



RULES & REGULATIONS

INDIAN RACING COMMUNITY



Version 1.0

PC | ACC | Season 5

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1 – League Details

1.1 Game and platform

1.1.1 – All races in the league are held on the official **Assetto Corsa Competizione (ACC)** game developed by Kunos Simulazioni

1.1.2 – It is mandatory for the drivers to keep the game updated before a league race in order to not cause any delays in the start of the event

1.1.3 – This rulebook is intended for the **ACC** League hosted by IRC in **PC** platform

1.2 Points scheme

1.2.1 – Points are awarded to the drivers per race based on their finishing position in the **top 30** (Dash & Endurance)/**top 20** (Sprints). The Point Scheme is as found below:

Position	Sprint Race 1	Sprint Race 2 / Dash	Endurance Race
1	50	75	115
2	44	68	100
3	40	62	90
4	36	57	83
5	32	52	76
6	28	47	69
7	25	42	62
8	22	37	55
9	19	33	50
10	16	29	45
11	13	25	40
12	11	23	35
13	9	21	30
14	7	19	25

15	6	17	22
16	5	15	19
17	4	14	16
18	3	13	14
19	2	12	12
20	1	11	11
21	-	10	10
22	-	9	9
23	-	8	8
24	-	7	7
25	-	6	6
26	-	5	5
27	-	4	4
28	-	3	3
29	-	2	2
30	-	1	1

1.2.1 a – The finishing position may change once subjected to time penalties, in-game and post-race

1.2.2 An additional point will be awarded with the **fastest lap** of the race

1.3 Penalty points system (PP)

1.3.1 Penalty points may be given **alongside regular penalties** to the drivers depending on the severity of the incident

1.3.2 Accumulation of a certain amount of penalty points will lead to **further penalties** as mentioned below

1.3.2 a - If a driver accumulates **5 penalty points**, they will be required to serve a qualifying ban with immediate effect

1.3.2 b - If a driver accumulates **7 penalty points**, they will incur a points deduction which will be decided by the stewards

1.3.2 c - If a driver accumulates **10 penalty points**, they will be required to serve a race ban with immediate effect

1.3.2 d - If a driver accumulates **14 penalty points**, they will be barred from participating in the remainder of the season

1.4 Car selection

1.4.1 No drivers are **not allowed** to change their car selection after the first race weekend they attend

2 – Qualifying Rules & Regulations

2.1 Drivers briefing

2.1.1 – Driver Briefing is mandatory for all rounds. It will commence at 20:15 IST, 15 mins before qualifying starts

2.1.2 – Any driver out on track during 'Drivers' Briefing' will **receive 4 PPs**

2.2 Out-lap and In-lap Etiquette

2.2.1 – All individualized setups are permitted at all times, **Parc fermé is not implemented.**

2.2.2 – When on an out or in lap, drivers are expected yield to drivers on a hot lap by moving away from the racing line in advance and in a safe manner in order to not impede the hotlap of another driver

2.2.3 – At any point in qualifying it is advised to **manually drive into the pits** or utilize **Return to Garage (RTG)** at a safe place while being off the track.

2.3 Flying Lap Etiquette

2.3.1 – Drivers are responsible for ensuring they begin their hotlaps in a safe manner with enough time left on the clock so as to not cause traffic accumulating at the end of the track

2.3.2 – If two drivers are on a flying laps, the driver in front is not required to yield for the driver behind. This the only the case if the driver in front is on a flat out lap, making maximum use of the tools provided to set his fastest lap in qualifying at that instance

2.3.3 – Drivers are not permitted to deliberately slow down other drivers to prevent them from getting a hot lap in qualifying

2.3.4 – Repeated instances of unsportsmanlike conduct during qualifying may also attract penalties or reprimands

3 – Race Rules & Regulations

3.1 Formation Lap Etiquette

3.1.1 – Formation lap rules must be strictly followed, and any **unwanted damage caused may be penalized**. Make sure to not ghost into other cars.

