

Spartan SimRacing League Official 2027 Rulebook & Procedures

This document is meant as a general rulebook for members already competing in this league and for those wishing to qualify to do so. Any rules or regulations not included in this rulebook will be determined by the League Owner(s).

This guide, together with the Official Sporting Code, Terms of Use and End User License Agreement, iRacing.com Motorsport Simulations, LLC Privacy Policy, and Online Competitions Rules form the body of rules and procedures applicable to all members.

Each member is required to read, understand, and agree to all rules prior to participation in any Spartan SimRacing League (referred to herein as SSRL) event. A driver's lack of knowledge of the rules will not be considered a valid excuse or argument in appeals.

All information in this document is subject to change. This rulebook may have changes and/or amendments, either voted on by the Race Administrators or put in place by the League Owner. SSRL has the final say on all situations, if the situation is included in this rulebook or not.

LEAGUE OFFICIALS

Dave Fuge, Jr. - *Owner*
Corey Saucier - *Competition Director*
Kyle Westwood - *Points and Penalties*
Christopher Fuge - *Masters Race Director*
Gregg Carr - *Masters Series Administration*
Josh Hyatt - *Masters Series Administration*
Geoffrey Souza - *SSRL League Administration*
Kevin Zosiak - *SSRL League Administration*
Connor Fuge - *Member Liaison*

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Section 1: General League Overview

League Start Day

September 1 2026 will be the beginning of league business for the 2027 season. At this time, registration will be open for the Masters Series' 2027 Season. Other series will be announced at a later date.

Charters

The Masters Series will have 25 charters available for the 2027 season. The charter cost will be \$90. The charter will guarantee your starting position on the grid for every race, and will make you eligible for end-of-the-season individual race funds. At the conclusion of the 2027 season, the top 15 in points of charter members will be guaranteed a charter in the 2028 season. The remaining 10 charters will be available to the drivers who are highest in points and descending, chartered or non-chartered, until all 25 charters are filled.

Non-Chartered League Fee

The Masters Series' non-chartered league fee will be \$50. As a non-chartered driver, you will be eligible for team championship purse winnings, and any other individual or group race prizes. You will NOT be eligible for individual season-long winnings.

League Eligibility

Drivers must be paid up to date on league fees or charter.

Drivers must be 18 or older.

All competitors must have a wheel and pedals to race, there will be no exceptions to this.

**League administrators may make exceptions, provide dispensations to the participation requirements, or provide sponsorship exemptions for any reason and at any time.*

Masters Series Eligibility Requirements

- a. Must have a corresponding iRacing license of "Class B" or above.
- b. Must have an iRating of 2000 or above. If you are under 2000, you can still join by having an official race that you race in, observed by league officials to gain approval.
- c. Must not be above 5000 iRating.

Series eligibility will be determined based on information available 2 weeks prior to the series' first race (if a driver requests to join the series prior to Week 1) OR at the time a driver applies to join the series (if a driver requests to join the series after Week 1).

A 150 point iRating grace is given for drivers during the season, so long as there is not a point drop greater than 150 points prior to Week 1 of the regular season.

Number Assignments

For the Masters Series, number assignments will take place in the following order. From Sep 1st to Sep 7th, drivers finishing in the top 25 in points from the 2026 season will be able to lock in their number, with priority coming in order of their points finish. The procedure to lock in your number is to purchase your charter or pay your non-charter fee. No one will have a locked in number until fees are paid. On Sep 8th, numbers will then be open to anyone. Priority will be given to the competitor who fills out their registration AND pays their charter (if any remain) or non-charter league fee, in order they are received.

Race Schedule

The Masters Series will follow the NASCAR/iRacing schedule. The official race schedule for each series will be posted in the SSRL Discord channel (referred to herein as Discord). Any changes to the schedule will be posted in the Discord.

Race Times

Master's Series: Races will be held on Sunday nights. The session will open with practice at 7:00PM EST. Qualifying will begin at 7:50PM EST. The Grid will take place at 8:00PM EST

Series Registration

Any SSRL series will require a registration form to be filled out prior to series approval. The link to the registration is in the Discord channel.

Charter and League Fee Payments

All payments will be made via PayPal. DO NOT PUT ANY INFO IN THE COMMENT SECTION! Just send the payment, take a screenshot of the payment, and send it in to the appropriate channel on the discord. Make sure you are sending to "Friends and Family." If it is not sent this way, then fees will be deducted from any winnings.

Entry Limitations / Knock-Out Qualifying

The Masters Series will cap the races at 40 drivers.

Should more drivers attempt the race, then Knock-Out Qualifying will be implemented.

The charter drivers will be locked into the race. After the charter drivers are accounted for, then the remaining starting positions will be filled in by qualification order, up to the 40th position.

Everyone making an attempt to qualify will receive at least 1 point.

Points

The SSRL will utilize the point system listed in Appendix A.

