



SIMRACINGXP HANDBOOK

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I. Foreword

The SRXP Handbook includes almost all relevant information and describes the functioning of this league in detail.

It includes the Regulations for Official SRXP Events and all the information for the new sprint season and endurance races.

The handbook is updated at least once every season. There is a **changelog** on the next page that summarises the changes between versions.

II. Changelog

V8.4.1:

- wording changes and removing outdated references
- events that require an entry fee or offer prize money are prohibited from being promoted on our platforms
- The definition of corner (was Art. 7 para. 1 before) is now Art. 1(3).
- merged Art. 2(1) st. 1 and 2 into a single sentence.
- Art. 2(1) now uses and defines the term "impeding" as previously defined in Art. 1(3). This small change saves us one paragraph. and makes for a more consistent use of terminology across the rules.
- Art. 2(4) is now Art. 2(3)
- Threw out sentence 3 of Art. 6(4) as beyblading is already covered by Art. 6(4) sentence 2 and it was just in there for the memes.
- Cut a sentence from Art. 6(5) as it didnt serve a real purpose.
- Cleaned up Art. 10 to move the definitions into para. 1 instead of spreading them throughout the article.
- Updated remaining races in the track calendar to show the correct pitstop rules.

- SimRacingXP Sprint League Rulebook V3.0 was renamed to SimRacingXP Handbook
- V1.0: added the race and weather conditions
- V1.1: clarified how lap 1 incidents or violations of the race director's notes are to be treated by the Stewards; updated the flowchart
- V1.1.1: Added another token removal rule under Appeals; added weather conditions for Suzuka
- V2:
 - Updated seasonal information for S6;
 - fixed wording issues in a lot of sections;
 - added another sentence to Article 2(1);
 - Changed the wording regarding how BWP and penalties work in relation to the next season to match how we have handled it in prior seasons;
 - Changed the wording of Article 8(4) Sentence 2 to more accurately reflect how space has to be given;
 - Compressed some of the textual information all over the handbook;
 - Added 'Best Practices' section
- V2.1: Added the voted Tracks; slightly changed weather conditions for Hungaroring and Nürburgring
- V2.1.1: fixed a typo
- V3: added definition for lost replay; changed definition of minor and significant disadvantages; increased max BWP for race director violations to 6 total (from 5); retroactive time penalties can now only be awarded for up to 10 seconds; raised the BWP threshold from 10 to 11; changed the 11 BWP penalty to SG20 (from SG30); added character limit of 1750 for appeals; added Article 2a; added a sentence to Article 8(5);
- V3.0.1: corrected small formatting error that resulted in having two Article 8(5)s.
- V3.0.2: added two sentences to Article 7(5) allowing more liberal restart decisions in practice races or equivalent events
- V4.0: Added paragraph 6 and 7 to Article 2a; Changed Article 8(4) (Overlap rule); clarified that unlapping = lapping in article 7(7); added paragraph 4 to Article 4; moved definition of overlap to Article 8(4); changed ballast a little;
- V4.0.1: fixed a numbering error that caused duplicate paragraphs
- V4.0.2: updated for Season 9; added time limit to endurance reports.
- V4.0.3: changed the structure of Article 8 and moved some definitions into a separate article/paragraph to reduce text-richness of the rules slightly; also cleared up certain elements of the rules; added two new paragraphs to Article 2a
- V5: complete overhaul of the regulations; restructuring, clean-up and future-proofing of structure.
- V5.1: updated for Season 10
- V5.1.1: updated for season 10: ballast
- V5.1.2: updated Article 12(2) to include clarifications on how the official replay is handled (no new changes, just codifying what has already been applied since season 2)
- V6.0: Restructured the rules slightly to eliminate some of the numerical bloat; reworded some articles for clarification; see relevant changes highlighted in **orange**; updated for Season 11; split names changed
- V6.1: Added GT3-GOLD
- **V7**: New immediate penalties instead of BWP; BWP now serve to penalize repeat offenders; Incidents no longer just judged based on outcome, now also based on circumstances; A race now counts as completed after completing 75% of the full distance in laps (was 50%); BWP deduction after serving a threshold penalty reduced to 1 (was 3); Removed DT penalty as possible stewarding power; BWP thresholds changed (5, 8, 12); Changed Endurance specific Stewarding System (It now uses the new Sprint system with the exception of BWP)
- V8: Reworded some of the rules (see orange highlights for changes)
- 30 second Time Penalty was changed to 20 seconds
- Changed BWP Deduction:
 - No longer deducts 5 BWP after each season
 - 1 BWP is deducted per race for all incident-free drivers
- Stewarding Changes:
 - Precedent from Season 1-12.5 has been declared non-binding
- Rule changes:
 - Added Article 6(7)
 - Drivers are now explicitly expected to anticipate what surrounding cars may do and prepare accordingly. Too often have we had incidents where the driver behind could have prevented incidents by having a little bit of foresight.
 - Stewards take this into account when analysing incidents.
- **V8.1**: fixed a typo
- **V8.2**: Penalties may now be applied retroactively instead of for the next race.
- 1 BWP will no longer be deducted for reaching a threshold.
- At the Stewards discretion a Drive Through penalty can now be awarded again.
- Details updated for Season 14
- Same car bonus is now 15% and only requires staying in the same car for the full season (not the same class).
- Reminder: Only the 5 best races per season are counted. This applies to the seven races of Season 14 as well, meaning everyone will have 2 drop rounds/joker races instead of the usual one.
- SPLITS ARE MERGED FOR SEASON 14 ONLY. GT4 removed
- **V8.3**:
 - Changed minor, moderate and major disadvantages definitions to include guidelines for qualifying incidents
 - Updated for Season 15
 - Added clear process for merging and splitting races
- V8.3.1:
 - updated Track Calendar to change track conditions for Valencia and Silverstone
 - changed wording on some stewarding provisions for clarification purposes
- V8.4:
 - updated for Season 16
 - added section on how we handle the LFM BoP

