

PORSCHE

**TAG HEUER
ESPORTS SUPERCUP
CONTENDER SERIES**

MAIN PARTNER



**2023 SEASON
OFFICIAL RULES**

Introduction

The Porsche TAG Heuer Esports Supercup Contender Series is a standalone series designed for iRacing members who have qualified through the Porsche TAG Heuer Esports Supercup Qualifying Series, have finished the previous year's Porsche TAG Heuer Esports Supercup in eligible positions or are otherwise eligible. As it serves as the sole qualifying method for the Porsche TAG Heuer Esports Supercup. All drivers are held to the highest standards, both on- and off-track and drivers are expected to represent the series, its partners, and sponsors in a positive fashion. The Porsche 911 GT3 Cup (992) will be used. The graphic below illustrates the series structure.



2.1 ROLES AND PERSONNEL

Director of Competition: race.director@iracing.com

Director of Marketing and Communications: kevin.bobbitt@iracing.com

Broadcast Director: cisco.scaramuzza@iracing.com

2.2 CHAMPIONSHIP DETAILS

2.2.1 RULES OF COMMUNICATION

Official sporting communication will be done solely via email between the drivers and the director of competition, chief steward or stewards appointed. For easier casual communication and quick contact to race officials, media / press representatives and each other, each driver is **mandated** to join the official series discord. Drivers will be contacted with an invite link upon qualifying for the series. Should drivers wish to add team personnel such as a team manager or media representative they may contact one of the series staff members on discord to request an additional invite.

2.2.2 ADMISSION TO THE CONTENDER SERIES

A series entry can be made in the following ways:

- Competing successfully in the Porsche TAG Heuer Esports Supercup Qualifying Series 2023, by finishing in the top 15 of highest points scoring drivers at the end of the season after finalization of the results.
- Finishing 15th through 30th in the Porsche TAG Heuer Esports Supercup 2023.
- Gaining entry through one of 5 Porsche market slots

The grid is set to a single split of a maximum of 35 cars for each round of the season.

2.2.2.1 CONFIRMATION OF ENTRY

All drivers must confirm their participation. Confirmation emails will be sent out with a deadline after the Qualifying Series has ended. All drivers must reply to this email by the deadline to confirm your entry into the series.

2.2.2.2 LATE ENTRY / OPEN SPOTS

Should any competitor choose to not compete, is ineligible, or miss the sign-up deadline, the next best points-scoring driver from the Qualifying Series will move up. In that case this driver will be contacted immediately to confirm his series participation. In case of open slots during the season the next best points-scoring driver from the Qualifying Series may be considered for participation. In that case this driver will be contacted immediately to confirm his series participation.

2.2.2.3 VOLUNTARY OPT-OUT

Drivers can voluntarily opt out of the series at any time. In that case their entry is dropped from the series and the points earned up to that point will remain. Re-Entry to the series will not be admitted.

An opt-out must be submitted in writing to the director or competition.

2.2.2.4 SUBSTITUTE DRIVERS

Substitute drivers are not permitted.

2.2.2.5 PORSCHE MARKET ENTRIES

The series administration reserves the right to allocate up to five (5) slots to Porsche market entries at their full discretion. Porsche market entries are considered regular season entries and must follow the regulatory steps to confirm their participation

2.2.3 COMPETITION LICENSE

The series participants will be awarded a "Pro" license. All series participants must be above Class A / 1.00 by 11 September 2023, 23:59 UTC to be automatically upgraded to a Pro license and must maintain this license to compete. Should a driver fall below a Pro/WC 1.0 safety rating, their Pro license is suspended, and series participation is prohibited. The driver in question can drive at the lower-class levels and regain their Pro licenses by achieving a Class A 4.0 or higher safety rating. Furthermore, a driver may also temporarily or permanently lose their license for incidents or other actions deemed detrimental to the series.

2.2.4 SERIES HOSTING

All championship races are being held in the iRacing league system. Invites will be sent out prior to the season. It is the driver's responsibility to accept these invites and familiarize themselves with the iRacing league system.

