

DAYMAR RALLY



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RULEBOOK V6.0

Kudre Ore – paving the way for a good clean race, or a ‘filthy’ conspiracy?

A CONTINUED HISTORY OF THE DAYMAR RALLY

Well, it was bound to happen.

Three years in, and the Daymar Rally is still going strong – For 2951, it looks like the event has grown by the same leaps and bounds as it did in 2950, with the numbers of teams and heats growing by leaps and bounds. More than 150 teams are scheduled to participate – twice as many as last year, and nearly four times as many as in the first run of the ‘modern era’. The attention and anticipation around the Rally continue to grow, and the Daymar Rally Commission has certainly stepped up their efforts to accommodate the race’s size and publicity – and made changes to the race, accordingly.

Probably the biggest change this year is a major alteration of the Daymar Rally’s route – moving the finish line from the celebrated desolation of Wolf Point to Kudre Ore, an independent mining operation which has made quite an impact, both figuratively and literally, on the face of Daymar. Changing the route opens up a new swath of territory to race over – “with its own terrain challenges and the excitement they bring”, according to the Daymar Rally Commission.

Officially, the Rally chose this finish line in a kind of show of solidarity. There’s a lot of crossover between the mindsets of freelance mining operations like Kudre Ore and the typical Daymar Rally race team. There’s a certain brand of toughness and self-reliance, let’s be honest, that you need to have to survive on Daymar at all, let alone make a living pulling valuable minerals out of its rocks or competing at top speed in its environments. The vast increase in freelance mining operations in the Stanton System as a whole almost mirrors the growth of the racing circuit.

Mining and racing aren’t the only things that have grown by leaps and bounds, though.

We’re only a few years past the decommission of the ICC probe in the system. Remember that? Even back then, security around Stanton and Crusader was troublesome enough that ICC cartographer Tessa Bannister made headlines by directing pilots to emergencies, most of them related to criminal activity, with more efficiency and reliability than the Advocacy and the UEEN could manage. The Nine Tails responsible for many of the incidents she directed freelance pilots to assist in aren’t the only threat involved, either – outlaw packs have been working to stake their own claims in system, slipping in from Nyx and Pyro with astonishing regularity – groups like the Low Riders and the Dusters are now regularly causing trouble for anyone that drops out of QT in whatever little patch of turf they’ve claimed as their own.

Ah well. It wouldn’t be the Daymar Rally without a few troublemakers and shots fired, right? Maybe. But believe me when I say that this ramble about racing and criminal gangs and drug runners is going somewhere – in fact, it’s going straight to Kudre Ore. And that’s the problem.

My honest hope is that the new DRC (that’s the Daymar Rally Commission, publicly headed by veteran spacefarer and racing enthusiast Cor5air) really IS making the change for the reasons they’ve stated – new excitement for the Rally’s biggest year yet, alongside an acknowledgement of the hard work and enterprising spirit of Stanton’s mining freelancers. The problem is, they couldn’t have chosen a worse representative of that spirit. As anyone who’s been around Port Olisar long enough, and you’ll find out why. Kudre Ore isn’t just a freelance mining operation. It’s one of the biggest smuggling and drug trade hubs in the Stanton System. In particular, it’s known as one of the best places to pick up a profitable supply of Altruiciatoxin or WiDoW, alongside a haul of Gold, Beryl, or Tungsten. You can only imagine which of those is the most profitable. Go ahead, imagine. I’ll wait.

From Daymar, this trail continues to the Green Imperial Housing Exchange in orbit around Yela – the one and only Grim HEX. Let me be clear on this: I don’t have a problem with Grim HEX on its own – especially with the ongoing rumors that Luca Brunt’s finally close to getting the race circuit there back up and running, which can only mean even more racing attention in the future. That is, IF the connections I’m making aren’t hinting at corruption and intrigue worming their way back into the DRC.

Let me introduce you to one of the players I’m more concerned about in this whole arrangement. Wallace Klim is a twice-removed expat who fled the oppressive regime of the UEE, only to then be driven out of the miners’ collective at Levski in the Nyx system, where he set up a production and distribution network for his drug of choice, which just happens to be WiDoW. Klim set up shop on Grim HEX once even the lawless miners were fed up enough to shut him down, and he’s been extending his influence ever since. He’s a major player in just about every aspect of the WiDoW trade, and drug

trade in general, who may have already spread his network as far as clean, pristine Microtech. Folks I’ve talked to have claimed that he’s also in bed with the Dusters, so he’s got at least some involvement in Stanton’s outlaw problem, too.

In case you haven’t added two and two, though, here you go: All of this means that Klim has connections with the independent mining community, the drug trade, AND at least one of Stanton’s outlaw packs. and that’s only on the friendly side. When you’re dealing with chemicals in the Stanton System, there’s another big name, one with big backing, that you also need to know.

