



Competition Rulebook

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Additions in red

(This is a living document, changes could be made at any time
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Chapter 1: General Regulations for all series

1. Scope of Regulations

- 1.1. Chapter 1 applies to ALL series run by NLRL and covers the general regulations for off track activities.

2. Car change regulations

- 2.1. Every entry is awarded two (2) car changes per season.
 - 2.1.1. For every car change used, a twenty (20) championship point penalty is awarded, or their championship points halved, whichever is greater.
- 2.2. If an evolution model to a current car is released during a season, any entries in the predecessor model are permitted to change car without penalty.
 - 2.2.1. An evolution model is any car that is released that is based on the same homologation as the predecessor - an example being the Lamborghini Huracán GT3 EVO to the Lamborghini Huracán GT3 EVO2. This does NOT include new car models - for example McLaren 650s GT3 to McLaren 720s GT3.
- 2.3. Twenty-four (24) hours notice must be given before an event for that car change to take effect in that event.

3. Incidents

3.1. Incident reporting

- 3.1.1. Incident reports may be made through the form linked in [#incident-report](#).
- 3.1.2. When a report is submitted, it must include the following: Chase camera view from at least one (1) car from before the incident occurs to after the cars return to normal racing, with chase camera from all cars involved in the incident preferred; HUD enabled at all times for the recordings; and any other angles you find may be helpful for the Stewards to come to a decision.
 - 3.1.2.1. If these requirements cannot be met, submission is permitted, but you acknowledge that the report may be dismissed if the evidence is inconclusive.
 - 3.1.2.2. If a driver waits or attempts to wait, this must be included in the incident report, with video footage of the redressal also being included if possible.
 - 3.1.2.3. If a submitting driver attempts to hide the fact that a driver has redressed or attempted to redress, the submitting driver may invalidate their report and also receive a penalty themselves if this behaviour reoccurs.
- 3.1.3. The deadline for reporting any incident is as follows:
 - 3.1.3.1. For Sunday League and the Console Endurance Series, the deadline is 23:59 on the Monday night following the event.
 - 3.1.3.2. For every other event the deadline is twenty-four (24) hours after the conclusion of the event.
- 3.1.4. We aim to have the incident report done by the following dates:
 - 3.1.4.1. For Sunday League and the Console Endurance Series, we try have everything sorted by the following Friday after the race
 - 3.1.4.2. For every other league we aim to have all reports delivered at a maximum six (6) days after the event takes place.

- 3.1.5. If a car is not classified in a race it receives a penalty in, or finishes more than a lap behind the car preceding them, the penalty will be carried over to the next race they classify in and/or finish within a lap of the car preceding them.
- 3.1.5.1. If a car meets the requirements of 3.1.5, and receives that penalty for Race One in a Double Sprint round, that penalty can then be applied to Race Two if they classify for Race Two.

3.2. Incident appealing

- 3.2.1. The appeal period is open from the moment the incident report is released to twenty-four (24) hours after the report is released.
- 3.2.2. Appeals may be made through the form linked in #incident-report
- 3.2.3. Your appeal must contain new info or an objective argument on why the steward's decision is incorrect, with references to this rulebook if possible.
 - 3.2.3.1. "No, you're wrong" or similar arguments will not suffice.
- 3.2.4. All appeal decisions are final. You may not appeal an appeal.

Chapter 2: Racing Regulations For All Series

1. Scope of Regulations

- 1.1. Chapter 2 applies to ALL series run by NLRL and covers the general regulations for on track activities.

