



BROTHEROPS GT3 CUP

The Official Rulebook

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1. Introduction

Another challenge awaits – welcome to the BrotherOps GT3 Cup.

It's the second rendition of a simracing league made by our team, following the success of the BrotherOps Silhouette Cup. This time we decided to expand the track and car selection into paid content, but to keep it still relatively accessible, we made sure it's all available in the Online Racing Pack.

As the name suggests, you'll be racing GTR3 class cars on ten diverse tracks selected by our team based on community preference and overall balance. There's also a few more twists this time round, so make sure you carefully read this document as it contains all the relevant information.

2. Code of Conduct

By interacting with the community, both on the [Discord](#) and our game servers, you agree to follow this Code of Conduct at all times.

- We are a community of all ages. Whether you are in a voice channel or a text channel or on the track, always be respectful towards other drivers.
- We are a racing community. Do not discuss politics here.
- Conversations are to be held in English as much as possible. If you need, consider using a translator like Google Translate or DeepL.
- Swearing is not allowed.
- Do not under any circumstances post NSFW content. This includes sexually explicit content, gore, vore and all other forms of content you should not share with strangers. There is no place for that in our community.
- Do not spam texts or images.
- Do not leak personal information of yourself or others, even as a joke. Doxxing someone is a federal crime in several national jurisdictions. We are not to be held legally liable if you doxx yourself or someone else and personal consequences arise for you as a result of the doxxing.
- Strictly no racism, homophobia, transphobia or any other form of bigotry of any kind. There is no place here for hatred targeted towards those who are different from you.
- All standard BrotherOps server rules apply as they do on every one of our servers.

Depending on the severity of infringement against this Code of Conduct, the stewards reserve the right to ban you from any running series, potential future series or our community altogether.

If you feel like someone is in breach of this Code of Conduct, consider raising awareness by contacting the stewards on the [Discord](#).

3. General Information

Every car in the GTR3 class will be available. You are supposed to claim one car and livery number when you sign up and use it for the entirety of the season. Every participant should choose a unique livery, so make sure to check beforehand which ones are already taken, as earlier sign-ups have priority.

Full list of permitted cars includes:

Audi R8 LMS	Ford Mustang GT3
Audi R8 LMS GT3 EVO	Lamborghini Huracán GT3 EVO II
Audi R8 LMS GT3 EVO II	McLaren 650S GT3
Audi R8 LMS Ultra	McLaren 720S GT3
BMW Alpina B6 GT3	McLaren MP4-12C GT3
BMW M4 GT3	Mercedes AMG GT3
BMW M6 GT3	Mercedes-AMG GT3 2020
BMW Z4 GT3	Mercedes-Benz SLS AMG GT3
Bentley Continental GT3	Nissan GT-R GT3
Bentley Continental GT3 EVO	P4-5 Competizione GT3
Callaway Corvette C7 GT3-R	Porsche 911 GT3 R
Chevrolet Camaro GT3	Porsche 911 GT3 R (2019)
Chevrolet Corvette Z06.R GT3	Porsche 911 GT3 R (992)
Ferrari 296 GT3	Porsche 911 GT3 R (992.2)
Ferrari 488 GT3 EVO 2020	RUF RT12R GTR3
Ford GT GT3	

Before every race, we will host driver briefings where we will go over some details from the rulebook to help guide the drivers to clean races. During them we will mention noteworthy aspects of the track and review some key incidents from previous races.

The briefings are mandatory for participants of the league and we reserve the right to disallow participation for the following race if you miss them without notifying us – if you are unable to make it to one of the briefings, contact the team as soon as possible and we will try to work something out.

We also intend to host livestreams of the races with live commentary, both for people simply interested in watching and for participants to relive particularly fun and intense moments from a different perspective later on. They will be available on our [YouTube channel](#).

4. Event Format

We decided to skip multiple practice and warmup sessions in favor of a longer open qualifying. This ensures that everyone has enough time to set a valid, uninterrupted time on the board. Beside Regular Events, there will be two Special Events held as the fifth and tenth round of the season.