Tecia “Twitch” Pacheco might seem, on the surface, to be the “lesser of two evils” when it comes to the competing drug cartels in the Stanton System. She’s late of BlackJac, a quasi-legitimate company that handles security at Area 18 on ArcCorp, and who at least seems to try to operate with a veneer of decency as she sends freelancers on drug runs or to disrupt prisoner transfers to Kleischer. She’s got the backing of the Otoni Group, though, and that’s where the problem lies. As one of the Otonis, Pacheco has access to a brand of tuggery that is more organized and efficient than your average outlaw pack. She’s one of the faces of a cartel with a century of pedigree that makes a WiDoW-veined chemist like Wallace Klim seem . . . small-time, at best.

With Kudre Ore so intimately connected to Stanton’s drug trade, I personally find it hard to believe that its choice as the new finish line in an event like the Daymar Rally, which is exploding in popularity but maintaining its very rough, quasi-legal image and fans – it wouldn’t be the first time that a fringe event like this tread the line between legal and criminal this closely, even when those two realms overlap so obviously. So, then, which is it? Could the DRC be under the influence of Wallace Klim, looking to use the Rally as a front for further networking to build up contacts he might have lost among the miners after his ouster from Nyx? Or could they be bending to the pressures of Twitch Pacheco and the “it’s just business” style crime of the Otonis?

If it’s Klim and the Dusters, I have to think it’s kind of a desperate move. Rebuilding influence and goodwill with the likes of Levski’s “People’s Alliance” is no easy task, even without a major syndicate pushing in on local production and distribution. Making Kudre Ore so visible in the public eye might seem to give it a little bit of insurance against Otoni takeover, but it also severely raises its profile, making it less useful as part of his network.

On the other hand, if Kudre Ore’s publicity is the work of Pacheco and the Otonis, it makes a bit more sense. It could easily be a power play – eliminating one Klim’s main network assets, in a way that all but dares him to resist. It also isn’t so unusual to imagine that the Otoni Group might be looking to expand their presence in Stanton before law enforcement really cracks down, particularly in the exploding sectors of mining and racing, both of which are only likely to expand further and further as the system becomes more known for both.

I remain hopeful, though, that this isn’t the first hint of trouble for the new era of the Daymar Rally – it would be a shame for an event that has grown in spectacle and popularity so quickly, and which has been received so well, to collapse under the same kind of under-the-table dealing that corrupted it in the first place. I remain hopeful that the Daymar Rally Commission, and all the teams involved, remain above this kind of intrigue, and avoid the temptation for the Daymar Rally to let some of the rot and grime of its reputation leak into its core. But how long can it last? Only time will tell. Hopefully I’ll be at Kudre Ore to help victorious rally drivers celebrate their accomplishment this year. And if I am, I hope the DRC celebrates with clean hands and a clean conscience.

At least, as clean as the filthiest race in the verse CAN be.

Billy Hyde

STATE OF THE RALLY

WHY SO EARLY?

When I began writing the rules for the Daymar Rally, 3.0 had recently dropped and the development roadmap was released. Looking at the release schedule for the year, it became clear that in 2019 we could potentially hold the rally with most of the mechanics required to complete an endurance race of this scale.

Throughout 2018 we have taken some hits with features like repair, refuel and server meshing all being pushed back to the first quarter of 2019 and now beyond.

This, however, has not changed our ability to hold a complete race minus these crucial mechanics that will make the Daymar Rally 'the filthiest race in the verse'.

The teams that have attended our practice runs have taught us many tricks using current builds of Star Citizen that band-aid the missing mechanics for the first rally on the 27th of January 2949 (2019). Avoiding repair altogether and relying on spare vehicles has been integral so far in a support pilot's role. Refuelling currently doesn't affect the distance a ground vehicle travels or the speeds that support craft travel to stay with it's driver.

We caught a lucky break when 3.2 dropped, limiting the massive amount of rocks that littered Daymar's surface. The sheer amount of rocks that were once only for the most daring drivers have now been reduced significantly to allow for an easier path to Eager Flats and beyond. But for every lucky break and up-tick in performance came additional challenges like the above-mentioned loss of repair and refuel in the time-line as well as other challenges. Other major hurdles during 3.2 were the loss of ground base navigational markers and wheels falling off the race vehicles ever so frequently.

3.3 introduced 'Scramble Races' to the verse and Server Meshing had been completely removed from the 2018 roadmap and only a lobby re-factor in patch 3.5 added in preparation for server meshing which is no longer listed. Therefore, we weren't and still aren't going to see large population servers for the foreseeable future. You may think this is a disadvantage and in some ways it is with a more difficult staffing job ahead. However there are also security advantages allowing us to better police the servers we participate on.

Towards 3.8 Rovers regained the use of all 6 wheels and medical beds were on the horizon with hints of the Carrack and Cutlass Red production. 3.10 to 3.12 brought quite a few more planet tech changes and repaints which increased the distance of the Daymar Rally by almost 200km's!

2021 brings the largest changes to the Daymar Rally so far. After recently testing checkpoints we planned to add them to the rally for first time. However staffing 14 servers proved to be inconsistent and we wanted racers to have the same experience across the field. Once the population cap is raised we will revisit the checkpoints. If you read the lore above you will now be aware that we have also moved the finish line from Wolf Point to Kudre Ore, maybe our biggest change to date.

