

Radical SR10 Americas Championship

Rules and Regulations

As of May 26th, 2023

Final Points Table included

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1 General

Radical Simracing regards itself as a community of fair drivers. Drivers in this community put the interest and well-being of the community above their success on track. All rules and regulations ought to be understood on this basis.

Friendly banter is always welcome, just like discussions on behaviour on track, but serious allegations are banned from general chat and ought to be sent to a member of the steering group or the Steward (Nihad Gluscic) in dm.

It is strictly forbidden to seriously offend or insult members of the community, both during and after the race. A driver who does not respect this simple rule will be excluded from the championships.

2 Format

2.1 Open Practice

- Open Practices take place during the week before the races, on Tuesdays, Wednesdays and Fridays and consist of 120 Minutes open practice, ending with a short race with the sole purpose of giving everyone a chance of a test-start.
 - De-Fra Server: 19:00-21:00 GMT
 - US-Bos Server: 9pm-11pm EST
- Open Practice Sessions will not be restricted to members of the league, but will be open to everyone and be found under hosted sessions as “Radical Simracing – Open Practice”
- You are free to join or leave the session to your liking.
- There are no championship points to be gained in this session.

2.2 Race-Sessions

Every Race-Sessions - as long as not announced differently (i.e. to cope with special situations like at the Nordschleife) consist of:

- 60 Minutes Open Practice
- 10 Minutes (4 Laps) Lone Qualifier
- 30 Minutes Race.

2.2.1 30 Minutes Races

- Race Duration: 30 Minutes
Note: As soon as qualifying has ended, it is not possible anymore to join the session.
- Setup: Fixed (iRacing-Setup with adjusted fuel level)
- Race-Start: Standing
- Safety Car: None
- Pit-Stops: No regulations
- Fast Repairs: 1
- Incident Limit: Drive Through Penalty every 15 Incidents

Every race will be broadcasted provided that the minimum number of participants for the Championship is reached and more than 5 driver registered for the race.

2.3 Championship

- The Radical SR10 Americas Championship consists of 8 races.
- Car: SR10
- Driver-Championship and Team-Championship
- Two drop-weeks will be applied on driver-standings.
- Tracks will be in sync with the Radical Racing Challenge.

Championship races will be broadcasted if more than 20 drivers have registered for the Championship prior to Race day 1.

2.3.1 Race-Session Time Slots

Americas - Sunday

- 8:00pm EST – 50 Minutes Practice
- 8:50pm EST – 10 Minutes/4 Laps Lone Qualifying
- 9:00pm EST – Race

2.3.2 Schedule

Race day	Venue	Championship week
25-Jun	Circuit de Spa-Francorchamps - Grand Prix Pits	1
2-Jul	Nurburgring Nordschleife - Industriefahrten	2
9-Jul	Oulton Park Circuit - Intl w/no Chicane	3
16-Jul	WeatherTech Raceway at Laguna Seca - Full Course	4
30-Jul	Silverstone Circuit - Gran Prix	5
6-Aug	Sebring International Raceway	6
13-Aug	Road Atlanta - Full Course	7
20-Aug	Mount Panorama Circuit	8

2.3.3 Points

2.3.3.1 How to qualify for points

We follow the iRacing system – so whether you crossed the finish line or not, you'll get the Points for Position you are listed with in the final result unless you got disqualified or didn't complete a full lap in the main race.

2.3.3.2 Points-Table

POS	PTS
1	50
2	48
3	46
4	44
5	42
6	40
7	38
8	36
9	34
10	32
11	30
12	28
13	26
14	24
15	22
16	20
17	18
18	16
19	14
20	12
21	10
22	9
23	8
24	7
25	6
26	5
27	4
28	3
29	2
30	1

2.4 Teams

- Teams consist of two drivers that race the same livery (tradingpaints). The driver's points will count towards the Team-Championship.
- If a Team loses a driver during the season, the remaining driver is not affected by this circumstance. However, he is free to announce a new teammate or become a Privateer.

2.4.1 Teamnames and Paint Schemes

You have to follow the [iRacing rules for Paint Schemes](#). These rules also apply to the name of your team.

2.5 Season Finals

- Season Finals take place at the end of each season and will see the best drivers in the Americas division competing against the Best drivers in the Europe division.
- World Finals are taking place towards the end of iRacing season 4. The exact date, timeslots and tracks will be defined by the community.
- Who will Qualify for the Season-Finals:
 - Europe – Top 15
 - Americas: – Top 10
- Should someone who qualified for the Finals not be able to take part, his place will be offered to the next driver in line in this Championship.
 - The goal is to get a field of around 25 drivers for the Finals. Hence, drivers who didn't manage to qualify for the Finals might still get offered a place on the grid.
- Every driver who qualified for the Season-Finals will also be qualified for the World Finals
- Finals consist of two consecutive 30 Minutes Races.
- Details are open for discussion in the discord-channel

3 Blue Flags

In case a blue flag situation arises, please respect the following guidelines:

- You get blue flags: Let the car pass!
But: You are allowed to try and get away from the car behind you for one lap. During this lap you are not allowed to fight for position, and you are never allowed to hold up a driver faster than you.
- When you approach a car to un-lap yourself: If the car is slower than you, you are allowed to overtake – but only in the safest way possible. Causing a crash when overtaking a car that you have been a lap down to, will at least qualify you for a yellow card.
- When you get approached by a car a lap down: Think about us being a community of fair drivers, and let the driver pass if he's clearly faster than you.
- To sum up: Show some decency on track.

