



# **FORMULA SUNDAYS**

## ***RULEBOOK OF SEASON 15***

Last modified on 5<sup>th</sup> March 2024

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## **1 INTRODUCTION**

Welcome to **Formula Sundays**. We are an amateur racing organisation featuring leagues for every skill class. We are a multi-tier league which consists of the elite tier and the Challenger tier. The elite tier is faced towards our fastest and most competitive drivers, whereas the Challenger tier is to allow newer or less competitive drivers to shine and have a space to race. Alongside our main season we will be offering an F2 season, which will proceed in the same way as the F1 season but with the F2 cars provided in game.

We are part of the franchise **Sundays Esport**. Apart from Formula Sundays we run Rocket Sundays Duos and Trios, 2v2 and 3v3 Rocket League competitions respectively. You can find the discord in the designated channel.

Like for all the leagues in the Sundays Organisation, **our focus is fun**. We are amateurs, not professionals. Do not get too upset, do not be toxic, just enjoy your time with us as good as you can. We value a friendly environment above everything else.

If you have any questions, feel free to DM one of the Referees/Admins. Get your friends in here, make new friends and start racing with us!

Sincerely,  
The entire Referee/Admin Team of Formula Sundays

## **2 CODE OF CONDUCT**

This Code of Conduct is being introduced because we want this to be a fun, pleasant, and harassment-free experience for everyone, regardless of who they are in any way shape, form, or belief.

**Server Behaviour:** We do not tolerate harassment of players in any form. If you have been asked to stop any harassing behaviour, you are expected to comply immediately, failure to do so will result in you being punished accordingly. Harassment includes:

- Offensive comments related to gender, gender identity and expression, sexual orientation, disability, mental illness, neuro(a)typicality, physical appearance, body size, race, or religion.
- Unwelcome comments regarding a person's lifestyle choices and practices, including those related to food, health, parenting, drugs, and employment.
- Deliberate misgendering or use of 'dead' or rejected names
- Gratuitous or off-topic sexual images or behaviour in spaces where they are not appropriate
- Threats of violence - Incitement of violence towards any individual, including encouraging a person to commit suicide or to engage in self-harm
- Deliberate intimidation
- Sustained disruption of discussion
- Continued one-on-one communication after requests to cease
- Publication of non-harassing private communication

Now, we love our banter here and there's never been any major issues thus far, however there is a fine line between banter and insults and it's defined by which side of the line the recipient is on, not the sender. What this means is just because you say "but it's a joke bro" does not mean it is not offensive and any decision made by the admins, together, must be adhered to.

Please also refrain from inflammatory behaviours such as name calling/insults, overuse of swearing and serious trash talking\*

*\*trash talk can be used as banter, but generally, serious trash talk has no place here*

If you are being harassed, notice that someone else is being harassed, or have any other concerns, please contact the admins. We will respond as quickly as we can.

We will respect confidentiality requests for the purpose of protecting victims of abuse. At our discretion, we may officially name a person about whom we have received harassment complaints, or privately warn third parties about them. We will not name harassment victims without their affirmative consent.

If a player engages in harassing behaviour, the admins will take any action appropriate, up to and including expulsion from this server and identifying the player(s) publicly as someone about whom we have received complaints.

**In game Behaviour:** All the same already listed points will not be tolerated whilst racing neither. If you record your race and have evidence of someone verbally harassing you, feel free to report this the same way, as the previously mentioned harassments.

Each breaking of the Code of Conduct will be dealt with on a case-by-case basis by the admin team!

For minor and standard offences, the penalties are as follows:

Offence No.

1: Warning

2: Race ban

3: Warning

4: Season ban (next 12 race events)

5: Warning

6: Permanent ban

For each full season without another Code of Conduct offence, we deduct one point on said penalty scale. For major offences we remain the right to move up multiple steps on the scale.