2. Racing Code

- 2.1. All drivers are expected to attend any session they sign up for.
 - 2.1.1. If a driver cannot attend for whatever reason they must sign out of the event on simgrid
 - 2.1.1.1. If you do not sign out you will be penalised and eventually disqualified
- 2.2. All drivers are expected to be familiar with the rules and regulations of the championship
 - 2.2.1. "I didn't read it" is not a valid excuse

- 2.3. Unsportsmanlike conduct is prohibited and subject to stewards' discretion
 - 2.3.1. Intentional ramming and race ruining is subject to a ban from all future events.
 - 2.3.1.1. What constitutes a ram over a bump / racing contact is up to stewards discretion
- 2.4. The stewards will not police any racing incident that is not reported under the reporting system
 - 2.4.1. In exception to 2.4 the stewards will act and hand out penalties and bans for major, and intentional incidents, even if they aren't reported

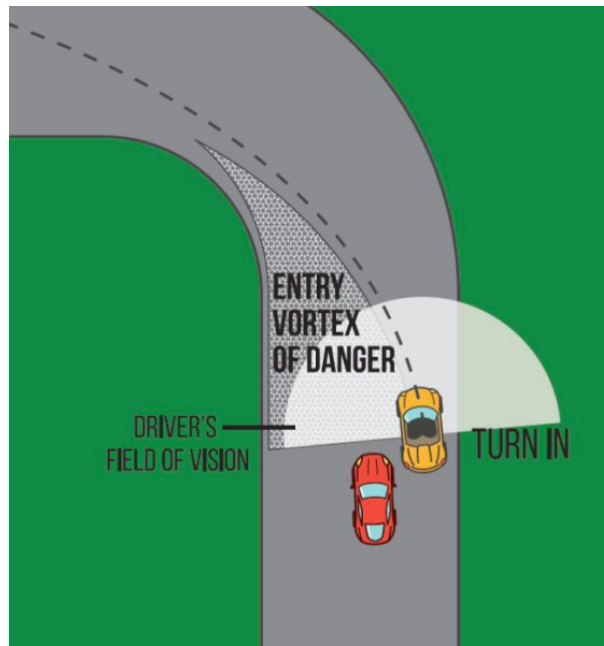
3. On track Rules and Behaviour

3.1. General Rules

- 3.1.1. Once the session is deemed night by the sim, headlights must remain illuminated at all times.
 - 3.1.1.1. Turning the lights off to flash an opponent is deemed unsportsmanlike and not allowed.
 - 3.1.1.2. Flashing regularly is allowed as the car will swap between high and low beams.

3.2. Overtaking and defending

- 3.2.1. The driver in front has the right to drive their line until the car behind becomes "significantly alongside" the other car, where their front wheel is alongside the other car's rear wheel, once alongside BOTH drivers must give each other at least one car's width room
- 3.2.2. Drivers are expected to be predictable, especially under blue flag conditions
 - 3.2.2.1. Do not suddenly lift off the throttle, or brake early while a car is behind, if you wish to give a position to a lap car, move off the racing line before slowing down.



3.2.3.

We follow IMSA's "entry vortex of danger" rule (image above) which states if a car enters the space alongside a car after it begins to turn in, and the car makes contact, it is the car behind's fault

- 3.2.3.1. If the car enters the space before turn in then it is deemed the turning car's fault
- 3.2.3.2. Incidents on the borderline will be judged up to steward's discretion
- 3.2.3.3. Under this rule "divebombing" is okay under these two conditions: You get alongside with the other car before they turn in, and if you wash out wide into the other car due to your excess speed, it's your fault.
- 3.2.3.4. Quoting F1 rules like "i got to the apex first" will get you laughed at

3.2.4. When an overtake is taking place it is both drivers' responsibility to make the pass happen safely.

- 3.2.4.1. The defending driver is expected to defend sensibly, making only 1 movement to defend its line and not blocking the car behind
 - 3.2.4.1.1. Weaving to break tow is strictly prohibited. You may slowly drift side to side but must straighten up the moment you near a corner or a car gets close to being alongside, if you hit someone doing this, it is your fault.

3.2.5. Contact

- 3.2.5.1. Minor contact is allowed, light nudges and wheel rubbing are okay. Punting and pushing someone off track is not allowed and can be penalised.
- 3.2.5.2. Bump passes are dealt case by case.
- 3.2.5.3. Whether the other car loses control will have a minor impact on penalties, e.g. if a car loses it from light contact it isn't automatically a penalty unless it is deemed reckless. Likewise if a car takes a heavy hit but doesn't lose control, it doesn't

automatically mean no penalty (see sunday league season 3 championship decision)

- 3.2.5.4. We understand things get heated on track and will reduce penalties from an incident if drivers were mutually getting very contact heavy for a while before the incident (as long as they aren't being stupid)

- 3.2.5.4.1. This only applies if only those drivers are involved, if a third party is involved, the penalty will be increased.