2.2.4.1 DROP ROUND

No drop rounds will be used.

2.2.5 DRIVERS BRIEFING

Prior to every round a drivers briefing will be sent out to the drivers via email. It contains vital information such as session and event details, connection details for audio / video services and therefore must be read and understood by every driver.

2.2.6 STARTING NUMBERS

All drivers may choose a starting number prior to the season following these rules:

- Number 1 will remain vacant
- Numbers 2-99 are free to be selected by series drivers. No leading zeroes (e.g. 04 instead of 4 is not allowed)

The starting number choices must be submitted as requested by email and will be assigned on a first-come-first-served basis. Should a number not be available, the nearest possible higher number will be assigned in order of qualification into the series. Any change to the starting number during the season must be approved by the director of competition.

2.2.7 GAINING ENTRY TO THE SUPERCUP

Gaining an entry to the Porsche TAG Heuer Esports Supercup can be done in two ways:

By competing successfully in the Porsche TAG Heuer Esports Supercup Contender series or by maintaining the license from the Porsche TAG Heuer Esports Supercup.

- The 15 highest points-scoring drivers after results finalization from the Porsche TAG Heuer Esports Supercup Contender Series 2023 will be admitted entry to the series.
- The 15 highest points-scoring drivers after results finalization from the Porsche TAG Heuer Esports Supercup 2023 will be admitted entry to the series.

Please consider the regulatory steps required to gain admission

2.3 SEASON SCHEDULE

The series features 6 rounds, starting on 23 September 2023 and finishing on 4 November 2023. This table shows the date, location, and duration (sprint / main) for each race. The in-game date is listed in cursive below the date and may differ from the actual race date. All races are held on Saturdays.

Week	Start Date	Track	Laps
1	Sept 23, 2023	Hockenheimring GP	9 Sprint / 18 Main
2	Sept 30, 2023	Weathertech Raceway Laguna Seca	11 Sprint / 22 Main
3	Oct 7, 2023	Redbull Ring - GP	10 Sprint / 20 Main
4	Oct 14, 2023	Road Atlanta	9 Sprint / 18 Main
5	Oct 28, 2023	Long Beach Street Circuit	13 Sprint / 26 Main
6	Nov 4, 2023	Nurburgring Grand-Prix-Strecke - BES/WEC	7 Sprint / 14 Main
		18:45 GMT	

2.3.1 SESSION SETTINGS

2.3.1.1 WEATHER PARAMETERS

The weather is based on a weather forecast and will be using dynamic skies / ongoing weather progression. The sun acceleration multiplier is set to 1x.

2.3.1.2 TIME PARAMETERS

In-Game session start time for the free practice session will be set at 11:45 in-game. Each session afterwards follows accordingly in real-time progression with the next session rounded up to the nearest 5-minutes in-game time.

2.3.1.3 TRACK PARAMETERS

The track state will be set to generate for the start of the free practice session and carries over from each session. Marbles will be cleared between each session.

2.4 EVENT FORMAT

An event will consist of (in order) 1 free practice, 1 qualifying, 1 sprint race, 1 warm-up and 1 main race. They will all be held in a single session, starting with the free practice, and ending with the main race. A standing start will be used for all race sessions.

2.4.1 FREE PRACTICE

The free practice session is an open session set at a duration of 18 minutes. It allows drivers to enter the event and gain familiarity with the track conditions.

2.4.2 QUALIFYING

The qualifying session will be utilizing the lone-qualifying format. The duration is set at a maximum of 1 lap in a duration of 8 minutes. Drivers are required to set valid lap times in order to be scored. They may enter or leave the garage at any time during the qualifying session. The qualifying scrutiny will be set to strict.

2.4.3 SPRINT RACE

The sprint race will start in order of the qualifying finish with the quickest driver on pole-position and the slowest driver at the back. Drivers having not scored a time will be filling the grid at the back in order of their iRating.