Regular Events will consist of a 60 minute open Qualifying followed by a **30 minute** rolling-start Race.

Special Events will consist of a 60 minute open Qualifying followed by a **60 minute** rolling-start Race.

Championship points will be awarded for the finishing position in the race, according to the table below:

Position	Regular Event Points	Special Event Points
1	25	50
2	18	36
3	15	30
4	12	24
5	10	20
6	8	16
7	6	12
8	4	8
9	2	4
10	1	2
11+	0	0
DNF (Did Not Finish)	0	0
DSQ (Disqualified)	0	0
DNS (Did Not Start)	0	0

General server settings will be set up as follows:

Tire wear	Normal/Dynamic temperature
Fuel usage	Normal
Damage	Full
Flag rules	Complete
Cut rules	Slow-down
Mandatory pitstop	Off
Pitlane start delay	10s
Car setup	Open
Assists	Factory only/Free transmission
Max ping	250ms

5. Schedule

Races will be held weekly on Wednesdays, at 20:00 CET. A three-week Holiday Break period is planned between the fifth and sixth event. Changes to this schedule might be made during the season, but only after consultation with the participants.

Round	Date	Venue and Layout	Event Format
1	11.11.2026 20:00 CET	Autódromo José Carlos Pace Grand Prix	Regular Event Q 60m, R 30m
2	18.11.2026 20:00 CET	Autodromo di Monza Grand Prix	Regular Event Q 60m, R 30m
3	25.11.2026 20:00 CET	Circuit Zandvoort Modern - Grand Prix	Regular Event Q 60m, R 30m
4	02.12.2026 20:00 CET	WeatherTech Raceway Laguna Seca Modern - Grand Prix	Regular Event Q 60m, R 30m
5	09.12.2026 20:00 CET	Mount Panorama Circuit Mount Panorama	Special Event Q 60m, R 60m
6	06.01.2027 20:00 CET	Red Bull Ring Spielberg Grand Prix Circuit	Regular Event Q 60m, R 30m
7	13.01.2027 20:00 CET	Suzuka International Racing Course Grand Prix	Regular Event Q 60m, R 30m
8	20.01.2027 20:00 CET	Hockenheimring Modern - Grand Prix	Regular Event Q 60m, R 30m
9	27.01.2027 20:00 CET	Autódromo Internazionale Enzo e Dino Ferrari Grand Prix	Regular Event Q 60m, R 30m
10	03.02.2027 20:00 CET	Nürburgring Nordschleife - 24 Hours	Special Event Q 60m, R 60m

6. Balance of Power

In order to even the field there will be a BOP system implemented. However, instead of using a qualifying based system which can be easily cheated by sandbagging, we will use a system based on championship points. This will allow players with less points to keep up with the title fight and make it harder for the championship leader to run away.

Beginning with the second round, each driver will be assigned a weight penalty proportional to their sum of points in the championship. The driver whose total points are equal to the maximum possible points (meaning he has won every single race so far) will get a weight penalty of 100kg, drivers with less points will receive less, and any driver with no points scored will stay at 0kg.

Example 1. After the first round, the maximum possible points are 25. A driver with 25 points gets $\frac{25}{25} \times 100 = 100\text{kg}$, a driver with 12 points $\frac{12}{25} \times 100 = 48\text{kg}$, a driver with 0 points $\frac{0}{25} \times 100 = 0\text{kg}$.

Example 2. After four rounds, the maximum possible points are 100. A driver with 80 points gets $\frac{80}{100} \times 100 = 80\text{kg}$, a driver with 25 points $\frac{25}{100} \times 100 = 25\text{kg}$, a driver with 0 points $\frac{0}{100} \times 100 = 0\text{kg}$.

Example 3. After the fifth round, the maximum possible points are 150 (because the fifth round is a Special Event). A driver with 120 points gets $\frac{120}{150} \times 100 = 80\text{kg}$, a driver with 25 points $\frac{25}{150} \times 100 = 17\text{kg}$, a driver with 0 points $\frac{0}{150} \times 100 = 0\text{kg}$.