**The Sundays Esport Code of Conduct also applies.**

### **3** **FORMAT**

- A) Calendar
  - a) A season contains twelve races.
    - (1) At least 2 of them are city circuits, City circuits are: Monaco, Azerbaijan, Singapore, Jeddah, Las Vegas and Miami. They will be held as the third and tenth race.
  - b) The referee team may offer a track pick to the drivers/constructors champions. If the drivers champion is also on the winning constructors team, their teammate gets to pick the second track. The remaining tracks will be randomly selected.
- B) The league is held with the real F1 teams on equal performance.
- C) We offer 2 tiers, however if we are lacking players to do so at the beginning of the season, we will only host the elite tier.  
(Option b)
  - a) Challenger Tier: The casual option for newcomers to the racing scene. Drivers may be inexperienced and slightly slower than the elite drivers. All assists except the pitlane assists and automatic race start are allowed.  
Challenger Tier races on Sundays, at 19:00 CET.
  - b) Elite Tier: The competitive option. Both pace and awareness are required, braking assist, pitlane assist and automatic race starts are off, formation lap on.  
Elite Tier races on Sundays, 20:15 CET.
- D) Session Settings
  - a) All tiers have an 18-minute qualifying session.
  - b) Challenger Tier races are 35% of the full racing distance, Elite Tier races 50%.
  - c) All tiers have full damage activated.
  - d) Ghosting is disabled for all tiers.
  - e) Safety Car is:
    - (1) Reduced for Challenger Tier
    - (2) Reduced for Elite Tier
  - f) Red Flags are:
    - (1) Disabled in Challenger Tier
    - (2) Disabled in Elite Tier
  - g) Formation laps are:
    - (1) Enabled in Challenger Tier
    - (2) Enabled in Elite Tier

**4 PARTICIPATING**

- A) Sign Up
- a) Drivers can sign up prior to the season, must consist of at least two drivers, and need to name a captain. Individual signups will be seeded and matched competitively. Teams that feature two drivers whose added seeding rank is below 9, may be separated to ensure a competitive WCC.
  - b) Signups stay open after the season has started. If there are no free seats, newcomers will become reserve drivers. Otherwise, they may be asked to join a specific team.
    - (1) The FS admin team has the option to deny access into the league in exceptional circumstances, e.g. if a driver with extremely competitive times joins (late) and wins/decides the championship by default.
- B) The team captain is:
- a) Responsible for their drivers showing up. The team (captain and/or driver) can get their position revoked if they fail to show up either for 2 races in a row or for 3 races in a season not showing up.
  - b) Responsible for the check-in for their team. If they fail to check in without notice either for 2 races in a row or for 3 races in a season, they can get their position revoked.
  - c) Responsible to try to find a reserve driver if a main driver can't attend a race.
  - d) Allowed to drop out, afterwards the team-captain position is open for taking by another driver. Priority will be given to the former teammate if they are an active driver.
- C) Drivers will be seeded into tiers based on their time trial times and previous experiences. Whilst we try to keep all drivers in set tiers throughout a season, we keep the right to move individual drivers, who may be too strong/too weak, up and down during a season. With approval of the referee team, a team manager may initiate such move as well.
- D) A drivers in-game name must be the same, similar, or recognizable to the Discord name to avoid confusion in the standings, reports, etc. (e.g., add other Usernames in brackets) Drivers are not eligible to drive or gain points in the league if their names are not at least recognizable.
- E) Check-Ins for the race will open on Thursday, 16:00 CET and close on Saturday, 18:00 CET for each race. Seats with no checked in driver after the deadline will be offered to reserve drivers or, if claimed in time, by late runners of the check-in process themselves.

**5 RACING RULES**

- A) Every Driver must drive without the use of third-party programs or glitches, to the best of their ability, within track limits, not unnecessarily slowly, erratically, or in a manner that could be deemed potentially dangerous to other drivers.
- a) All acts listed under 7.C.a are punishable and to be avoided.
  - b) Corner cutting is set to strict.
  - c) Pit-assist is off. Pit-lane and safety car experience is set to immersive.
  - d) Race starts are manual in Elite Tier.
  - e) All penalties the game gives a driver stand, until they were reported and revoked by the referee team. (See 7.A.e)
  - f) Under safety car and in formation lap:
    - (1) Drivers must stay within 10 car-lengths of the car in front.
    - (2) Overtaking is strictly prohibited during the formation lap and safety-car restarts.
    - (3) During safety-car restarts, the leader may fall more than 10 car lengths behind the safety-car to prepare the restart.
    - (4) On safety-car restarts, drivers must not overtake the car ahead until the start/finish line.
  - g) In case of game-breaking bugs that affect the entire lobby, so that a continuation of the event is not possible in any circumstances, following rules apply, measured by the driven race distance (rounded down):
    - (1) In case more than 15 % (rounded) of the drivers disconnect prior to the race start, the lobby is remade with the custom grid order derived from qualifying. See the exact number of disconnected drivers required for a restart in attachment three. In case of bugged starts (e.g. full safety car start, red flag start), the session is restarted in the same way.
    - (2) After a successful race start, such events qualify as Lobby issues, where 40 % (rounded up) of the running drivers experience these issues, but no less than 4 drivers experience them (for less than 10 running drivers.). Lobby issues can be mass disconnects, desyncs and other unforeseen problems that occur similarly to several drivers. In case the race got going before the Lobby issues arose, act as follows:
      - (a) All the following margins are rounded up to the full lap. Whenever a lobby restart is not a full race restart, the order at the point where the leader has crossed the finish time for the last regular lap is taken for the restart.



