

Track Limits Racing

SCS Information & Rule Book

Welcome to the Track Limits Racing Sports Car Series!

(1) Registration:

- 1.1-We do require drivers to use their real name in the discord
- 1.2-Drivers must be registered on the Dynobot Forms posted in the Discord Server
- 1.3-Drivers have to re-register every season
- 1.4-Admins will send invites to the league itself in the iRacing UI
- 1.5-Drivers that miss 2 or more races may be removed by Admins at any time, advised to give a heads up when missing so they account for it.

(2) iRating Requirements: C class or higher Safety rating is mandatory!!!

LMP3: 1250iR +

GT3: 1250iR +

GT4: 1000iR +

(3) Seasons Featuring 2 Automatic Drop Rounds - (last round not droppable)

Race Length: 90 Minute Races with a 100 Minute Race Season Finale, with a Mid Season Special !!!

- Races feature Points payouts for both Heat & Feature races. So it's a priority on both to get a decent qualifying time in order to set yourself up well.
- Heat races 20 min
- Feature races 70 min

(3 Cont) Sessions:

Session opens at 8pm EST for a 1 hour practice. Then rolls into a brief drivers briefing near the end of practice. Then begins a lone car qualifying for 10mins.

Fuel Cap Limits

LMP3: 50%

GT3: 50%

GT4: 50%

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(4) Car Swaps

- Drivers are allowed 1 free car swap with admin notice, additional swaps are allowed but will include a 25 points penalty
- IF a driver races with a different car than registered with, they will receive a 50 point penalty post race
- Swapping classes is allowed, but in doing so will forfeit all points earned for the driver
- Selecting a different car class in the race session than registration will mean an **Automatic DQ** from that race.

(5) Qualifying

Qualifying is a 10 minute session of Lone Car qualifying format.

Start Zones are Enabled and Announced Pre Race

(6) Start Procedures:

-Start Zones will be announced beforehand by series admins during briefing. Class Leader controls starts via the beginning of the Startzone line. If the P3 leader hasn't launched yet by the auto-green flag, then it is free game for the field. GT3 & GT4 Leaders control their starts, **DO NOT** go on green.

6.1 Class Leaders will be penalized if they ignore the start zone selected area

6.2 Class leaders are expected to leave a 8-10 second gap to the field ahead on starts. GT3 & GT4 still follow start zone requirements even after the green flag is thrown.

6.3 During race starts, attempts to begin out of position are not allowed. If a driver is trying to drop to the rear, inform Admins for an End Of Line Penalty

6.4 Drivers to maintain pace car speed and refrain from weaving of any kind coming into the starting zone.

6.5 If a faster class car fails to set a Qualifying time or sets a time behind the one of the slower class leaders, they must stay in place until the class leader goes; or if session Admins give them

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special permission informing them to catch their intended field. Attempts to start out of position will be Penalized..

(7) Jump Start and Pace Car Speeds:

Cars that jump the start before the class goes green will receive a penalty. In addition failing to maintain pace car speed will also result in a penalty

- 20 seconds
- EXCEPTION: If a car jumps the start but pulls over and lets the field by, they will not receive a jump start time penalty

(8) Driver Rankings

Driver rankings will be decided by series Admins and may be adjusted freely during the season. Depending on performance, a driver may get bumped up or lowered to attempt to match them to other drivers of similar pace. Initial placements are based on iRating and will be quickly adjusted after reviewing a Driver's typical pace in relation to others in the field.

- Drivers are required to use the preset Class Banners
 - Drivers get a one race grace period at the start of the season. Missing Banners in following races will result in a points penalty at 10 Points per race.

