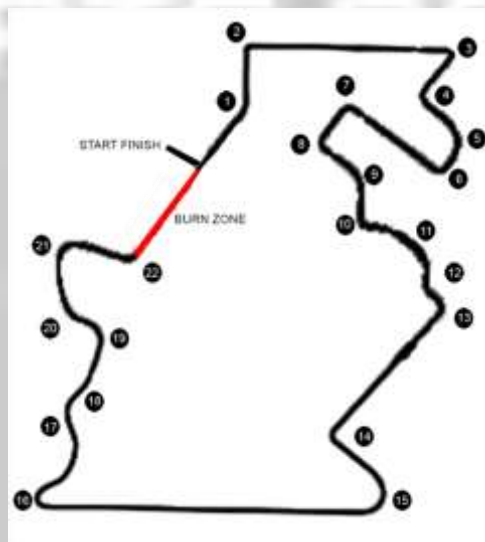
B



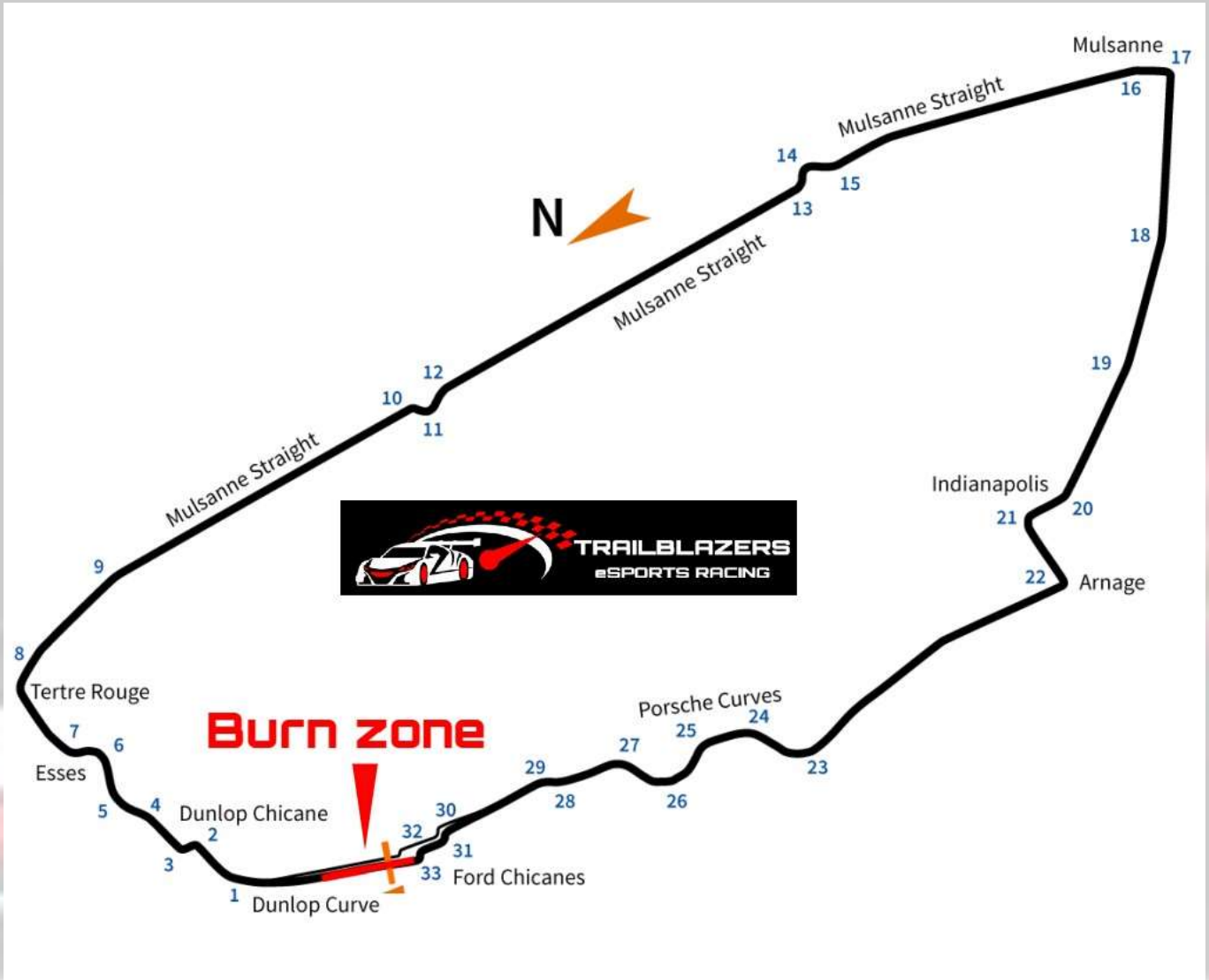
BII



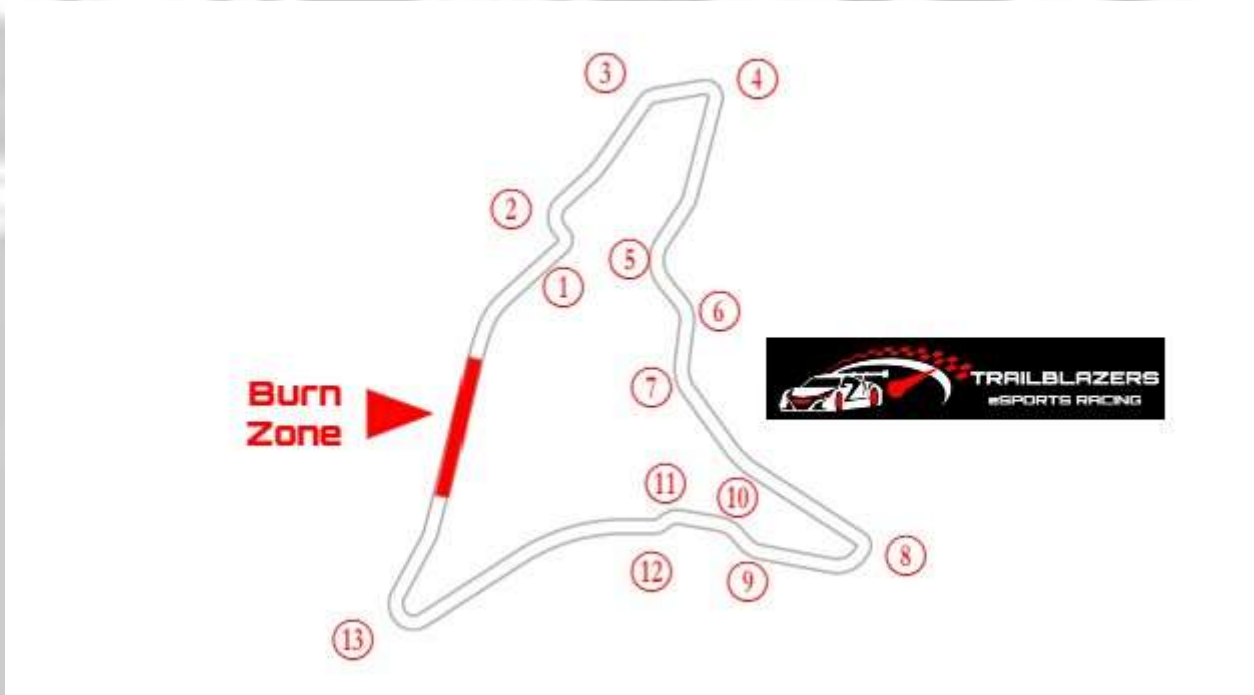
C



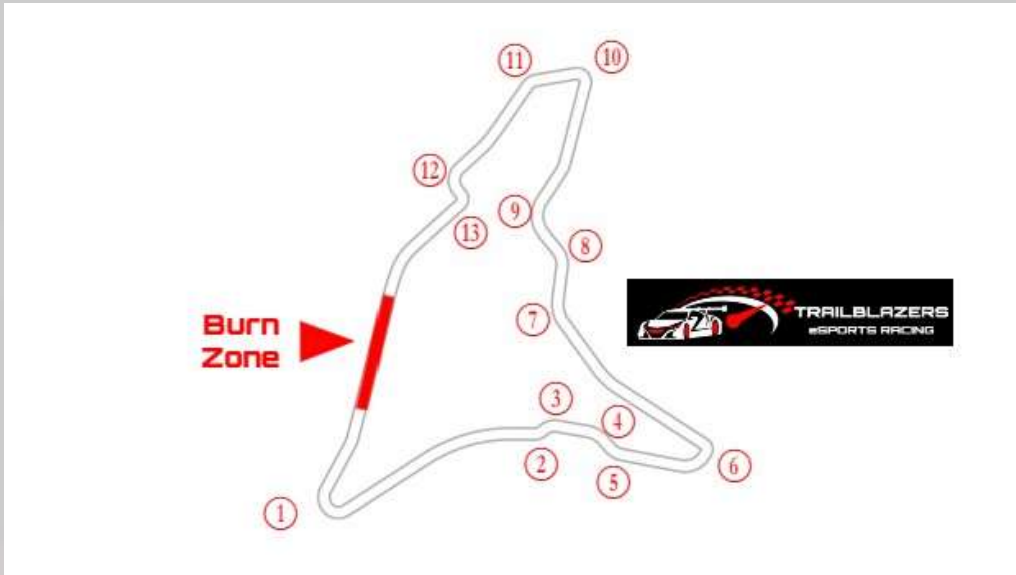
Circuit de la Sarthe



Dragon Tail Seaside



Dragon Trail Seaside II



Dragon Trail Gardens



Dragon Trail Gardens II

Same as above reversed numbers

