

SimHaven Rule Book



Thanks for racing with SimHaven! This rulebook describes how events and racing should take place within SimHaven Events. Please note that special events may feature modified penalty length. Please read where relevant, abiding by these rules means we all have a good time!

This rule book is heavily based on the great work done by *Harry Goswell and the ACM team*. I'd encourage everyone to check out the great racing ACM provides at acm-racing.com!

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1.0 Event Communications

1.1 Event communications will take place on our [Discord Server](#).

- **Membership of the discord server is required throughout the full length of the championship.**
- **Driver briefings are mandatory for all involved in the event.** These briefings are held 5-10 minutes before the advertised qualifying session, and a text briefing will be posted as well for any who are unable to join or must miss it.

2.0 Racing Rules

2.1 General Track Rules

Heavy penalties will be applied in the case that these rules are not followed.

- **ABSOLUTELY NO communicating via the in-game chat** during the qualifying and race sessions. (Chat may be used once all drivers have concluded the race)
- **Ignorance of flag rules**
- **Multiclass racing** - driver briefing will individually address the rules for each race
- Drivers who are expected to give way to other cars should do so **off of the racing line, preferably on a straight.**
- Lap one incidents are reviewed more harshly. Each race has an individually briefed instruction set for the first lap.
- Overtakes **made off track**, or advantages which are gained off-track are not allowed.
 - Drivers may give back the position to avoid further penalty.
- Overtakes which are **completed as a result of contact** are not allowed.
 - Drivers may give back the position to avoid further penalty.
- After crossing the finish line, continue driving and do not stop on the straight/racing line - there may still be drivers racing. Leave the track safely, be it via the escape button or via an in-lap into the pits. Don't wreck your car or others car after crossing the finishing line - general etiquette
- Do not **cross the white pit entry line/exit line to gain an advantage**

2.2 Qualifying Rules

Ruining others' races ruins yours!

- A fast lap is defined as one which is **valid**, and **not significantly slower than a driver's average lap time**. (A driver may be taking an extra out lap, which is counted as a valid lap)
- It is the driver's own responsibility to find a suitable window to set a qualifying lap.
 - **Overtaking another car on a fast lap is strictly prohibited**. Penalties may be applied to drivers who impede other drivers (who are on a fast lap) through overtaking.
- **Drivers on a fast lap are always given priority**
 - Drivers who are on out laps, in laps, or invalidated laps are expected to give way and not impede.
- Pit entry and exit rules apply here. Driver briefing will include any other race-specific details (ie Nordschleife joker lap)

2.3 Flag rules

See them, abide by them!

2.3.1 Blue:

Blue flags are advisory that the car behind is going to lap them;

- Drivers receiving the blue flag **are not** required to move off the racing line to allow the lapping driver to pass.
- However: driver must stay alert for an overtaking attempt by the lapping car;
 - Blue flag drivers **must not defend an attempted overtake** from the lapping car under **any** circumstances.
- **The lapping driver is responsible for attempting a safe overtake** on the blue flag driver, just as they would if they were overtaking a driver for position.
 - It is advisable for the lapping car to flash the car in front, signaling an overtake
- Lapped drivers are only allowed to unlap themselves if they are noticeably quicker than the car in front. Once unlapped, they must be able to pull at least one (1) full second in front within the next lap, otherwise, they should allow the lapping car back through.

2.3.2 Yellow:

Drivers must not overtake under yellow flag conditions

- Overtaking is only permitted on cars that are stationary or moving very slowly.

- Drivers must be cautious under yellow flags and be prepared to slow down or even come to a stop.
- Ignoring yellow flags is a severe offense - and will elevate penalties given by the stewards if the ignorance results in further or more serious incidents.

2.3.3 Red:

Red flags are rare, but can occur. In the event of a red flag, drivers will be notified in game chat.

- Drivers are expected to return to the pitlane *safely* to await further communication.
- If the race is more than 70% complete, the *race results will be taken from the lap before a red flag is called*.
- Drivers may be instructed to a driver briefing channel where the fate of the race will be discussed.