Bonus Points

Pole Position = 2 points

Lead a lap = 1 point

Lead the Most Laps = 2 points

Clean race (0x) = 1 point

Hard Charger = 2 points

Fast Lap of the Race = 1 point

Hard Charger Eligibility

In order to be eligible for the Hard Charger bonus, you must make an attempt to qualify and be within 7.5% of the pole time. *Example: Bristol pole 14.946, minimum time 16.069 ($14.946 \times 1.075 = 16.069$). Watkins Glen Pole Time 1:12.447, minimum time 1:17.881 ($72.447 \times 1.075 = 77.881$).* If you attempt a qualifying time, but do not get a time due to incident contact or another DQ, you WILL NOT be eligible. You MUST post an official time.

Points and Championship Procedure

Points will be accumulated all season. There will be five (5) drop weeks used, which will be your lowest single-race points totals (includes points, bonuses and penalties). Week 25 is mandatory, and can not be used as a drop week.

Special Awards

**Additional special awards will be announced on a race by race basis*

Tie Breakers

1st tiebreak: Highest finisher in points

2nd tiebreak: Most wins

3rd tiebreak: Most top 5's

4th tiebreak: Most top 10's

5th tiebreak: Coin flip, best 3 out of 5

Teams

The SSRL encourages teams of up to 5 drivers. Each team will have a captain that will act as the voice for the team. Up to 6 people may be in a team's Discord voice chat at a time. The 6th person can be another driver that is not scoring points for the team, a spotter or a crew chief.

Team Championship Registration / Fee

The Team Championship registration fee will be \$20 per team.

Team Points

Team points will be accumulated for 20 races, starting in week 6 of the schedule. There will be no drop weeks for team points. The team's point total will be the total points of the highest two (2) finishers on the team.

In order to qualify for the Team Championship, you must have at least 3 drivers on your roster, and no more than 5.

A team will be allowed to make two (2) roster changes throughout the season. Once a driver is removed from the team roster, they can not be added back on to the team as a point scoring member.

A driver will only be allowed to switch teams one time during the season.

Unofficial Practices

Drivers are welcome to set up as many practice sessions throughout the week as they wish.

They may advertise these practice sessions on the series Discord channel. However, these practices are not monitored by series administrators. Series administrators will not be involved in any situations arising from incidents in unofficial practice sessions unless it carries into the official practice or the race itself. Drivers are expected to act respectfully regardless of whether they are in an official or unofficial practice or race. Drivers setting up unofficial practices should be sure to use the official setup for the race (for fixed races/series).

Broadcasting

It is the intention of the SSRL to provide broadcasted races. However, a race may not be broadcasted due to circumstances out of the control of league officials and the broadcast teams. If a race was scheduled to be broadcasted and it is not, then the broadcast fee will go back into the race pool and be distributed back in the form of purse money.

All drivers must be willing to be interviewed during cautions as well as pre-race and post-race. Drivers that finish 1st, 2nd, and 3rd place are expected to stay in the discord channel after the race to be interviewed. In-race interviews will only be done during caution laps.

When you join the league, you will fill out all information that is needed for the broadcast. This may include providing a good, clean, professional looking headshot. The SSRL does not want to have any blanks in the broadcast!

All broadcasted races are watched not only by the public but also by sponsors of the series and various drivers. While the driver chat will be muted during the races on the broadcast, if you are interviewed, you are expected to keep the interview clean. Negative speaking of other drivers or the series during the interviews will not be tolerated.

If you are interested in trying broadcasting, please contact SSRL Administration or the Broadcast team for information.

Section 2: Leadership

League Owner

The League Owner may participate in the league. Any decisions made by the League Owner are considered final, with no appeal.

Competition Director

The Competition Director may participate in the race. He is in charge of the Race Directors, and answering any questions that arise from any races. The Competition Director will also hear appeals and decide if any further actions are necessary when race directors have exhausted all of their processes.

Race Director

The Masters Series will have a Race Director that will oversee all aspects of the race. The Race Director will not be a driver in the series. The Race Director may, at their discretion, have specific people advise or assist him/her in some instances. Those advisors/assistants should be non-drivers in the series in question. The Race Director's responsibility is to make on-track decisions (clearing officially protested black flags, giving penalties (if necessary), monitoring race chat, etc.)

The Race Director has the option to throw a caution if iRacing does not do so. As a general rule of thumb, a single car spin that is off track will not warrant a caution. However, a multiple car spin/crash off of the racing surface may get a caution. Keep in mind that the Race Director can not see the whole track at once. Not all incidents may be seen. There will be no discussion post-race on whether a caution should have been thrown or not.

Drivers are NOT permitted to ask the Race Director to come to their Discord chat during the race. Drivers must wait until after the race to speak with the Race Director, Series Admin or League Owner. The Race Director, Series Admin and/or League Owner will make themselves available immediately following each race to answer any questions or listen to concerns.