2023 is a tricky one. Yet another race defining patch (3.18) so close the event date will prove whether we can for the first time include 'The Betty' checkpoint and refuelling. Having a patch looming so close to the rally makes it difficult for volunteers to produce enough funds to re-purchase large ships like the Reclaimer. The server population increase and stability does give me the confidence that 2024 will include all of our checkpoints for the first time.

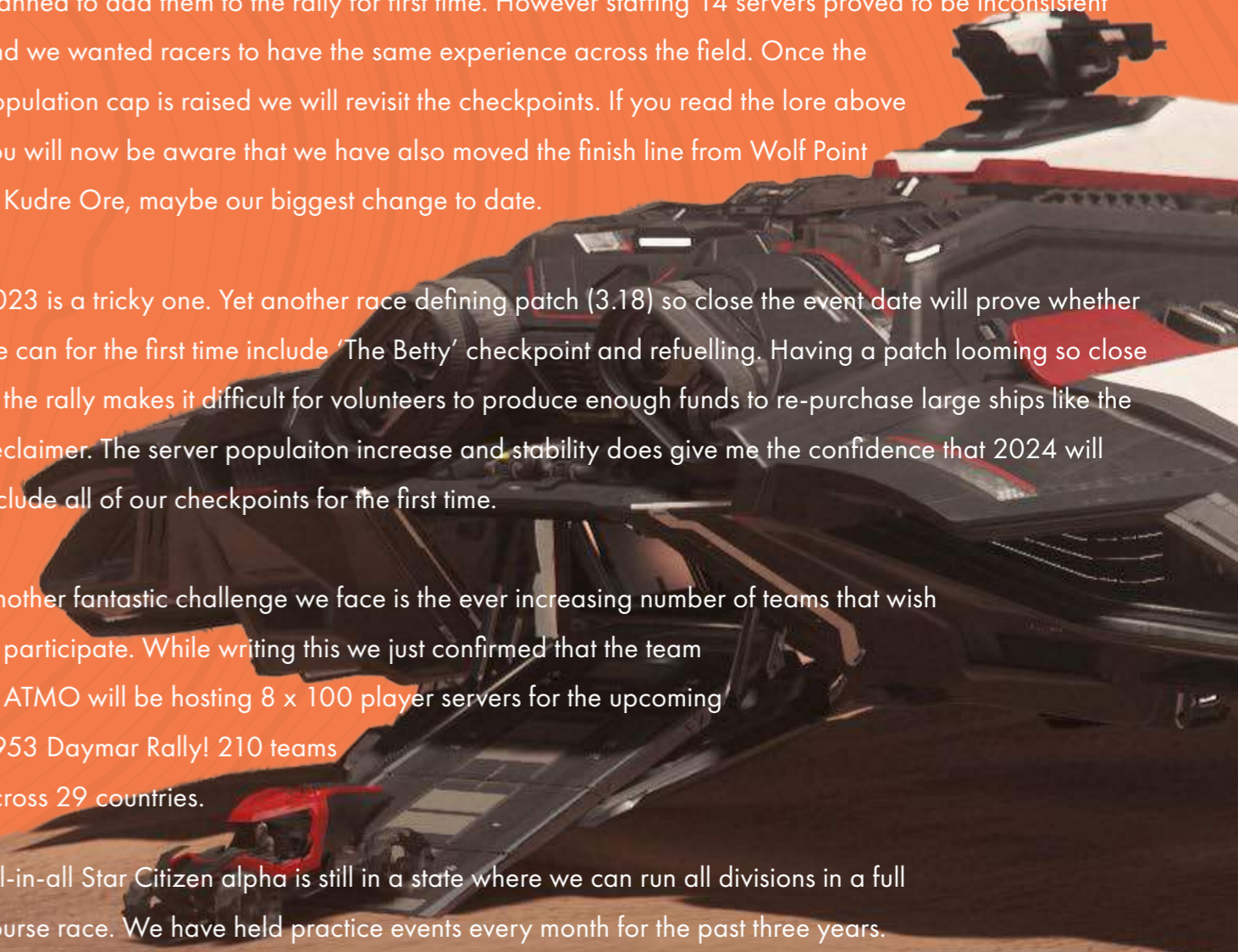
Another fantastic challenge we face is the ever increasing number of teams that wish to participate. While writing this we just confirmed that the team at ATMO will be hosting 8 x 100 player servers for the upcoming 2953 Daymar Rally! 210 teams across 29 countries.

All-in-all Star Citizen alpha is still in a state where we can run all divisions in a full course race. We have held practice events every month for the past three years. We have seen every bug imaginable and are well prepared for the worst.

Organizers are seasoned and the ATMO esports team is ever growing and we look forward to each year when we hold the Daymar Rally in this amazing universe of Star Citizen.

See you on Daymar.

- Cor5air



DIVISIONS



TRUCK.BUGGY.BIKE

MY RIDE

No matter which division you choose, these basic rules will guide you on your journey to victory.