III. Code of Conduct for all Members of SRXP

This section provides a general code of conduct for every member of SRXP. These rules apply as soon as you join our Discord and are not reliant on your participation in any of our races. Breaking any of the following rules can be grounds for expulsion from the community.

- a) Personal insults or similar verbal attacks are not tolerated. This rule also extends to private messages.
- b) Any form of hate speech is not tolerated.
- c) The spoken and written language of SRXP is **English**.
- d) Respect differing opinions and keep discussions civil.
- e) Do not sell or advertise setups without permission from the SRXP Staff. Do not share paid setups on any SRXP channel without consent from the right's holder. Discussing paid setups is allowed.
- f) Your Discord Server Nickname must match the name you use ingame and on our website (<https://www.simracingxp.com>).

Example:

If your ingame name is **Vincent Diesel**, your Server Nickname must reflect that. If your server nickname on Discord is **CandyCrusher02**, make sure to change it to either:

CandyCrusher02 | V. Diesel

or

CandyCrusher02 | Vincent Diesel

or just

Vincent Diesel or V. Diesel

- g) **Do not message** members of the Staff privately unless you are specifically prompted to. If you have any issue that requires help from Staff members, please use the #help channel.
- h) We are open towards other leagues and communities. Therefore, we do not prohibit advertisement for events that are not organized by SRXP. However, all promotion for other leagues and events must be done in the corresponding channel titled *#other-leagues-and-events*. Events that require an entry fee or offer prize money must not be promoted on our platforms.

IV. Regulations for Official SimRacingXP Events

The *Regulations for Official SRXP Events (ROSE)* provide the regulatory framework for racing in this community. They are binding for all participants.

Recommended citation format:

Article 2(2) S1 or Art 2(2) 1

1. Section (general provisions)

Article 1: General Definitions

(1) ¹ Official SRXP Events:

All events that are hosted under the **Sprint** league title, the **Endurance** league title, and all related practice race events as well as qualification servers.

² An event includes all sessions from the launch to shutdown of the event server.

(2) Official Replay:

The replay uploaded in the official SRXP replay directory by either the race directors or another person at the request of a race director.

(3) Corner (or Turn):

Any part of the track that requires significant steering input to clear.