Note that the weight penalties will always be rounded up to full kilograms.

7. Racing Related Rules

When involved in an incident as described below, under no circumstances should you retaliate against another driver. Even if the other driver should give back a position, do not try to claim it back by force. Finish your race and file an incident report form so the stewards can take action accordingly.

- If you spin or crash, it is imperative that you let go of the throttle immediately and stamp down on the brake. This locks the tires deliberately. That way, affected drivers just slide along a predictable trajectory instead of spinning wildly out of control – otherwise the smoke screen deployed from pinning the accelerator increases crashing risk, as it decreases visibility for oncoming traffic.
- When rejoining the track, you have to give way to oncoming traffic before driving back on track. If you can match the speed of the oncoming traffic and there is room to do so safely (meaning you don't impede other cars), you may rejoin the track at any moment.
- When in battle with another driver, you are allowed only one defensive move before each braking zone. Do not swerve across the track to block overtaking cars. Instead, decide if you want to be on the left side or the right side of the track into the next braking zone and stick to that.
- Rubbing is racing, killing people is not – we are okay with some minor door-rubbing, but if you ram someone out of the track or forcefully shove them wide, you will get penalised.
- Moving under braking is not allowed. Do not swerve across the track while braking.
- Deliberate brake checking is not allowed and will be punished harshly.
- Overtaking is not allowed if the game displays a yellow flag. If you see a yellow flag, be careful.
- When gaining a position by leaving the track, you have to give that position back as soon as you are able to let the car behind pass in a safe way. Do not suddenly brake, just move off the racing line and ease off the throttle until the trailing car passes you.
- When a car is about to be lapped, it is up to the passing driver to do so safely. Do not force yourself past them, especially not by ramming into the lapped car. If you can not pass safely, do not pass until you can. For example – if you are stuck behind them in a twisty section, wait for the next straight instead of divebombing the lapped car.
- Lapped drivers need to drive in a predictable way. It is important the slower driver sticks to their line and doesn't erratically move out of the way to make space – this can create dangerous situations.

- Lapped drivers are not supposed to fight the lapping car – you are obviously significantly slower, let them pass and focus on yourself rather than trying to force a fight with someone much further up the ranks.
- During Qualifying, if you are on an outlap or an inlap (the lap directly after or before re-entering the pits), make space on the track for drivers on their hotlaps. Keep the racing line clear where possible and drive predictably to avoid interfering with their qualifying laps. If the game shows you a blue flag in the on-screen display, leave space so the faster driver can pass you.
- Burnouts, donuts or any other form of reckless driving is prohibited except to celebrate after the race.
- After the race it is not allowed to stop on the start-finish straight to avoid interfering with any last stretch battles. Celebratory donuts should also be done well out of view.

8. Incident Reports

Should you be involved in an incident as described in the Code of Conduct or the Racing Related Rules, or if something you consider noteworthy happened, you should fill out the incident report form available on the [Discord](#). Stewards will be reviewing incidents after every race and place penalties on the drivers where necessary.

Failing to provide a report will mean the stewards will take it as if in your opinion it was a racing incident and no penalty needs to be handed.

These penalties will be decided upon on a case by case basis and can range from a time penalty added to the finishing time/place drop to a disqualification from the current/next event or even the entire season. For every decision there will be an explanation given and although asking for more detail is allowed, all decisions are final once placed.

If you cause an incident which negatively impacts another driver, you have the chance to be granted a reduced penalty by taking responsibility and explaining what happened from your end in your report.

Race stewards are not supposed to rule their own incidents. If you are involved in an incident with a member of the team, rest assured we are doing everything to prevent bias in the decision making. The only exemption from this rule is when there is absolutely no other way to process an incident report in a timely manner.

Final results for the given event will be posted only after the stewards have reviewed all the incidents and applied appropriate penalties.

9. Final Notes

By signing up for the league, you confirm you have read this document in its entirety and agree with the rules outlined within. If you have any questions about this document, the league overall, or the stewarding, feel free to reach out to us on the [Discord](#).

Good luck, have fun, and please don't die in turn one!