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(9) Driver Points

Full point payout for finishing position is available in the Spreadsheets

Race Finish Points				Top 10 From Heat Race			
P1	40	P21	16	P1	15		
P2	37	P22	15	P2	12		
P3	35	P23	14	P3	10		
P4	33	P24	13	P4	8		
P5	32	P25	12	P5	6		
P6	31	P26	11	P6	5		
P7	30	P27	10	P7	4		
P8	29	P28	9	P8	3		
P9	28	P29	8	P9	2		
P10	27	P30	7	P10	1		
P11	26	P31	6				
P12	25	P32	5				
P13	24	P33	4				
P14	23	P34	3				
P15	22	P35	2				
P16	21	P36	1				
P17	20	P37	1				
P18	19	P38	1				
P19	18	P39	1				
P20	17	P40	1				

- Points for Finishing position, and additional points for Top 10 in the Heat Races
- 2 drop rounds enabled, drop rounds applied after Round 7. Making it a clean shootout for the Season finale championship.
- 25% minimum Race Distance required for full value points, failure to hit 25% distance gives points at ½ value.
- GT4 Field is scored as a combined field for situations where a driver may be shifted to a different skill class during an ongoing season.

Example: If the winner of GT4 AM finished 10th in both the Heat & Feature race. They will earn 28 Points (1 for the Heat / 27 for the Feature).

(10) Manufacture Points:

Returning for 2025 Season 2 is Manufacture points! Points are in-class only so there will not be any cross over shared between GT4 and GT3.

- Points are tallied by the Top 2 highest scorers per brand after each round.

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(11) Penalties:

Post race penalties may be submitted via the Penalty Ticket system in the community Discord. Admins & Review Team will look at them accordingly and get them processed for the post race penalty announcements.

11.1 - Penalties are posted on Sundays, with Race Results planned to be posted Monday or Tuesdays.

11.2 - Time Penalties are added post race to the final time of a driver, per race.

- A penalty in the Heat Race is applied to the finishing time of that Race.

11.3 - Driver's are allowed **2 Protests a season, to argue overriding a penalty.**

11.4 - If a driver is successful in their protest, they may have their use refunded.

11.5 - To submit your protest of a penalty, file a ticket with the Review team like you are filing a penalty ticket for an incident. In the Description box add '**Protesting a Penalty**'. Once the ticket is opened, a driver can add all additional evidence, arguments, and footage in the ticket.

11.6 - Information Needed when submitting an Appeal Protest: Explanation of why they are protesting a penalty, on what grounds (removal, reductions, etc), what is their analysis of the incident. All information must be fulfilled for the Review Team to take into consideration before re-analyzing an incident.

11.7 - Incidents cited as a 'Warning' are not able to be appealed, if a driver would like clarification over said warning that is fine.

11.8 - SEPARATE Tickets per incident please, do not compile all given penalties into 1 massive ticket.

11.9 - Incidents where there is a wreck with 1 or more cars being hit off the racing surface, into a wall, receiving significant damage, etc will be a baseline 'Collision' penalty by the stewards. Slight touches of contact will be determined by Stewards as Racing incidents, Avoidable contact, or hard racing.

11.10 - Stewards may apply escalating penalties for repeat incidents of the same behavior during a race session. Ex: multiple collisions with other cars will result in the other penalties to escalate in penalty value.

11.11 - Penalties cannot be adjusted after results for a race are finalized and posted in the Discord.

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(11 Cont) License Points

20 Points: Qualifying Ban for next attended race

40 Points: Disqualification from the Next Race

75 Points: Disqualification from the rest of Season

- Admins may decide if a driver's permitted to stay in the series. Blatant Wrecking & Retaliation is an instant Race Ban & Potential Series Ban. There is a **Zero tolerance** policy on intentional wrecking after the finish. Too many close calls with someone almost getting seriously hurt. In the case it happens Admins will review the situation and discuss with the driver if they still are allowed to participate in the Leagues.