3.3. Losing Control and Rejoins

- 3.3.1. In the instance you lose control of your vehicle, you must immediately fully hold your brakes until completely stopped and hold them on until there is a clear opening to resume
- 3.3.2. You must still hold your brakes even if you are still on track, the approaching cars are expected to navigate around you, don't try to "get out of the way" unless there is plenty of time.
- 3.3.3. If a driver does not hold the brakes the car may spin or roll in an unpredictable way causing more incidents, in this case the driver will be deemed responsible for the incident.
- 3.3.4. When rejoining the track the driver must give way to all cars on track, even waiting in the runoff until there is a safe gap if they have to.
- 3.3.5. Drivers are expected to use runoff to get themselves turned around in the direction of the track where possible before rejoining, do not try to do a 3 point turn on the track PLEASE.

3.4. Track Limits,

- 3.4.1. Track limits are only policed in the instance where a driver repeatedly straight lines or cuts the inside of the corner, and doesn't get any warnings ingame, this usually happens in the wet when penalties stop working as well.
- 3.4.2. Another offence is passing someone off track, for example cutting the inside of eau rouge to complete a pass is against the rules and the driver is expected to give the position back if it is accidental.
 - 3.4.2.1. Running wide on exit to hold the car alongside in a battle is allowed as long as you stay alongside until the braking zone of the next corner.

3.5. The Courtesy rule

- 3.5.1. The Courtesy rule is the rule that if a driver feels they may be responsible for an incident, it is encouraged they safely pull to the side off track and wait for the other car until they catch up.

- 3.5.2. In the case race control observes this, penalties may be reduced or waived depending on the severity of the incident.
- 3.5.3. If a car drives off at race pace with no intention of waiting then spins it doesn't count as waiting.

3.6. Flags

- 3.6.1. Yellow Flags: Drivers must be cautious and prepare for damaged or stopped cars on track
- 3.6.2. Blue flag rules depend on the series
 - 3.6.2.1. In the case of sprint series; drivers are expected to follow an Formula style ruleset, where they must get out of the way at the first SAFE opportunity
 - 3.6.2.1.1. DO NOT slam your brakes on attempting to get out of the way immediately, wait for a safe opportunity, such as a straight, or a corner you can run wide on to let them by.
 - 3.6.2.2. In the case of endurance series; drivers are expected to follow a WEC style blue flag system where the lapped car does not have to get out of the way, they simply have to be predictable, follow their line, and not defend the position.
 - 3.6.2.2.1. Once the lapping car is alongside the lapped car must concede, attempting to outbrake and hang around the outside is considered defending.
- 3.6.3. Red Flags:
 - 3.6.3.1. In the case the race is restarted, the race will be restarted in qualifying positions with the race shortened to the time remaining.
 - 3.6.3.2. In the case the race is not restarted, if the race is red flagged before $\frac{1}{4}$ distance then the race will be abandoned and/or rescheduled, if the race is red flagged after $\frac{1}{4}$ distance, then $\frac{1}{2}$ points will be awarded, if the race has reached $\frac{3}{4}$ distance then full points will be awarded.
 - 3.6.3.2.1. Positions will be counted based on the last full completed lap.

3.7. Qualifying

- 3.7.1. During Qualifying, Priority must be given to cars on flying laps, cars on out/in laps and invalidated laps must get out of the way without impeding the passing car.
- 3.7.2. It is the drivers own responsibility to find a window to set a safe lap; catching a slower car on its own flying lap does not give the faster driver priority, the slower driver is allowed to give way if they wish, however, they do not have to, the faster car is not allowed to pass in a way that impedes the slower car's lap.