The choice you make here will greatly change your endurance experience. The truly dedicated racer will choose Truck but if you are after a balanced experience maybe Buggies are for you. If you are after speed, close calls with terrain and a short endurance experience, the Bike division is for you.

Each team is comprised of a maximum of two race drivers and two support crew.

THE BASICS

- Two drivers maximum per race vehicle
- Live fire anywhere outside of armistice zones for race vehicle and drivers only
- All checkpoints have a 500m armistice zone
- If you are found to have hand weapon out in an armistice zone you will be removed from the race by security to protect other teams
- Race vehicles can fire on opponent racers, race vehicle and support craft
- All team members can alternate driving race vehicle during the race
- If all team members die during the race your rally is over

THE BASICS cont.

- Race vehicle class/variant/manufacture (not division) can change during race
- Spare vehicles allowed to the maximum capacity of support craft
- Only one vehicle may race per division at a time
- Repairs may be made during the race
- Spare parts may be carried by vehicle or passenger
- Only the driver must enter a checkpoint to complete a check-in
- If all race vehicles are destroyed a driver may continue on foot
- If a team member dies, he or she is permanently removed from the race
- All drivers must be in the server party group
- Drivers can carry supplies e.g. OxyPen





For years the only contender for the Rally's Truck division was RSI's scrappy six-wheeler. Recently the Anvil Spartan has joined the race to strike fear into Ursa drivers everywhere. Don't let the speed of the field make you think the race won't be exciting, though - The Truck division is likely to be action-packed, with the Spartan needing the advantage of an early take down to keep up with the mighty Ursa. There is sure to be plenty of entertainment for spectators.

STRENGTHS

- Rugged. Course-proven chassis
- Strong weapon options
- Less reliant on support
- Cargo capacity for spares
- Co-driver
- 6+ wheel drive

WEAKNESSES

- Larger size means fewer options
- Harder to recover from breakdown
- Requires endurance minded teams

LEGAL VARIANTS

- Anvil Spartan
- Ursa Rover
- Ursa Rover Fortuna



STRENGTHS

- Excellent speed and handling
- Easy for support to repair / replace
- Change strategy and variants in the field

LEGAL VARIANTS

- Tumbril Cyclone AA
- Tumbril Cyclone Base
- Tumbril Cyclone RC
- Tumbril Cyclone RN
- Tumbril Cyclone TR
- Greycat STV

WEAKNESSES

- Limited vision & weapon arcs
- Prone to breakdowns & wheel loss



TUMBRIL

A lot of attention is focused on the Rally's buggy division and its stars, Tumbril's many cyclone variants. With options for everything from speed to fire-power the cyclone remains the machine of choice for most teams, despite diverse strategies. Will speed be the key to victory in the buggy division? Or will superior fire-power win at the end of the day?



DRAKE INTERPLANETARY



The Dragonfly may not be the flashiest or best-looking qualifier in the Bike division, but its proven performance and utilitarian design give it a few unexpected advantages. It may not be able to keep up in an all-out sprint, but when things get rough and tumble, the Dragonfly may prove to be the best bike for the job.

The menacing look and astonishing speed of the Xi'an-built Nox took fans by storm when it was introduced, and it's expected to be one of the top contenders in the Rally's bike division. With its focus on straight-line speed, however, some have wondered whether the fussy alien bike will be able to survive the heat and dust of Daymar, come race day.

STRENGTHS

- Tremendous top speed
- Compact and easily replaced
- Two-seats in some models
- More forgiving in rough terrain

WEAKNESSES

- Poor Durability
- Rock impact due to straight line speed

LEGAL VARIANTS

- Dragonfly
- Dragonfly Yellowjacket
- Nox
- Nox Kue
- CO Hoverquad



SUPPORT CRAFT

WHO YOU GONNA CALL

HELP IS ON THE WAY

Your choice of support craft and crew is integral to completing the Daymar Rally. Not only are they a source for refuelling restock and repair, they are your eyes and ears when traversing difficult terrain. In the pitch black of night, your support craft can lead you through difficulty terrain and get you out of canyons when you are unable to see the way.

Support craft can supply you with anything you may need, fuel, ammo, repair, oxygen and even a spare vehicle.

Not all space craft can be used, a legal list is available during registration - The MISC Freelancer, MISC Starfarer and Drake Cutlass are very popular choices. Support Craft cannot interfere with other racers. This includes ramming, crashing into or blocking the path of other race vehicles.

Any attempt by a support craft to interfere with the progress of another race team will result in immediate disqualification. NOTE: While support craft CANNOT interfere with opposing racers, they can however be utilized to flip, move or otherwise assist their own team's vehicle in the event it becomes lodged or overturned.

Support Craft are permitted to carry replacement vehicles for any vehicle destroyed or otherwise rendered inoperable during the course of the race. Support Craft or Team Drivers must notify an official that they are switching over vehicles by entering this information into their team Google sheet.

All crew may ride in a support craft, as long as one team member is driving the race vehicle.

Choose wisely.