Interlagos



Kyoto Driving Park Yamagiwa



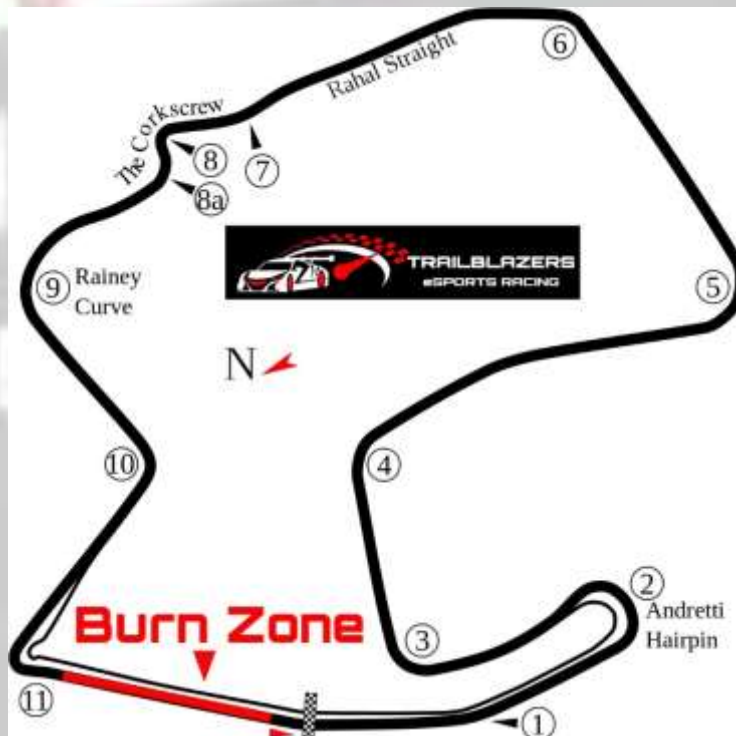
Yamagiwa II



Yamagiwa and Myabi



Laguna Seca



Mount Panorama



Nurburgring
 GP

TRAILBLAZERS eSPORTS RACING



Sporting Code



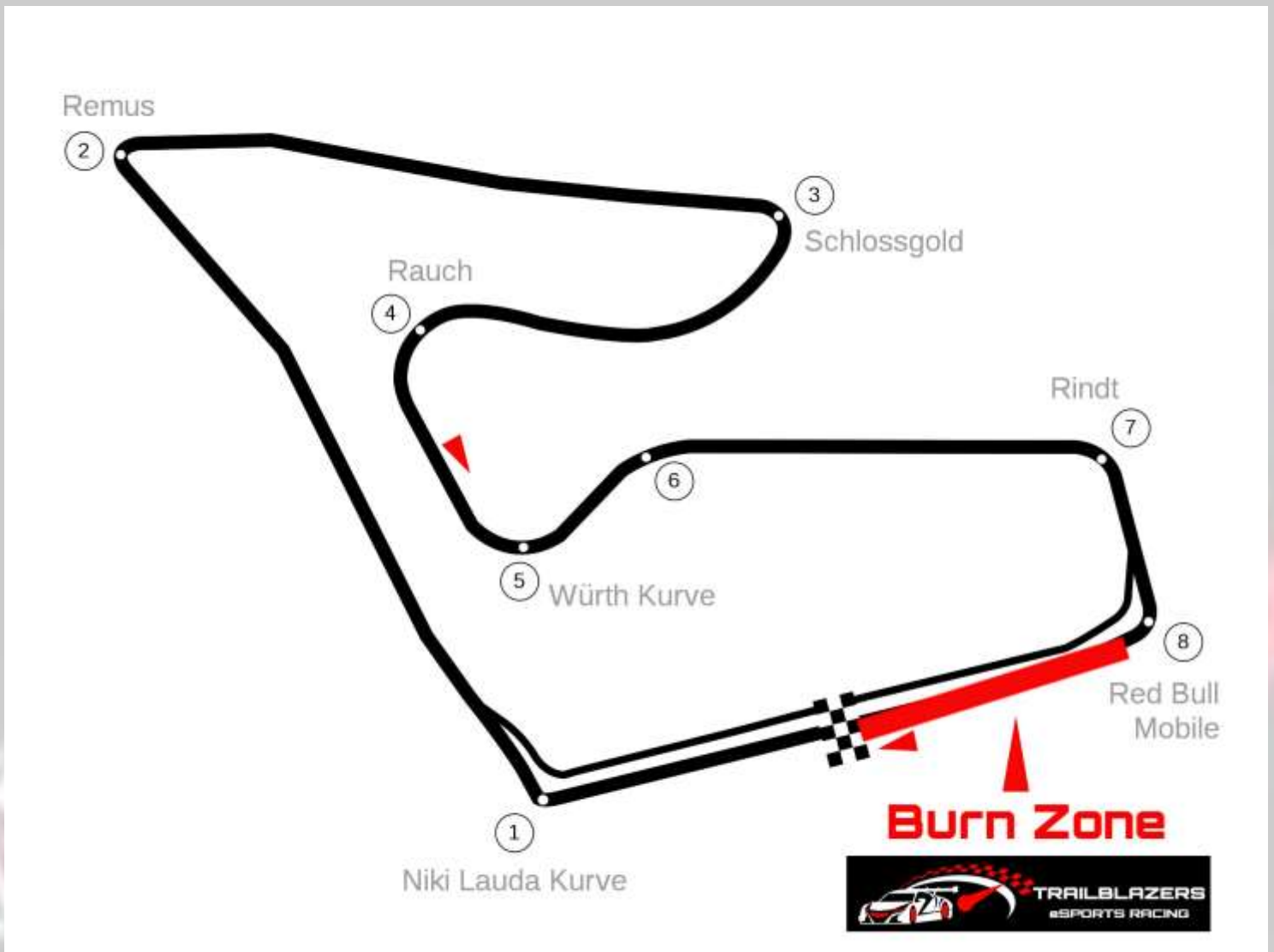
24hr



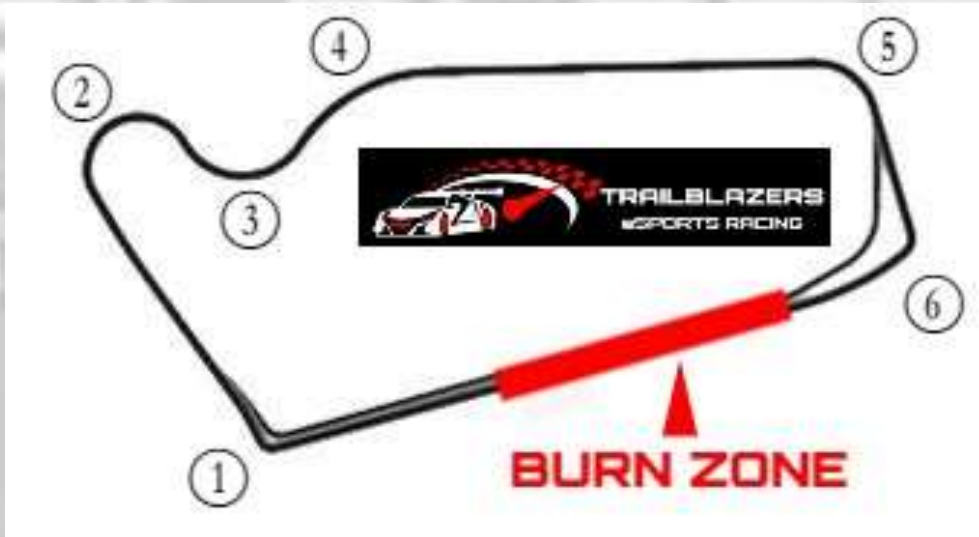