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Penalties may be doubled for Lap 1 as determined by Stewards for severity

Penalty Description	Time Penalty	License Points Penalty
Warning	No time penalty	1 LP per 2 Warnings
Gaining an Advantage by going off track	5 second time penalty	3 LP
Intentional abuse of Track Limits	25 Seconds	2 LP
Collision with no Positions lost	5 second time penalty	3 LP
Collision with Positions lost	10 or 15 seconds (Drive Through for Lap 1)	4 or 6 LP
Collision with Multiple Vehicles	15 or 30 seconds (30 seconds or Stop & Go for Lap 1)	9 or 15 LP
Unsafe Rejoin	5 Seconds	2 LP
Blue Flag Warning	No time penalty	1 LP per 2 Warnings
Blue Flag Penalty	5 seconds	2 LP
Moving Under Braking	5 seconds	2 LP
Moving under braking and causing a collision	10 seconds	4 LP
Intentional Blocking	10 to 30 Seconds	3 LP
Avoidable Contact	5 seconds	2 LP
Avoidable Collision under Yellow Conditions	10 seconds	5 LP
Agressive Driving	5 to 10 second time penalty	3 to 6 LP
Starting out of Position	30 seconds up to Drive Though penalty	
Jump Start / Fail to maintain Pace Car Speed	20 Seconds Exception: If a car jumps the start but pulls over and lets the field by, they will not recieve a penalty.	3 LP
Race Leader Start Zones / Restart Zones	5 Second time penalty, If the leader Launches before, or delays the field past the designated Start Zone	3 LP
Unacceptable Behavior	60 seconds, Stop & Go penalty, or Instant Disqualification. (Possible DQ from remainder of the series)	15 or 40 LP

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Rule Book Guidelines & Behavior

(12) Unsportsmanlike Conduct:

12.1 - Unsporting behavior of any kind / harassment in Voice Chats, Discord text channels, and In-Game messaging will not be tolerated by Track Limits Racing. Stewards and Session Admins may determine the severity of offenses on the fly as needed.

Penalties can range from 60 Seconds, Stop & Go penalty, instant DQ, and possible suspension from the remainder of the series. If Admins deem necessary additional punishments and suspensions may be put in place based on the individual's actions.

12.2 - Additional consistent arguments and issues with behavior towards Discord members, Admins, and Stewarding teams. May be escalated to point penalties as well.

On Track Conduct

(13) Towing to the Pits

- If a driver is no longer able to drive the car back to the pits, the car must be pulled over to the side of the track where it is safely out of the way. If a driver is trying to limp a damaged car back to the pits, they must be able to maintain race pace and have the car under control, failure to keep control of the car and causing an accident will result in a penalty.

(14) Rejoins

14.1 - Drivers must use a relative or have a spotter available during the race. Especially when rejoining the racing surface from a spin, off track, or exiting the pits. Unsafe rejoins can and will be penalized. A general guideline to a safe rejoin is to make sure your car is parallel to the racing surface prior to rejoining the racing surface.

14.2 - A Driver recovering from an incident and returning to the track must not impede any other car who is running on the proper racing line. A rejoining car may be entitled to **1 1/2 lanes** of use for the side they are rejoining if in a safe sector. Oncoming cars should not be responsible for moving over multiple lanes to prevent a collision with a rejoining car.

14.3 - It is the driver's responsibility to control their car when re-entering the racing surface: losing control of the car in the attempt, if it causes an incident, will be considered

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the fault of the driver attempting to rejoin. Do not cut across the track. Remember you do have a reverse gear!

14.4 - A car which is at race pace but is not fully within the track limits must yield to cars on the racing surface when re entering the racing surface.

14.5 - Out of control or spinning cars must lock their brakes and attempt to stop the car to make it easier for other cars to predict their movements.

(15) Track Limits & Off Tracks

15.1 - Track limits will be defined by iRacing off track limits or additional specifications by League Admins. At all races the incident count system is applied. Drivers are allowed up to 20x incident points until they receive a drive through. In the situation they receive a DT, a driver is required by iRacing to do a pass through on pit road without stopping at the pit box. Every 10x's after the initial 20x will give drivers additional Drive Through Penalties. The incident count is set to 50x, at which point if a driver has 50x, they will be automatically Disqualified from the session.