(4) (Racing) Line:

The specific way of negotiating a sequence of or a singular corner.

Article 2: General Rules for all Official SRXP Events

(1) Intentionally or negligently causing a collision or forcing another driver to take avoiding action (impeding) is prohibited in all Official SRXP Events.

(2) Giving way to another car (yielding) is only required if explicitly specified.

(3) Behaviour that is considered a violation of general sportsmanship, unpredictable or otherwise dangerous driving, or showcases a high degree of recklessness is prohibited.

2. Section (Qualifying)

Article 3: Scope; Qualifying Definitions

- (1) All provisions under this section only apply to qualification sessions.
- (2) ¹ A hotlap is a valid lap at full racing speed. ² A valid lap is any lap that is not invalidated by ACC itself.
- (3) ¹ An outlap is a lap at lower speeds. ² Invalid laps are considered outlaps.

Article 4: General rules for Qualifying

- (1) ¹ Impeding another driver on a hotlap while being on an outlap is prohibited. ² A driver on an outlap must yield to every car that is on a hotlap, ideally by pulling off the racing line or lifting on a straight. ³ A driver that is on their hotlap does not have to yield.
- (2) Race directors may – at their discretion – disqualify any driver that fails to set a valid lap from the race session.
- (3) The use of the in-game chat is prohibited during any qualifying session (Nielsen Rule).
- (4) Overtaking in the pitlane by exceeding the speed limit of 50 kph or by driving through ghosted cars is prohibited.

Article 5: Mixed-Grid Qualifying

- (1) ¹ On grids with two or more participating vehicle or driver classes, the qualifying session may be split into a number of sections based on participating classes. ² The sections are announced ahead of each race.
- (2) Leaving the pitlane or starting a lap in a class that is not allowed on track during a section is strictly prohibited and can lead to disqualification under the discretion of the race directors.
- (3) ¹ After a section ends, all drivers on a hotlap may finish it. ² Afterwards, they are required to pull off the racing line and return to the garage.

3. Section (Race)

Article 6: General racing rules

- (1) All provisions under this section only apply to race sessions.
- (2) Minor door to door contact between cars is not regarded as a collision.
- (3) ¹ All drivers are required to give each other sufficient space to remain on track when there is any overlap between them. ² Overlap occurs when a horizontal line drawn from the rear tyres of a car meets any other part of another car.
- (4) ¹ On loss of control the driver is obligated to bring the car to a standstill as quickly as possible, ideally by applying the brakes for the entire duration of the incident and afterwards. ² When a car is brought to a standstill, the driver must not move the car unless the track is completely clear and no driver is impeded.
- (5) ¹ In the event that a driver puts all four tyres outside of the pre-defined track limits (leaving the track), the driver must yield to all cars that are on the track. ² If the track is clear, the driver may attempt to re-enter the track. ³ Impeding a car on re-entry (unsafe re-entry) is prohibited.
- (6) ¹ If a car is damaged to the point of no longer being controllable in a safe manner, the driver must immediately bring the car to a standstill away from the racing line or the track and return to the garage immediately. ² Such a state is assumed when there is suspension damage that causes the steering wheel to be significantly off-centre.
- (7) ¹ Drivers must be aware of cars around them, anticipate their action and be prepared to act accordingly. ² Compliance with Sentence 1 is assumed if inputs that suggest anticipative driving, such as lifting off the throttle pedal ahead of time, are present. ³ Sentence 1 does not apply when the other car breaches the regulations.

Article 7: Corners

- (1) When entering a corner side-by-side, drivers must leave at least one car's width of space between themselves and the track limits of the circuit on the side where the overlap occurs.
- (2) It is assumed that drivers entered a corner side-by-side when any overlap occurs between cars at the braking zone or at any point between the braking zone and the apex of a corner **and** both cars can make the corner without impeding each other or changing their trajectory throughout the corner.

Article 8: Straights

¹ A straight is any part of the track between corners. ² A driver is allowed a single change of direction on a straight to defend when there are cars in proximity. ³ Multiple sudden changes of direction (Weaving) are prohibited outside of the formation lap when there are any cars in proximity.

