

Rules & Regulations

2020-09-07

This rule book is designed for clean and fair racing in the championship. To put it brief: driving cleanly means **no corner cutting or track extending** to gain time, and **no severe contact with other cars**. We understand that accidents can happen, but as a driver in our championship, you are required to do your very best to deliver clean racing at all times. The rules also include guidance for general behaviour and championship participation.

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1 General Regulations

1.1 Name Format

- 1.1.1 When on the server, all drivers should format their name like so: “## Nickname”
e.g. “07 cholover7” and if driver is signed up with a team: “##TAG Nickname”
e.g. “07TRR. Cholover7”
- 1.1.2 TAG should be from the team you signed up with.

1.2 Skins

- 1.2.1 Teams and individual drivers should submit skins for every round using the sponsor logos posted inside the Skin Submission topic.
- 1.2.2 Skins must have the cars sponsor logos posted inside the Skin Submission topic.
- 1.2.3 Correct skins MUST be worn at any time during live sessions.

1.3 Points System

- 1.3.1 The top 40 cars all score point. For Race 1 of every Round it is from 50pts for P1 to 10pts for P40, and for each Round's Race 2 40pts for P1 to 1pt for P40. Both races offer a different scoring system to engage battling for every position in every race.
- 1.3.2 The fastest lap per race, as well as the pole-position from qualifying are rewarded with 2 bonus points.
- 1.3.3 Teams are awarded the total points earned by their two highest-scoring drivers in each meeting. This means the points scored for both races combined, not including bonus points earned for pole/fastest lap.

1.4 Official Communications

- 1.4.1 The following places are listed as official communication channels
- 1.4.2 TRR Discord #race-information channel
- 1.4.3 TRR Sub-Section of LFS Forum
- 1.4.4 Race officials may make amendments to these regulations and these will be published in any of the locations above.

1.5 Winnings Pay-out

- 1.5.1 Any earned winnings for teams or drivers will be paid out at the end of the season via either PayPal or a SEPA Euro payment.

2 Connectivity

2.1 Connection & Lag

- 2.1.1 When you have severe lag or connectivity issues, we advise not to participate till you solve them.
- 2.1.2 If a driver loses connection or has a time-out before the start of a Round's race, we wait a maximum of 5-minutes for the driver to return, before starting the race.

2.2 Mass Disconnections

- 2.2.1 When mass disconnections occur, we are likely to halt the current Round's race and restart it.
- 2.2.2 If the mass disconnection occurs past the halfway point of a Round's race, we are likely to declare the race's result 1-lap backwards before it happened.

3 Rule Enforcement

3.1 Stewarding Team

- 3.1.1 The stewarding team will always consist out of the main Race Director (independent), 2 people from the host organization and 3 independent people from other organizations other than the host. But decisions do NOT always have to be made by the entire team.
- 3.1.2 ANY decision made by the stewarding team is final and can NOT be disputed.

3.2 Protests

- 3.2.1 Protests can be made on the forum in the correct topic up to 24 hours after the round's 2nd race.
- 3.2.2 Outside the protest time-window the stewards and/or the Race Director can still decide to give penalties and alike or even inspect replays themselves to hand out penalties if rule-breaches are found.

3.3 Penalties

- 3.3.1 The stewards have a variety of penalties that may be applied to punish drivers who break our racing rules, depending on the severity of the violation. The available penalties are below. Breaking a rule also leads to penalty points being added to your driver's license: see further down for more details on the driver license system.
- 3.3.2 Penalties may be added together in the event of multiple violations in a race.
- 3.3.3 Time penalty
- 3.3.4 Grid place penalty

- 3.3.5 Disqualification from a session
- 3.3.6 Single or multiple race exclusion
- 3.3.7 Permanent exclusion from the championship
- 3.3.8 Points reduction penalty for a team or driver

3.4 Driver's License Penalty Points System

- 3.4.1 We use a driver's license points system. The stewards have the option of handing out penalty points, both as a standalone penalty or alongside the previously mentioned penalties. After receiving 3 Penalty points within 8 rounds, you will receive a 1 round ban.
- 3.4.2 The 2nd time you receive 3 penalty points this penalty is doubled. After a 3rd time you will be removed from the championship.
- 3.4.3 Alongside this we use a warning system. Warnings can be given out for less severe incidents. While not directly a penalty, subsequent warnings will result in a penalty point being registered.