15.2 - If a position is gained by running off the track, you must relinquish that position

15.3 Any driver receiving a track limit slowdown must serve the penalty in a safe manner while outside the racing line. Drivers must not impede or hold up another driver while attempting to serve the slowdown penalty.

15.4 - Intentional abuse of Track Limits:

Blatant disregard for track limits beyond regular 1x Off Tracks. Intentionally going beyond accepted margins to gain time will be penalized by the Stewards team.

(16) Passing

16.1 - It is the responsibility of both drivers to ensure safe passing at all times. When two cars are reasonably alongside each other, they are required to give adequate room.

16.2 - Under normal racing conditions, drivers are not allowed to exceed the racing surface to complete a pass. However if a car is forced off track, they may be allowed to use that space.

16.3 - A driver making the pass will be held responsible for executing it safely. Signal your intent: When you intend to pass another car while entering a turn, you should

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establish your position prior to the turn in point. In passing situations both drivers are expected to be aware of the other car and hold their lines.

16.4 - The overtaking car must be able to get into the peripheral vision of the lead car (being significantly alongside in the braking zone before the lead car begins its turn in. Typically this being at least half way alongside the lead car on entry (good mark to consider the driver's door). Example: the lead car is not required to yield the corner if the passing car is barely alongside enough to stick a nose in alongside the rear bumper.

16.5 Overtaking on exit:

In the case of 2 (or more) cars being alongside. All cars are expected to stay predictable and maintain their lines. Example: if a car is on the inside during a corner, they are not allowed to swing out wide on exit forcing the outside car off the racing surface or evasive action from their line.

16.5 Cont - Entitlement to Corner Exit Space:

To be entitled to space at the corner exit, the following car must maintain overlap consistently throughout the entire corner. It is important to note that having overlap at the turn-in point does not automatically grant entitlement to space at the corner exit. If the following car fails to maintain sufficient overlap (typically the front bumper has to be equal to the other car's door) throughout the corner, the leading car retains the right to choose any racing line at the corner exit and the trailing car must yield.

16.6 Maintaining Racing Lines:

When two cars enter a corner with continuous overlap maintained throughout the entire corner, specific responsibilities apply. The car positioned on the inside must consistently maintain the inside racing line throughout the entire corner, while the car on the outside must adhere to the outside racing line. Any deviation that results in cars 'crossing lines' from outside to inside or vice versa is considered the fault of the driver who initiated the change in racing lines. This driver will be held accountable for any ensuing contact.

16.7 Passing on the straights:

The leading car is allowed "one safe move" they are allowed to freely choose a side and make 1 move, (assuming there is no overlap with passing car). Weaving down a straight can be allowed if a car is trying to break the draft, if done in a safe manner with no

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overlap, and without blocking any faster upcoming cars. If a car is weaving and makes contact, it is at fault for being unpredictable.

(16 Cont) Multi-Class Passing and Blue Flags

16.7 - Faster Class cars must position their cars appropriately to indicate their intentions. If the car will be attempting a pass into a turn they must position their car properly and maintain that position throughout the pass. Moving directly in front of a slower class car into the braking zones (where slower class cars are likely to brake later) can be penalized if protested.

16.8 - Faster Class cars must establish overlap into the braking zone prior to turn-in or back out and pass after the corner.

16.9 - Slower class cars are responsible for helping to create safe passing attempts by recognizing the pass and adjusting braking / entry to make the pass happen cleanly and quickly.

16.10 - Using headlight flashing in multi-class is permitted so long as it is a single flash to notify a slower class car of your intention to pass. Constant flashing (rage headlight flashing) is not allowed and may be protested & penalized

(17) Dive Bombs

- Should be avoided and is subject to penalties at the discretion of the Community Admins & Penalty Review Team. If the attempting driver was out of control and causes contact or time loss to another car, penalties will be applied during or after the race.

(18) Pit Lane

18.1 - It is illegal to circumvent in any way the pit lane speed limits. Including but not limited to not using the pit speed limiter and manipulating gears while traveling down the pitlane.

