

**Radical Europe Championship 2024**

# **Rules and Regulations**

As of January 23<sup>rd</sup>, 2024

*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 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 Europe 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 points towards both the Drivers and Teams Championships;
- **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 Track time and Race Day Format

### 2.1 Race-Sessions

Every Race-Sessions will run on a Sunday with the following system:

- 50 Minutes Open Practice
- 10 Minutes (max 4 Laps) Lone Qualifier
- 15 Minutes Sprint Race
- 45 Minutes Feature Race.

#### 2.1.1 15 Minutes Sprint Races

- Race Duration: 15 Minutes  
***Note:** As soon as practice has ended, it is not possible to join the session.*
- Setup: Fixed (as provided by IRacing).
- Race-Start: Standing
- Safety Car: None
- Pit-Stops: No regulations
- Fast Repairs: 1
- Incident Limit: Drive Through Penalty every 12 Incidents

#### 2.1.2 45 Minutes Feature Races

- Race Duration: 45 Minutes  
***Note:** Starting grid will be set based on the result from the Sprint Race.*
- Setup: Fixed (as provided by IRacing)
- Race-Start: Standing
- Safety Car: None
- Pit-Stops: No regulations.
- Fast Repairs: 1
- Incident Limit: Drive Through Penalty every 12 Incidents

## 2.2 Championship

- The Radical Europe 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

#### Europe - Sunday

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



## 2.3 Registration and PRO AM Drivers Allocation

Registration for the Radical Europe Championship 2024 is capped at 45 drivers between PRO and AM classes.

Registration takes place on the league website at: <https://radicalsiracing.com/> . Registered drivers will also be required to join the League Discord Channel.

Registered drivers will be assigned to PRO or AM class evenly based on their IRating at time of registration.

Radical Simracing reserves the right to override the aforementioned criteria in specific cases where IRating is not a clear reflection of the driver's race craft.

Any registered drivers that feels they might be misplaced because of their IRating are welcome to get in contact with the league organizer and express their concerns.

## 2.4 Teams Championship

- Teams can consist of 2 drivers that race in the same class and will display the same livery (tradingpaints).
- The same team can form a PRO team and an AM team or it can have multiple teams in the same classes (ex. Team X Red and Team X Blue). They can run the same livery (albeit running the different PRO and AM livery overlays provided by the League) and each team will compete in their own class.
- No driver swap is allowed between teams during the season. However, at any time, a team can be formed by two solo drivers or an existing team can hire a driver to substitute for a driver leaving the team, given that the hired driver had been running solo up to that point of the season. Only the points gained by the new team or the hired driver from the next race on will count towards the Team Championship.

### 2.4.1 Team names and Paint Schemes

In an effort to avoid display of offensive and inappropriate images as well as coarse language, the [iRacing rules for Paint Schemes](#) are the standards that apply to the liveries as well as to the names of the teams.

Notwithstanding the abovementioned guidance, each team or solo driver is required to submit a clear picture(s) of their livery with the applied class layer, to the proper Discord channel

Paint layers for PRO and AM class will be available in the League Discord Channel.

## 2.5 World Finals

- World Finals will take place at the end of the season with the purpose of crowning the best drivers from Americas division and Europe division, competing in a single event showdown.
- World Finals exact date, timeslots tracks and format details will be defined by the League organizers in concert with Radical Motorsports and will be broadcasted as well.
- Who will Qualify for the Season-Finals:
  - Europe – Top 10 PRO and Top 10 AM
  - Americas: – Top 10 PRO and Top 10 AM
- 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 league reserves the right to invite up to 5 drivers per class who showed an outstanding performance in the Officials or whose participation might raise attention to the event and league
- Finals consist of two consecutive 30 Minutes Races.

### 3 Race Etiquette

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.
- 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.

PRO and AM classification points are allocated separately. An AM driver will not gain a point advantage by finishing in front of a PRO driver, be mindful when in a close racing situation.

## 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.

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.

**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).