GUARDIAN IN THE SKY

- All crew may ride in support craft as long as one member is racing
- Support vehicles and crew may NEVER fire on anything....ever
- Support craft may not block or nudge an opponent
- A support craft must be a legally listed space craft
- Only one load of repair, refuel and stim spares may be taken
- Teams may take more than one spare vehicle but after race start, no spares can be added
- Support craft cannot load extra vehicles while refueling once the race has started
- Support pilots may give directions and instruction
- Support pilots may drive race vehicle if team driver is eliminated
- A support pilot may check in at a checkpoint or finish line if they are driving the race vehicle
- The support co-pilot (or chosen team member) is in charge of communication. Regular information must be supplied to ATMO staff. E.g. Distance, casualties or piracy.
- Ground vehicles may be refuelled and repaired by support craft
- One support craft per race team, no substitutes
- Your support craft can leave you to refuel at a designated refuelling station
- Support craft will start the race at an altitude of 1KM to avoid camera, security and official craft
- All support crew must be in the server party group

POPULAR SUPPORT SHIPS
FULL LEGAL LIST ON REGISTRATION FORM

HERCULES



STRENGTHS

- Carry multiple larger vehicles
- More space to repair, refuel, resupply
- Nearly invulnerable to racer attack

WEAKNESSES

- Massive landing footprint
- Costly & difficult to operate

POPULAR SUPPORT SHIPS
FULL LEGAL LIST ON REGISTRATION FORM

STARRUNNER



STRENGTHS

- Agile for its size, especially in atmo
- Can store all division vehicles
- Long, wide ramp

WEAKNESSES

- Limited vehicle space depending on division
- Moderately expensive

FREELANCER



STRENGTHS

- Wide, shallow rear ramp
- More room for parts & crew
- Compact landing footprint

WEAKNESSES

- Large landing footprint for its size
- Base model limited to bike and buggy division



CUTLASS



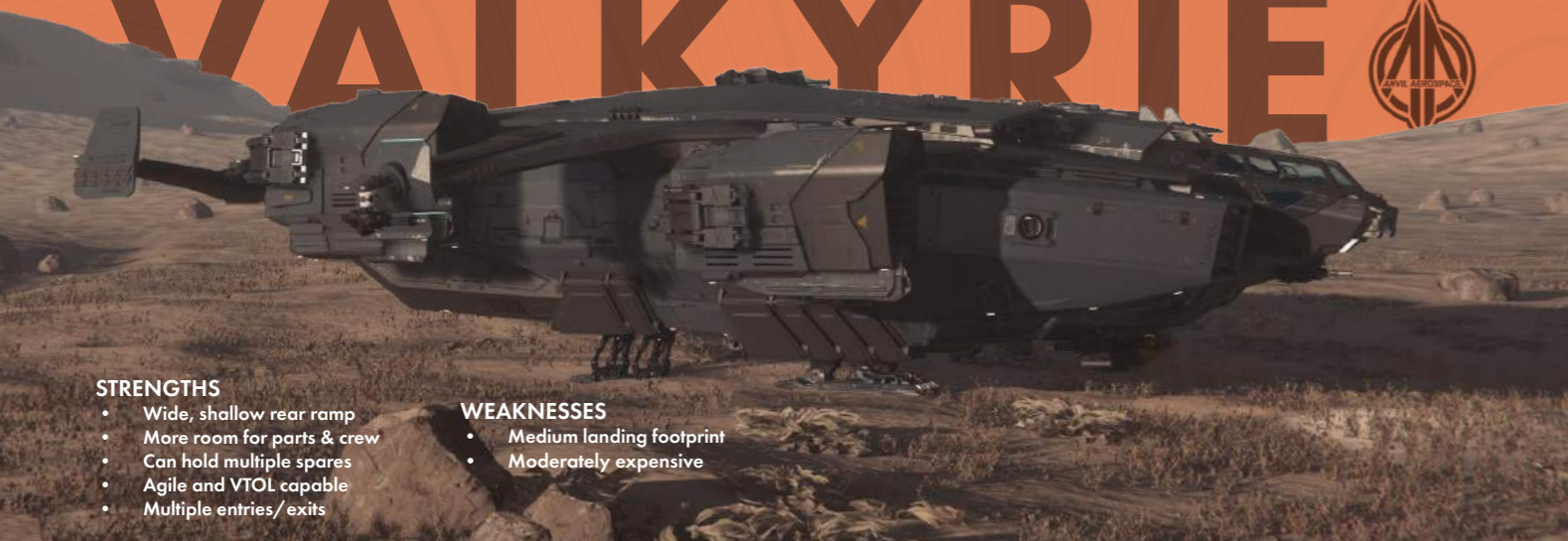
STRENGTHS

- Compact landing footprint
- Spacious hold & work area
- Quick loading & unloading

WEAKNESSES

- Less support for trucks & buggies
- Poor race visibility

WALKYRIE



STRENGTHS

- Wide, shallow rear ramp
- More room for parts & crew
- Can hold multiple spares
- Agile and VTOL capable
- Multiple entries/exits

