



RULEBOOK
Tuning World Bodensee Community Cup 2025
powered by BBS
VERSION 1.1.0



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A. GENERAL INFORMATION

1.0 Introduction

INTRODUCTION

The RaceRoom Team is hosting the Tuning World Bodensee Community Cup 2025 powered by BBS. The Community Cup is an on-site event which takes place on Saturday, May 3rd 2025 from 12:30 to 16:30 CEST at the Tuning World Bodensee Fair in Friedrichshafen, Germany. You can view the full timetable on page 7.

The qualifiers for this event takes place in the form of participation on one of two Competition Leaderboards (<https://game.raceroom.com/competitions>) and the top 10 (confirmed) drivers of each leaderboard are invited to the on-site event. The leaderboards are open until Tuesday, April 29, 08:00 CEST.

The 10 drivers participate in 2 races on Saturday May 3 on high-end simulators with Ascher Direct Drive wheels and Heusinkveld pedals for various prizes. The event will be recorded and published on YouTube after the event has finished.

2.0 Glossary

- Driver: Person that drives in the competition.
- Race Server: In-game room drivers join to participate in an event.
- Staff: Person(s) organising the leagues for RaceRoom.
- Text Chatting: Use of the in-game chat function which drivers can use to send text messages to other competitors and/or Staff.
- Voice Chatting: Speech between two or more persons, usually via Discord, but refers to contact through any other software.

3.0 Staff List

3.1 Staff

The team behind RaceRoom is part of the Staff and can be contacted via email at esports@raceroom.com.

3.2 Other Staff

The “RaceRoom” and “Sector3” accounts on the forum forum.kw-studios.com also count as Staff.

The users with the role “Admin”, “Developer” and “RaceRoom” on the Official Discord server (<https://discord.gg/RaceRoom>) also count as Staff.



The Staff can only be contacted via email at esports@raceroom.com while the leaderboards are open, not through the forum or the Official Discord server.

4.0 General rules

4.1 Reading and understanding the rules

Every driver participating in any event of the Tuning World Bodensee Community Cup 2025 agrees to the rules by entering the event and agrees to obey to the rules. If you have questions about certain rules, ask the Staff via email at esports@raceroom.com.

4.2 General Behaviour

Every driver participating in the Tuning World Bodensee Community Cup 2025 must always show good behaviour. Any discriminatory or offending actions, words, posts or contents are forbidden and can lead to permanent exclusion from the events.

4.3 Cheating and usage of external software

It is not allowed to use external programs or data that alter the functions of the simulation to gain a competitive advantage. Drivers caught cheating in any part of the competition will be excluded from all parts of the Competition. If you are unsure about a program, you should ask the Staff before using it.

In case no usage of software can be proven directly in the files but if due to video evidence it is still obvious that the driving behaviour of the car cannot be explained with normal game functions, a ban based on video evidence is also possible.

For clarification, programs that are allowed:

- CrewChief
- Wheel/pedal drivers/software (Logitech Profiler/LGS/Ghub, Thrustmaster Control Panel etc)
- Stream Deck, Button boxes
- Dashboard apps, both internal (web hud) and external
- Setup and telemetry tools, such as Motec or Second Monitor

4.4 Accounts

You must enter your real name in your RaceRoom in-game account in order to participate. Using fake names, aliases or names with clan tags is not allowed.

4.5 Staff Decisions

The decisions made by the RaceRoom Staff are binding. If a situation is not covered by the rules, the RaceRoom Staff will have the final decision on it. Any statements made by the RaceRoom Staff on the Forums, at Events, in Text Chatting or in Voice Chatting, that are specified as rules, also count as rules and are considered to be accepted by all drivers.

4.6 General Competition Rules

Every driver participating in the Competition agrees to the rules and agrees to obey to the rules as written in the General Competition Rules:



<https://www.raceroom.com/wp-content/uploads/2022/05/RaceRoom-General-Competition-Rules-v1.02.pdf>.

5.0 Organisation

The competition is organised by:

RaceRoom Entertainment GmbH
Aspachweg 14
74427 Fichtenberg
Germany

For questions regarding the sporting regulations:
esports@raceroom.com

6.0 Declaration of Consent

The drivers agree that their names will appear in live streams and press releases handled by all partners of the Tuning World Bodensee Community Cup 2025.

The drivers agree that RaceRoom can make and broadcast photographs and video recordings (e.g. internet stream), on which drivers are identifiable, as well as statements, interviews and similar, captured on audio and video. RaceRoom is entitled to use these recordings.