- (b) For Elite (50 % races):
  - less than 15 % driven: full restart
  - 15-40 % driven: restart a 35 % race
  - 40-75 % driven: restart a 25 % race
  - more than 75 % driven: session won't be restarted.
- (c) For Challenger (35 % races):
  - less than 20 % driven: full restart
  - 20-70 % driven: restart a 25 % race
  - mor than 70 % driven: session won't be restarted.

**B) Formula Sundays Racing Guidelines:**

a) The following guidelines serve as examples for the Formula Sundays drivers, are an assistance for the referees in their decision making and are non-binding. They are loosely derived from the Driving Standards Guidelines the FIA issued on March 19, 2022.

(1) For a car being overtaken to be required to give sufficient room to an overtaking car, the overtaking car needs to have a significant portion of the car alongside the car being overtaken and the overtaking manoeuvre must be done in a safe and controlled manner, while enabling the car to clearly remain within the limits of the track (See Attachment 2 for more information).

(a) Overtaking on the inside:

Depending on the corner, a significant portion can range from the front wheel of the overtaking car being fully ahead of the rear wheel of the overtaken car to the overtaking car being at least 50 % side-by-side. This must occur not later than the apex.

(b) Overtaking on the outside:

The overtaking car must be ahead of the overtaken car from the apex onwards. The overtaken car must be capable of making the corner while remaining within the limits of the track.

(c) Overtaking in chicanes and s-bends:

The above guidelines apply similarly for each corner.

(2) While ahead on a straight, drivers may only move to defend their position once. They should make their intentions to defend clear and must not react to an overtaking move from the driver behind. The car behind should be given sufficient time to react to the defensive move.

(3) Generally, the white lines are deemed the edge of the racetrack. The kerb, grass, wall, gravel, or tarmac are not the edge of the racetrack, unless a white line is not present.



- (4) Drivers should not attempt to knowingly use game breaking bugs, glitches or exploits to gain an advantage, or disadvantage other drivers. We will take reports of exploit abuse case-by-case, with verdicts and penalties being decided at the discretion of the ref team.

## **6 POINTS/STANDINGS**

- A) Points will be distributed corresponding to the F1-points-system. (1<sup>st</sup> = 25 pts, 2<sup>nd</sup> = 18 pts, ... fastest lap = 1 pt, if within the top 10)
- B) Drivers are only eligible to gain points if they have covered 90% of the racing distance the winning car has covered (rounded down to the next lowest number of laps).
- C) In case of game-breaking bugs according to 5.A.g full points are distributed as if the race was never restarted after the second session. The restart margins are weighted in a way that does on average resemble a full race distance to justify the distribution of full points even if the full race distance over the several sessions may not have been driven in all circumstances.
- D) Provisional standings are released after the race, with official standings being released after the verdicts or included in the next races standings, to consider post-race time penalties and disqualifications.

**7 PENALTY SYSTEM**

- A) Reporting
- a) Reports may be filed in the corresponding channel until Tuesday, 23:59 CET.
  - b) Reports need to contain:
    - (1) Headline (summarize the incident in 2 words)
    - (2) Driver reported: (tagged)
    - (3) Lap of incident
    - (4) Description/what happened? (a few sentences of summary)
    - (5) Video footage/evidence (the better the view on the situation, the more accurate the verdicts)
      - (a) Video evidence must be sent as an mp4 or similar format, or as an embedded video link. We may choose to not accept links to google drives.
  - c) Reports that are openly aggressive or toxic may not be evaluated. Reports should stay purely factual.
  - d) As an example for a report, check Attachment 1.
  - e) A defensive report following the exact requirements like the initial report can be issued, to prove the accused driver's innocence. Such defence can be submitted with "defensive report – [title of the initial report]" as the headline. Every POV that can potentially help us to judge the presented scene more accurately is welcome.
  - f) Penalty removal can be requested if:
    - (1) *For 3 second penalties*: proof of the absence of further warnings after the warning that caused the penalty is given. (full screenshots of race director or video that shows all warnings etc., for 3 second penalties only)
    - (2) *For 5/10 second penalties/drive through*: the Penalty has not been served already.
  - g) If the Referees notice an incident on their own, they have a right to issue a report themselves.
  - h) To maintain a good overview over the filed reports, reports are to be posted in the described format exclusively. Every bit of discussion or other stuff belongs in #report-discussion and will be deleted by the referees if put in the reports channel.
  - i) The referees hold the right to not investigate a report that has not been issued in the correct form.
  - j) If someone who is not involved in the incident itself reports an incident and all drivers at a disadvantage in said report actively state that they themselves wouldn't want to pursue said incident, the referees hold the right to not investigate the report just as well.