4 Protest System

Any member of the Radical SimRacing community may lodge a protest and ask for an incident to be investigated. This can be done publicly via the #incident talk channel or anonymously by sending a PM to RSR Steward Nihad Gluscic. The report can only be submitted after the cooldown period of 12 hrs has lapsed. When submitting the report, provide short statement of the incident and attach the replay cut. Please note that replay should ideally cover at least two laps before and two laps after the incident, with exception of extremely long tracks where similar distances would apply (i.e. at Nordschleife, the replay cut should cover three minutes before and three minutes after the incident).

The Steward will collect the statements of all drivers involved and review the replay evidence and produce a detailed report outlining the decision and the rationale behind the decision. Please note that the reporting driver reports an incident, not the driver him/herself and they too can be given a penalty if their culpability in the incident is proven. The Steward publishes the report in the #incident talk channel in order to demonstrate the transparency of the process but also inform drivers of how certain behaviours are treated.

4.1 Penalty System

This system is applied to drivers that show behaviour that is not in line with what can be considered to be the behaviour of a fair driver and thus ignores the spirit of this community. Below are the most common incidents that would be looked at.

- 1. Race start and lap 1 incidents**
 - a. Poor start and spinning the car on grid
 - b. Overambitious attempts into Turn 1 and generally on Lap 1

- 2. Bad re-join**
 - a. Re-joining the track onto incoming traffic forcing other drivers to take evasive action or causing collisions as a result of this

- 3. Blocking, swerving, and moving under braking**
 - a. Moving to block an overtake as a response to the movement of the attacking driver
 - b. Excessive swerving on the straight to break the tow (bending the racing line to reduce tow is fine, going left-right multiple times is not)
 - c. Changing lines in the braking zone

- 4. Rear-ending and brake checking**
 - a. Contact from behind is usually the responsibility of the following driver, unless the leading driver unnecessarily or intentionally braked early or brake-checked the driver behind to protect position

5. Overambitious overtake

- a. Going for an overtake that has no chance to succeed unless a side contact is made or defending driver forced off track

6. Inappropriate communication via voice and text chat

- a. Incidents are not to be discussed during the race or from the cockpit of the car as the driver has only seen his perspective
- b. Spamming another driver by voice or text chat (private or public) during the race is not acceptable
- c. Swearing, insults and bullying is not acceptable

7. Intentional and malicious acts and retaliation

The penalty system is a constant work in progress and will be updated as and when necessary, with the community vote on contentious issues. During the last season, the following areas have been brought to the attention of the Steward and have been put up for the community vote:

1. **iRacing slowdowns** – 90% of drivers who voted supported the regulation of the slowdowns. As we discussed, by providing a too clear regulation may produce adverse effects and cause more accidents so, to make it simple, the drivers will serve the slowdown penalty as they seem fit but must not block other drivers whilst serving penalty nor they should be defending their line when travelling at reduced speeds;
2. **Yellow flags** – 71% of drivers who voted supported no regulation of the yellow flags and to keep the iRacing rules. It is very difficult to enforce this rule as there is no evidence in the replay when the yellow flag was displayed and to whom. Causing accidents by ignoring visual clues to accident ahead whilst trying to gain as many places is protestable;
3. **Bump drafting** – bump drafting is a collaborative act between team-mates or drivers who decided to team up and catch the cars ahead. Without consent and coordination, bump drafting puts the leading driver in a difficult position as they are unable to brake when they feel comfortable. You can follow closely but don't make a contact and beware, any rear end contact is on the following driver, unless the leading driver braked too early. It is the responsibility of the following driver to understand when the leading driver normally breaks.

Penalties: In absence of appropriate penalty system in iRacing, such as grid drops, time penalties etc. and to keep it simple, we will use penalty points that will penalise repeated offenders and not discourage racing:

- **Warning**, taken as an aggravating circumstance when reviewing this driver the next time
- **Suspended point** – if you get a suspended point for bad re-join for example and next race you have another bad re-join, you can be awarded the one suspended point or get a point for the previous race and get another for this race, if it was deemed to be blatant and unnecessary. The Steward will decide how long will the point be suspended for and it depends on the incident itself and previous incidents the driver was involved with

- **Accumulated 3 penalty points**, start from the pits
- **Accumulated 6 penalty points**, race ban
- **Accumulated 9 penalty points**, two races ban
- **Accumulated 12 penalty points**, series ban
- **Accumulated 15 penalty points**, league ban

The point system was kindly shared with us by a member of the league, who is a real-world Radical races director and we made some small adjustments to it.

You cannot appeal the Steward decision for the first two points of a three-point cycle as those points inform you and give you advice. Any point that involve the sporting penalty can be appealed and Steward's decision will be reviewed by an impartial ad-hoc group of league racers not involved in this particular series and being as impartial as possible. When reviewing the appeal, the ad-hoc board may look at all three points the driver received in order to find the merit to issue the sporting penalty.

Penalty points are only valid in the series they were received and will expire on a season-long basis (i.e. if the season is 8 races long, the penalty point will carry on for the next 8 races and will be removed before the 9th race. Steward may reduce this time at his discretion if he deems that the infringement was marginal).