Red Bull Ring



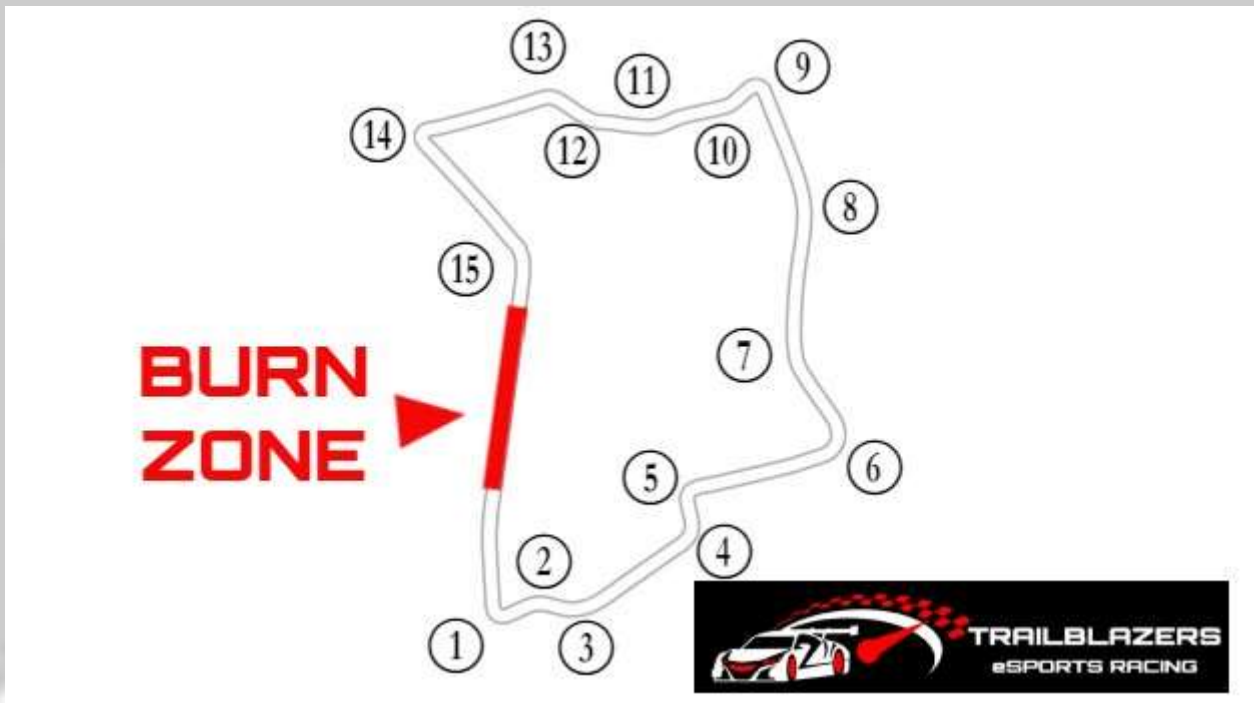
Sporting Code



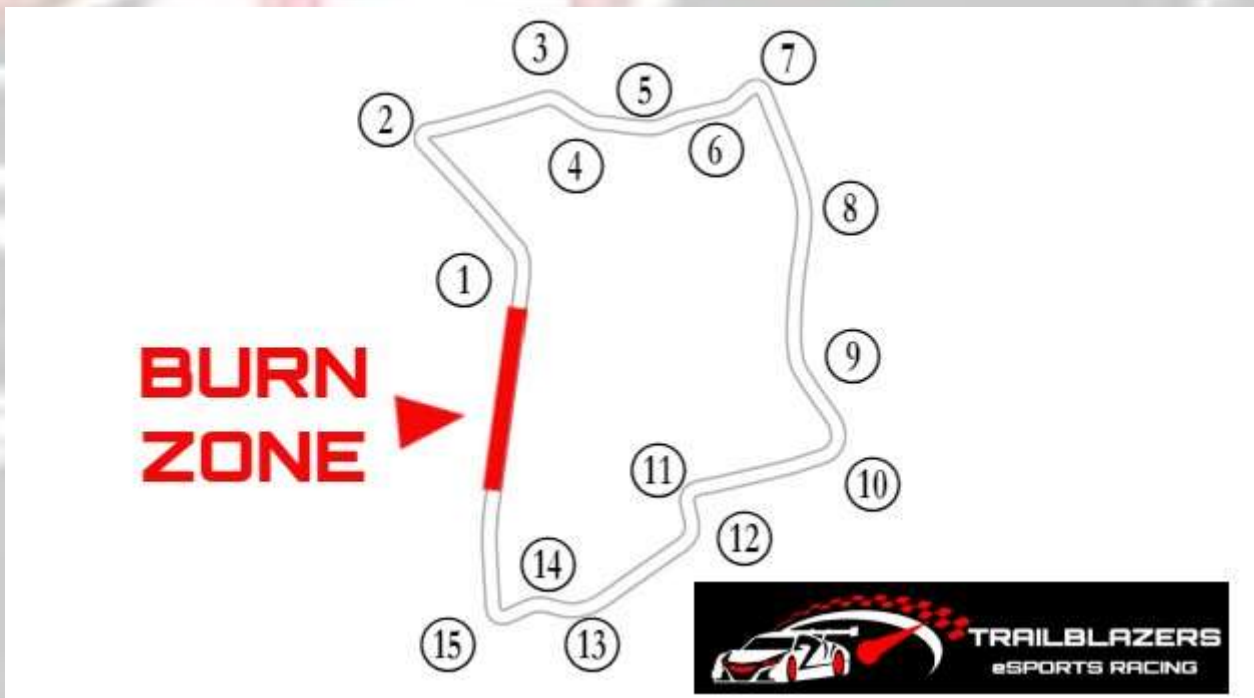
Short course



Sardegna
Road Track A

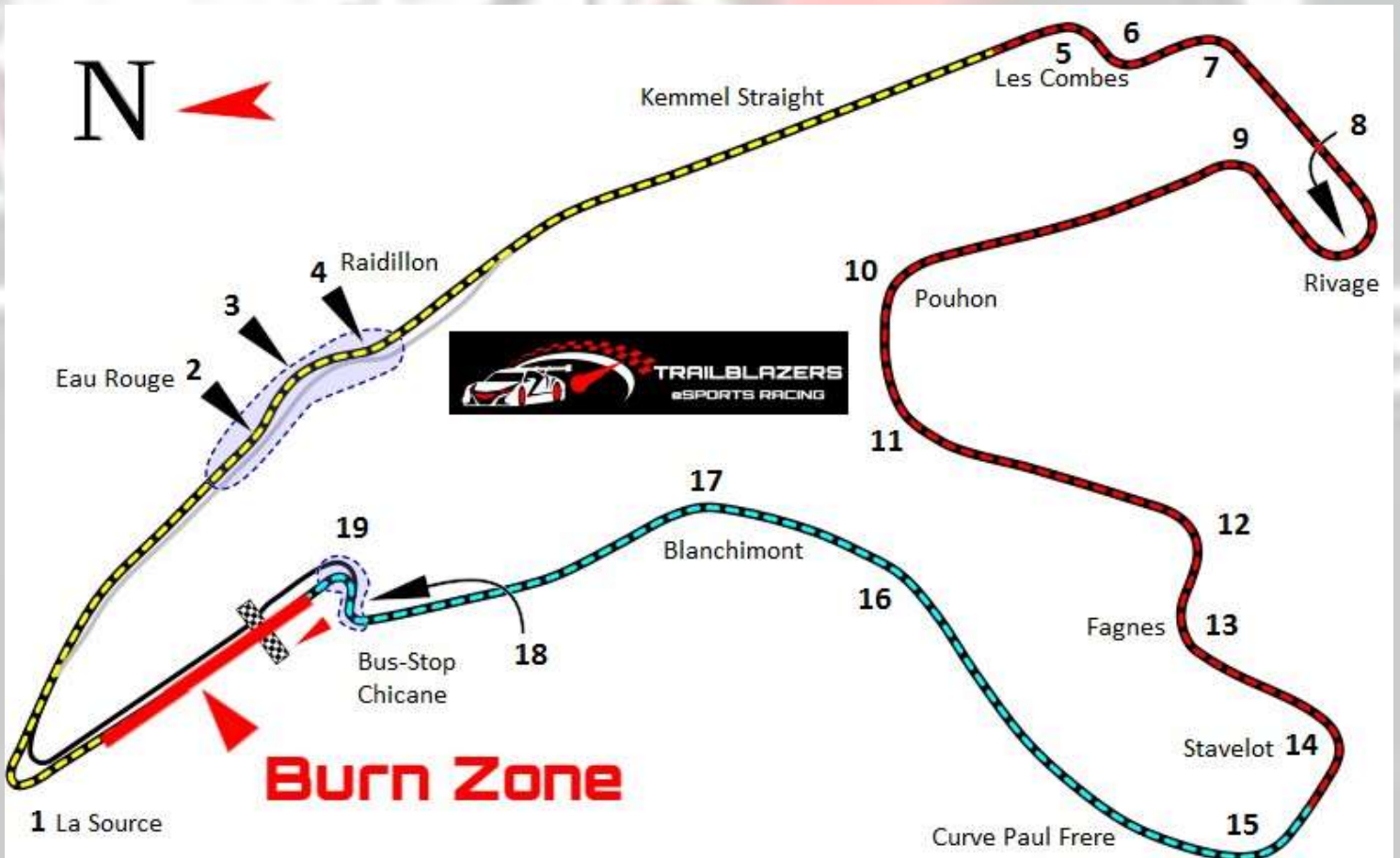


All

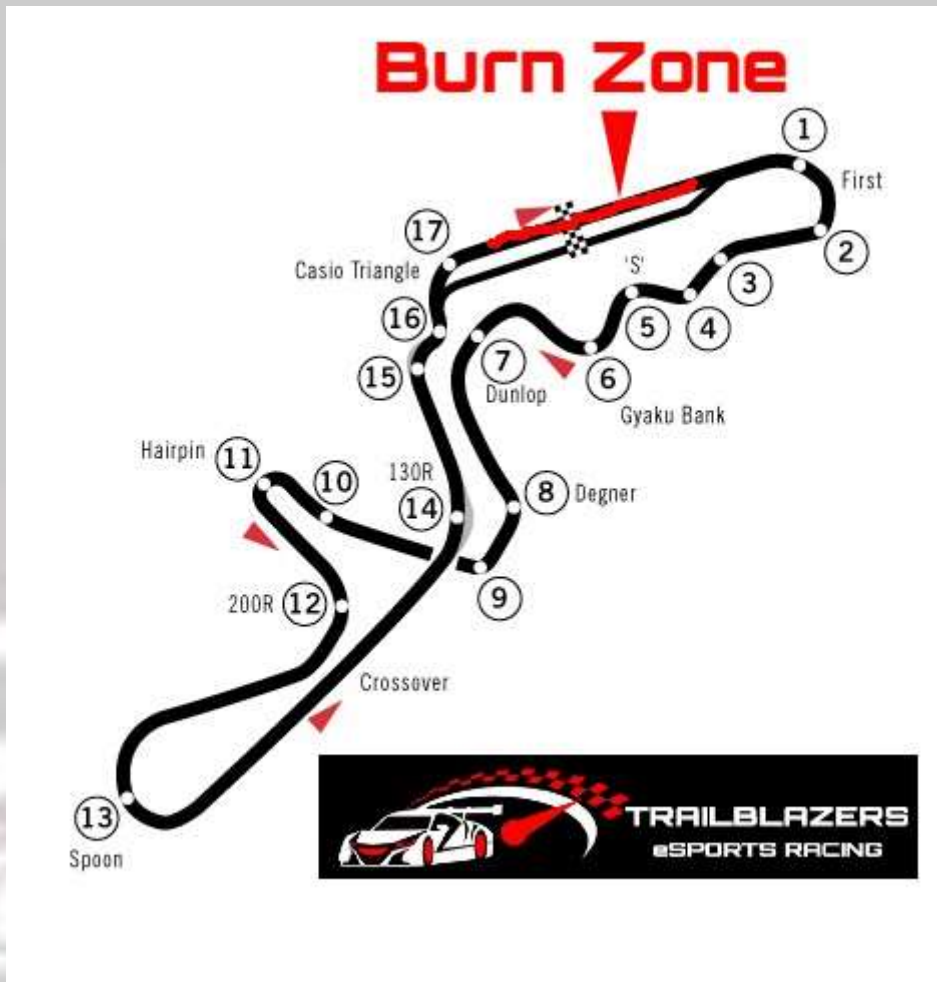




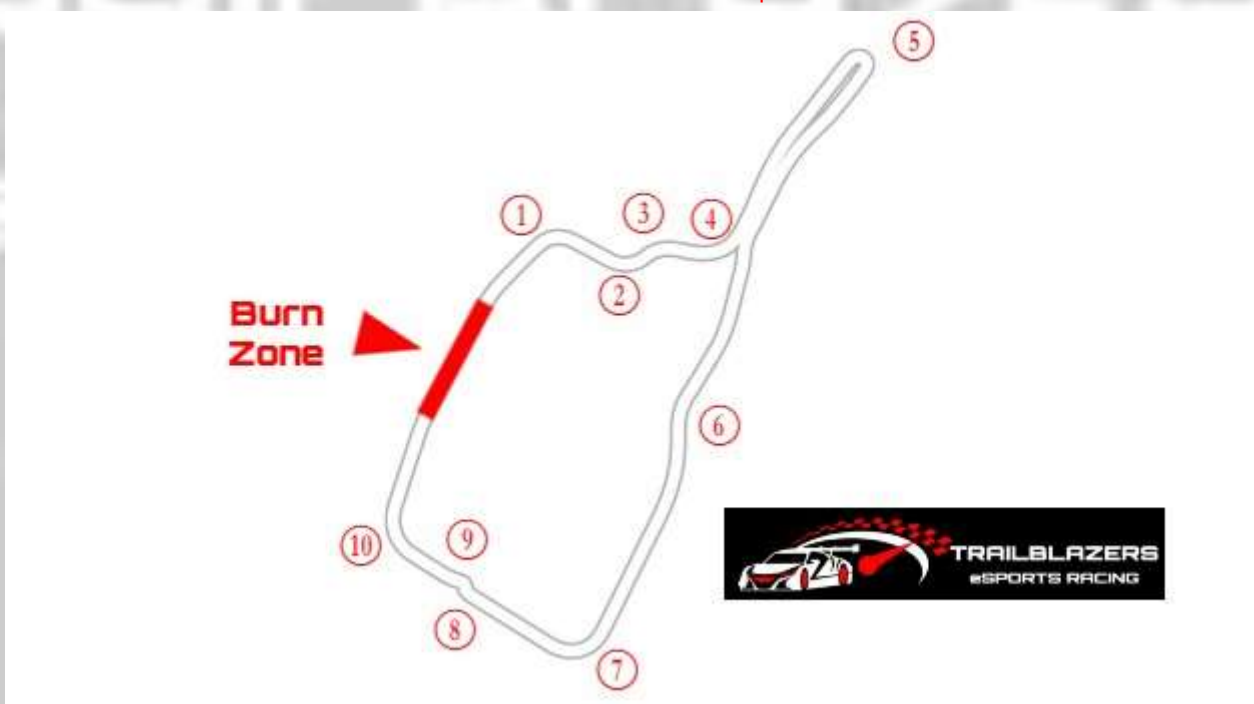
Spa Francorchamps



Suzuka