WEAKNESSES

- Medium landing footprint
- Moderately expensive



CONSTELLATION



STRENGTHS

- Excellent race visibility
- Able to carry any size vehicle
- Quick vehicle switchover

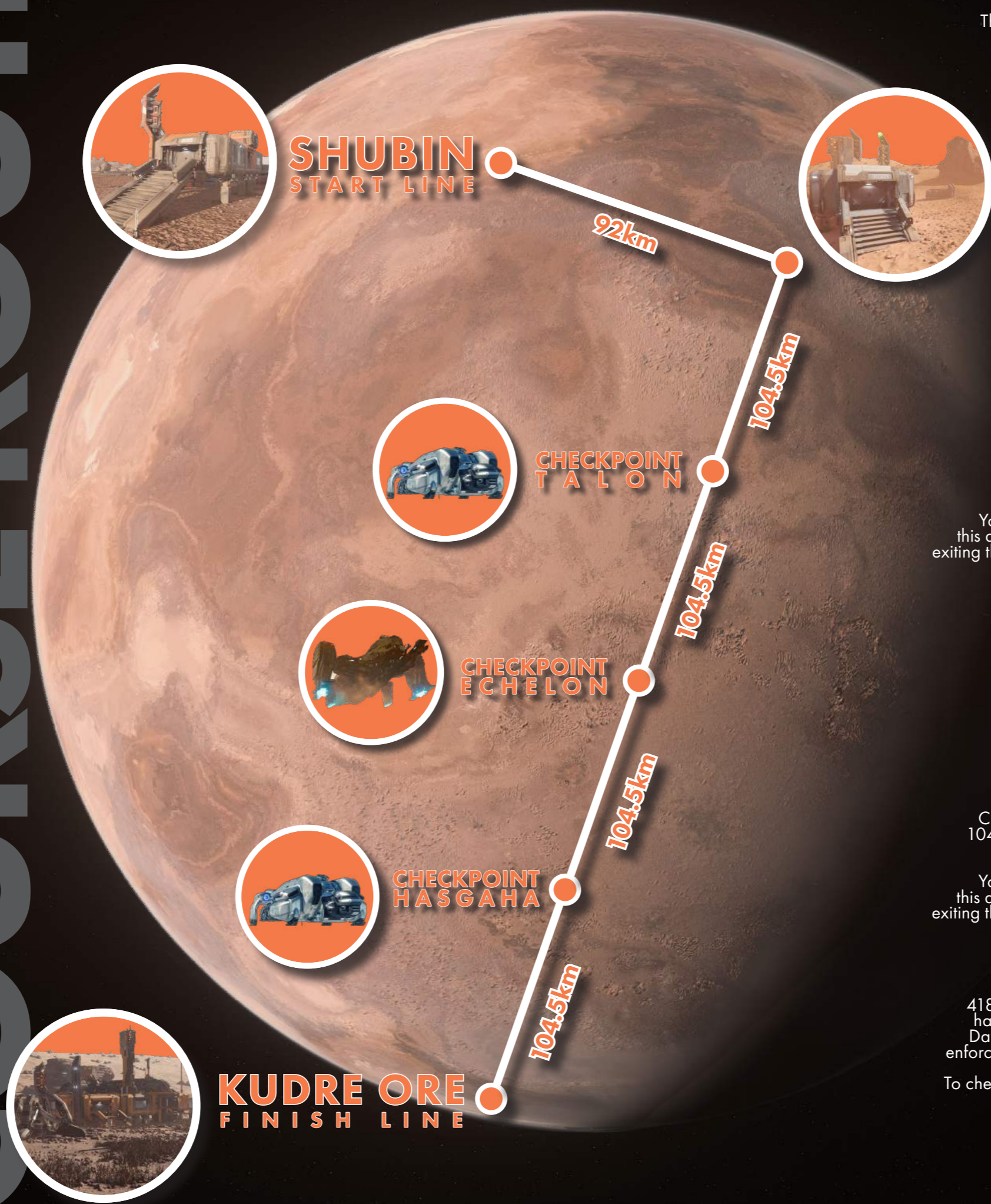
WEAKNESSES

- Limited space for parts & repairs
- Landings can be difficult



DISTANCE

DAYMAR COURSE ROUTE



START LINE

The start line takes place on any of the landing pads at Shubin Mining Facility SCD-1.

Support craft stay at an altitude of 1000m above Shubin before the start gun is fired.

EAGER FLATS CHECKPOINT 1

CHECKPOINT 1

Located at Eager Flats Emergency Shelter and surrounded by a player enforced 500m armistice zone.

To check in the driver must cross the threshold of both airlock doors.

CHECKPOINT 2

Checkpoint Talon is located approximately 104.5km from Eager and surrounded by a player enforced 500m armistice zone.

Your team will need to search for a Starfarer in this area. Check in by entering the cargo bay and exiting through the lower level docking collar airlock.

CHECKPOINT 3

Checkpoint Echelon is an abandoned Reclaimer called 'The Betty' and half way between Eager and Kudre Ore.

Check in by entering the Reclaimer via the rear elevator and reach the bridge before using any exit to continue.