During the race, the Race Director has the final decision.

In the event that a Race Director is not available, then the Series Race Admin will act as race director for that race.

Section 3: Driver Conduct

Drivers are expected to act and speak appropriately and respectfully in all official channels. This includes the Discord channel, voice chat, race chat, etc. Racing accidents will happen. People will make mistakes on the track. It is encouraged to discuss racing incidents in an open setting with open minds on both sides. Please keep in mind that racing is a fast sport where split-second decisions must be made constantly. Unfortunately, nobody is perfect, and one bad decision can alter the race for multiple drivers. Calling other drivers names or attacking them verbally or in writing through official series channels (including race chatter and Discord channels) will not be tolerated. If any of this occurs, series administrators will penalize up to and possibly including removal from the series without refund.

Penalties for abusive communication towards an admin or another driver during an official race event will be as follows: If a driver is being abusive in any way towards another driver or admin, the Race Director will mute that driver. This will be considered the driver's ONLY warning. After a period of time (determined by the Race Director), the Race Director may (at their discretion) un-mute that driver. Any additional verbal abuse will result in the driver being disqualified from the race. Note: a disqualification due to conduct may NOT be used as a drop week.

Any racist or prejudiced remarks, whether live or on SSRL Series channels, will be cause for immediate removal from the series with no refunds given.

Series Discord

The series Discord channel is the heartbeat of the series. If the Discord channel becomes toxic, drivers start to leave the series, which leads to less prestige, notoriety, and prizes. As such, series Discord channels are heavily monitored by league administration. The league administration has the right and responsibility to remove any post they deem to be inappropriate or damaging to the series or its members. As stated in "Driver Conduct" above, attacking individuals in Discord channels either by voice or by text will not be tolerated.

In addition, please keep all conversations on racing. There are many topics (race, religion, political affiliation, etc.) that are very polarizing. Everyone has their own opinion on these topics.

The series Discord is not a place for those topics or those opinions. Those posts will be removed by the League Owner. This could also include the paint schemes a driver chooses to race with. Please be sure that the paint scheme you choose does not contain topics of race, religion, political affiliation, etc. If you have a question about a specific paint scheme, please ask league administration PRIOR to usage of that paint.

Please remember that many jokes (especially inside jokes) do not translate well on a Discord channel. For example, if Driver A says that Driver B is a piece of garbage, unless you are in on the joke, you're not sure whether they're kidding around. As such, keep the inside jokes out of the SSRL Discord channels. Keep them in your own team Discords.

Those that are in the series Discord channels that are NOT drivers in that series are required to be respectful at all times. If the league administration feels a non-driver is egging on a situation, they will be removed from the Discord channel and not allowed back in the Discord OR as a spotter in the iRacing sim. Spotters, team owners, and team members not driving in the series that cause trouble in the Discord channels may result in the drivers and/or teams they belong to being penalized.

Sponsors

Many drivers or teams in the league will have sponsors. Those sponsors may be invited into the league Discord channel. Please keep in mind that anything you say in the Discord may be seen or heard by people outside the series.

All sponsors MUST be approved by SSRL. Even if the sponsor is not sponsoring the broadcast, the sponsor must be approved by SSRL to be put on the cars. Any violation of this rule will lead to forfeiture of points for the race(s) that the violation occurred. Please contact the League Owner to get sponsors approved.

If you already have sponsors and you would like them mentioned more often on the broadcast(s), please contact the broadcast team for details on pricing.

Any deals made between teams, sponsors, or drivers outside of the prizes listed in this rulebook are strictly between those parties. SSRL encourages teams, sponsors, and drivers to have written documentation to protect themselves from misunderstandings or misrepresentations in sponsorships, awards, or payouts.

Driver Liveries

Sponsors and logos: Must follow the iRacing Code of Conduct. Any polarizing topics such as race, religion and politics will not be allowed. No nudity, lewd acts/depictions, or innuendos.

Numbers: Numbers must be visible on the roof, and on each door located between the front and rear tires. No numbers will be allowed to be forward of the front tire, or rearward of the rear tire. Numbers must be of a color that is easily seen, the primary number color must be different than the color of the livery to be more clear.

Contingencies: The SSRL will provide a contingency decal layer that must be used in order to be eligible for any awards, either cash or prizes. Personal logos and numbers can not block league specific logos. League advertisement areas will be as follows; windshield banner, spoiler, side skirts, the space between the front tire and the A-post on the front door side, in front of the front tires, the rear section of the roof.

Past Champions: Past champions will have a special windshield banner that they will run, commemorating their championship season.

Improper Livery Penalty

If you are found to have an improper number, logo or sponsor, or the league contingencies are absent, you will be penalized by starting your next race from pit road. If it happens during the final race of the year, you will be disqualified following the race and receive 0 points.

