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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 rule will be excluded from the championships.

### 1.1 Introduction to the Championship

Here's a quick summary of the main details about the Radical Americas Championship 2024:

- **THE CHAMPIONSHIP:** 12 race days (Sundays evenings) from February 18<sup>th</sup> to October 13<sup>th</sup> for a total of 24 races, 12 Sprint and 12 Feature;
- **THE CAR:** Radical SR10 run on the IRacing fixed setup;
- **THE DRIVERS:** PRO and AM classes with a possibility of running a team of 2 drivers that will compete solo and put their point towards both the Drivers and Teams Championship;
- **THE RACE FORMAT:** 50 mins free practice + 10 mins lone qualifier + 15 mins Sprint Race + 45 mins Feature Race;
- **REGISTRATION:** Available on the League website.
- **WORLD FINALS:** Exclusive access for the top 10 drivers in each class;
- **BROADCASTING:** Each race will be broadcasted by APEX TV;

Please keep reading through the Rules and Regulations book as this summary is not exhaustive.



## 2.2 Championship

- The Radical Americas Championship 2024 consists of 12 races;
- Car: SR10;
- 2 Class Driver-Championship (PRO and AM) and Team-Championship;
- No drop-weeks will be applied on driver-standings;
- Tracks will be in sync with the IRacing Radical E-Cup;
- Top 10 drivers in each class at the end of the season, will qualify for the World Finals.

The Championship races will be broadcasted by Apex TV.

### 2.2.1 Race-Session Time Slots

#### Americas - Sunday

- 7:30pm EST – 50 Minutes Practice
- 8:20pm EST – 10 Minutes/4 Laps Lone Qualifying
- 8:30pm EST – Sprint Race
- 8:50pm EST – Feature Race

### 2.2.2 Schedule

Race day	Venue	Championship week
18-Feb	Monza – without first chicane	1
10-Mar	Sebring International Raceway - international	2
7-Apr	Circuit de Nevers Magny Cours	3
28-Apr	Donington Park – National	4
12-May	Barber Motorsport Park – Full Course	5
2-Jun	Road America – Full Course	6
23-Jun	Oulton Park Circuit - Intl w/no Chicanes	7
14-Jul	WeatherTech Raceway at Laguna Seca - Full Course	8
18-Aug	Phillip Island	9
8-Sep	Brands Hatch – Grand Prix	10
29-Sep	Sonoma Raceway – Cup	11
13-Oct	Nordschleife - Industriefahrten	12













**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.

During the last few seasons, the following areas have been brought to the attention of the Steward:

1. **iRacing slowdowns** – 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** – 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.