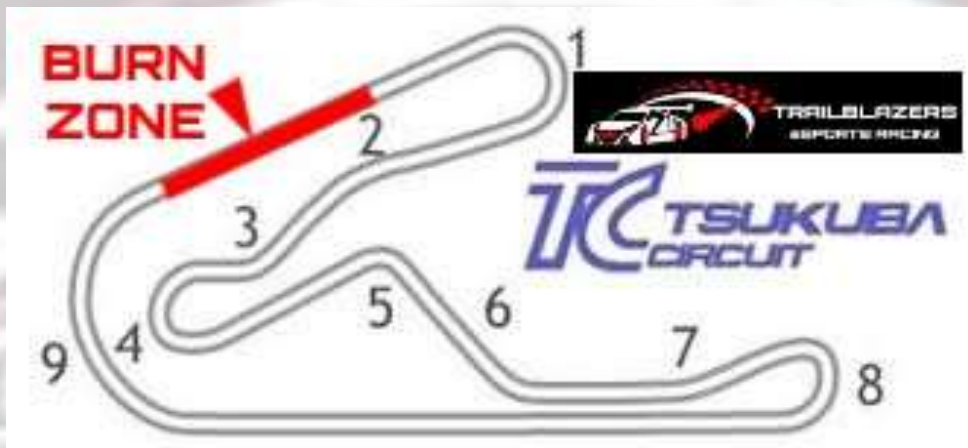
Tokyo South Outer Loop



South Inner Loop



Tsukuba



Willow Springs Big Willow



** All Missing Track Layouts and Maps will be provided Prior to a round at that venue on the Discord and added to this list at next update.

Appendix III

Lobby Hosting Responsibilities

In order to accommodate the numbers of entered racers in each category, Trailblazers eSports requires volunteers to be Host of various Lobbies throughout each season.

As a lobby host, your duties are

1. to ensure that the lobby is named correctly
2. **That all RSVP'd racers only are** in the lobby
3. Ensure that all racers are on your PSN friends list to access the Lobby as all our lobbies are run as friends only event to ensure no unwanted additions
4. Settings and overall conduct of the race event.

The lobby host has the sole authority to make decisions in relation to red Flag's, restarts and control of Breaches of the Code of Conduct. Their decision is Final.