CHECKPOINT 4

Checkpoint Hasgaha is located approximately 104.5km away from Kudre Ore and surrounded by a player enforced 500m armistice zone.

Your team will need to search for a Starfarer in this area. Check in by entering the cargo bay and exiting through the lower level docking collar airlock.

FINISH LINE

418km from Eager Flats stands Kudre Ore which has replaced Wolf Point as the finish line for the Daymar Rally. Like Talon and Hasgaha a player enforced 500m armistice zone protects Kudre Ore.

To check in and complete your race, the driver must cross the threshold of both airlock doors.

*Course route and rules may change during development.
Race duration by Urso Rover is approximately 10 hours.
Checkpoint locations are approximate.
Terrain position is not accurate. This will be updated in 5.1.

THE BETTY

RECLAIM THE LEAD

CHECK IN PROCEDURE

The Daymar Rally Reclaimer, otherwise known as 'The Betty', and Station Echelon are located exactly 209 kms from Checkpoint One and is a 500m armistice zone. Use your support team to locate the exact location of 'The Betty'.

To check in at 'The Betty' the team driver must enter the Reclaimer via the rear elevator and reach the bridge before exiting anyway they see fit to continue to the next checkpoint.

Make an error here and it could cost you the lead.

SUPPORT STATIONS

REFUEL. REPAIR. RESTOCK.

The second leg of the Daymar Rally is long....three stations dedicated for use by team support craft will be evenly scattered between checkpoints one and two. Support craft may only use these stations, free of charge to refuel, repair or restock along the way. Use them wisely, a 500m radius of armistice zone surrounds each point which can also be used to protect yourself from threats. Your support team will have to scout the area to locate the exact location of the stations

- Station Talon (104.5 kms from Checkpoint One)
- Station Echelon (Checkpoint Two)
- Station Hasgaha (104.5 kms from Finish Line)



SECURITY & STAFF



SECURITY FORCES

A big question around the operation of the Daymar Rally we often receive is “how will you prevent piracy?” Part of this question is answered in the server population section of the rule book but the solid answer to this question is easy.

Currently there are two scenarios:

1. Before server meshing arrives, we are currently loading into servers that are capped at 110.

To prevent pirates, Daymar Rally organisers will simply party lock the server. This means all pilots, support crew, staff and spectators will be invited to party and join a server together. Filling a server and locking out any pirates. This won't prevent pirates joining on friends or holes left on the server. Every party has a security contingent in addition.

2. When server meshing is in game, Walkers of Sigma and affiliates are the chosen organization for all security requirements. This professional security force has been our eye in the sky for the better part of two years and consistently protects competitors across all ATMO tournaments.

All teams will need to make sure they are included on the party list and not fly combat ships to pass security, otherwise you may be left wondering why you just exploded....

All ATMO events have a legal list of vehicles and space craft that pass our guidelines.

SUPPLY

The mechanics of supply and refuel will become a very important part of the Daymar Rally in the future.

We have already begun preparations around our checkpoints. Quantum Jump Medical have been supplying food and water for the better part of the last year as well as medical aid to our staff.

It won't be long and you will hear more on these mechanics.

Altama Energy & Elements, the largest refuel and resource fleet in Star Citizen have been contracted to supply fuel to checkpoints and support craft once the mechanic is in game. You may have already seen their staff at multiple ATMO events.

OFFICIALS

ATMO esports officials will be located at regular intervals throughout the course on land and in the sky.

Each outpost will have a designated team tracker to account for every vehicle that started and to make sure no one entered illegally.

There will be regular patrols from Security along the course route who will have the authority to make official decisions on race rules. A ruling by a security member or race official is final.

If any rules are breached that may cause an opponent race team to take serious damage or end their race. Security forces have the right to neutralise you to protect other race teams.