- 3.7.2.1. Drivers queuing must not impede cars on hotlaps, it is recommended to queue off the racing line on the final major straight before the start/finish line

Chapter 3: Specific Regulations For the NLRL Console Endurance Series

1. Scope of Regulations

- 1.1. Chapter 3 applies strictly to the NLRL Console Endurance Series and covers the specific rules for that series.

2. Tyre Regulations

- 2.1. Each car is limited to 4 dry tyre sets per race regardless of length
 - 2.1.1. Leaving and rejoining the session at the end of quali to reset the tyre counter is forbidden and subject to disqualification
- 2.2. Wet tyre sets are unlimited.

3. Driver stint Regulations

- 3.1. Each car has a stint time limit of 70 minutes, this timer resets whenever you enter the pitlane, each driver can run out the timer as many times as they want.
 - 3.1.1. Performing a drive through to reset this timer is strictly FORBIDDEN. The car must fully stop in the box and either refuel or change tyres to avoid a penalty from the stewards.
 - 3.1.2. Driving longer than this timer awards the team with a drive through, upon performing this drive through, the team must pit the very next lap to avoid a penalty.
- 3.2. Each driver has a max drive time of 4h for a team of 3 or more drivers, in a 2 driver car this gets increased by the game to around 5h (needs fact checking)
 - 3.2.1. Every driver must drive the car at least once however there is no minimum time beyond this, the driver just has to complete a lap.
 - 3.2.2. The penalty for violating this rule is 120s post race.

4. Pit time Regulations

- 4.1. There is a fixed refuelling time of 25s, regardless of the amount of fuel added,
 - 4.1.1. Changing tyres and/or driver increases this time to 30s

5. Reserve Entries

- 5.1. If you sign up when the event is full, you will be added as a reserve.
- 5.2. Reserve entries can join the session at the end of practice if there are less than 35 teams present.
- 5.3. Reserve entries are highlighted with a silver number ingame.
- 5.4. All entries will be notified prior to the event what that round's reserve entries are.
- 5.5. As full time teams leave the championship you will be promoted to a full time entry.
- 5.6. Failure to comply by the rules for reserves will result in disqualification from the event

6. Number of connected drivers

- 6.1. Each car entry may only have 2 drivers connected at any one time, including the current driver
 - 6.1.1. Anyone caught violating this will be handed a 60 second post race penalty
 - 6.1.2. Repeat offences will result in a race disqualification.

Chapter 4: Specific Regulations For the NLRL Sunday League

1. Scope of Regulations

- 1.1. Chapter 4 applies strictly to the NLRL Sunday league and covers the specific rules for that series.

2. Event types

- 2.1. There are 3 different event types in the sunday league; Standard, Endurance, and Triple sprint

- 2.1.1. All Race grids are decided from qualifying due to ACC limitations
- 2.1.2. Standard events are a sprint / feature format with the sprint being 20 mins and the feature being 40 minutes
- 2.1.3. Endurance events are 90 minutes long
- 2.1.4. Triple Sprint events are 3 back to back 20 minute races

3. Pit time Regulations

- 3.1. For all events there is a mandatory pitstop where you must add at least 1L of fuel
- 3.2. The stop time is unrestricted, only requiring 3s to connect the refuelling hose and 0.2s per liter added (resulting in a 3.2s minimum time for a perfect stop)
 - 3.2.1. Changing tyres and/or driver increases this time to 30s

4. Reserve Entries

- 4.1. If you sign up when the event is full, you will be added as a reserve.
- 4.2. Reserve entries can join the session at the end of practice if there are less than 35 teams present.
 - 4.2.1. Race control may allow rookies in earlier if there is signs of low attendance
- 4.3. All entries will be notified prior to the event what that round's reserve entries are.
- 4.4. As full time entries leave the championship you will be promoted to a full time entry.
- 4.5. Failure to comply by the rules for reserves will result in disqualification from the event