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18.2 - When entering the pits a car must do so in a safe manner. Cars are required to safely make the pit entry line in an orderly manner. When traveling down the pitlane, cars MUST use the outermost lane whenever possible. You must stay on the outside lane until just before your box, you cannot pass to the inside lane unless a car in front of you is severely off pace. Remember that although ghosting occurs, contact is still enabled on pitroad. Drivers are expected to leave space so that cars ahead may safely pull into their box without contact.

18.3 - When exiting the pits. You are responsible for getting back into the lanes in a safe and orderly fashion. Drivers must stay within the pit exit lines. Oncoming traffic that is on the track are expected to move over for cars on pit exit lane to rejoin safely. Examples are tracks like Monza or Spa where the lane takes up a portion of the straight and potential racing line.

(19) Defensive moves, Blocking, and Aggressive Driving:

19.1 - Intentional blocking is not tolerated and will result in a penalty from the stewards ranging from 10 - 30 Seconds depending on the severity.

19.2 - Blocking is not permitted at any time.

(19.2-A) Any deviation by a driver from the racing line, that is a reaction to a move from the following driver which impedes the trailing driver's progress is not permitted at any time

(19.2-B) You are entitled to choose your racing line, and positioning your car on the inside line is a fair manner to defend your position. However you must position your car on the defensive line before the trailing driver attempts to pass you, and not as a reaction to their attempt.

(19.2-C) The driver ahead must not make any malicious or inappropriate braking, or slowing manoeuvres. Leading drivers are not allowed to 'Brake Check' cars behind them or swerve into a braking zone. The leading driver is entitled to be slower or use longer and early braking points than the trailing driver. They are also entitled to use whichever racing line they choose.

19.3 - Manoeuvres liable to hinder other drivers, such as intentional crowding of a car beyond the edge of the track or move that would prevent their change of direction are not permitted.

19.4 - The car ahead is entitled to making a defensive move for an upcoming corner.

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However any moves must be made without any existing overlap, or reactive moves to the car behind.

19.5 - More than one change of direction to defend a position is not permitted. If a driver moves back towards the racing line, having earlier defended his position off-line; should leave at least one car width between their car and the edge of the track on the approach to the corner

19.6 - Any driver defending their position on a straight, and before any braking zones may use the full width of the track during their first move. Provided there is no significant overlap with the car attempting to pass that is alongside.

19.7 - To prevent any doubt, Any part of the front wheel of the car attempting to pass is alongside the rear wheel of the car in front will be deemed as 'Significant Overlap'

19.8 - Aggressive Driving that forces another car to change their line to avoid the contact, dive, etc may be protested and penalized by Stewards. Starting at 5 - 10 seconds post race.

(20) Wet Conditions

Under wet condition races there will always naturally be more driver errors with the change in conditions. We expect drivers to account for the adjustments needed to continue racing safely. Braking sooner, more room when alongside, accounting for corners with standing water where a car may hydroplane.

(21) Custom Paints

- Custom car paints are allowed and encouraged in the Track Limits Racing Community. However we ask that members abide by a few guidelines.

- All custom paints must be appropriate and not contain any offensive content, any car running a livery deemed inappropriate by League Administrators or the Broadcast team will be removed.

- Poaching paints and claiming them as your own will not be tolerated, there is nothing wrong with sharing a paint with someone (or using Trading Paints) but if you try to steal a livery, there will be repercussions involved.

-If required and provided by series Admins for a season. Drivers must use the set Template Banners (Typical Pro / AM templates). Failure to do so will be a 10 point

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penalty every race. Drivers are given a 1 race bye at the start of the season to assist with getting them setup in time.

Series Links:

Track Limits Racing Youtube Channel:

[TrackLimitsRacing - YouTube](#)

Track Limits Racing Twitch Channel:

[TrackLimitsRacing - Twitch](#)

-9/11/2025