Race Manipulation/Cheating

If it is found that cheating or race manipulation has occurred, the driver and all involved parties may be either penalized or removed from the series completely at the discretion of the League Owner. Appeals may be made if you feel a penalty is unwarranted (see "Appeals"). Cheating may include (but is not limited to) intentionally wrecking to bring out a caution, lagging behind in order to jump a restart, etc.

Cheating Accusations

Cheating accusations are extremely serious, and the SSRL takes them very seriously. However, the SSRL is severely limited to the resources we can use to investigate cheating accusations fully. iRacing has multiple anti-cheat mechanisms and software in place to catch cheaters and others that try to hack the system. As such, any accusations of cheating using software or hacks should be taken directly to iRacing, using the protest system they have in place.

There have been instances where a driver has been accused of having another driver sign in for them and race in their place. This is strictly against the iRacing Code of Conduct. These accusations should also be taken to iRacing directly through the protest system so they can check IP addresses. If it is determined that a driver is cheating in this manner, they will be banned from SSRL permanently.

In addition, the iRacing Code of Conduct prohibits drivers from creating or using a secondary account to circumvent iRacing suspensions or bans. As such, each driver will only be able to score points using the driver number they registered for the series with. If a second account is used, whether on purpose or on accident, points will not be granted towards that driver.

Generally, the SSRL will not protest a driver on our end.

Intentionally Wrecking

Intentionally wrecking another driver for any reason is completely unacceptable. If the Series Director determines that a driver has wrecked another driver intentionally, the Series Director may (at their discretion) remove that driver immediately without an opportunity for in-race appeal. The Series Director is urged to not take this decision lightly and to be completely sure (using video/audio evidence) that the wreck was intentional. Intentionally wrecking another driver may be cause for removal from the series at League Owner discretion.

If an appeal is made post-race and the wreck is found to be not intentional, the driver will be given points for the position they were in at the time of the wreck. Other competitors' finishing position or points will NOT be affected.

Bump and Run

The bump and run is a common practice in short track racing. When done properly, it is perfectly acceptable. However, this is a high-risk maneuver that will most likely cause incident points and possibly a caution (see "Incident Point Penalty"). If the move creates incidents or a caution, then the driver committing the bump and run will be held at-fault. A bump and run is not considered an intentional wreck.

Intentionally Causing a Caution

Intentionally wrecking yourself or stopping on the track to bring a caution flag is also unacceptable. The Series Director may review the wreck and levy penalties up to and including race removal or series removal, possibly without the opportunity for appeal.

Blinking

Blinking can impact the races of multiple drivers. As such, a limit will be enforced on blinking. Other drivers, Race Control, or Series Administrator(s) may let a driver know that they are blinking as a courtesy.

If a driver is blinking, the Series Director will warn the driver. If the blinking persists, he/she will ask the driver to remove themselves from the racing line and drop to the back of the pack that they are in. If the blinking continues, the driver will be asked to park the car in the pits to give the driver time to fix the issue. If the problem is not resolved, the driver will be asked to park the car for the remainder of the race. The Series Director will consider multiple factors including how close the blinking driver is to other drivers.

We are aware that some drivers experience blinking only under caution. Race Control and Admins will take this into consideration. However, we ask that all drivers set their graphic and internet settings in a way to avoid blinking at all costs and under all racing conditions.

Section 4: In-Race Rules & Procedures

The Masters Series will utilize the following race procedures for the 2027 season:

Race distance: 60% of NASCAR length races, with 100% fuel load

Drop weeks: There will be 5 drop weeks between race 1 and 24. The 25th race for each series will be mandatory, and not be counted as a drop. A drop race will remove all points, bonuses and incidents from that race, as if you were never there.

Stages: No stages for 2027

Playoffs: No playoffs for 2027

Communication

All drivers, at all times, must be able to communicate inside of the race sim itself. If a driver is found to not be able to communicate to the Race Director in-race, they will be removed from the race. All drivers are required to have a way to communicate via voice in race. During practice, please communicate with the Race Director to establish your in-race communication. If there is an issue with this, please speak with the Race Director or League Owner for further clarification.

Also, it is mandatory to be in a discord chat channel for the race. This is not only for the broadcast, but in case the Race Director needs to get you some information.

Initial Starting Format

All races will use rolling starts. The pole sitter must start in the position given by iRacing. On the initial start of the race, drivers must wait until iRacing waves the green flag to start the race. Drivers must maintain their line until passing the start/finish line. Any violations of the starting procedures will be given a black flag drive-thru penalty.

Cautions

Cautions will be automatic full-course cautions. Caution laps will be counted in the race lap count. Cautions will be thrown by iRacing, unless the Race Director deems that a caution should be thrown when iRacing did not throw it. The Race Director may also extend or shorten a caution period. If cautions are inadvertently turned off in the race setup, then the Race Director will have sole control of caution periods.

