

Formula Racing League

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

1.0 - The FRL Code

The first and most important rule of FRL is that you must be considerate of your fellow drivers, both in-game and in the community. Formula Racing League exists to be a clean, respectful and fun community. Harassment and griefing have no place in this community.

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 direct messages. Cheating is not permitted under any circumstances. As FRL uses English as its means of official communication, all FRL drivers must understand some basic English, or be comfortable using translation software.

1.2 - Attendance

There are three levels of driver engagement available for FRL participants.

Full Time Driver: You are expected to compete in all scheduled races.

Reserve Driver: You are allowed to race for a missing driver, and if you wish can place yourself on a waiting list for a full time seat, which will be granted on a first-come first-served basis.

If you intend to withdraw from the league, please notify the stewards. If you know you will miss a race, please specify via the attendance notification in #div-calendar. If you have three consecutive unaccounted absences, you will be moved to the reserves run the risk of having your seat taken by a new driver.

1.3 - Registration and Constructor Order

Driver signups will occur at the beginning of the season. Preference will be given on the basis of the previous season's points standings, with priority being given to drivers who have maintained a greater than 50% attendance record.

To register, follow organizer instructions during the signup window (Choosing constructors, teammates, etc.). Unless you receive a special dispensation from the stewards, you are required to stay with the same constructor throughout the season.

2 - Session Rules

Rules governing communication and lobbies

2.1 - Communications

To allow for communication from the organizers, all drivers in the session must be in the main race channel on the FRL 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. Speech during qualifying and race sessions should be kept to a minimum. The following are examples of appropriate communication:

"Watch out in turn 5. Car stopped on exit."

"Sorry."

"P5, overtake, I've got heavy damage."

The following are examples of inappropriate communication, to be avoided:

"Come on, what are you doing?"

"Sorry, but I didn't see you and [extended explanation]."

"Wow that was a nice battle!"

You may feel frustrated, or want to explain yourself, or have another wish to speak, but all of these things can wait until after the race, or be written in the text channel. Starting a conversation immediately, in the middle of a race, is a distraction for your fellow drivers.

"%&#%&!@#&%#%&!"

Cool down, little good was ever said in the heat of the moment. If you feel you've been wronged, there is a protest system to help address wrongdoing.

In general, hold off on post-qualifying and post-race chat until all drivers complete their active session.

2.2 - Connections

At any point if a driver is disconnected, they are allowed to reconnect and rejoin the race. A race will only be restarted in the event of a mass disconnect, if half of the field is disconnected within a short amount of time before the halfway point of the race. Should technical issues prevent the race from taking place, it will be cancelled or rescheduled to another week. No races will be cancelled unless there is absolutely no way to fit it in before the start of the next Season.

3 - Driving Rules

Rules to follow in-session when your car is on track

3.0 - General Rules

3.0.1 - Organizer Instructions

All instructions given by the event organizer must be followed.

3.0.2 - Controlled Driving

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.

3.0.3 - Collision Avoidance

Contact and collisions must be avoided.

3.0.4 - Deliberate Retirement

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

3.0.5 - Pit Lane Entry and Exit

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, pitting drivers are expected to yield in order to avoid incidents.

3.1 - Qualifying

Rules which apply during qualifying sessions

3.1.1 - In Laps and Out Laps

When you are on your in lap, out lap, or have aborted a hot lap, 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.

3.1.2 - Hot Lap Spacing

Each driver is responsible for ensuring there is enough track space in front of them to complete their hot lap. This is not the responsibility of any driver ahead who is on their hot lap.

3.1.3 - Reset to Track (Qualifying)

Using Reset to Track in qualifying is permitted if and only if no other driver is approaching the point of the incident. You should have about a sector's worth of clear space behind before considering using this feature.

3.2 - Race

Rules which apply during race sessions

3.2.1 - Track and Corner Rights

All drivers must be respectful of one another by following FRL's corner and track rights at all times (See [Stewarding](#) for details).

3.2.2 - Bump Passes

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. If

a car would not be able to make a corner without colliding with another car, it is a bump pass.

3.2.3 - Lapping

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. The lapped driver must do this safely and predictably, causing minimal disruption to the lapping driver by avoiding sudden braking or sudden changes to the racing line.

3.2.4 - Unlapping

You can 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.

3.2.5 - Recovering from Incidents

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.

3.2.6 - Reset to Track (Race)

You may not use Reset to Track during a race session. Doing so will incur an automatic 10 second time penalty.