Article 9: Braking Zones

- (1) A braking zone is the area immediately before the turn-in point of a corner, where the average vehicle of the same class begins the deceleration process to clear the corner.
- (2) A driver is allowed a single change of direction shortly before entering a braking zone.
- (3) Any significant change in steering input while in a braking zone (moving under braking) is prohibited.
- (4) ¹ If there is overlap between two or more cars on a straight while approaching a braking zone, the driver that is ahead may choose the line at which to enter the braking zone with, while acting in accordance with Article 7(2) and ensuring the other driver has sufficient time to react. ² Sentence 1 of this paragraph does not apply when the cars are alongside; cars are alongside if a horizontal line drawn from the splitter of a car meets at least the half-way point of the other car.

Article 10: Lapping & Blue Flags

- (1) ¹ A lapped car is a car that is shown the blue flag; a lapping car is a car for which the blue flag is being waved.
² A blue flag indicates that the lapping car is at least one lap ahead of the lapped car.
³ Unlapping refers to the act of overtaking a car that is at least one lap ahead in the race count.
⁴ A lapping situation is any racing situation between a lapped and lapping car as well as an unlapping and unlapping car.
- (2) ¹ The responsibility of a clean and safe overtake is on the lapping car. ² The lapped car must not defend against the lapping car. ³ The lapped car may still defend against a third car if both drivers are competing for position in the race.
- (3) Defending for the purposes of this article *generally* means any car movement that deviates from the ordinary racing line and decreases the likelihood of a successful passing attempt for the lapping car.
- (4) A driver may attempt to safely unlap themselves.

4. Section (Stewarding & Race Direction)

Article 11: Stewarding

- (1) ¹ Both Sprint and Endurance races have stewarding that is tailored to the specific format.
² The Stewards derive their authority from the corresponding sections titled 'Stewarding Powers'. ³ All paragraphs under this article apply to both Sprint and Endurance, like the rest of the regulations.
- (2) ¹ Incidents are reviewed based on the footage provided by the Official Replay. ² All events (e.g. contacts, inputs, etc.) from the Official Replay are treated as the definitive chain of events.
³ If a driver is found to be 'lagging' in the official replay, the lag cannot be considered as a mitigating factor by the Stewards (McConnell Rule). ⁴ The actions of the lagging party are to be taken at face value as if the driver was not lagging but negligently driving in that manner.
⁵ The official replay must not be provided by a driver who was involved in a 'lagging incident'.
- (3) ¹ The Stewards require at least three members to be considered competent to pass a verdict. ² The Chief of Stewarding may overrule sentence 1 of this paragraph for reasons of urgency or practicality; however, the number of Stewards must not be below two. ³ If a Steward is involved in an incident, they must not affect the processing of that specific incident in any way.
- (4) ¹ Drivers may only report incidents that they were involved in or directly affected by.
² The Chief of Stewarding may report any incident that is deemed extraordinary and has not been reported by another driver.
- (5) The regulations take priority over any internal decision-making aids or past practice.
- (6) ¹ Appeals may be withdrawn before the start of processing. ² Partially withdrawing an appeal is not possible. ³ Withdrawing an appeal refunds the appeal token.
- (7) ¹ If there is doubt or dissent between the Stewards on how a rule should be interpreted, the Chief of Stewarding is obligated to petition the body responsible for drafting and maintaining the rules for a preliminary ruling on the abstract interpretation of the rule in question. ² Case specific questions are invalid.
- (8) ¹ If multiple drivers cause a collision with a third party, the penalties are to be handed out proportionally to their contribution. ² In the event that all drivers are equally responsible for the incident in relation to the third party, the full penalty must be applied to all responsible drivers.
- (9) Decisions made by the Stewards via incident and appeal verdicts from Season 1 to Season 12 (including Season 12.5) do not constitute binding precedents.