Caution Etiquette

When the caution comes out, you are expected to maintain a safe speed, just slower than race pace, and catch the pace car as quickly as possible. Everyone wants to get in and out of pit road quickly and try to gain positions. Do not wait on wrecked cars, just catch the pace car and stay in line. If you need to move forward and you can do so safely, you may do so. If you get a black flag for not letting the slower cars catch up, the Race Director will clear that black flag. It is your responsibility to know that the black flag is legitimate, or if it can be cleared. After the race you must meet with the Race Director to further explain why you received the black flag for it to be clear. **See “Black Flags” for further clarification.**

In-Race Incidents

If the caution comes out, the person responsible will be able to “claim” responsibility. The driver that claims responsibility will receive an EOL during the caution period and restart from the rear of the field. If no one claims responsibility for the caution, the Race Director will review the caution and assign fault to a driver or drivers. When the Race Director assigns fault, the guilty driver(s) will receive an EOL during that caution, and then receive a black flag drive through penalty once the green flag has waved.

If you are found to be the cause of a second caution during the race, you will be asked to park for the remainder of the race. You will finish with the amount of laps you completed at the time of disqualification. That race will still be eligible for a drop week.

If you wish to appeal the decision of the Race Director for a caused caution, you may do so once the penalty is announced and maintain your position on track. However, if you were found to be at-fault during post-race review, then you will receive an extra 50 point penalty for losing your in-race appeal.

At-Fault Incident Point Penalty

Your at-fault incident points will be accumulated through the season, and will be kept track of. For every 4 at-fault incidents you have, you will be deducted 5 points (even if you claim the at-fault during the race). This will be an accumulation all season, and will be reflected on the Driver Penalty Chart that will be posted after every race is official. At the end of race 29, all driver penalties will be added to the points. Race #30 is a no-drop race, so points coming into the final race will be set.

Penalty Level System

Once the race is concluded, the Race Director will fill out the Incident Report. All incidents during the race will be reviewed for "at-fault." To determine "at-fault," the admin team will use the guidelines listed in [Appendix B](#).

Your at-fault penalties will be tracked, and you will receive penalty levels based on the chart in [Appendix C](#).

Lucky Dog

The Lucky Dog will be controlled by iRacing. However, if a driver feels they should have received the Lucky Dog and they did not, the Race Director may review the time of caution to see if that driver was indeed supposed to receive the Lucky Dog. If this is the case, the Race Director will waive around the driver that appealed, and there will be 2 Lucky Dogs for that caution period. Decisions by the Race Director for this appeal are final at the time of the decision and are not eligible for post-race appeal.

Wave Around

The "wave around" feature will be turned on for all races and is completely controlled by iRacing. Therefore, no appeals will be granted.

Pit Road Etiquette

When pitting, the SSRL does not make it mandatory to announce your intentions to pit. However, if you are in close proximity to other drivers, you should make known your intentions. Also, if you are planning to pit, you must maintain the lower line on the track and not wash up as you slow or pit from the 2nd or 3rd lane.

On pit road, you are expected to stay as far to the right as possible. Start entering your pit stall no sooner than 3 spots away. As you leave your pit stall, you are expected to get back as far right as possible as soon as it is safe to do so. Purposefully driving through pit stalls is not allowed, and will incur a drive-thru penalty if found during the race, or result in a tail of the lap you finished on penalty if found in post-race review.

When multiple cars are trying to pit at the same time, it is common to be side by side coming onto pit lane. If this happens, the 3 spots away rule still applies. The driver that is ahead has the right-of-way, the driver behind must slow and let the lead car go. Any pit road contact will be the fault of the trailing driver.

Restarts

All restarts are set to be double file. However, if the Race Director deems necessary, he/she may change a restart to single file. Green-white-checkered finishes will only be double-file.

The leader controls the restarts. The leader must stay on pace (+/- 5MPH) with the pace car. The leader must stay within two car-lengths of the pace car. Once the pace car leaves the track, the leader is free to restart the race once he/she reaches the Restart Zone. If the leader fails to accelerate, iRacing will restart the race with the green flag. The SSRL will not utilize the Restart Zone through iRacing. If a track does not have a Restart Zone, then the leader may go once the pace car has all 4 wheels off of the racing surface.

Drivers are required to stay within one car length of the car in front of them on the restart. Lagging behind to get a run is not allowed. Drivers are required to stay in line until passing the start/finish line. The only exception to this is if someone spins their tires or misses a shift, and the following drivers must take evasive actions to avoid contact. If a driver gets out of their line before the start finish line, a drive thru penalty will be assessed.

Once the pace car reaches the backstretch on the one to go, weaving, shutting off your car to save fuel, speeding up and brake checking are no longer allowed. You are expected to fall into line within one car length of the car in front of you, and maintain pace speed until the green flag is waved.

Fast Repairs

The Masters Series will have zero (0) fast repairs.

Tire Limits

Tire limits for the race will vary, and will be posted in the Raceday Announcement on Discord.

