Competition Rulebook

2026 Edition (1.6.4)

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Chapter 1: General Regulations for all series

1. Scope of Regulations

1.1. Chapter 1 defines general administrative regulations for all NLRL sanctioned series and off-track conduct.

2. Car change regulations

2.1. Each entry is permitted a maximum of two (2) vehicle changes per season.

2.1.1. Each vehicle change will result in a penalty of twenty (20) championship points or a 50% reduction of current points, whichever is greater.

2.2. Entries transitioning to an evolution model of a current vehicle within a season are exempt from penalty.

2.2.1. An evolution model is defined as a vehicle released under the same homologation (e.g., Lamborghini Huracán GT3 EVO to

EVO2). New vehicle models (e.g., McLaren 650s to 720s) do not qualify for this exemption.

2.3. Formal notification of a vehicle change must be submitted to the stewards at least twenty-four (24) hours prior to the event.

3. Incidents

3.1. Incident reporting

3.1.1. Incident reports must be submitted via the official platform specified by the stewards.

3.1.2. Submissions must include: Chase camera footage from at least one involved vehicle (all involved vehicles preferred); full HUD visibility; and a comprehensive view of the incident from onset to resolution.

3.1.2.1. Failure to meet evidence requirements may result in a report being dismissed as inconclusive.

3.1.2.2. Documentation of any redressal attempts must be included in the report, supported by video evidence where available.

3.1.2.3. The intentional omission of redressal evidence may result in the invalidation of the report and the imposition of a penalty on the reporting driver.

3.1.3. The deadline for reporting any incident is as follows:

3.1.3.1. Sunday League and MTSS: 23:59 Monday following the event.

3.1.3.2. Other series: Twenty-four (24) hours following the conclusion of the event.

3.1.4. For all leagues we aim to have all reports delivered at a maximum six (6) days after the event takes place.

3.1.5. Penalties incurred by non-classified vehicles, or those finishing more than one lap behind the preceding car, will carry forward to the next event in which they are classified.

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 window is twenty-four (24) hours from the release of the steward's decision.

3.2.2. Appeals must be submitted through the official steward's platform.

3.2.3. Appeals must contain new evidence or an objective argument regarding the misapplication of this Rulebook.

3.2.3.1. Subjective or non-substantive arguments will be rejected.

3.2.4. Appellate decisions are final and not subject to further review.

Chapter 2: Racing Regulations For All Series

1. Scope of Regulations

1.1. Chapter 2 defines on-track regulations and behavioral codes for all NLRL sanctioned series.

2. Racing Code

2.1. Competitors are required to attend all registered sessions.

2.1.1. In the event of unavoidable absence, competitors must formally withdraw via the official platform.

2.1.1.1. Failure to withdraw will result in penalties and potential disqualification.

2.2. Competitors are expected to maintain comprehensive knowledge of this Rulebook.

2.2.1. Lack of familiarity with the regulations does not constitute a valid defense.

2.3. Unsportsmanlike conduct is prohibited and subject to the stewards' discretion.

2.3.1. Deliberate collisions and malicious conduct will result in a permanent ban from NLRL events.

2.3.1.1. What constitutes a ram over a bump / racing contact is up to stewards discretion

2.4. The stewards will generally only review incidents reported via the official system.

2.4.1. Notwithstanding Regulation 2.4, the stewards reserve the right to initiate investigations and impose sanctions for egregious or intentional violations without a formal report.

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. Extinguishing headlights to flash an opponent is prohibited.

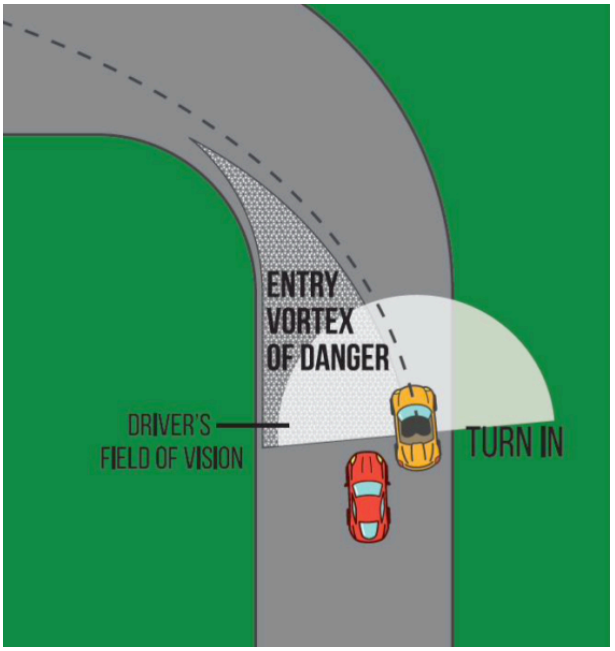
3.1.1.2. Flashing regularly is allowed as the car will swap between high and low beams.

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. Minimal lateral movement is permitted but must cease immediately if a following car achieves any overlap.

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 must use available runoff areas to safely reorient their vehicle. Maneuvering on the active racing surface is prohibited.

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. If a driver acknowledges responsibility for an incident, they are encouraged to safely concede the position by waiting for the affected competitor to pass.