Results

As the Lobby host you are required to take screen shots of the results and forward them to Trailblazers Admin either via PSN or in the dedicated results section in the discord. Preferably they being the final screen of the race showing all drivers that received penalties and the Results page found at the top of the lobby menus.

Replays

The lobby host is expected to share every race replay according to the format explained in Appendix IV

Appendix IV Replays

In order for Trailblazerssports to conduct its review of racing by our Stewards and Race Control Officials, it is imperative that replays of every race be shared and uploaded to the GT Sport Servers. This also forms a good advertising of our league for those browsing the replays in the discover feature on the game.

It is therefore asked that each driver please consider assisting this by sharing a replay of each race that they are a part of. This gives the Stewards and Race control officials a number of different replays to choose from that will sometimes give varying views of incidents due to known variations in screen capture and therefore a more thorough examination of incidents. This section gives the required methods of naming of these replays to ensure easy access to these replays by our volunteer officials.

Once shared you can delete it from your library and it will still be available to be viewed if space is an issue.

Tagging

It is imperative that all replays are tagged identically to ensure that they are easily found.

Firstly, all videos should be shared to everyone.

This is to avoid any officials not getting access as they may not be on your friends list.

Tag 1

trailblazers

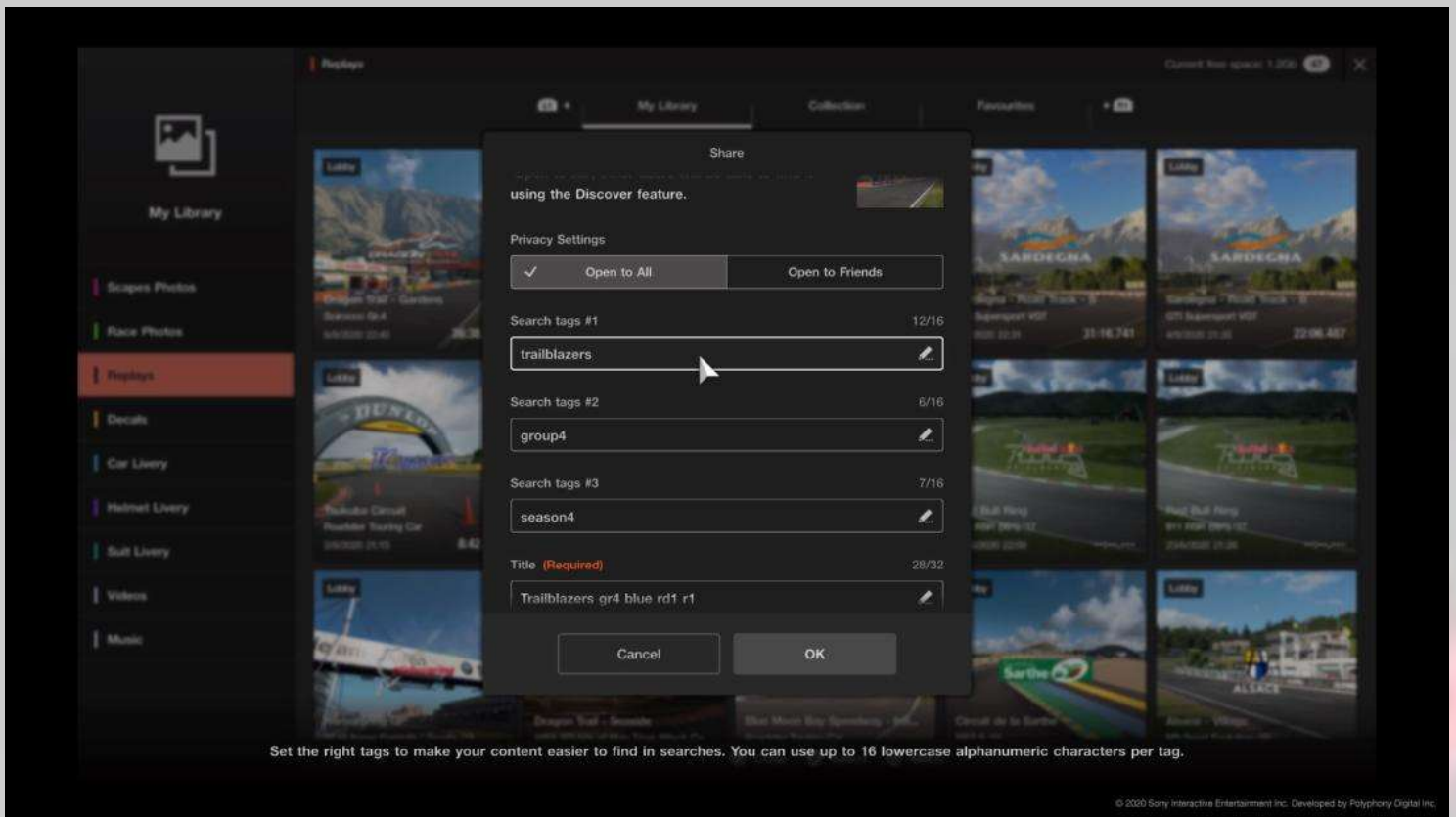
(First point to look for it under the discover feature)

Tag 2

Series i.e group 3, group 4 etc.

Tag 3

Season.....



Set the right tags to make your content easier to find in searches. You can use up to 16 lowercase alphanumeric characters per tag.

© 2020 Sony Interactive Entertainment Inc. Developed by Polyphony Digital Inc.