Green-White-Checkered

In the Masters Series, 1 attempt will be made for a green-white-checkered finish.

Black Flags

Black Flags will be thrown by iRacing for various reasons. If a driver feels the black flag is unwarranted, the driver may appeal to the Series Director. Please see the "Appeals" section for more information about the appeals process.

Drivers may NOT call up to the Series Director to demand that another driver be penalized for any reason. Some things may be missed, as admins are human. But the Race Director will NOT give penalties based on driver recommendations or demands. Drivers MAY ask the Race Director to keep an eye on something. But remember that there is a lot to watch during a race for the admins. Most of the black flags and penalties will be given out by iRacing.

Post-Race

After the checkered flag, all drivers are required to drive SAFELY to their pit boxes. Any post-race incidents will be met with large penalties. Do NOT bump, turn, spin, or wreck any other driver post-race. The winner of the race may do the burnout of their choice. However, this includes ONLY the single winner of the race. Everyone else must report to their pit boxes.

Team celebrations are not allowed as it takes the focus away from the race winner. Again, breaking this rule will incur penalties. The only exception to this rule will be the final race of the season where the winner of the championship may do burnouts alongside the race winner (assuming they are two different drivers).

If a team would like to take photos post-race, the team must wait until the broadcast has ended before going back onto the track.

In-Race Chat

In-race chat should only be used for cooperation and discussion (NOT ARGUMENTS) about the race. In-race chat is not to be used to call people names or accuse people of anything. In-race channels are not to be used for arguing. Save it for after the race. Any infraction against this rule may be given penalties up to or including removal from the race without the opportunity for appeal. Please keep in-race chatter to info only during green-flag racing.

If you choose to use live spotters, they may speak to their drivers directly, but spotters are NOT permitted to speak to Race Control or Admins during the race. If a spotter speaks to another driver over iRacing chat for any reason, they are subject to the same rules of communication as the driver. Any infractions by your spotter will be assessed to you, as the driver. You are responsible for your spotter.

Respect Towards Race Control and Admins

SSRL is run by multiple people that have full-time jobs and families. In short, there are a lot of people taking time out of their lives to ensure that you, as drivers, have the best experience possible. The Admins and Race Control deserve the utmost respect. There is ZERO TOLERANCE in calling out of Admins or Race Control (whether through voice channels or written channels). This will be met with extremely swift and severe penalties, up to and including removal from the series.

As harsh as it sounds, there are hundreds of other leagues on iRacing that are available to you. By driving in this series, you are accepting this and all other rules. If you feel an Admin or Race Control is being unfair, you may bring it up to the League Owner. But that is where the situation dies. Once a decision is made by the League Owner, it is over and everyone will move on.

Those that don't move on will be left behind.

Section 5: Appeals

Penalty Levels

After the race has concluded, the Race Director will review the incident log from the iRace Control program. The Incident Report will be written based on the Incident Fault Guidelines ([Appendix B](#)). After the report is completed, the Penalty Levels ([Appendix C](#)) will be updated for the upcoming race. Any competitor that would like to appeal the decision of the Race Director may do so within 24 hours of the posting of the Incident Report. The appeal must include the .rpy file of the incident with a description of why the appeal is being made. When clipping the replay, include the prior 3 laps when needed to help with the appeal process. The appeal decision will then be posted within 24 hours of the appeal, and any Penalty Levels will be adjusted accordingly. All decisions are then final.

Black Flags

Black flags will be cleared at a driver's request. However, all black flags will be reviewed by the Race Director following the race. If you are granted a black flag cleared during the race, it will be your responsibility to report to the "Hauler" channel following the race for the appeal review. If it is deemed that the black flag should have remained, you will be disqualified and given last place points. If you do not visit the "Hauler" within 10 minutes of the conclusion of your race, it will be assumed that you do not want to fulfill your appeal. The appeal will be denied and you will be disqualified and given last place points. Any race disqualification due to a failed appeal will result in that race being unable to be "dropped." All decisions by the Race Director are final.

Section 6: Cancellation

In the unlikely event that any series contained within it is canceled for any reason, each series will host a race with no entry fee to disperse the entirety of the accrued playoff prize fund minus expenses within two weeks of cancellation. Only those drivers with 80% participation or greater will be eligible to participate in such a race.

Section 7: Agreements

By participating in any SSRL series, you agree to follow these rules as well as the iRacing Rules, which govern each race. You also agree to abide by the decisions made by the League Owners, Administration, Race Directors, and Appeals Committee, as governed by this rulebook. In the event of a conflict between any of the policies, terms of use, codes or rules listed above, the one that is the most protective of the series (as determined by the League Owner) shall govern and control.