Article 12: Race Direction

- (1) Flags are either displayed by the game or they are announced by the race directors via chat.
- (2) A green flag means that racing at full speed is allowed.
- (3) ¹ A yellow flag signals caution to all drivers on the circuit. ² Yellow flags are considered green flags and solely serve a declaratory purpose to warn drivers of potential danger.
- (4) A black and orange flag either requires the driver to turn on their lights or return to the pits, depending on the instruction given by ACC.
- (5) ¹ A red flag means that the session has been stopped. ² Red flags can be followed by a restart of the race session. ³ Red flags can also end the event definitively.
- (6) ¹ Restarts may only be called by the race directors if the track conditions make it impossible to safely lap at racing speed or if an accident in the first lap has negatively affected at least 50% of the starting grid.

² For practice races and equivalent events, the present members of staff may already initiate a restart when it is reasonable to assume that at least one third of the grid was negatively affected by an accident in the first lap. ³ Restarts are limited to **two** per race session.

The 'Race Director's notes' posted in the race-direction channel are treated as part of the regulations.

Article 13: Balance of Performance

- (1) If a Sprint Season uses custom balance of performance (BoP) settings, the settings for each race must be locked in once the practice server for the upcoming race launches.
- (2) The official practice server launches six days before a scheduled Sprint race at 00:00 UTC.
- (3) The Sprint league currently uses the BoP developed and provided by LowFuelMotorsports in collaboration with ApexOnlineRacing.

V. Best Practices

To make it as easy as possible to learn about how we do things at SRXP, we have compiled this brief list of best practices for you.

- a) **Report incidents.** They **improve** the overall **driving standards** of the league. The stewarding system is meant to work in unison with the drivers to improve the overall level of safe racing. If you don't report an incident, the chance of providing someone with a great learning experience and penalizing serious offenders will get lost.
- b) If you are letting someone by, do so by predictably and cautiously getting **off** the racing line. If you stay on the racing line, the driver behind you will assume that you will drive at full speed and won't expect any sudden deceleration.
- c) The **turning signal** indicates which direction **YOU** are going. If you use the **left turn signal** it means you go or stay left and vice versa. In some situations, the turning signal on other cars might be bugged, keep that in mind.
- d) Using the **flasher** when you are approaching a lapped car, indicates that you are going for an overtake in the next corner. Don't excessively flash the car in front for a psychological advantage. It will make your actual flashing less meaningful to others.
- e) When the car behind is you is much **faster than you**, defending the position is often a bigger time loss than letting the car by on a straight or into the next corner.
- f) When following a car, do not tunnel on their line, else you will you replicate their mistakes.
- g) When following another car into a braking zone, make sure to brake earlier than usual to account for their existence as well as the different braking performance of your car due to being in the slipstream. Brake at the latest when the **brake lights** of the car in front light up.
- h) When losing control of the car (for whatever reason), in 99% of scenarios, the safest course of action is **pressing the brakes fully and holding them until the car is completely stationary**. This will make you more predictable and lets other cars avoid you, so you don't take any more damage.
- i) Expect **brake markers** to get destroyed or displaced over the course of a race. Make sure to be prepared for this by choosing alternative (indestructible) brake markers, e.g. marshal posts, barrier changes, end of kerbs
- j) In a **mixed-grid** invest a few minutes into looking at the racing line of the other class. Knowing how the other class takes a corner can give you the advantage when you deal with them in a lapping scenario.

VI. Sprint League Format

The following section only applies to the Sprint league.

1. Entry Requirements

A driver can join the championship at any time after participating in at least **2 practice or community races** and being cleared to race.

A driver is cleared to race if they display spatial awareness, the ability to race cleanly without impeding other cars and the ability to control their car sufficiently.

There are usually 2 practice races on **Sunday**. If only one race is offered, it is regarded as two.

If it is not possible to participate in practice races, there may be an exception granted to that driver. This is decided by the Sprint Race Coordinator.

2. Splits

This section deals with the splits of the Sprint league.

Usually Sprint races are **merged**, meaning all GT3 classes drive on the same server/participate in the same event.

If the number of signed-up drivers exceeds 90% of the total available slots after Sunday's practice race has concluded, the Staff may order the event to be **split**.