5. Success Ballast

- 5.1. Success ballast is used in the NLRL Sunday League to help maintain competitive balance across the season.
- 5.2. Success ballast is applied once per event, not per individual race.
 - 5.2.1. In the case of multiple race events, success ballast will be applied at the setup of the server for that week's round,
 - 5.2.2. The ballast will be calculated based off of each driver's best result of the current round
 - 5.2.3. Ballast is calculated based on the game's results file so it is applied before any penalties awarded by the stewards, however is after any ingame penalties.
- 5.3. Success ballast will be awarded after each event based on finishing position as follows:
 - 5.3.1. Ballast per Position

Position	Ballast Added
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P1	+5 Kg
P2	+3 Kg
P3	+2 Kg
P4	+1 Kg
P5	+0 Kg
P6	-1 Kg
P7	-2 Kg
P8	-3 Kg
P9	-4 Kg
P10+	-5 Kg

- 5.4. Having the success ballast get removed after a bad result stops it building up too much throughout the season
 - 5.4.1. The ballast will not go below 0 to avoid backmarkers ending up with diabolically low ballast by the end of the season.
 - 5.4.2. Drivers are only eligible to have ballast removed if they classify in the race results file, non-attendance will not count
 - 5.4.2.1. To classify in the race results file you must complete at least 1 lap in the race server.
- 5.5. Success ballast is cumulative across the season, until a driver reaches the ballast cap of 40 Kg
- 5.6. Success ballast is applied in addition to the standard in-game Balance of Performance.
- 5.7. All success ballast applications are final and are not subject to appeal.
- 5.8. Starting ballast for new drivers per Round

Round	Default Ballast
1	2 Kg
2	3 Kg
3	4 Kg
4	5 Kg
5	6 Kg
6	7 Kg
7	8 Kg
8	9 Kg
9	10 Kg

10	11 Kg
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- 5.9. Drivers who join mid season will begin with a set ballast to avoid people joining late and dominating because they have no ballast.
- 5.9.1. This is decided based on their first race appearance to the season, not from the point of signup

6. Scoring

- 6.1. Points are multiplied by what % of an hour the race session is
- 6.1.1. For example a 20 min race is $\frac{1}{3}$ points, and a 90 minute race is 1.5x points
- 6.1.2. One exception is for the standard events, both races are 50% points due to simgrid limitations we can't apply different points to the sprint and feature

7. Driver Classes

- 7.1. There are 2 categories of drivers Pro and Am
- 7.1.1. Drivers are placed in the categories based on their simgrid rating, with Pro being for silver and above, and Am being for bronze category drivers

7.2. In-game driver tags

- 7.2.1. In the game drivers will be given the following tags:

Driver	Sticker on car	Timing screen colour
Pro (Champion)	Platinum	White
Pro	Gold	White
Bronze	Silver	Silver
Bronze (rookie season)	Silver	Red

- 7.2.2. Contrary to past seasons, reserves won't get a distinct tag, and will get the tag that they are due to be moved into when a space opens.

Chapter 5: Specific Regulations For the NLRL Multiclass Team Sprint Series

1. Scope of Regulations

- 1.1. Chapter 5 applies strictly to the NLRL MTSS and covers the specific rules for that series.

2. Event Format

- 2.1. All Events in the MTSS follow the same format with a 10 minute Practice, 30 minute Qualifying, and 1, 2, or 3h race.
 - 2.1.1. Qualifying is split with the first 15 minutes for GT4 and the second 15 minutes for GT3

3. Qualifying Regulations

- 3.1. The qualifying session lasts for 30 minutes split evenly between each class
- 3.2. GT4 takes the first 15 minutes and GT3 takes the second 15 minutes
- 3.3. **GT4s** are allowed to begin timed laps until the timer hits 15 minutes remaining, they are allowed to finish any lap they are already on once the timer runs out.
 - 3.3.1. After their lap they must pull over to the side of the track and reset to pits to avoid impeding GT3s starting their laps
- 3.4. **GT3s** are allowed to line up at the end of the pitlane from 16 minutes remaining in the session and can leave the pitlane from 15 minutes remaining
 - 3.4.1. GT3s must make sure to not impede on the GT4s ahead who are finishing their laps while on their outlap.