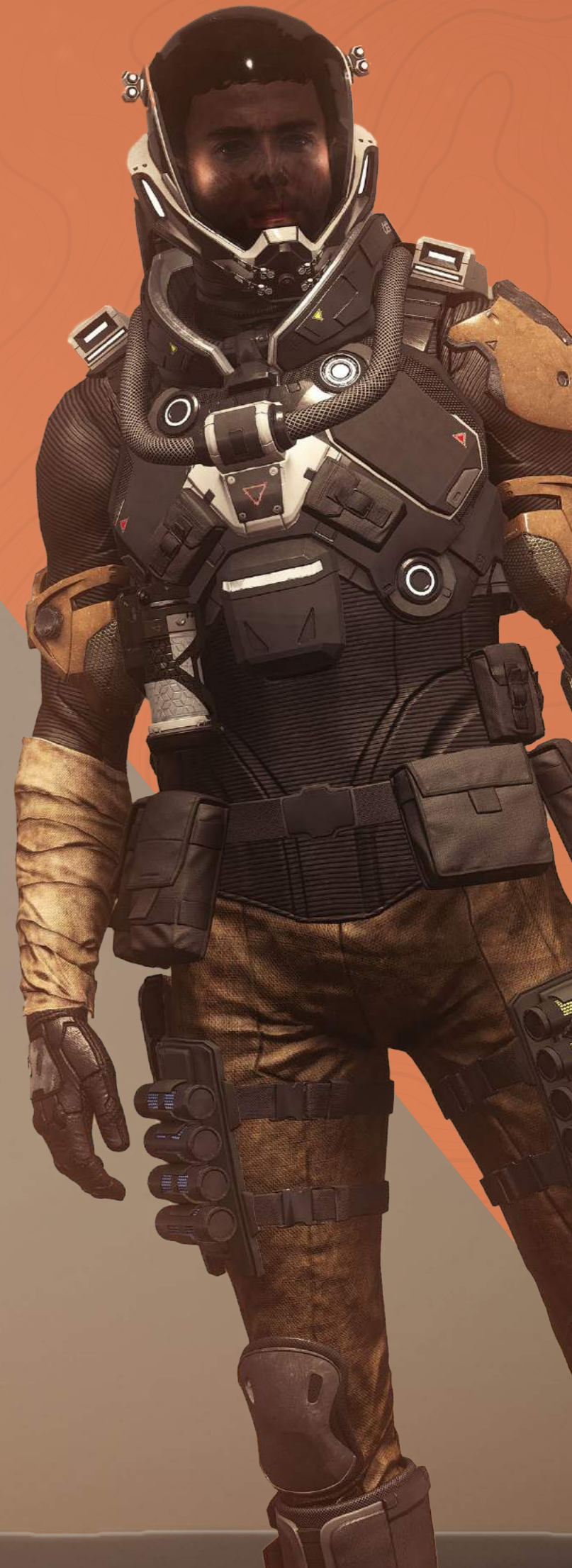
If you find you need to report an incident, you can notify your server leader directly.

SPECTATING

All spectators can tune in to [twitch.tv/atmoesports](https://www.twitch.tv/atmoesports) and in the future we will be able to open a certain amount of live tickets for citizen to watch in game.

Select VIPs gain access to the Daymar Rally Origin 890 jump on race day to view the race in comfort. This select group will experience the race like no other spectator. Our flight crew will pick you up from Area 18 and deliver you in style.

Head on over to Eager Flats where our luxury viewing platform and bars will be stationed to watch the teams pass the first checkpoint. Once all teams have passed through you will be taken to the finish line to catch all the action.



2953 DAYMAR RALLY PRIZE POOL

BIKE DIVISION

1st



2nd



3rd



BUGGY DIVISION

1st



2nd



3rd



TRUCK DIVISION

1st



2nd



3rd



*One digital prize per winning team, per division.
*One trophy per 1st place team, per division.
*One jacket per 1st place team member, per division.
*One jersey per 2nd & 3rd place team member, per division.

preparation

- Three Divisions - truck, buggy or bike
- One ground vehicle and one support craft per team
- Maximum four team members across driver, co-driver, support pilot and co-pilot
- Make sure you know the check-in procedure for 'The Betty' and Starfarer checkpoints
- Support ships cannot fire...ever
- Support may carry one load of additional vehicles & supplies. No restocks.
- Check your legal ship eligibility before confirming vehicles and support craft

on your marks

- The start line is located at Shubin Mining Facility SCD-1, Daymar
- The start line is the large landing pad at Shubin Mining Facility SCD-1, Daymar
- The finish line is Kudre Ore, Daymar
- Navigation markers may be limited or unavailable. Use your support craft to help navigate

officials and security

- ATMO officials will be located at every checkpoint, outpost and station
- Officials will be counting teams as they pass each checkpoint to make sure no one is skipping the track way points
- If you need to report an incident, contact your server leader in Discord
- Security can hand down rulings to racers and any such ruling by security or officials is final
- Support stations and checkpoints are protected by a 500m armistice zone. If your hand weapon is out you may be removed from the race

the ride of your life

- After the start gun is fired no vehicle may fire until you have left armistice
- If any team member fires in the player enforced armistice zones the team is disqualified
- Only one ground vehicle team member must enter the outpost to check in
- Support craft MAY NOT fire any weapons ever. Even for guidance.
- The Support Co-Pilot (or chosen team member) must relay distance, damage and piracy information every 5mins via your dedicated tournament app.
- Support stations are scattered evenly between checkpoint one and the finish line
- Only support craft may use support stations to restock, refuel and repair
- Ground vehicles may only be restocked, refuelled or repaired via the team support craft
- If your vehicle is destroyed you can replace it at the same location with a backup.
- If you can't find your race vehicle you must drop your spare at last recorded distance
- If a team member dies their race is over. You can't return to the rally.

reclaim the lead

- A Reclaimer called 'The Betty' is located half way between Eager and the finish line
- You will need your support craft to locate the Reclaimer, no way point will be available
- When you reach 'The Betty' you will need to check in by traversing to the bridge and exit using any way you see fit
- Checkpoints Talon and Hasgaha will also need to be located
- To check in at a Starfarer you must enter via the cargo ramp and exit through the bottom level airlock

TLD:DR



*Do you have a question about the rules?

Let us know via Guilded.