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.

3.6.2.1.2. In the case of multiclass sprint series, cars of the same class follow Formula rules, while incidents between different classes follow the WEC rules

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 ¼ distance then the race will be abandoned and/or rescheduled, if the race is red flagged after ¼ distance, then ½ points will be awarded, if the race has reached ¾ 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

4. Pitstop Regulations

4.1. In the case where a race has a mandatory pitstop, it is illegal to serve the pitstop on the final lap of the race

4.1.1. Pitting at the beginning of the final lap is allowed, this rule specifically applies to pitting at the end of the final lap where the driver finishes the race inside or just after exiting the pitlane

4.1.2. Anyone found in violation of 4.1 will be given the 120s penalty the same as if they had not served their mandatory pitstop.

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

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4. Waitlist Entries

4.1. If you sign up when the event is full, you will be added to the waitlist.

4.2. As full time entries leave the championship you will be promoted to a full time entry.

4.2.1. This is automatically performed by the xclusiveracing website

4.3. You will likely not be notified if you are moved, as this is done automatically. Keep an eye on the event page on xclusiveracing.com to see if you have been moved up.

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
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

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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

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 ⅓ 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 xclusive rating, with Pro being for silver and above, and Am being for rookie and bronze category drivers

7.1.2. Drivers may be moved up or down based on performance

7.1.2.1. Performance-based classification reviews will occur following Round 5.

7.2. In-game driver tags

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

Driver Category	Driver Rating	Timing screen colour
Pro	Silver+	White
AM	Rookie / Bronze	Red

7.2.2. Drivers who were in pro category prior to the switch to xclusiveracing.com will stay in pro category regardless of rating until the stewards deem they have competed in enough races for their rating to properly represent their skill level.

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 the second 15 minutes for GT2 and the final 15 minutes for GT3

3. Qualifying Regulations

3.1. The qualifying session lasts for 45 minutes split evenly between each class

3.2. GT4 takes the first 15 minutes and GT2 takes the second 15 minutes with GT3 taking the final 15 minutes

3.3. **GT4s** are allowed to begin timed laps from the start of the session until the timer hits 30 minutes remaining, they are allowed to finish any lap they are already on if they crossed the timing line before 30 minutes remaining.

3.3.1. After their final lap they must safely pull over to the side of the track and reset to pits to avoid impeding GT2s starting their laps

3.4. **GT2s** are allowed to line up at the end of the pitlane from 32 minutes remaining in the session and can leave the pitlane from 30 minutes remaining and are allowed to lap until the timer hits 15 minutes remaining, they are allowed to finish any lap they are already on if they crossed the timing line before 15 minutes remaining.

3.4.1. GT2s must make sure to not impede on the GT4s ahead who are finishing their laps while on their outlap

3.4.2. After their final lap at they must safely pull over to the side of the track and reset to pits to avoid impeding GT3s starting their laps

3.5. **GT3s** are allowed to line up at the end of the pitlane from 17 minutes remaining in the session and can leave the pitlane from 15 minutes remaining and are allowed to lap until the end of the session

3.5.1. GT3s must make sure to not impede on the GT2s ahead who are finishing their laps while on their outlap.

3.6. Leaving the pitlane early as a GT2 or a GT3 is a reportable and punishable offence

3.7. Staying out and not resetting to the pits after completing your final timed lap is a reportable and punishable offence

4. Driver Regulations

4.1. Each team may have 1 or 2 drivers for each car.

4.1.1. In teams with 2 drivers, drivers must drive in the event, otherwise the sim will issue you with a 120s penalty

4.2. Drivers, once signed to a car, are locked to that car and cannot be transferred.

5. Waitlist Entries

5.1. If you sign up when the event is full, you will be added to the waitlist.

5.2. As full time teams leave the championship you will be promoted to a full time entry.

5.2.1. This is performed automatically by the XCLusiveRacing website.

6. Pitstop regulations

6.1. The Pitstop times are as follows:

6.1.1. Refuelling time of 3s + 0.2s per liter added

6.1.2. Tyre changes take 30s

6.1.3. Driver swaps take 30s

6.1.4. All actions are completed at the same time, and the pitstop takes the time of the longest task + damage

6.2. 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.

6.2.1. 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.

6.2.2. 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.

6.3. Each Driver may not drive for more than 2/3rds of the race

6.4. Each team is allowed a maximum of 2 tyre sets per race weekend, each set may be reused as many times as the team wishes

6.4.1. It is possible to reset your tyres by leaving/rejoining the session, any team suspected of doing this at the end of practice / qualifying will be investigated.

7. Signup Regulations

7.1. Each team may sign up 1 GT3, to sign up any extra GT3s, they must sign an entry to either GT2 or GT4 to sponsor the entry for each GT3 they enter after the first.

7.2. Signing up multiple GT3s without GT4s or GT2s to sponsor them will result in the later signed GT3 being disqualified from the championship until a sponsoring car can be signed.

7.3. In the event a sponsoring car leaves and/or is disqualified from the championship, the last signed GT3 for the team will also be disqualified until another sponsoring car can be entered.