Appendix A

Position Points Per Race

1st - 55	13th - 28	25th - 16	37th - 4
2nd - 52	14th - 27	26th - 15	38th - 3
3rd - 49	15th - 26	27th - 14	39th - 2
4th - 46	16th - 25	28th - 13	40th & lower- 1
5th - 43	17th - 24	29th - 12	
6th - 40	18th - 23	30th - 11	
7th - 38	19th - 22	31st - 10	
8th - 36	20th - 21	32nd - 9	
9th - 34	21st - 20	33rd - 8	
10th - 32	22nd - 19	34th - 7	
11th - 30	23rd - 18	35th - 6	
12th - 29	24th - 17	36th - 5	

Appendix B

SSRL Incident Fault Guidelines

The following guidelines will be used to assign “At-Fault Incidents.” The SSRL understands that not all incidents are black and white, but we believe that many of them can be assigned with guidelines in place to do so. If an incident falls into a “gray area” where the guidelines do not have a clear choice, then the incident will be deemed a “racing incident” and no “At-Fault Incident” will be assigned. In the following guidelines, you will hear the term “predictable line” used often. The SSRL will use your prior 3 laps before contact to establish your “predictable line.” These guidelines will be fluid and may change slightly after a race to make a rule more defined.

Single Car Incidents

- Any self-inflicted incidents that cause a caution will be assigned as an “At-Fault Incident.” This includes spinning, going off track, missing pit road, spinning on or off pit road, and the like. However, any 1x or 2x incidents that **do not** bring out a caution will not be counted towards any point penalties, and be considered a racing incident.
- Your incidents will be cleared from penalty if you are avoiding contact with another driver.

2 Car Incidents

Corner Entry Contact

- If the passing car has the nose inside the bumper of the front car when the front car brakes or lifts, then the lead car must yield the inside. If the passing car does not have the nose alongside when the lead car brakes or lifts, then the lead car has position to the inside.
- If the lead car is “arcing” into the corner, then the passing car must respect this line. Any bumper or quarter panel contact from the passing driver will result in an “At-Fault Incident.” However, if there was no late arc in the prior 3 laps, then it will be considered a late block and the lead driver will get the “At-Fault Incident.”
- If there is a scenario that is “too close to call,” then both drivers will be given “At-Fault Incidents.”

Mid-Corner Contact

- If the passing car makes contact with the lead car anywhere behind the rear tires, they will receive the “At-Fault Incident.”
- If the lead car gets loose and checks up, or checks up for traffic, then the incident will be considered a “racing incident” and neither driver will be at fault. The trailing car has to be within 2 car-lengths for it to be considered a racing incident. If you are farther than 2 car lengths back, then you should have time to react.
- If the lead car leaves the inside open, then the passing car is clear to make a move. It is expected that the lead driver will give room to the inside. As long as the passing car stays on the bottom, if contact is made by the lead car moving down, then the lead driver will receive the “At-Fault Incident.”
- If the passing car moves up off of the bottom lane into the lead car, then the passing car will receive the “At-Fault Incident.”
- If there is a scenario that is “too close to call,” then both drivers will be given “At-Fault Incidents.”

Corner Exit Contact

- The lead car has the right-of-way, but is expected to maintain a predictable racing line. If the passing car makes contact with the lead car behind the rear tire, then they will receive the “At-Fault Incident.”
- If the passing car makes contact with the lead car behind the rear tire, but the lead car ran an unpredictable line or got loose, then the contact will be deemed a racing incident and there will be no “At-Fault Incident.”
- If the passing car has their nose to the rear tire or farther up the door on the lead car, and there is contact made, and the lead car maintains their predictable line, then the passing car will receive the “At-Fault Incident.”
- If the passing car has their nose to the rear tire or farther up the door on the lead car, and the lead car exits the corner using an unpredictable line and there is contact, then the lead car will receive the “At-Fault Incident.”

Contact on the Straights

- Any nose-to-bumper contact (Bump Draft) that results in an incident will not count towards penalty if no one loses control.
- Any nose-to-bumper contact (Bump Draft) that results in an incident where the lead car is sent spinning, into the wall or generally out of control, the trailing car will receive the "At-Fault Incident." There does not have to be a caution for this to take effect.
- At tracks that have a raceable apron (Phoenix, Kansas, Atlanta, etc.), it is the responsibility of the driver that goes onto the apron to come back onto the racing surface safely. The apron is not a part of the racetrack, as such it is not necessary to race on it. It is not the responsibility of the drivers on track to let the driver on the apron get back on the track, the driver on the apron holds the responsibility to re-enter the track safely and without contact.

3 Wide Incidents (except Daytona, Talladega, Auto Club, Michigan, Pocono [T1 & T3 only], New Atlanta)

- If two cars in front of you are side by side, and you decide to make it 3-wide and there is contact between any of the cars that are 3-wide, then the "At-Fault Incident" will be assigned to the driver that made it 3-wide. There will be no exceptions to this, as the SSRL frowns upon 3-wide racing at tracks where there is not room. Use PATIENCE!
- If you make it through the corner 3-wide and onto the next straightaway clean, then any incidents from this point will revert to a predictable line.

