

Formula Racing League Ruleset

FRL – 2021

All drivers are required to read, understand, and abide by these rules. Please contact the Stewards if you do not understand a rule.

Consult your Division's general information channel for meeting times, sessions and assist settings.

1 - Participation Rules

Rules to follow in order to be part of FRL

1.1 - General

All event participants must be active members of FRL. You are expected to officially sign up, choosing your level of engagement.

All FRL members are expected to treat other members with respect. Verbal abuse and swearing are not allowed on voice, text chat or DM's.

Cheating is not permitted under any circumstances.

All FRL drivers must understand some basic English, or comfortable enough to use Google Translator on their own if needed.

1.2 - League Enrollment

There are three levels of driver engagements available to interested participants with associated expectations.

Full Time Driver – Expected to compete in all scheduled races

Reserve Driver – Allowed to race for a missing driver.

Waitlist Driver – Allowed to race for a missing driver and awaiting full time seat assignment due to driver retirements (first come first serve basis)

Please be courteous and notify us if you are withdrawing from the league. Please don't just stop showing up.

If you know you will miss a race, you are required to notify the staff, or post in the race thread announcing your absence.

If you miss 3 consecutive races without notifying the Organizer, you will forfeit your seat to the first driver on the waiting list, and put in the reserve driver pool.

If you miss 5 consecutive races while notifying the Organizer you will still forfeit your seat to the first driver on the waiting list, and put in the reserve driver pool.

1.3 - Signup and constructor order

Driver signups will occur at the beginning of the season.

Preference will be made to those who retain a positive attendance record, ordered by last season points.

Follow all organizer instructions during the signup window (Choosing constructors, teammates, etc)

You are not permitted to change constructors during the season (Aside from special circumstances made known by the Organizers)

2 - Session Rules

Rules to follow across the entirety of official sessions (including lobbies)

Discord is the official mode for voice communication in this championship. All drivers in the session must be in Discord at session start time.

Use of F1 2020's voice chat is not allowed during official sessions, it is recommended you mute all others in game.

Speaking in Discord during official sessions should be kept to an absolute minimum, here are some examples

- o Examples of allowed speak:
 - Watch out in turn 5. Car stopped on exit.
 - Sorry.
 - P5, overtake, I got heavy damage.

- o Examples of non-allowed speak:
 - Come on, what are you doing?
 - Sorry, but I didn't see you and.....
 - /(%ϣ)=/"#&%=("#%(&! (Rage)
 - Wow that was a nice battle!

You must wait until all drivers complete the race to start post-race chat.

At any point if a driver is disconnected, they are allowed to reconnect and rejoin the race.

A race will only be restarted if the conditions of a Mass Disconnect are met. A Mass Disconnect is defined if half of the field is disconnected within a short amount of time (few minutes) and before the halfway point of the race. A race will not be restarted for a fewer number of drivers, regardless if a lap has been completed or not.

Should technical issues prevent the race from taking place, it will be rescheduled for a break week, or after the season. No races will be cancelled unless there is absolutely no way to fit it in before the start of the next Season.

3 - On Track Rules

Rules to follow when your car is on track

All instructions given by the Event Organizer must be followed.

A driver may not deliberately leave the track without justifiable reason.

All drivers are expected to maintain control of their vehicles so as to not cause incidents with other drivers. This includes having a reliable enough internet connection to participate in official sessions.

If you need to retire during a race for any reason, you must do so in the pits, whenever possible.

When you enter or exit the pit-lane, you are not permitted to cross the dedicated pit lines. Cars on the race track have right-of-way over cars entering or exiting the pits. Drivers on track have the right of way, pitting drivers are expected to yield to avoid incidents.

3.1 - Qualifying

When you are on your out lap in qualifying, you must try your best to not affect another driver who may be on their hot lap. This goes for both yielding to cars approaching from behind, and refraining from overtaking cars on their hot lap.

In Qualifying, each driver is responsible for ensuring there is enough track space to complete their hot lap. It is not the responsibility of any driver ahead who may also be on their hot lap.

Use of Reset to Track in qualifying is allowed if and only if no other driver is approaching the point of the incident. Rule of thumb is that you should have about a sector's worth of clear space behind before considering using this feature.

3.2 – Race

Contacts and collisions must be avoided. All drivers must be respectful of one another by following **FRL's corner and track rights** at all times (See Stewarding section 4 for details)

Bump passes are not permitted. Bump passes are defined as the trailing car creating contact with the leading car in order to gain the preferred line and emerge in front.

As soon as a driver is caught by another driver who is about to lap him, the driver who is about to be lapped must allow the lapping driver past at the first available opportunity. He must do this safely, and with minimal disruption. He should be predictable, and he shouldn't brake hard or quickly change his racing line.

If you have been lapped due to a pit cycle, you can only attempt to un-lap yourself if the lapping car clearly loses pace or makes a mistake which allows you to pass. However, if the lapping car regains pace and catches back up to you, you must again allow it to pass.