7.0 Data Privacy

All personal data is collected and processed in accordance with the statutory provisions governing data protection in Germany. Only the personal data that is required to handle the competition, communication and prize is collected and forwarded onto partners of RaceRoom. All employees and partners of RaceRoom are obliged by RaceRoom to maintain data secrecy. Data is only transferred to state agencies or authorities within the framework of legal regulations. The drivers agree to this. The data is deleted after the Event has ended.

8.0 Premature Termination of the Competition

RaceRoom has the right to terminate or cancel the online qualifier at its discretion at any time. No claims can be derived from any premature termination.

RaceRoom has the right to exclude one or more participants from taking part in the event in the event of manipulation or attempted or suspected manipulation.

9.0 Changes

RaceRoom explicitly reserves the right to amend or modify the Rulebook and conditions at any time, with effect for the future. The version number of the Rulebook is specified in the header.



10.0 Legal disclaimer

There is no legal recourse. The law of the Federal Republic of Germany applies exclusively and the jurisdiction of RaceRoom applies in the event of a dispute. If any of the above mentioned provisions in these conditions of entry should be ineffective or contain a loophole, the other provisions shall remain unaffected by this. Ineffective or incomplete provisions shall be maintained with effective content which comes as close as possible to reflecting the sense of the ineffective content.

By participating, the driver automatically accepts the conditions of entry.

B. PARTICIPATION & REGULATIONS

11.0 Entry criteria

RaceRoom Staff have the right to deny any entries without giving reasons.

The RaceRoom Staff also has the right to invite additional drivers to enter the race.

You must use the email address with which you confirmed for official email correspondence.

11.1 Entry fees

There are no entry fees. Participation in the leaderboard competitions is free.

The confirmed participants for the two events will each receive one ticket to enter the Tuning World Bodensee fair on May 3. There is no reimbursement for traveling fees.

The Tuning World Bodensee Endurance Community Cup 2025 powered by BBS takes place at the Friedrichshafen Messe. For more information about the fair and to order additional tickets, visit <https://www.tuningworldbodensee.com/tickets-info/opening-hours-prices>

Once at the fair, participation in the Tuning World Bodensee Community Cup 2025 on site event is free.

11.2 Entry process

First, participate on the leaderboard and set your fastest lap time. If you're able to participate on-site, confirm your availability by filling in the form (). On the morning of Tuesday, April 29 the top 30 of each competition leaderboard will receive one final reminder to confirm their availability until the form closes on Tuesday, April 29 at 16:00 CEST.

The confirmed participants will be added to a group chat on Discord (<https://discord.gg/RaceRoom>) in order to stay in touch with organizers and participants. Due to the nature of the event and possibility of winning prizes, participants must be 16 years or older.



12.0 Cars and liveries

We use the Porsche 934 (Group 4) and the Porsche 992 (GT3).

13.0 Qualifying/Registration

13.1 Format

The leaderboard is open until Tuesday, April 29, 07:59 CEST.

13.2 Leaderboard rules

Difficulty	Free choice (TC/ABS optional)
Automatic Clutch	Allowed
Automatic Gears	Allowed
Tyre Wear	Off
Fuel Usage	Off
Damage	Off
Cut Rules	Enabled, invalidates the lap
Game Time	Noon
Fixed Setup	Yes

14.0 On-site races

14.1 Invitations for the on-site races

All participants on either of the leaderboards can fill out the form (<https://forms.office.com/e/cvH1unaLNC>) to confirm they can participate at the on-site final in Friedrichshafen on Saturday, May 3.

On Tuesday, April 29 the leaderboards close in the morning at 08:00 CEST and the confirmation form closes at 16:00 CEST. The confirmed participants that filled in the form, based on their finishing order in each leaderboard, will be added to a Discord channel (<https://discord.gg/RaceRoom>)

14.2 Calendar and timetable

14.2.1 Race Calendar

The Community Cup takes place on Saturday May 3.
Event 1 (Porsche 934 @ Hockenheimring Classic) will start at 12:30 until 14:15.
Event 2 (Porsche 992 GT3 @ Hockenheimring) will start at 14:30 until 16:15

14.2.2 Race Day Timetable

09:00	12:00	Open leaderboards for guests
12:00	12:30	Break
12:30	13:00	Event 1 (Porsche 934 @ Hock Classic) - Driver briefing & practice

13:00	13:10	Qualification (8 minutes)
13:10	13:30	Race (20 minutes)
13:30	13:35	Practice
13:35	13:45	Qualification (8 minutes)
13:45	14:05	Race (20 minutes)
14:05	14:15	Post race interviews & podium picture
14:15	14:30	Break
14:30	15:00	Event 2 (Porsche 992 GT3 @ Hock) - Driver briefing & practice
15:00	15:10	Qualification (8 minutes)
15:10	15:30	Race (20 minutes)
15:30	15:35	Practice
15:35	15:45	Qualification (8 minutes)
15:45	16:05	Race (20 minutes)
16:05	16:15	Post race interviews & podium picture
16:15	16:30	Break
16:30	18:00	Open leaderboards for guests