Replay NAME
THIS IS ESSENTIAL

Format as

Trailblazers “series name” “lobby colour” “round number” “race number”

Eg Trailblazers GR3 Blue RND 2 R1

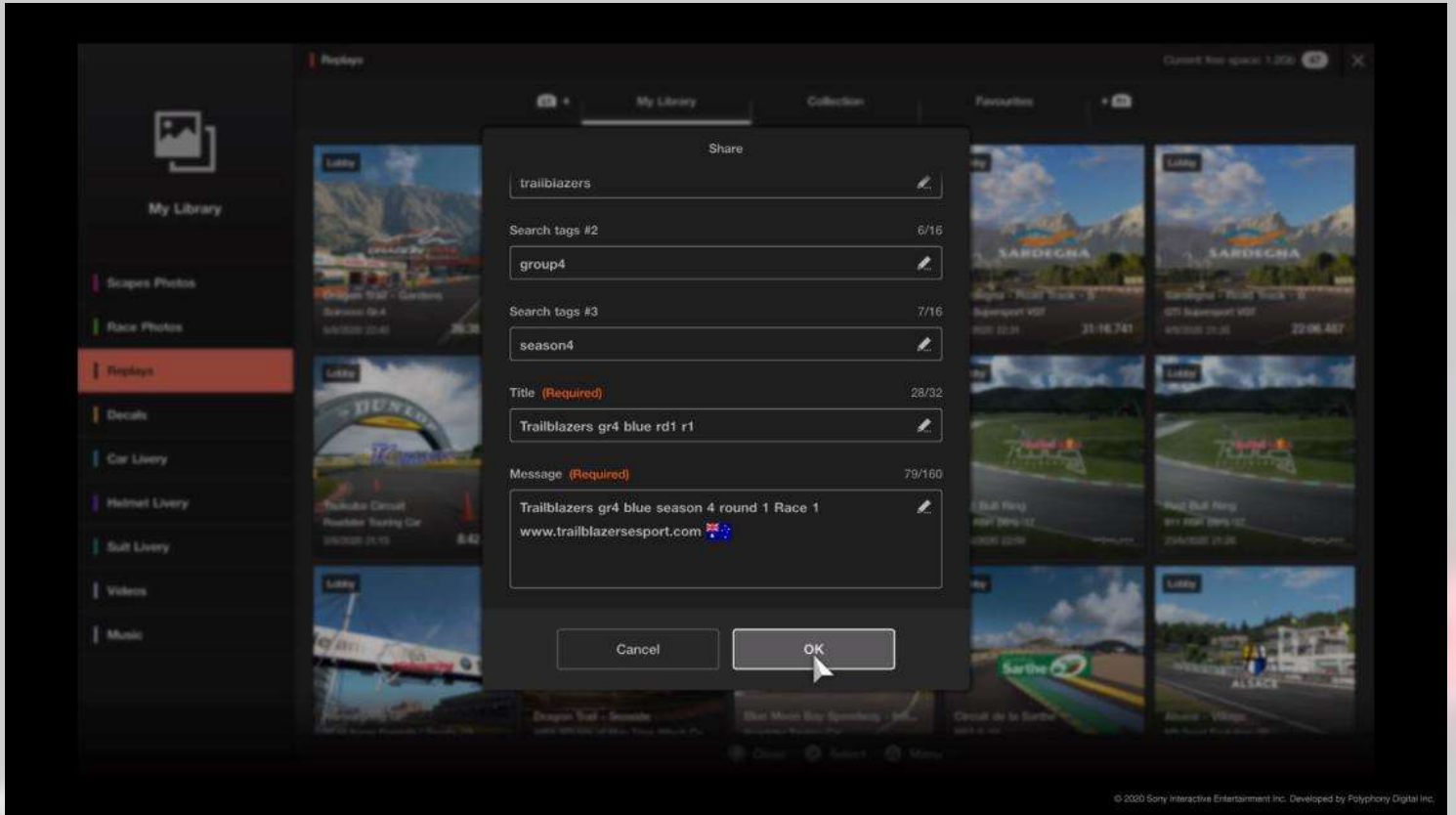
Message

In the message section please put the full description of the video for easy crosschecking.

As per above example

Trailblazers Group 3 Blue Round 2 Race 1

{optional to add web address as the example image below}



© 2020 Sony Interactive Entertainment Inc. Developed by Polyphony Digital Inc.

TRAILBLAZERS eSPORTS RACING



Sporting Code

Version 2021.02 **59**

Appendix V

Stewards and Race Control Duties

Stewards and Race Control are a vital part of Trailblazerssports. They are a volunteer position that provide a valuable assistance to the Administration and the overall running of all the Racing in the League. These positions ensure that all the rules and regulations mentioned in this Code are adhered too by every member of the league and is why this league has become one of, if not the cleanest leagues available. As it is voluntary, it is asked that everyone in the league consider making themselves available to assist in these important roles.

Stewards.

The role of a Steward is to review any reported incident that is presented following each round of competition. They form a panel that is to review only the reported incidents in isolation of any other on track incidents and review using logic and fact-based decisions based on the rules and regulations contained in the Code with an overall Best Driving Practice point of view. It is to be reviewed as driver A vs driver B regardless of who the actual drivers are. Personal opinions of drivers involved are irrelevant.

They meet on Monday evenings in a closed chat to review and discuss their findings. All findings are based on a majority decision basis.

Stewards have their own discussion chat in the discord to convey any questions on rulings between themselves and are able to seek advice on interpretation of rules and other related matters.

If you are able to assist by taking a small amount of your time to join the panel then please advise Admin so you can be added to the Stewards panel.

Race Control

Without a doubt the hardest working members of this community outside Admin. Again, they are the leagues biggest supporters and volunteers and we would clearly not be able to run without them.

Their role is simple, but time consuming and the more volunteers we have, the easier it is on them to get it done each week for everyone.

Race control watches the replays of the races each week, looking primarily for pit lane infringements, incorrect penalty burns procedure and the correct mandatory tyre usage. They have also the authority to report any incident to the Stewards they happen to see in this process they deem to be a breach of the rules.

They also have a dedicated chat room on the discord to allocate races to each individual official to spread the workload and to advise when races have been completed each week. They also can seek advice from Administration in regards to rulings.

All reporting is done directly through the Trailblazerssports reporting system and results published in the respective results sections of the discord.

As it was said before, without these positions being filled each season we have no racing. Please make yourself available if you are able too.