The sprint race will last approx. 40km depending on the track. The duration will be set to a whole number of laps. Points will be awarded in finishing order (after penalties).

2.4.4 WARMUP

Between the sprint- and the main race, a 5-minute open warmup session will take place to allow drivers to accommodate for different conditions during the main race and allow them a chance to rejoin the session should any problems occur.

2.4.5 MAIN RACE

The main race starting grid will be made up of the Top 8 drivers from the sprint race in inverted finishing order, followed by the rest of the field in order of finish. This leads to the 8th placed finisher from the sprint race taking pole position in the main race, the 7th placed finisher taking 2nd, etc. The winner of the sprint race will start on 8th place accordingly. All positions from 9th will be resumed, so that the 9th positioned finisher from the sprint race will also start the main race in 9th position, etc. Drivers not having finished the sprint race are allowed to start the main race at the back of the field in order.

The main race will last approx. 80km depending on the track. The duration will be set to a whole number of laps. Points will be awarded in finishing order (after penalties).

2.5 EVENT TIMETABLE

The following table shows the rundown for series race days. All races are held on Saturdays.

The session launch time (and thus start of Free Practice) is fixed at 18:45.00. The session start-, and end times following Free Practice may vary slightly depending on the track. The event is typically concluded at 20:25.00.

Start	End	Session
18:45:00	19:03:00	Free Practice (18 Minutes)
19:03:00	19:11:00	Qualifying (1 Lap, 8 Minutes)
19:13:15	19:28:15	Sprint Race (~15 Minutes)
19:30:00	19:35:00	Warmup (5 Minutes)
19:36:15	20:06:15	Main Race (~30 Minutes)
20:10:00	20:25:00	Post-Race Interviews / Event Recap (~15 Minutes)
20:25:00		End of Event

2.6 POINTS SYSTEM

Points are available in the qualifying session, sprint race, and main race. They will be awarded after penalties. The maximum points a driver can score is 85 points. The minimum points a driver can regularly achieve is 0 points. Drivers may be scored negative points (<0) in the season standings due to penalties.

2.6.1 QUALIFYING

Points will be awarded to the five highest finishing drivers from the qualifying session (after the results have been finalized) in the following distribution:

Pos.	1st	2nd	3rd	4th	5th
Pts.	10	8	6	4	2

2.6.2 SPRINT RACE

Points will be awarded to the 20 highest finishing drivers in the sprint race (after the results have been finalized) in the following distribution:

Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Pts.	25	22	20	18	16	15	14	13	12	11	10	9	8	7	6	5	4	3

Pos.	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Pts.	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

2.6.3 MAIN RACE

Points will be awarded to the 25 highest finishing drivers in the main race (after the results have been finalized) in the following distribution:

Pos.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Pts.	50	45	40	37	34	31	28	26	24	22	20	18	16	14	12	10	9	

Pos.	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
Pts.	7	6	5	4	3	2	1	-	-	-	-	-	-	-	-	-	

2.6.4 TIE BREAKER

Should there be a tie in points, the following tie breaker rules apply for the season standings:

- 1) Wins in main race: The driver who has the most main race wins will be awarded the position.
- 2) Top 5 finishes in main race: The driver with the most main race top 5 finishes will be awarded the position.
- 3) Average finish in main race: The driver with the better finishing average will be awarded the position.
- 4) Least Incidents in main race over the course of the full season: The driver with the least number of incidents will be awarded the position.
- 5) Laps Led in main race over the course of the full season: The driver with the most laps led will be awarded the position.

2.7 DRIVER MEDIA REGULATIONS

Races and media activities during the season will be enhanced by featuring drivers from a more personal point of view through video streams and audio feeds.

All drivers must ensure a stable connection throughout the entire event for especially their in-game connection as well as the audio feed / video stream connection. The audio feed / video stream may not at any time impair the in-game connection performance. Drivers who suffer from connection issues or are already aware of any issues before the respective events must reach out to the director of competition to resolve said issues immediately.