14.3 Race settings

Difficulty	Get Real
Automatic Clutch	Allowed
Automatic Gears	Allowed
Tyre Wear	Normal
Fuel Usage	Normal
Damage	On
Flag Rules	Visual Only
Cut Rules	In-Game Cut Detection (slowdown)
Mandatory Pits	No
Game Time	Noon
Qualification	8 minutes
Formation Lap	No
Type of Start	Standing

Practice Duration	10-15 minutes
Race Duration	20 minutes
Fixed Setup	Yes - you can only change TC and Brake Bias



14.3.1 Important information

14.3.1.1 Server crashes and restarts

Once a race is started, it will not be restarted, regardless of incidents. If there is a technical issue the on-site staff will make a decision about a potential session restart.

If less than 50% of the original race distance is completed when the server crash occurs, no points are being awarded.

If between 50% and 75% of the original race distance is completed when the server crash occurs, half points are being awarded.

If more than 75% of the original race distance is completed when the server crash occurs, full points are being awarded.

14.4 Video

The TWB Community Cup 2025 will be recorded and published on RaceRoom’s YouTube

- <https://www.youtube.com/c/RaceRoomRacing>

14.5 Points table

Participants will receive points based on their finishing position. A DNF scores zero points.

Race 1	
Position 1	24
Position 2	20
Position 3	17
Position 4	15
Position 5	13
Position 6	11
Position 7	9
Position 8	7
Position 9	5
Position 10	3

Race 2	
Position 1	24
Position 2	20
Position 3	17
Position 4	15
Position 5	13
Position 6	11
Position 7	9
Position 8	7
Position 9	5
Position 10	3

15.0 Prizes

Every participant at the on-site finale will receive Merchandise from BBS and KW. The winner of each event will win BBS rims worth EUR 2000,-. It's not possible for one participant to win both events.

The top 50 of each online leaderboard competition will receive the car and special livery.

16.0 Incidents and Penalties

16.1 Etiquette

The etiquette follows the rules from the RaceRoom General Competition Rules in sections 11, 12 and 13 and can be read here:

<https://www.raceroom.com/wp-content/uploads/2022/05/RaceRoom-General-Competition-Rules-v1.02.pdf>

16.2 Flag rules

The flag rules follow the rules from the RaceRoom General Competition Rules in section 14.

16.3 Reporting Incidents

Incidents can not be reported, but obvious malicious driving can still be penalised.

16.4 Penalties

16.4.1 Introduction to penalties and special definition

In this competition, you can receive time penalties.

In addition, you can receive strikes for unfair driving.

Foreword

The following rulebook is to be enforced on steward's discretion. We know that every incident is unique and as a result cannot be necessarily categorised. The following is not a complete set of infractions and is open to being amended if the situation calls for an update. Based on our experience the past years, we will be closely looking into "Unsafe rejoins", "Moving under braking" and "Contact to pass".

16.4.2 Definition of Incidents

"Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the stewards by other drivers which includes (but is not limited to):

- Causing a collision which disadvantages competitors.
- Forcing a driver off the track.
- Illegitimately preventing a legitimate overtaking manoeuvre by another driver.
- Illegitimately impeding another driver during overtaking.
- Dangerous driving.
- Using in-game text chat during qualifying or race sessions.

- Lack of respect, foul language or bad attitude towards other drivers, Staff, or the spectators.
- Violations of track boundaries.
- Unsafe track entry.

Unsafe rejoin

An unsafe rejoin is defined as any return to the racing surface or racing line in an unsafe manner causing contact or further incidents with other drivers.

Dangerous rejoins may be subject to additional strikes

For example, but not limited to “T-boning”, “side-swiping” or “blocking the racing line with no momentum”. The onus is on the rejoining driver to make a safe re-entry to the racing surface without affecting the oncoming traffic.

Joining or rejoining in or from pit lane exit

The drivers can cross the white line whilst entering the pitlanes. They must make sure that there is no contact made with other drivers or others are affected.

When rejoining the track, they are not allowed to cross the white line. They can touch the white line with one tyre but no tyre should fully move over the line. An early Re-Entry to the racing surface will be penalised, any additional incidents caused by crossing the white line early will be considered a dangerous re-join.