~~When an event is **split** there are the following 2 **splits**:~~

Split 1

~~(GT3-PRO/GT3-GLD) consists of drivers with the GT3-PRO and GT3-GOLD rating.~~

Split 2

~~(GT3-SLV/GT3-BRZ) consist of drivers with the GT3-SILVER and GT3-BRONZE rating.~~

A driver can choose which class they want to drive in by registering for the races in their chosen split on simracingxp.com. This **heavily** depends on a driver's ability to honestly reflect upon their own capabilities and choose their split accordingly.

However, if a driver was part of the top 10 in GT3-PRO in the prior season, they are **not allowed to join GT3-SILVER**.

SRXP puts the required amount of trust (and more) into every new driver to make this decision correctly. However, the Staff may **move** a driver if they chose a Split they do not belong in.

3. Teams (optional)

The SimRacingXP Sprint League allows for the formation of racing teams (optional).
A team may consist of **2-3 drivers of any class & split**.

Teams are classified as follows:

A Team of drivers from the same class is rated as such (e.g. GT3-PRO).

A Team of drivers that are from different classes is classified as **Free for All**.

Team points are the sum of all drivers' points divided by the number of drivers in a team at the end of the race.

Teams only compete within their respective classifications.

Teams must be registered and approved beforehand. You can register your team on our website (<https://www.simracingxp.com>).

4. Track Calendar

Season 16 will feature 6 races, the order of which is listed below:

SEASON 17

SPRINTDURANCE
2h Solo Race

RED BULL RING

72h qualifying window
Qualifying server will be online the weekend before the race

R1 VALENCIA JAN 30th

R2 ZOLDER FEB 06th

R3 HUNGARORING FEB 13th

R4 SPRINTDURANCE FEB 20th

R5 INDIANAPOLIS FEB 27th

R6 NÜRBURGRING MAR 05th

R7 BATHURST MAR 12th

ONE. LAST. RIDE.
THIS SEASON USES THE LFM BOP

SR XP
SIMRACINGXP.COM

! = 90m race

5. Race Conditions

| Race | Conditions: |
|----------------------|--|
| Valencia | Ambient Temperature: 22°C Cloud Cover: 30% Rain Level Chance of Rain: 0 0% Dynamic Weather: 2 Time of Day: 17:00 Race Duration: 1:00h (60m) Mandatory Pitstop: 0 Pitstop Rules: - |
| Zolder | Ambient Temperature: 25°C Cloud Cover: 50% Rain Level Chance of Rain: 0 55% Dynamic Weather: 5 Time of Day: 12:00 Race Duration: 1:30h (90m) Mandatory Pitstop: 1 Pitstop Rules: - |
| Hungaroring | Ambient Temperature: 27°C Cloud Cover: 100% Rain Level Chance of Rain: 0 0% Dynamic Weather: 0 Time of Day: 21:00 Race Duration: 1:00h (60m) Mandatory Pitstop: 0 Pitstop Rules: - |
| Red Bull Ring | Ambient Temperature: 19°C Cloud Cover: 80% Rain Level Chance of Rain: 0.05 87% Dynamic Weather: 5 Time of Day: 14:00 Race Duration: 2:00 (120m) Mandatory Pitstop: 1 Pitstop Rules: - |
| Indianapolis | Ambient Temperature: 22°C Cloud Cover: 0% Rain Level Chance of Rain: 0 0% Dynamic Weather: 3 Time of Day: 08:00 Race Duration: 1:00h (60m) Mandatory Pitstop: 0 Pitstop Rules: - |
| Nürburgring | Ambient Temperature: 15°C Cloud Cover: 100% Rain Level Chance of Rain: 1 100% Dynamic Weather: 4 Time of Day: 06:00 Race Duration: 1:30h (90m) Mandatory Pitstop: 1 Pitstop Rules: - |
| Bathurst | Ambient Temperature: 33°C Cloud Cover: 100% Rain Level Chance of Rain: 0 0% Dynamic Weather: 0 Time of Day: 18:00 Race Duration: 1:00h (60m) Mandatory Pitstop: 0 Pitstop Rules: - |

6. Points System

This section explains the SRXP Sprint points system.