- B) Referee review
  - a) The Formula Sundays Referee Team will look at all reported incidents and defensive reports on Wednesday. Verdicts should not come out any later than Saturday.
  - b) If a referee is involved in an incident, they will be excluded from the verdict decision process. This is the case when:
    - (1) The referee is involved in the incident. It doesn't matter if the referee is the reporting or the reported driver.
    - (2) The referee is the captain of one of the involved teams.
    - (3) The referee is a teammate of the reporting/reported driver.
    - (4) A driver is involved, if they are either personally involved in the incident, or gaining an advantage through a potential time penalty.
  - c) The severity of an incident, and its classification as a minor, moderate, major, or extreme incident is determined at the discretion of the ref team.
  
- C) Punishable acts include (but are not limited to)
  - a) Incidents in the race, if they were reported:
    - (1) Collisions
    - (2) Blocking (incl. falling more than 10 car lengths behind the car in front during formation lap or safety car)
    - (3) Driving unnecessarily slowly
    - (4) Unsafe driving (e.g., weaving on straights, overtaking under SC or formation lap, donuts in formation lap)
    - (5) Unsafe re-entry or resetting to the track
    - (6) Unsportsmanlike driving
    - (7) Leaving the lobby without DNFing/not DNFing in the pits when intentionally ending the race
    - (8) Using exploits or glitches
  - b) Inappropriate behaviour and harassment in the Discord server or via game voice chat, DM's or any other way.
  - c) Not attending a race while being checked in. This can result in losing the seat when this occurs:
    - (1) Twice in a row,
    - (2) Three times over the entire season.
  - d) Being inactive for too long (not checked in for too long) can result in losing the seat as well. This occurs when:
    - (1) Three times in a row,
    - (2) Four times over the entire season.
  
- D) Further notes:
  - a) Drivers are responsible for their AI if they quit or lose connection. Incidents will be considered case-by-case, but generally will receive reduced penalties. Upon disconnects, drivers should try to re-join as quick as possible.



- b) At the end of the formation lap, drivers must position within the grid box with all wheels within or on the white grid lines. Penalties will be awarded at the discretion of the ref team depending on severity.
  
- E) Report outcomes
  - a) Reports have three possible outcomes:
    - (1) No further action – The reported driver is found innocent of the presented accusations.
    - (2) A warning – To warn drivers of over-aggressive or just unnecessarily dangerous behaviour.
    - (3) Time Penalties – add time to the punished drivers finishing time. There are:
      - (a) 3 second penalties
      - (b) 5 second penalties
      - (c) 10 second penalties
      - (d) 15 second penalties
    - (4) Disqualification – Applied post-race to the most recent event in case of severe regulation breaches. Time penalties amounting to 20 or more seconds in one race also lead to disqualification from said event.
    - (5) Qualifying ban – Applies to the next event a driver is participating in. If a driver acquires a 15 second penalty, or if they majorly impede a driver, they will receive a qualifying ban. During the next event a driver races in, they must not participate, set a lap, or leave the pitlane during qualifying.
    - (6) Penalty Points
      - (a) Whenever a driver gets penalized with any time penalty, they acquire one Penalty Point.
      - (b) Every third warning over the course of the season will result in an additional Penalty Point.
      - (c) Reaching three Penalty Points leads to exclusion from the next league racing event. If this occurs in the last race, this leads to disqualification for the current event.
      - (d) Reaching six Penalty Points leads to exclusion from the remaining events of the season.
      - (e) If a driver acquires several time-penalties that don't exceed 10 seconds in total in one event, they only receive one Penalty Point. Based on the severity of the incidents, the refs can add up to 2 warnings to the over-all penalty instead.
      - (f) Penalty points are continuous over seasons and are removed after a driver has completed 12 individual races or after 12 race events.
    - (7) Each individual outcome will be applied according to the verdict table. (page 13)