Unavailability or insufficient availability of the audio feed / video stream or any kind of connection issues in either the in-game or the audio feed / video stream connection may lead to a penalty up to the disqualification from the event or series. Sufficient availability is defined at the sole discretion of the series organization.

Drivers must ensure availability for interviews by the official broadcast crew, commentators, directors, or other series personnel.

Drivers may request to stream their own point-of-view by consulting the broadcast director. They must make sure that the official broadcast requirements are met first. Official series broadcast elements and regulations take priority in any case.

Requests must be made in writing to the broadcast director.

In any case of a point-of-view stream the streamer must provide a report of viewership and detailed statistics of their broadcast.

Details on how to join the video call and audio feed will be shared with the drivers prior to each race in the drivers briefing.

2.7.1 VIDEO REGULATIONS

All drivers are **required** to be connected to a specified video streaming conference call (e.g. "Zoom"). Drivers are mandated to join at 17:00 for a connection test each round. They must be available for the entire event from 18:00 until 21:00 or until the show has finished and no more media enquiries are made. While no regulations are in place for the specific video hardware used, drivers must be utilizing either their PC, a mobile device or other streaming device / camera setup of their choosing offering at least HD quality.

During all sessions, starting with the free practice and leading up to the finish of the main race, at least the drivers face, hands and steering wheel must be clearly visible in one scene (not cropped, edited, or cut together from multiple sources). Should a driver be using a virtual reality headset, then they must contact the series administration ahead of their first event.

All participants will be muted in the video streaming call and may receive a request to unmute their microphone for interviews. You should always be prepared for an interview if you are in the top 3 of qualifying, sprint or main race. Please frame your video nicely, in landscape and make sure you are clearly visible.

2.7.2 AUDIO REGULATIONS

All drivers are required to be connected to an audio feed in a specified voice-over-IP software (e.g. "Discord"). Drivers are mandated to join at 17:00 for a connection test each round. They must be available for the entire event from 18:00 until 21:00 or until the show has finished and no more media enquiries are made. There are no specific regulations regarding the audio hardware that can be used but drivers must ensure the audio quality is at least on a HD level.

2.8 GENERAL STREAMING REGULATIONS

Any kind of broadcasts other than officially sanctioned or hosted by the series or their respective broadcast partner must be explicitly allowed in written form by the series administration and otherwise are not permitted.

Requests must be made in writing to the broadcast director.

In any case of a broadcast / stream the streamer must provide a report of viewership and detailed statistics of their broadcast. Furthermore a clear reference to the official series broadcast(s) must be given.

2.9 TEAM REGULATIONS

The importance of teams, especially on a professional level, is recognized as drivers collaborate in preparation for each race event and produce a more exciting and competitive show. No assignments from teams to drivers or vice versa will be made.

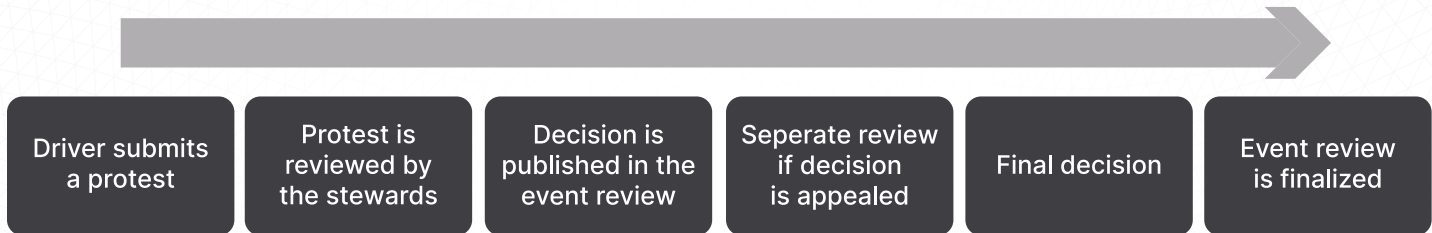
For the Porsche TAG Heuer Esports Supercup team entries will be limited to up to four (4) cars. A team is defined by its name, insignia, primary sponsorship(s), primary color(s), or a combination of these features. Solely a single team may carry these defining features or any closely related appearance-defining elements. Cars within a team may however feature different secondary sponsors or driver sponsors, as long as they remain a minor adjustment or addition to the livery and follow the aforementioned rules. Additionally a distinction between the drivers of a team must be made using the color-code distinction areas on the front, rear and the mirrors of the car.