There are points for each class.

Points are given out in direct relation to their overall class position. GT3-SLV earns points in the higher class as well. That means a GT3-SLV driver also collects points in GT3-PRO.

Within a season only the **5 best races** will be counted.

That means you can technically miss two races without losing any points to the competition.

Points are given out as follows:

| Position | Points |
|----------|--------|
| 1 | 50 |
| 2 | 43 |
| 3 | 37 |
| 4 | 32 |
| 5 | 30 |
| 6 | 28 |
| 7 | 26 |
| 8 | 24 |
| 9 | 22 |
| 10 | 20 |
| 11 | 17 |
| 12 | 14 |
| 13 | 11 |
| 14 | 9 |
| 15 | 6 |
| 16 | 5 |
| 17 | 4 |
| 18 | 3 |
| 19 | 2 |
| 20+ | 1 |

If a driver stays in the same car for an entire season, they will be granted.

15% of their total points at the end of the season as bonus points.

A driver needs to drive 75% of the final race distance (measured in LAPS of lead car in class) to complete a race and be eligible for any points from that week's event.

The driver who achieved **pole position** in the Q session will also receive an additional **4 points**.

The driver that achieves the **fastest valid lap** during a race will also receive an additional **1 point** if they complete the race.

VII. Stewarding System & Behaviour Warning Points

This section contains an explanation of the penalty system as well as all powers granted to the Stewards. This is applicable to both Sprint & Endurance events (BWP are Sprint only)

1. The Stewards

The Stewards are a variable group of people who volunteer to review incidents. Anyone from the community can act as part of the Stewards. The requirements are quite simple:

1. You need a working microphone.
2. You need a basic understanding of racing and how cars behave.
3. You need to know our racing rules.

2. Stewarding Powers

Stewards are hereby granted the power to impose the following rulings for incidents that have been given to them for evaluation:

No further Action

- If a situation contains no relevant incident, the regulations were **not** breached or both drivers share about equal responsibility, the Stewards may take **no further action**.

Warning (0.5 BWP)

- Drivers may be given a warning for behaviour that the Stewards deemed incompatible with the spirit of our racing rules but not significant enough to warrant any further action.
- A warning adds 0.5 BWP to the driver's account.

Retroactive Grid Penalties

- If a driver illegally gains an advantage and finishes in front of the disadvantaged driver a retroactive grid penalty can be awarded.
- A retroactive grid penalty cannot be handed out if the gap between the cars is greater than 20 seconds.

Stop & Go 30 Penalty

- If warranted by either the severe outcome or the severity of the infringement the Stewards may directly impose a **Stop & Go 30** Penalty for the next race a driver starts in.
- This penalty adds 0 BWP to the driver's account
- **No BWP are removed** after serving a SG30.
- The Stewards may also hand out a **Drive Through Penalty for slightly less severe incidents**.

Time Penalties

If a penalty for causing a collision is required, the Stewards can hand out Time Penalties based on **both** the consequences of the incident (Outcome) and the circumstances/severity of the mistake (Circumstance). They may be handed out for the race the penalized offense occurred in (retroactive penalty) or, if necessary, for the next race a driver participates in.

The **following time penalties** can be handed out for an incident:

- five second time penalty (1 BWP)
- ten second time penalty (2 BWP)
- fifteen second time penalty (3 BWP)
- twenty second time penalty (4 BWP)

The **outcome** is judged on a case-by-case basis. However, the following general guidelines are used to lay a consistent foundation:

- A **minor disadvantage** generally occurs when a driver only loses a position to the offending car, takes minimal damage, does not lose control of the car, loses less than four seconds of time or loses any time on a valid qualifying lap.
- A **moderate disadvantage** generally occurs when a driver loses between two to eight positions, takes moderate damage, is pushed off the track and has to yield to other cars or loses control of the car (e.g. is spun around), loses between four and fifteen seconds of time or a qualifying lap is forcefully invalidated/was reasonably aborted.
- A **major disadvantage** generally occurs when a driver loses more than eight positions, takes heavy damage, loses a more than fifteen seconds of time.