Moving under Braking

Moving under braking is defined as the act of changing direction in a braking zone as a reaction to another driver pulling alongside or as an attempt to block a committed passing manoeuvre. The defending driver has to offer racing room and not make any reactive changes of direction. However proactive moves are allowed i.e. closing the door before the attacking drivers commits to going for the gap, not after. Braking on a diagonal trajectory is acceptable if contact isn't made or if it is not a reactive move. In some cases, diagonal or curved braking zones are the racing line; these are special cases and will be looked at as such.

Contact boosting

Contact boosting is the act of using collision models to affect the momentum of yourself or other drivers. For example, leaning into another car on a straight in an attempt to either gain momentum or halt the momentum of another driver in order to get a run or cancel their run out. However, these situations are not limited to straights, pushing another driver into the braking zone to force them to overshoot the corner also may be considered as contact boosting.

Contact to pass

Contact to pass is a very broad term that covers many different situations, for example where the attacking driver hits the back/ side of another driver forcing them wide and resulting in a direct undefendable pass.

Forcing off track

Forcing off track means to use your car to move an opponent's car outside of the circuit. This could mean on the outside (i.e. under braking or corner exit), on the inside (i.e. forcing to cut an apex and risk a slowdown), or on a straight.

Deliberate Destabilisation

Deliberate Destabilisation is the act of making contact with an opponent in order to unsettle their car. This could include into a fast section of corners or into/ during a braking zone.

Deliberate blocking (weaving with intend to block)

Deliberate blocking is the attempt to repeatedly block an attacking car's momentum by changing direction multiple times. The defending car is allowed one defensive direction change and may return to its ideal line if racing room is given or the attacking car has not enough momentum to draw level. However, attempting to break the slipstream is considered legal if done proactively and not as a reactive movement.

Track limits

Track limits are defined as having two wheels on or within the circuit markings (usually, but not limited to, white or yellow lines) kerb/ curb count as track. This does not override the in-game automatic track limits detection system by RaceRoom.

Overtaking outside of tracklimits

Overtaking outside of track limits means to gain a position whilst being outside of tracklimits.

Repeated Contact

Repeated contact is defined as multiple instances of contact, without causing damage or position loss to the opponent, but causing time loss and distraction from focusing on the race.

Serving of slow down penalties

When handed a slowdown penalty by the in-game system the driver receiving the slow down penalty should ensure that they serve the slow down in a safe manner, where other cars are unaffected.

Pit Speed Limit

The Pit Speed Limit is enforced by the game.

16.3 Penalty point catalogue

I: Warning

II: Half: 0.5 strikes

III: Normal: 1 strikes

IV: Harsh: 2 strikes

V: Very Harsh: 3 strikes

VI: Disqualify + 6 strikes

In cases where no driver is disadvantaged, but the offending driver still broke the rules, such as (but not limited to) slightly careless driving, contact with no position loss, track limit infringements with no advantage gained, unintentional contact with small time loss, the penalty may be reduced to a warning or a half penalty.

In cases such as (but not limited to) disadvantaging a driver due to contact, careless driving, track limit infringements to gain an advantage is a normal penalty.

In cases such as (but not limited to) disadvantaging a large group of drivers due to contact, very careless driving, repeated track limit infringements to gain an advantage is a harsh penalty.

In severe cases, such as (but not limited to) extremely careless driving, constant track limit infringements to gain an advantage, the penalty will be “very harsh”.

Extreme cases, such as (but not limited to) cheating or deliberately wrecking another driver will lead to a disqualification and to an instant ban from ALL events presented by RaceRoom and 8 strikes. The driver's competition points score will be reset to 0 (with no other drivers moving up in previous rounds).

Repeat offenders may have to face a harsher penalty.

This penalty point catalogue is not complete. If you find a new way to break the rules which is not covered here, you will still receive a penalty. The Staff and Stewards can adjust these penalties according to the circumstances, even if not further described in the Rulebook, both during and after a Race.

Penalties will be applied on-site and update the race results where needed. It is not possible to appeal a penalty; all penalties are final.

17.0 Additional on-site event rules

All drivers will have access to simulators with equal hardware, but it's not possible to assign a simulator for the day. It is not possible to make adjustments to the settings of the wheel or pedals. It is not possible to access the car setup page. It is possible to change the Brake Bias and Traction Control level through buttons on the wheel.

There is no warmup/break between qualification and race session.

Just like real racing events, we cannot exclude the possibility of hardware failures. To reduce the possibility of hardware failures, it is strictly forbidden to touch any of the cables on the simulators. If you require assistance, please ask the on-site staff for help.

All drivers are required to show their best behaviour during the event; respect towards the hardware, staff and other competitors is a must. Drivers must aim to achieve the best result for themselves in each race while driving within the rules and obeying fair play.



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Remember that the event is being recorded and will be shown on YouTube afterwards. You are competing with your real name so don't make a fool out of yourself.