3.2 Racecraft

Drivers are expected to drive in a safe manner when racing other cars. This includes, but is not limited to:

3.2.1 – Waiting for a safe opportunity to make an overtake and backing out of the move when it is not safe to do so. A car's width must be left by both drivers when significantly alongside

3.2.1 a – Being '**significantly alongside**' can be extremely vague. To be considered significantly alongside, the attacking car is expected to be at least half a car-length alongside. This is the guide that will be used by stewards

3.2.1 b – When following another car, if you miss your braking point or suffer from technical issues, you are expected to take every possible evasive action to avoid cars in proximity. Failure to do so will be considered dangerous driving

3.2.1 c – Any driver taking advantage by bumping a car off line/spinning a car to make a pass, will be required **to slow down** and **give the place back**. This rule applies even for cases where lag (connection issues) may be the cause of the incident

3.2.2 – While making a defensive move, drivers can only make **ONE defensive manoeuvre**. This includes the following:

3.2.2 a – Whilst defending, drivers can move away from the racing line and gradually drift back provided there will be no contact made with the attacking driver. However, this move must be progressive

3.2.2 b – No change in direction in the braking zone is permitted. Violators of this rule will be penalized

3.2.3 – Weaving in general is not allowed. Drivers are not allowed to make more than **2 changes in direction** to break the tow before approaching the braking zone. Failure to adhere would result in a penalty

Note: Weaving is not to be confused with a defensive manoeuvre

3.2.4 – While defending a position, you must leave adequate space for the car to continue on-track i.e., not push a car into the pitlane/off the track forcing them to make a pit stop or back out. Instances of this are considered unsportsmanlike conduct and will be dealt with severely

3.2.5 – One must ensure to re-join the track **safely and correctly**. Any unsafe driving will be strictly dealt with by the stewards

3.2.6 – Deliberately crashing into another car will result in a **severe penalty or being permanently excluded from the series**

3.3 Track Limits & In-game Penalties

3.3.1 – If you complete a pass with all four wheels off the track, you must concede the position at the next appropriate point, irrespective of what the game imposes on the driver

3.3.1 a – Instances of going off the track to avoid a collision may be deemed legal

3.3.2 – Track rules to be maintained at all times, in-game penalties **will apply as intended**

3.4 Blue Flag Rules

3.4.1 – Drivers are expected to move away from the racing line and give way to faster leading cars appropriately if they are shown blue flags

3.4.1 a – Lapped car(s) should not leave the racing line while allowing the faster car to pass as it can lead to an incident

3.4.2 – Lapped cars can unlap themselves provided they are able to create a gap of more than a second and not impede the race of the leading car

4 - Stewarding

4.1 Steward Discretion

4.1.1 – Stewards will have the ability to note and review incidents until verdicts are announced. The relevant drivers will be informed if they are under review and will have the opportunity to submit their defence notwithstanding the reporting deadline in such a scenario

4.2 Lodging a Report

3.2.1 – Reporting any unsafe driving to the stewards after the race is highly encouraged **rather than arguing** about it over the voice chat or in the discord server post-race. **Strict action** will be taken if found guilty of breaking this etiquette

4.2.2 – Reports to be filed by Sunday, 23:59 IST in the following format:

1. *Offending driver.*
2. *Race No., Lap No., Turn No.*
3. *Description of event.*
4. *<Evidence Link> / “Replay File”*

4.2.2 a – The evidence must be a recording published online on platforms such as YouTube or cloud storage of your choice. **Ensure HUD is enabled in the evidence provided**

4.2.3 – Stream evidence can be submitted but may lead to inconclusive verdicts, we strongly suggest recording your own races and submitting that as evidence for stewards to provide a verdict

4.2.4 – Based on the reports, steward will award time penalties as well as penalty points to the offending driver depending on the magnitude of the offence

4.2.5 – Penalty points can accumulate over the season resulting in the consequences noted in 1.3.2

4.2.6 – Any incident(s) not reported but observed by stewards are **liable to be penalized**. For e.g. - Track cutting during qualifying, stopping outside the pits, removing brake markers intentionally etc.

4.3 Appealing a verdict

4.3.1 – Defence against a report, counter report and appeal against a verdict can be submitted directly to a steward