It is up to the series administration to define on a case-by-case basis if sufficient distinction is made. The series administration reserves the right to determine what constitutes a primary sponsorship within the series, as well as reserving the right to approve or deny any requested team changes during the season at its own discretion. All decisions made by the series administration regarding livery and team approvals are final. Sponsors looking to be involved with more than four cars may contact the series administration to discuss further series sponsorship options.

Teams with >1 drivers must follow the driver distinction rules for liveries which are closer defined in Art. 2.12.1.

2.10 OFFICIATING PROCESS

The officiating will be done in a dedicated process and is not to be confused with the default iRacing protest system used in the Porsche TAG Heuer Esports Supercup Qualification Series.



Any driver participating in the race has the right to submit a protest for any incident or action during the event. The protest must be submitted in time using the protest sheet (see Art. 5.3). After the protest deadline has passed, all incidents submitted will be reviewed and judged upon by the stewards. Additionally, incidents or other actions may also be reviewed independently by the race director or stewards, even without an explicit protest.

Once all incidents have been reviewed, a full event review containing the respective rulings and penalties will be published. Subsequently, drivers penalized have the option to appeal the decision by responding and adding information from their point of view as well as providing material of their own, such as screenshots or replays. These appeals will be reviewed and ultimately the event review will be finalized.

2.10.1 PROTESTS

A protest must be made via email to the director of competition using the **protest sheet or is otherwise inadmissible**. It must contain a precise description of the incident and a sufficient replay snippet as well as at least the following information:

- Subject of the incident (such as the respective event, session, etc.)
- Lap / timecode or corner(s) / part(s) of the track if applicable
- Drivers involved
- Description from own point of view
- Replay of the incident in question (archived and attached to the email or otherwise uploaded), sufficiently cut to the front, and back showcasing the full incident and if applicable the run up to / run down from it

The protest will be checked for admissibility upon receipt and will be reviewed after the protest deadline has passed. Frivolous protests will be ignored. Should a driver file such protests, a warning or penalty may be considered.

2.10.1.1 PROTEST DEADLINE

The protest deadline is set to Saturday, 23:59, the day of the respective event. Protests not submitted in time are inadmissible.

2.10.2 EVENT REVIEW PUBLISHING DATE

The event review contains all protests and/or other incidents, their rulings and, if applicable, their penalties. The target publishing time for the event review is set to Monday, 23:59, two days after the event. The exact time may vary depending on the workload created by submitted protests.

2.10.3 APPEALS

If a party involved in an incident reviewed by the stewards find the decision to be **grossly erroneous, malformed, administratively or otherwise incorrect, or can provide new evidence** they may file an appeal. They are encouraged to also provide new information from their point of view as well as material of their own, such as screenshots or replays. An appeal can be made **once** per incident via email to the director of competition using the **protest sheet and must reference the respective incident or is otherwise inadmissible.**

The appeal will be checked for admissibility upon receipt and will be reviewed as soon as possible. Frivolous appeals will be ignored. Should a driver file such an appeal, a warning or penalty may be considered.

2.10.3.1 APPEAL DEADLINE

The appeal deadline is set to 24 hours after the publishing date of the event review. The exact publishing time and date is set in the event review and will be used as the reference for the appeals deadline. Should it not be set, the deadline is set to 24 hours after the event review has been transmitted to the drivers, referencing the timestamp of the E-Mail or other form of message sent. Appeals not submitted in time are inadmissible.