2.4 Driving Conduct

The most important bit!

- 2.4.1 On a straight, before entering the approach of a corner, the driver in front may use the full width of the track and drive whatever line they wish.
 - The driver in front loses this right **once the driver behind establishes any portion of overlap between the two cars**. At this point, **both drivers have to give each other space on the straight**.
- 2.4.2 Drivers may only take **one change of direction to defend a position**
 - This must be made **before the driver attempting an overtake makes their move**.
 - Moving in reaction to the car behind is considered blocking and can be penalized.
 - Weaving (continuously altering your driving line on a straight) may be considered blocking in some scenarios
 - Moving back toward the racing line having made 1 defensive maneuver off-line is permitted but the **driver must leave at least one (1) car width between their car and the track edge**.
- 2.4.3 Maneuvers likely to hamper other drivers, such as abnormal changes of direction may be penalized at the discretion of the stewards

- Doing this in or just before the braking zone is dangerous and drivers could receive a harsher punishment.
- 2.4.4 In most situations, the right to the preferred racing line through a corner is decided between the braking zone and the apex of the corner.
 - **If the attacking driver is more than halfway alongside the inside of the defending driver by the apex, then the attacker on the inside has the right to the apex**
 - If the **attacking driver is halfway alongside** (the front axle of the attacker is ahead of the rear axle of the defender) the inside of the defending driver by the apex, then **both drivers have a reasonable claim to the apex**
 - If the attacking driver is **less than halfway alongside** (the front axle of the attacker is not alongside the rear axle of the defender) the inside of the defending driver by the apex, then the **defender on the outside has the right to the apex**
 - Drivers do not have a right to the racing line by dive-bombing
 - A driver is deemed to have dive-bombed **if they can only get at least halfway alongside the defending driver by carrying excess speed to make the corner** - this means they were too fast to turn the car toward the apex and/or they were too fast to keep the car within the track limits
 - The right to the preferred racing line at the exit of the corner is dependent on who is ahead at the exit
 - If the **driver on the outside is level with the driver on the inside** (front axle in line with the rear axle) then **both drivers have a reasonable claim to the racing line**
 - If the **driver on the outside is ahead of the driver on the inside** then the **driver on the inside must leave at least one car width** between their car and the track edge;
 - If the **driver on the outside is behind the driver on the inside** (their front axle behind the other car's rear axle) then the **driver on the inside has the right to the racing line** and the **driver on the outside must back out to avoid a collision.**

- 2.4.5 If a driver loses control of their car then they **must do everything in their power to avoid causing further incidents**;
 - Causing further incidents due to an inappropriate response (e.g. applying throttle or moving into the racing line rather than holding the brakes to try and stop the car rolling) may result in a penalty at the discretion of the Stewards.
 - If a driver fully exits the track (all 4 wheels are outside of the white line and/or kerb at that section of track) then it is **their responsibility to rejoin the track in a safe manner**.
 - If a **driver rejoining the track makes contact with another driver then they will be deemed fully at fault in all cases** and should expect a penalty at the discretion of the stewards;
 - Rejoins are solely based on all 4 tires being outside of the white line and/or curb, regardless of whether the game's automatic track limit system notes the infringement.
- 2.4.6 It is not permitted to drive unnecessarily slowly, erratically, or in a manner deemed by the Stewards as potentially dangerous to others.
- 2.4.7 If for any reason a car becomes permanently disabled, either in pitlane, on track, or in a run-off area, the driver should use the Return to Garage (RTG) function as soon as possible.
 - Race Control may issue a warning to the driver that they must RTG and failure to comply promptly will result in being disqualified and/or kicked from the session.
- 2.4.8 Drivers are not allowed to cross the pit-exit line. "Crossing" the line is deemed to be any single tire being completely over the exit line. Your tire(s) may touch the line, but completely crossing the pit exit line with any single wheel will result in a penalty if reported.
- 2.4.9 Drivers entering the pitlane must do so predictably, and responsibly. It is your responsibility to stay on the side of the track closest to the pitlane entry and not cut drivers off while attempting to enter the pitlane.
 - Ex: At Watkins Glen, drivers should hug the inside of the final corner (stay right) to enter the pitlane. This prevents them from cutting off other cars by having to cross left to right at the last minute.