4. Driver Regulations

- 4.1. Each team may only have 2 drivers for each car, and a third driver selected as a reserve.
- 4.2. Both drivers must drive in every event, otherwise the sim will issue you with a 120s penalty

5. Reserve Entries

- 5.1. If you sign up when the event is full, you will be added as a reserve.
- 5.2. Reserve entries can join the session at the end of practice if there are less than 30 teams present.
- 5.3. Reserve entries are highlighted with a silver number ingame.
- 5.4. All entries will be notified prior to the event what that round's reserve entries are.

- 5.5. As full time teams leave the championship you will be promoted to a full time entry.
- 5.6. Failure to comply by the rules for reserves will result in disqualification from the event

6. Pit time regulations

- 6.1. There is a refuelling time of 3s + 0.2s per liter added
- 6.2. Tyre changes take 30s
- 6.3. Driver swaps take 30s

Chapter 6: Specific Regulations For the NLRL NASCAR Cup Series

(wrote by Kyle)

1. Scope of Regulations

- 1.1. Chapter 6 applies strictly to the NLRL NASCAR Cup Series and covers the specific rules for that series.
 - 1.1.1. Chapters 1 and 2 still apply unless a rule in this chapter states otherwise.

2. Driver and Entry Regulations

- 2.1. Drivers must have an active iRacing account, join the official NLRL Discord and enter using their registered name and car number.
- 2.2. Drivers must sign up through SimGrid and join the iRacing league using league code #14720.

3. Event Format

- 3.1. A standard event consists of a 30 minute practice session, two-lap qualifying and a race measured by laps.
- 3.2. Full-course cautions are enabled, each driver has one fast repair and each car is limited to five tyre sets.
- 3.3. The event format may be changed where required, with any changes announced before the event.

4. Qualifying Regulations

- 4.1. Each driver has two consecutive qualifying laps.

- 4.2. Wall riding, track cutting or exploiting glitches during qualifying is prohibited and may result in disqualification from the session.

5. Starts and Restarts

- 5.1. The leader controls the field pace before the initial start and each restart. The green flag marks the official start.
- 5.2. Drivers must remain in their assigned lane and may not pass before crossing the start/finish line unless instructed otherwise by iRacing race control.
- 5.3. The second-place driver may not accelerate ahead of the leader before the green flag. Jumping a start or restart may be penalised.

6. Cautions

- 6.1. Drivers must follow all instructions given by iRacing race control during a full-course caution.
- 6.2. The field is frozen when the caution is called. Drivers must maintain position and may not race back to the line.
- 6.3. Pit road speed limits must be followed at all times. Unsafe pit entry, unsafe pit exit or intentional contact on pit road may be penalised.

7. Lucky Dog and Wave Around

- 7.1. Lucky Dog and wave-around procedures are controlled by iRacing race control. Drivers must only take either procedure when instructed.
- 7.2. A driver receiving the Lucky Dog must pass the field safely and rejoin at the rear. A driver may be ineligible if they caused the caution, are serving a penalty or have an active black flag.
- 7.3. A driver receiving a wave around must pass the pace car when instructed, rejoin at the rear of the field and must not pit before receiving the wave around.

8. Oval Racing Conduct

- 8.1. Bump drafting is permitted on superspeedways, however excessive pushing or causing an incident may be penalised.
- 8.2. Late or reactionary blocking is prohibited. Drivers must not move under braking or block in a way that causes contact.
- 8.3. All other racing rules present in chapter 2 still apply.

9. Championship Points

- 9.1. Championship points are awarded based on finishing position as follows:

Position	Points	Position	Points
P1	40	P19	18
P2	35	P20	17
P3	34	P21	16
P4	33	P22	15
P5	32	P23	14
P6	31	P24	13
P7	30	P25	12
P8	29	P26	11
P9	28	P27	10
P10	27	P28	9
P11	26	P29	8
P12	25	P30	7
P13	24	P31	6
P14	23	P32	5
P15	22	P33	4
P16	21	P34	3
P17	20	P35	2
P18	19	P36	1

10. Championship Awards

- 10.1. Championship awards may include Cup Series Champion, Rookie of the Year, Most Wins, Most Poles and the Sportsmanship Award.