3.5 Race Director

- 3.5.1 The Race Director's task is to overview the race from as many angles as possible during the Round's races and report incidents to the Stewards Team to be investigated after the Round.
- 3.5.2 The Race Director will not hand out penalties during the Round's races. But will in severe cases be allowed to spectate, kick, or even ban a participant if he deems that needed to keep the peace/safety on track.
- 3.5.3 The Race Director may announce a yellow flag in a certain sector by chat. So, don't block messages during race sessions.
- 3.5.4 The Race Director will at times inform drivers via chat. To prevent drivers from blocking chat. Chat is to be kept at an ABSOLUTE minimum and only be used if necessary.
- 3.5.5 The Race Director is there on everyone's behalf, do NOT argue or protest to the Race Director during live sessions. Do so on the forum topic if needed.

4 Racing Rules

4.1 Gentlemen Rules

- 4.1.1 EVERY racing driver and team is expected/forced to show gentlemen-like behaviour on track as well as in competition. Any unfair advantages, or team orders outside general acceptable proportions are bannable. e.g. if you let your team-mate past, that is fine. If, however you manipulate race outcomes or/and the championship in a

way that is again the spirit of motorsport, then this is NOT allowed and could face serious punishment from DSQ up to competition exclusion.

- 4.1.2 Cheating as in taking any unfair advantage over your competitors in any which way that is unfair and/or purposeful, will be penalized harshly. We expect the teams and drivers to drive fair and clean, without dirty trickery or over aggressive driving behaviour.
- 4.1.3 Gentlemen-like behaviour means you show care for you and your competitors their cars at any point whilst a qualifying or race session is live. This includes respecting slower cars in qualifying and race. Do not act like another driver is not there when you are faster. Take your time and prepare a clean overtake in a race session, in qualifying, just drop back and do not interfere with their lap attempt.
- 4.1.4 Button clutch is strictly forbidden.

4.2 Qualifying Rules

- 4.2.1 In the open qualifying, it is your own responsibility to find free space on the track when starting a flying lap. A car on a flying lap does not have to yield for a faster car approaching from behind. If you are on an in- or out-lap, however, you must let faster cars pass you without blocking them.
- 4.2.2 During qualifying sessions, you can spectate/pit and re-join. Leave the pit- exit safely without interfering with other driver's their hot laps.

4.3 In-Game Penalties

- 4.3.1 In-game penalties during any session, will not be undone by the Race Director and will have to be served within 3 laps of them being given

4.4 Tire Rules

- 4.4.1 We have no rules on tyres, any tyre compound and soft or hardness available in-game by default can be used during any of the championship rounds. (This includes oval events)

4.5 Clean Racing

- 4.5.1 Race cleanly at all times. No severe contact should be made between cars on track. Touring Car Class races allow body rubbing, but never should severe contact occur. As a driver you are always required to do your best to avoid any type of contact. Accidents can happen, but if you are at fault for causing a collision, you are likely to be penalized.
- 4.5.2 Deliberately crashing into another car during a qualifying or race session, will result in being permanently excluded from the championship.

- 4.5.3 The above rule still applies even if lag (connection issues) is the cause of the incident, when it is obvious that your car's lag is the cause of another driver going off, as this would still be classed as an unfair overtake. Please be more careful around other drivers if you are regularly involved in lag-related incidents.
- 4.5.4 Bump-drafting is strictly forbidden in all sessions.

4.6 Overtaking

- 4.6.1 Do not be too aggressive when trying to overtake. As the chasing car, it is generally your responsibility to not make contact with the car in front.