2.5 Penalty System

2.5.1 General overview:

Incidents that take place during qualifying are stewarded purely through the ticket system. If live stewarding is present, penalties for race incidents will be attempted to be applied during the race, if not, they will be applied to the results post-race.

During the ticketing process, **you are required to provide sufficient video evidence** (Your POV of the incident, and the other car's POV of the incident). **Any ticket not providing adequate video evidence, or reasoning for opening, will be ignored and closed.** The ticket bot in the #incident-report channel outlines what you should include in your report. Please pay attention to information shared about the ticketing process during the driver briefing.

Please allow time for tickets to be checked, we may be discussing the ticket in an area you cannot see, so do not assume it is not being checked. In the event that we do not receive any further correspondence from you in sufficient time, we may close the ticket. To avoid this, we recommend frequently checking your tickets for updates.

During stewarding, mistakes can be made, we apologize for this and kindly ask you to use the ticketing system to rectify this. You may appeal a penalty that has been applied as long as it is a time penalty. If we are unable to reverse the penalty at the time, or it has been served, we may modify the finishing time and remove or alter the penalty after the race concludes.

2.5.2 Stewarding System (Live + Post)

This section covers the live and post-race stewarding process.

Post-race stewarding will be done entirely via tickets. It's as simple as it sounds, if you have an incident, simply report it and the stewards will rule on the matter. If it is not reported, it will not be reviewed. Drivers should use the #incident-report channel to submit their ticket and provide all required evidence.

Live stewarding will vary based on the event. Typically, stewards will attempt to review every incident noted by the race control software. These incidents will be noted in-game chat announcing the penalty to be given, and a 15-minute appeal window will open. If no appeal is made in 15 minutes via a ticket from #incident-report, then the penalty will be applied as noted. Appeals can be made post-race as well, but penalty reversal will be at the steward's discretion. **Not every penalty is picked up via the race control software, therefore drivers should report incidents via tickets if they want to ensure they are reviewed.** While we strive to catch everything, doing so is impossible and we rely on drivers reporting their own incidents to ensure the stewards see it.

Penalties announced in the game will feature the car number, penalty, and verdict which led to the penalty. Example Penalty Announcement via in-game chat:

"RACE CONTROL: 20S PENALTY FOR #701 FOR UNSAFE REJOIN - MAJOR CONTRACT. APPEAL WINDOW NOW OPEN"

2.5.3 Stewarding Verdict Categories:

<u>Verdict:</u>	<u>Penalty:</u>	<u>PP:</u>
–QUALI–		
Connection issue - no contact	Racing Incident	0
Minor impeding / failure to move off racing line (one time)	Warning	0
Overtaking during qualifying - minor incident	Warning	0
Overtaking during qualifying - notable incident (time lost)	10 Seconds	2
Blocking during qualifying	10 Seconds	2
Inappropriate behavior	30 Seconds	5
–RACE–		
Connection issue - no contact	Racing Incident	0
Slight door banging	Racing Incident	0
Minor bump on the rear	Racing Incident	0
Holding up a faster (lapping) car too long	Warning	0
Racing against a faster (lapping) car	5 Seconds	1
Causing a collision with faster (lapping) car	10 Seconds	2
Causing a severe collision with faster (lapping) car	15 Seconds	2
Moving under braking - no contact	Warning	0
Moving under braking - slight contact	5 Seconds	1
Moving under braking - major contact/multiple cars involved	15 Seconds	2
Moving under braking - causing mayhem	30 Seconds	5