## b) Verdict Table: (for standardized judgements)

	<b>Penalty</b>	<b>Incident Examples</b>
1	No further action	Racing incident
2	Warning (and Penalty Point, if it's a third one)	<ul style="list-style-type: none"> <li>• Driver at slight fault of light collision</li> <li>• Slight blocking / impeding</li> <li>• Unsportsmanlike driving</li> <li>• Incorrect DNF procedure upon leaving the race early</li> <li>• Leaving too much of a gap to the car ahead during the formation lap or SC period</li> <li>• Unintentional brake checking with minor contact</li> <li>• Dangerous or reactive driving</li> <li>• Moving more than once to defend on a straight</li> </ul>
3	3-second penalty (and a warning, unless 7.E.a.5.b applies)	<ul style="list-style-type: none"> <li>• Driver at slight fault of light or moderate collision</li> <li>• Moderate blocking / impeding (During the race)</li> <li>• Unsportsmanlike driving</li> <li>• Crossing the white pit lines to gain an advantage</li> <li>• Moving more than once to defend on a straight</li> </ul>
4	5-second penalty (and Penalty point, unless 7.E.a.5.e applies)	<ul style="list-style-type: none"> <li>• Driver at majority fault of moderate collision</li> <li>• Major blocking / impeding</li> <li>• Unsportsmanlike driving</li> <li>• Overtaking a driver under safety-car</li> <li>• Unintentional brake checking with moderate/major contact</li> <li>• Incorrect grid position</li> <li>• Dangerous or reactive driving</li> <li>• Moving more than once to defend on a straight</li> </ul>
5	10-second penalty (and Penalty Point)	<ul style="list-style-type: none"> <li>• Driver at full fault or majority fault of major collision</li> <li>• Overtaking multiple cars under safety-car</li> <li>• Resetting to the track</li> </ul>
6	15-second penalty (2 Penalty Points, and a qualifying ban)	<ul style="list-style-type: none"> <li>• Driver at full fault of an extreme collision</li> <li>• Jump starting and causing additional crashes</li> <li>• Serious lack of awareness and control</li> </ul>
7	Qualifying-Ban	<ul style="list-style-type: none"> <li>• Major impeding during qualifying</li> <li>• Receiving a 15-second penalty during a race</li> </ul>
8	Disqualification	<ul style="list-style-type: none"> <li>• Acquisition of 20 seconds of time penalties</li> </ul>
9	Race-Ban	<ul style="list-style-type: none"> <li>• Acquisition of three penalty points</li> </ul>
10	Season-Ban / League-Ban / Server-Ban	<ul style="list-style-type: none"> <li>• Intentional collisions</li> <li>• Severe and repeated Code-of-Conduct violations</li> <li>• Acquisition of six penalty points (ban for the rest of the season)</li> </ul>
<p>*Disclaimer: This table is a mere guideline. Verdicts may alter as each incident is unique and is judged individually. Some incidents may cross the boundaries of penalty types and are thus determined at the discretion of the ref team.</p>		