4.7 Defending

- 4.7.1 Excessive weaving and blocking is not allowed. When defending from another car, choose a line on the track and stick to it, and make sure the attacking car has sufficient time to react to your movement.
- 4.7.2 Do not force another car off the track by leaving it too little room on corner entry or exit.
- 4.7.3 If the other car is alongside you when going into a corner (at the turn-in point*), or when exiting a corner, you must adjust your line to avoid contact. Being sufficiently 'alongside' to warrant being left room is generally judged as the attacking car's front wheels being alongside or ahead of the defending car's rear wheels.
- 4.7.4 The 'turn-in point' in this setting refers the natural turn-in point as per the standard racing line. If the defending car causes contact due to turning in earlier than what is considered the standard, he will be seen at fault.
- 4.7.5 Excessive weaving on straights with the purpose of breaking slipstream is not allowed, even if the car behind is not physically close enough to make an overtaking attempt. Weaving in this situation is deemed excessive if the car ahead makes more than two moves across the track on the same straight.

4.8 Spatial Awareness

- 4.8.1 Being aware of where another car is, is majorly important in a race so taking extra care is vital both at the start of a race and in battles.
- 4.8.2 If you spin off whilst the pack is close, re-joining the track immediately is ill-advised. As this could cause a serious incident. Staying still is the best option until the other cars have avoided you. It is far easier to avoid a stationary obstacle.
- 4.8.3 If you go off the track, re-join in a manner that is both safe and in no way a danger to other drivers.
- 4.8.4 When you are coming up to lap another car, make sure they noticed the blue flag and do not recklessly dive-bomb them.

4.9 Corner Cutting

- 4.9.1 Always stay within the track limits with at least two tires.
- 4.9.2 Track limits are defined by the white lines and by the edge of the kerbs. The kerbs will be considered part of the track, but additional runoff such as Astroturf will not be. Cutting corners, or extending the track, to gain an advantage is not allowed. Drivers found to be persistently breaking this rule will be penalized retrospectively.
- 4.9.3 Alternatively, when the given rules do not warrant the standard racing lines to be used, A yellow line will be placed. This yellow line will function as a standard white line.
- 4.9.4 If you overtake another driver with all four wheels off track, or because of cutting a corner, you must slow down and give the position back.
- 4.9.5 In qualifying, if you go outside the track limits in a way that does not clearly lose you time, you are expected to lift off the throttle to clearly lose any potential advantage gained. If the cut is major, the lap should be aborted. Failing to do this may result in post-race punishment.
- 4.9.6 It is not possible to pre-define a specific value for a maximum amount of track limit violations during a race. This will be up to the steward team to decide and enforce.
- 4.9.7 If a driver is reported to the stewards for a breach of the corner cutting rules, it is up to the stewards' discretion to enforce track limit ruling and if applicable, hand out an appropriate penalty.

4.10 Being Lapped

- 4.10.1 When the game shows you the blue flag, you have been caught up by a car on a lap ahead of you. When being lapped, it is your responsibility to let the leaders through safely at the earliest opportunity, without blocking them.
- 4.10.2 If you are going faster than a car that has lapped you, do not attempt to un-lap yourself unless it is safe to do so and does not hinder the car in front.

4.11 Re-join Rules

- 4.11.1 Drivers may re-join the race but ONLY when the leader is on lap 1 of the race.
- 4.11.2 The pit exit will close for the first race lap. Pit exit will open when the leader completes the first race lap.
- 4.11.3 Mid race join will be disabled when the leader starts lap 2.
- 4.11.4 If the pit lane is closed, drivers must wait for it to open to re-join the race.

4.12 Pit Stops

4.12.1 We do not enforce a mandatory pit stop during our championship rounds, as they are sprint races.

4.12.2 When entering the pitlane, do not enter past the entry bollards.

4.12.3 When exiting the pitlane, no part of your car should cross the pit exit line.

4.13 Reverse Race Rules

4.13.1 All finishers of race 1 are reversed for race 2.

4.13.2 Cars that did not finished race 1 are supposed to start at back of the grid. Driver must spectate before the second race starts and only join once the grid has formed.