Minor contact - position not gained	Warning	0
Minor contact - position gained	5 Seconds	1
Minor contact - no attempt to take evasive actions, position gained	10 Seconds	2
Minor contact - multiple cars involved	10 Seconds	2
Significant contact - position not gained	5 Seconds	1
Significant contact - position gained	10 Seconds	2
Significant contact - no attempt to take evasive actions, position gain	15 Seconds	2
Significant contact - multiple cars involved	15 Seconds	2
Major contact - position not gained	10 Seconds	2
Major contact - position gained	15 Seconds	2
Major contact - no attempt to take evasive actions	DT	5
Major contact - multiple cars involved	DT	5
Overly aggressive - evasive actions from other driver required (no contact)	Warning	0
Position gained off-track	5 Seconds	1
Blocking	5 Seconds	1
Erratic defensive moves	5 Seconds	1
Talking in chat	5 Seconds	0
Yellow flag - failure to yield resulting in minor collision	10 Seconds	2
Yellow flag - failure to yield resulting in major collision	30 Seconds	5
Unfair advantage	Warning	0
Not holding brakes after incident	5 Seconds	1
Accelerating after incident	10 Seconds	2
Unsafe rejoin - evasive actions from other driver required (no contact)	5 Seconds	1
Unsafe rejoin - slight contact	10 Seconds	2
Unsafe rejoin - major contact	15 Seconds	3
Unsafe rejoin - multiple cars involved	30 Seconds	5

Unsafe rejoin - mayhem	DT	5
Crossing the pit exit line to gain an advantage	5s	0
Intentional retaliation	DSQ	10
Reckless driving	DT	5
Brake check	SG30	5
Lifting off gas on the straight ahead of another car	15 Seconds	2
Intentionally stopping on track	15 Seconds	2
Intentional wrecking	DSQ	20
Inappropriate behavior	30 Seconds	5
Use of in-game chat	30 Seconds	5

The severity of penalties is dependent on steward discretion. The level of contact is determined by both the incident and the outcome as a direct result of the incident. See below for examples.

Minor Contact - Typically involves one car getting contacted at the fault of another, but not receiving any significant damage and not spinning/making secondary contact with a car or wall.

Significant Contact - Often involves the victim's car spinning, making secondary contact with a wall or car, or receiving noticeable damage that will hinder their race. A collision that is relatively minor but results in a car being unable to continue fighting immediately and instead needs to rejoin the track, spin the car around, or reverse out of a barrier (etc) will often be seen as Significant Contact.

Major Contact - Involves a high level of damage, often to a degree that requires a pitstop to fix. Similar aspects of Significant Contact are present, but at higher more impactful levels.

Note: DT penalties will be converted into 30-second time penalties if applied post-race. SG30 will be converted to a 60-second penalty.

Note: Stewards hold the right to increase or decrease penalties based on circumstance and context.

3.0 Penalty appeals

An appeal process is available for those drivers who think a penalty isn't justified, and wish for a secondary review of their incident. The appeal **has to be created within 24 hours of the race finishing**. A ticket may also be opened for clarification of an incident, or to report something that

was not picked up during the race, such as blocking, weaving, use of the in-game chat, or an incident that was not caught by the stewarding software.

- A driver asks for an appeal by creating a ticket in the #incident-report channel. The driver just follows the instructions in the panel that pops up when creating a ticket.

4.0 Use of the in-game chat

Discord is where we communicate!

- Drivers are permitted to use the in-game chat during practice sessions.
- Drivers are permitted to use the in-game chat during session crossovers, such as the pre-race window, and end of qualifying (once all cars have returned to garage)
- **Drivers are not permitted to use the in-game chat during the qualifying and race sessions**
 - Once all cars have completed the race (crossed the line), the in-game chat may be used. Failure to wait for all cars to cross the line may subject the driver to a warning or penalty at the stewards discretion
- Use of the in-game chat during the race or qualifying sessions will result in penalties at the stewards discretion. This is a case-by-case basis.
- Please be aware stewards and race directors will use the in-game chat to communicate to drivers on track if needed. If possible, we will use discord!