3.2.7 - Going Off-Track

If a position is gained by running off-track, and an illegal overtake order is not issued to you by the game, the overtaking driver must still relinquish the position.

3.2.8 - Two Cars Going Off-Track

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.

3.2.9 - Corner Cutting

Corner cutting is generally policed by the game.

3.2.10 - Making Amends

If contact results in the offending driver gaining positions, the offending driver must immediately relinquish that position if it can be done safely. For example, the offending driver can slow down off the racing line on a subsequent straight with high visibility until the other driver is able to retake the position. This action will be taken into account when applying penalties.

4 - Stewarding

Explanation of the steward guidelines for judging liability for collisions

Relevant terms:

The *trailing driver* is the driver behind at the start of an incident.

The *leading driver* is the driver in front at the start of an incident.

Sufficient overlap is when the front wheels of the trailing car are alongside the rear wheels of the leading car for a sufficient amount of time (that is to say, achieving wheel-to-wheel overlap during the last split-second of a lunge prior to making contact does not constitute sufficient overlap).

Cornering space and *racing space* refer to a car's width of space between each car and the edge of the track.

4.1 - Liability for Contact

If contact between two drivers occurs, the trailing driver will be deemed responsible for the contact, unless the leading driver has broken cornering or track rights.

4.2 - Cornering Rights

Concerning incidents in corners

4.2.1 - Entering Corners

If a trailing driver has achieved sufficient overlap at the turn-in point of the corner, then cornering space must be given by both drivers to allow them to take the corner together.

4.2.2 - Exiting Corners

In order to be entitled to space at the corner exit, the following car must maintain sufficient overlap.

4.2.3 - During Corners

If sufficient overlap is maintained, both cars must remain in their appropriate racing lines, inside or outside. If either driver narrows or tightens their radius relative to the typical racing line in that position, resulting in 'crossing lines', then that driver will be liable for the ensuing contact.

4.3 -Track Rights

Concerning incidents in straights

4.3.1 - Defending

The leading driver may use the full width of the track to defend in the straights, if the trailing car has not established overlap.

4.3.2 - Defending with Overlap

If the trailing driver has established overlap, the leading driver must leave a car's width of racing space on the side containing the trailing driver's car.

4.3.3 - Changes of Direction

The leading driver may make only one change of direction to defend their position if the pursuing car is within two car lengths. This move may be followed by subsequent move back towards the racing line, as long as the trailing car's racing space is respected.

4.3.4 - Changes of Direction (Under Braking)

The leading driver may not change direction under braking to defend their position.

4.3.5 - Blocking

The leading car may not block by brake-checking the trailing driver or abruptly slowing down on an apex.

5 - Protests and Penalties

How the rules are applied and enforced

FRL's Racing Rules are in effect for all official races through the season. Any breach of these rules is subject to penalization. On-track incidents should be reported to the stewards through the FRL app, for deliberation by the end of the Saturday following the race. The stewarding team, which must consist of at least three stewards, will do their best to return their decisions promptly, by the following Monday.

5.1 - 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, stewards will follow a rule of thumb wherein time penalties will be proportional to the amount of time cost by the penalized driver. 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 exist for egregiously deliberate crashing, grieving and harassment of other drivers.

5.2 - Penalty Points

Particularly severe or recurring incidents may result in drivers being given penalty points alongside the penalties to their race finishing time. If a driver accumulates 10 penalty points over a season's length of races, they will be subject to a single race ban, and their penalty points will be reset. Penalty points expire after a full season, so points earned in the 8th race of one season will last until the end of the 8th race of the following season.

6 - Points & Classification

How drivers will be scored and ranked

6.1 - Points from Races

FRL uses a scoring system which awards points to the top 10 finishers as follows:

1st	25 Points
2nd	18 Points
3rd	15 Points
4th	12 Points
5th	10 Points
6th	8 Points
7th	6 Points
8th	4 Points
9th	2 Points
10th	1 Point

1 point will be awarded to the driver with the fastest lap if they finish in the top 10.

Drivers must complete 90% of the race distance, rounded down to the nearest whole number of laps, in order to score points.

6.2 - Championship Tie-Breakers

In the event where two drivers are tied in points at the end of a season, the driver with the most wins in that season will be ranked ahead in the standings. If both drivers have the same number of wins, then the driver with the most 2nd place finishes will be ranked ahead, and so on into lower finishing results until the tie is broken.

The teams championship will be decided by the same method, and if a tie remains then the champion will be the team with the higher-ranked driver in the driver's championship.