A driver recovering from an incident and returning to the track must not impede any other car who is running in a proper racing line.

If there is not an opportunity to safely rejoin the track for several seconds, you must wait until it is safe to do so. You may not use Reset to Track for any reason.

If two or more cars involved in a position battle together leave the track for any reason, they must rejoin in the order they left the track and without gaining an advantage.

Corner cutting is generally policed by F1 2020.

If a position is gained by running off track, and an illegal overtake is not issued to you, you must still relinquish that position.

If contact between drivers occurs that results in the guilty driver making up places on the innocent driver, the guilty driver must immediately relinquish that position if it can be done safely Example: Wait until you can move off the racing line on a straight, and turn your engine down. This is expected regardless of stewards following decrees.

4 – Stewarding

4.1 - Liability for contact

If contact between two drivers occurs, the trailing driver will be deemed responsible for the contact unless the contact is caused by the leading driver breaking Corner or Track rights as described in the “**contact**” section of this ruleset.

Contact can occur at any point. When describing wheel to wheel combat, we will refer to the term “Established Overtake” often, it is explicitly:

Establishing Overtake: Also known as 'Sufficient overlap' or 'overlap' is defined as having any part of your front wheels alongside the rear wheels of the car ahead for a sufficient amount of time. A trailing car has right to racing room any time that it has Established overtake. Leading or defending cars must allow space.

4.2 - Corner Rights

If a car has establishing overtake at the turn-in point of the corner, then the cornering room must be given by both cars to allow the cars to take the corner together.

In order to be entitled to space at corner exit, the following car must Establish Overtake.

Once overtake is established, both cars are expected to remain in their designated racing line positions (inside or outside). If any car narrows or tightens his radius which results in him 'crossing lines' from outside to inside or vice versa, that driver will be at fault for any contact that ensues.

4.3 - Track Rights

Any driver defending their position on a straight, and before any braking area, may use the full width of the track, provided the trailing car has not established overtake.

More than one change of direction to defend a position is not permitted when the trailing driver is closer than two car lengths behind or under braking regardless of overtaking status.

Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track whenever overtake is established.

Blocking is not permitted at any time: This includes brake checking or unsafely slowing down on the Apex (parking the bus is OK)

4.4 - Protests and Penalties

On track incidents should be avoided at all costs.

FRL's Racing Rules are in effect for all official races through the season. Any breach of the rules contained within this booklet is subject to penalty.

On track incidents should be reported to the Stewards for considerations by Saturday midnight on the week of the event in question. The Stewarding team will do their best to return decisions by the following Monday, please be patient.

4.5 - Time Penalties

The following penalties are available to stewards to be applied to drivers found in breach of FRL rules in the form of additional seconds added to one's finishing time at the end of a race,

1. Warning
2. 3 second time penalty.
3. 5 second time penalty.
4. 10 second time penalty.
5. 20 second time penalty.

For on track incidents between drivers, the rule of thumb is that the assigned time penalties will be proportional to the amount of time cost by said driver acting outside of the rules. For example: a breach of corner rights by Driver A causing Driver B to lose 10 seconds of track time will cause Driver A to face a time penalty of 10 to 20 seconds.

More severe penalties, including disqualification, race bans, season bans, and lifetime bans also exist for egregiously deliberate crashing, grieving and harassment of any kind.

4.6 - Super License Points

In order to race, each driver will need at least 1/12 points in their Super License. There are two instances in which a driver is assigned 12 points to their license: At the beginning of each season, and after serving a race suspension.

Super License points will be removed from any driver found at fault for causing an on-track incident, along with appropriate time penalties.

5 - Points & Classification

5.1 - Points for finishing position

- o 1st - 25 points
- o 2nd - 18 points
- o 3rd - 15 points
- o 4th - 12 points
- o 5th - 10 points
- o 6th - 8 points
- o 7th - 6 points
- o 8th - 4 points
- o 9th - 2 points
- o 10th - 1 point

1 point will be awarded for the fastest lap if the driver finishes in the Top 10. Drivers having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.

5.2 - Championship Tie-Breaker

In the event where 2 Drivers are tied in points at the end of a Season, the Driver with the most Wins in that Season will be awarded the position in the Final Standings. If both Drivers have the same number of Wins, then the Driver with the most 2nd Place finishes will be awarded the position in the Final Standings. This can continue on as needed (3rd, 4th, 5th, ect.) until the tie is broken.

In the event where 2 Teams are tied in points at the end of a Season, the Team with the most Driver Wins in that Season will be awarded the position in the Final Standings. If both Teams have the same amount of Driver Wins, then the Team with the most Podiums/Top 5s finishes will be awarded the position in the Final Standings. If the Teams are still tied at this point, then the Team with the highest finishing Driver in the Driver Standings will be awarded the tie-breaker.