## c) Collisions Example Table: (Guidelines)

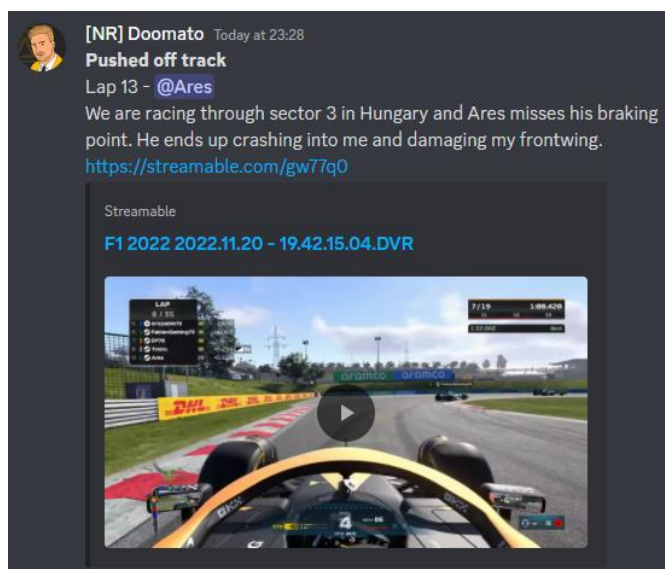
<b>Collision Type</b>	<b>Collision Example</b>	<b>Penalty Example</b>
Light Collision	Small, or light collision, rear ends, or taps that minorly changes the trajectory of the car involved without causing damage or major time loss	Warning or Racing Incident (Depending on scenario)
Moderate Collision	Collisions that cause a car to lose balance or moderately change trajectory, direction or spin, causing noticeable time or position losses. Damage could be minor meaning the front wing, floor, or sidepods are yellow in the MFD.  In some scenarios, damage may not be caused, but the affected driver may be significantly disadvantaged	3-second penalty and a warning or 5-second penalty and 1 Penalty Point (Depending on the scenario)  If a driver is not majorly at fault, they may receive a less severe penalty
Major Collision	Collisions that cause a car to significantly lose balance, significantly change trajectory or spin, causing major time or position losses, or a DNF. Damage could be major, meaning the front wing, floor, sidepods, or rear wing is orange to red in the games MFD	5-second penalty and 1 Penalty Point, or 10-second penalty and 1 Penalty Point (Depending on scenario)  If a driver is not fully at fault, they may receive a less severe penalty
Extreme Collision	These are the most scrutinised collisions, as a driver must be fully at fault, with a clear lack of evasive action or awareness. Collisions that cause pile ups, multiple retirements. Collisions that are high speed and are highly dangerous. Due to the severity and rarity of this collision type, there must be sufficient evidence to prove the accused driver's involvement and fault.	15-second penalty and 2 Penalty Points (Depending on scenario)  If a driver is not fully at fault, they may receive a less severe penalty.
<p>*Disclaimer: This table is a mere guideline. Damage, time loss, and collision types are not immediately indicative of a certain penalty type. Every incident is different, and the game can cause major damage, even with light collisions, so the amount of damage you gain is not an indicator of a penalty to be applied. Subject to individual incidents and scenarios. E.g., Some incidents may be Extreme but may get a less severe penalty depending on their involvement and intent. All penalties are given at the discretion of the ref team.</p>		

## 8 APPEALS

- A) Appeals can be requested in the report channel after the verdicts were published by the Referees.
  
- B) Issuing the Appeal:
  - a) Every incident from the previous race can be appealed.
  - b) The appealing driver has to be involved/affected by the incident. That happens, when they are:
    - (1) The reported driver
    - (2) The reporting driver
    - (3) Gaining/Losing positions based on the possible decisions and penalties.
  - c) Appeals do follow the requirements of reports. The title must be "Appeal – [title of the initial report]". The deadline is the following Sunday at 20:00 CET. If the appealing driver is the reported driver, they also don't need to tag themselves.
  - d) An appeal needs to contain new information. If no new (mainly visual) evidence is provided, the referees won't see a reason to pursue the appeal.
  - e) Every driver has two appeal tokens. They may use one token per incident. If their appeal is successful, they receive their appeal token back. If the appeal is unsuccessful and redundant, the driver loses their appeal token. Without appeal tokens they also lose their ability to initiate the appealing process. Other drivers may not use their appeal tokens to start an appeal in the name of a driver, who lost both his tokens already.
  
- C) Reviewing the appeal
  - a) The reviewing team consists of at least three uninvolved people, who are into F1/racing. Referees are only involved to share data and gather information. The initial verdicts will only be revealed after the reviewers have made their verdicts. These temporary referees can be:
    - (1) Sundays Esport / Rocket Sundays staff,
    - (2) Inactive drivers,
    - (3) Neutral active drivers (from other tiers).
  - b) The individual verdicts will be combined into an average verdict by the Formula Sundays referee team and the results will be published as if they were verdicts on reports.
  - c) Verdicts will only be changed if the referees find that they have majorly wronged the accused driver. If the penalty is found to be harsh, yet in the realms of possibilities, it stands as it is.
  - d) Reviewers may decide previous verdicts may not be used as an indication that a verdict should be overturned.

## 9 ATTACHMENTS

Attachment 1: Example of a report:



Attachment 2: [https://www.fia.com/sites/default/files/doc\\_2\\_-\\_2022\\_imola\\_event\\_-\\_fia\\_f1\\_driving\\_standard\\_guidelines.pdf](https://www.fia.com/sites/default/files/doc_2_-_2022_imola_event_-_fia_f1_driving_standard_guidelines.pdf)

Attachment 3: Pre-race crash table

Drivers in the lobby	Crashes needed for pre-race lobby reset
20-17	3
16-10	2
9-4	1
3 or less	0

Attachment 4: Mid-race crash table

Drivers in the race	Crashes needed for pre-race lobby reset
20-19	8
18-17	7
16-14	6
13-12	5
11 or less	4

\*The rulebook can be altered at need. Changes will be announced and all references in the discord will be updated.