Circumstance: The Stewards look at the circumstances of each incident and the severity of the mistake made by the driver (in comparison to an average ordinary driver). Possible factors are for example:

- Overall visibility and reaction time
- How unusual and unpredictable the outcome was for the driver
- How avoidable the mistake was
- **Lap 1 incidents** or **direct violations of the race director's notes** or **multi-class incidents** weigh heavily against the offending driver. Lapping incidents are to be treated as multi-class incidents for the purposes of this subsection.

General guideline on how to hand out time penalties:

1. Find base penalty based on **outcome**:

Five second TP for minor disadvantages

Ten second TP for light moderate disadvantages

Fifteen second TP for heavy moderate disadvantages

Twenty second TP for any major disadvantages

2. Then look at the **circumstances** of the incident, especially at how avoidable the mistake was by the driver and what the conditions were like.
3. Based on the findings, adjust the penalty accordingly. Highly negligent behaviour (=mistake was highly avoidable) should lead to an increase in penalty, whereas slightly negligent or barely negligent behaviour (=mistake was hard to avoid) should lead to a reduction in penalty.

3. Behaviour Warning Points System (Sprint League Only)

We use **Behaviour Warning Points** (BWP) as a way of penalizing repeat offenders more heavily and thus ensuring safe racing.

If a driver is given a penalty by the Stewards, BWP are automatically added to their account.

Upon reaching a certain BWP threshold, threshold penalties will be triggered:

| BWP Amount | Consequence |
|-------------------|--|
| 5 BWP | Ten second time penalty in the next race the driver starts in. |
| 8 BWP | Fifteen second time penalty in the next race the driver starts in. |
| 12 BWP | Stop & Go 20 penalty in the next race the driver starts in. |

1 BWP will be deducted when a penalty is served. A penalty counts as served if the driver completed 75% of the race distance (measured in LAPS).

After every race 1 BWP will be deducted from all incident-free drivers.

Currently only reported incidents are looked at. All drivers are advised to report incidents they were affected by to ensure high quality racing for everyone.

A driver cannot have a negative number of BWP.

Penalties and BWP are carried over from season to season.

A driver may be given a **Race Ban** if they cause multiple severe incidents or consistently display dangerous driving standards. On further occurrence may be disqualified from either the current season of SRXP or indefinitely.

4. Appeals

Every driver has the right to appeal the verdict of an incident if they were involved in it. The appeal will prompt all stewards to individually recheck the incident and give their opinion on the situation.

- Appeals can only be filed during the appeals window (24h after incidents are processed).
- The appeal must be filed correctly via the SRXP website (<https://www.simracingxp.com>)
- If an appeal comment contains any form of insults or other messaging that violates the code of conduct of this community the appellant forfeits all tokens for the remainder of the season.
- Appeals that exceed the character limit of **1750** characters are to be dismissed.
- Appealing requires a **TOKEN**.
 - A driver has 2 **TOKENS** per season.
 - If the appeal is considered valid by the Stewards, the token will not be consumed.
 - Appeals are considered *valid*, when the arguments made are based on facts or a different interpretation on how the rules should be applied in each situation.
 - If there is any doubt about the validity of an appeal, it is regarded as valid.
 - If the appeal is considered to not be valid, the tokens put forward will be consumed.
 - An appellant can go over the limit of **1750** characters by using **2 tokens** to increase the character limit to **3500 characters**. Only 1 token can be refunded.

VIII. Live Stewarding (Endurance ONLY)

For SRXP Endurance racing all rules from the rulebook apply where sensible.

The only notable difference between the Sprint and Endurance system is that the Sprint league features post-race stewarding whereas Endurance races usually have **live stewarding**.

Live Stewarding Penalty System

Endurance Races feature **Live Stewarding** to ensure clean racing over a longer duration. Our automated tools serve to detect all collisions and compile them in a sheet which the Stewards go through chronologically.

For incidents, where **no contact between cars was registered by** the tool, drivers can **file a manual report**. To file a manual report, use the **Bot** in the **#incident-bot** channel. A manual report can only be filed within 65 minutes of the incident happening.