2.10.4 FINALIZATION OF THE EVENT REVIEW

After the appeal deadline has passed and all appeals have been reviewed, the event review will be finalized. Once the event review has been finalized no further appeals are possible. The target publishing time of the final event review is set to **Wednesday, 23:59, four days after the event.** The exact time may vary depending on the workload created by submitted protests and appeals.

2.11 PENALTIES

Should drivers be found at fault in the event review by stewards' decision or have otherwise infringed rules or breached conduct guidelines, penalties may be assigned. Penalties can reach from a warning to points penalties, event disqualification, qualifying- or race exclusion, up to the series exclusion depending on the severity of the incident. There may also be no penalty applied for an accident. Examples include incidents caused in majority by latency, influenced in majority by network connection, or incidents that could not have been avoided by either driver. These incidents may be deemed a racing incident and thus are not subject to a penalty above a potential warning to either or both drivers.

iRacing Stewards have sole ownership of determining what is or is not worthy of a penalty.

No penalties, other than automatically applied penalties by the simulation itself are assigned during the live event, thus incidents from qualifying sessions or intermediate sessions may have no immediate effect on the following (race) sessions. Incidents that are considered to have changed the course of the event in a large(r) amount, for example among the inverted grid positions, may result in an adapted penalty. Repeat offenders may also receive adapted penalties, should they have been warned or penalized for the same or a similar type of offence before.

2.11.1 WARNING

Assigned for negligible / very light incidents or on-/off track behavior that would not necessarily warrant a penalty. May also be assigned for incidents that are caused in majority by latency, influenced in majority by network connection, or incidents that could not have been avoided by either driver. Existing warnings may be considered in the application of penalties.

2.11.2 POINTS PENALTIES

Points Penalties may be assigned for any incident depending on incident severity. They will be applied by deducting the respective number of points from the drivers' season points total.

Points penalties can be assigned for any type of incident depending on infringement severity in the steps of 5, 10, 15 or 25 points penalties.

In case of a points penalty, the points of the driver(s) will be adjusted post-event. Points penalties cannot be dropped.

2.11.3 DISQUALIFICATION

Drivers may be disqualified for excessive infringements, actions detrimental to the series, repeatedly assigned severe penalties, as well as for intentionally causing an incident. A disqualification applies to all event sessions, therefore in case of a disqualification all points for the driver in question will be nulled for the respective event. The points awarded by the rest of the field will not be adjusted.

2.11.4 QUALIFYING EXCLUSION FOR FUTURE ROUND(S)

An exclusion from one or multiple qualifying sessions is a penalty that reaches beyond regular points penalties or addresses further detrimental behavior. It may be applied separately or in addition to other penalties. In case of a qualifying exclusion, the driver in question may not leave the pits during the qualifying session. Should the driver leave the pits during the qualifying session, he will be disqualified for the event in question. Further penalties up to the series exclusion may apply.

2.11.5 EVENT EXCLUSION FOR FUTURE ROUND(S)

An exclusion from one or multiple events may be applied for actions so detrimental that warrant the exclusion of a driver. In case of an event exclusion, the driver in question may not connect to the event session for the respective event at all. Should he attend any session during the event in question, further penalties up to the series exclusion may apply.

2.11.6 SERIES EXCLUSION

Drivers may be excluded from the series for (repeatedly) infringing behavioral guidelines or for detrimental actions on- or off-track. The exclusion from the series is permanent and will lead to the driver forfeiting their license as well as null all their points. The series exclusion may extend to future seasons and represents the ultimate penalty.

2.11.7 INCIDENT LIMIT

The incident limit for all races will be set at 17 incidents for both the sprint- and main race sessions. Upon reaching or when surpassing 17 incidents, the driver in question will receive an automatic drive-through penalty.