3-Wide incidents (Daytona, Talladega, Auto Club, Michigan, Pocono [T1 & T3 only], New Atlanta)

- "At-Fault Incidents" at these tracks will be determined by the predictable line, and who is not following theirs. The driver that is not able to hold a line and who is not running in the predictable line will be awarded the "At-Fault Incident."

Multiple Car Accidents

- It is expected that when the caution comes out and there is a crash in front of you, that you make a reasonable effort to slow down. "ARCA braking" is defined as not slowing down for an accident and hitting cars that could have been easily avoided if you were paying attention. Any driver that fails to slow down for an accident and then gets involved will receive an "At-Fault Incident."
- Any driver that is slowing down and trying to avoid contact, or gets incidents from going off track will have their "At-Fault Incident" removed.

Starts and Restarts

- Any incidents due to the “accordion effect” will be determined on the driver that sped up too quickly and had to slow down. If you are pacing properly, then this should never happen. By the middle of turn 3 and 4, everyone should be in position to restart.
- Once the green flag waves, if you run into that back of someone that “didn’t go” or spun their tires, then you will be at fault, as it is your responsibility to not run into the car in front of you. Remember, the green flag may start the race, but you can’t go if the car in front of you doesn’t.

Pitting Incidents

- When a driver announces his intentions to pit before entering turn 3 (2 turns prior to pit lane on road courses) and maintains his line in the first lane, then any contact will be the fault of the following driver
- When a driver announces his intentions to pit before entering turn 3 (2 turns prior to pit lane on road courses) and DOES NOT maintain his line in the first lane, then any contact will be the fault of the lead (pitting) driver
- When a driver DOES NOT announce his intentions to pit before entering turn 3 (2 turns prior to pit lane on road courses), then any contact will be the fault of the lead (pitting) driver

Pit Road Incidents

- In situations where multiple cars are pitting at the same time, the right of way will be given to the car that is farther ahead. If you have a car to your outside and ahead of you on pit road, then you have to yield to the driver that is ahead. Any contact on pit road will be the fault of the trailing driver on pit entry
- When coming out of your pit stall, the cars in the right lane have the right of way on exit. The “At-Fault” will go to the driver coming out of his pit stall and hitting a car on his right.
- If you are coming to your pit box, and a driver is coming out of his pit box, you need to yield to the car that is coming out before you go in to your pit box. Any contact in the situation will be the fault of the “Pit In” driver

Pit Road Exit

- Once you reach the end of pit road, the leading car has the right of way on the pit exit lane. Any contact here will be the fault of the trailing driver, no matter what lane.
- When merging onto the track, it is the merging drivers responsibility to merge safely.
- DAYTONA, TALLADEGA, ATLANTA ONLY: When merging onto the track after the blue cone, it is mandatory to stay in the bottom lane with your left side tires on the double line in order to gain your momentum. Any contact made here with an improper merge will result in the “At-Fault”, plus an additional points penalty.

Appendix C

League Warning and Penalty Chart

Level 0	Level 1	Level 2	Level 3	Level 4	Level 5	Level 6
Clear	Receive 1 at-fault incidents during Level 0 will move you to Level 1.	Receive 1 at-fault incidents during Level 1 will move you to Level 2.	Receive 1 at-fault incidents during Level 2 will move you to Level 3.	Receive 1 at-fault incidents during Level 3 will move you to Level 4.	Receive 1 at-Fault incident while at Level 3, and you have reached Level 4 already during the season	SUSPENDED FOR THE REMAINDER OF THE SEASON
	Race in 2 consecutive races with no at-fault incidents and drop back to Level 0.	Race in 2 consecutive races with no at-fault incidents and drop back to Level 1.	If the race is clean, drop back to Level 2 once penalty is served.	Retaliation (from Level 0 or 1)	Retaliation (from Level 2 or 3)	
				Purposely causing a caution (from Level 0 or 1)	Purposely causing a caution (from Level 2 or 3)	
				Using Alt-F4 while on track during the race. (from Level 0 or 1)	Using Alt-F4 while on track during the race. (from Level 2 or 3)	
				Drop back to Level 2 once suspension is served.	Verbal abuse towards any competitor, administrator or media personel	
Level 1 = Under Observation						
Level 2 = On Probation						
Level 3 = Once the green flag waves for your next race, you will receive a drive-thru black flag penalty.						
Level 4 = 50 Point Penalty						
Level 5 = Penalty to be assessed by Administration Team depending on severity.						
NOTE For each at-fault incident you receive in a race, you will move up one penalty level. Example: You enter the race Level 1, and have 2 at-fault penalties during the race, you will be Level 3 for the next race.					Drop back to Level 2 once suspension is served.	
If you reach Penalty Level 3 three times in one season, you will automatically move to Penalty Level 6.						