Upon reaching or when surpassing 25 incidents in the sprint- or main race, the driver in question will receive an automatic disqualification from the race in question

2.11.8 ADDITION DRIVER CONDUCT PENALTIES

All drivers are held to the highest standards, both on- and off-track and are expected to represent the series, its partners, and sponsors in a positive fashion.

Should a driver quit a session / event (for example by using ALT+F4 or prematurely quitting a race after incidents), or should a driver quit the audio / video conference calls prematurely, otherwise behave in an unprofessional manner or in a way that can be considered an infringement against the iRacing.com Sporting Code and thus infringe the spirit of the series, he may be penalized with one of the penalties mentioned above, up to the series exclusion.

2.11.9 DRIVER ATTENDANCE

Driver attendance for the season is presumed for all drivers.

Drivers may miss a maximum of 1 round of the Porsche TAG Heuer Esports Supercup Contender Series season. If a driver misses more than 1 round, he loses his eligibility to qualify for the attached Porsche TAG Heuer Supercup season. iRacing and/or Porsche reserve the right to waive this rule.

If a driver is unable to attend the series or is unable to attend in the required number of races, he may voluntarily forfeit his license **prior** to admission date (according to Art. 2.2.2.1). In this case, no penalty (as described above) is assigned.

2.12 LIVERY REGULATIONS

All drivers are encouraged to use custom liveries representing their teams, sponsors, and partners in compliance with the iRacing rules. The base vehicle template is available for download through the iRacing Paint Shop.

For this series specifically, mandatory livery additions are made. They are provided as separate files or layers and may include different options (e.g. light / dark) to ensure readability of all features. These files or layers may not be altered in any way (size, position, coloring, etc.) and must remain on the top layer of the livery. Furthermore the areas defined as restricted areas may not be used by the participants and are reserved exclusively for use by the series organization. All mandatory features and restricted areas are closer described in Art. 5.2.

Driver helmets and / or suits may be painted to drivers liking in compliance with the iRacing Rules. All liveries are subject to iRacing's approval and can be rejected for any reason.

The vehicle liveries may not contain any graphics, logos, brands, or other images conflicting with the series sponsors, especially TAG Heuer, Michelin, or Mobil 1.

This includes logos, signets, and other forms of representation from conflicting series, including own Porsche-branded series, also including other Porsche one-make cups. All related branding must be coordinated and explicitly allowed by iRacing and/or Porsche directly and is otherwise forbidden.

The driver - respectively the team - submitting a livery must reserve all rights.

2.12.1 COLOR DIFFERENTIATION / DRIVER DISTINCTION AREAS

To distinguish drivers in a team of size >1 there are distinction areas available on the vehicle that must be used. The following areas are defined as driver distinction areas:

- Mirrors L/R
- Front bumper area surrounding the central air intake
- Rear bumper area above and surrounding the exhaust and diffuser

These areas must be painted via a unicolor / monochrome fill and must obey the following rules:

- If unicolor: > 50% brightness and 50% saturation
- If monochrome: > 50% brightness with 0% saturation

Drivers in a team must be using colors that allow for sufficient distinction. For example red, yellow, green, and blue for a team of four drivers. It is up to the series administration to define on a case-by-case basis if sufficient distinction is made.

2.12.2 ADDITIONAL LIVERY REGULATIONS

Should it be necessary to further distinguish select drivers, adaptations to the series template may be made, especially in regard to colors. These changes will be applied to the base livery submitted by the participants and **do not require any additional input from the drivers or teams.**

2.12.3 MEDIA / LIVERY SUBMISSION

Base liveries, suit, helmet designs, additional livery information, driver and team media must be submitted via a form to the broadcast director. **The link to the form submission can be found on Discord.**

For the first round of the season the submission deadline is set to **Sunday, 17 September 2023, 23:59 UTC.**

The rolling livery submission deadline for round 2 onward is set to Sunday before each race, 23:59 UTC. For example, the deadline for round 2 is set to **Sunday, 24 September 2023, 23:59 UTC.**