

THE PIT CREW

EVERY RACER NEEDS ONE



THEPITCREW - RULES AND REGULATIONS

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WHAT IS THIS DOCUMENT?

The following document details the rules and regulations on track when driving with any structured event with ThePitCrew, as a driver it is your responsibility to know and read the rules and regulations before you sign up to any event.

These are vital to maintain consistent rulings and driving standards, enforcing close, clean racing across all the organisation's championships.

If you are struggling with any of the terminology inside the document, please read the definitions at the bottom in [section 5.3](#).

1 ATTENDANCE

1.1 ATTENDANCE REGULATIONS

When signing up for any event or league at ThePitCrew, you are signing up to attend every race in the calendar, however, the following sign-outs are available to drivers if they **cannot attend** a round for personal reasons:

Championship Round Length	Maximum Signouts
<10	1
10-20	2
20+	3

1.2 SIGNOUTS

Sign-outs are determined by drivers not starting the race, there is no need to post a message to sign out, simply do not turn up to the event you are not available for, your failure to attend will automatically be logged.

If you exceed the Maximum Sign-outs, you may be removed from the championship and given a **3 month ban from championships**, depending on your overall attendance.

Exceptions are only allowed on a case-by-case basis by the League Council members, this is at the sole discretion of the league council and if you do not communicate that you are going over your signout amount, may not be upheld, you can tag the league council in the championship channel to inform them.

1.3 TURN UP AND DRIVE EVENTS.

Turn up and drive events do not follow the standards regarding mandatory attendance and are usually dedicated as public lobbies in which no prior registration is required.

1.4

FUNDURANCE EVENTS

When signing up to the fundurance event, you are required to set a lap time and qualify, if you fail to do so, you will be automatically removed at the cut-off date communicated in the post online.

If you fail to turn up to the event, you may be banned from future fundurances.

1.5

PITSKILL EVENTS

PitSkill events as of Season 7 do not require mandatory attendance, however your attendance rating globally may be taken into effect in the future to determine your ability to join championships, so ensure to un-register if you cannot attend an event.

1.5.1 SEASON/CHAMPIONSHIP SIGNOUTS

When signing out of the season, you are to do so via the SimRacing gp method, of going to the championship and leaving the championship.

If you sign out of a championship, **you will receive a championship ban for 3 months**, so ensure that when signing up for a season, you are able to attend the minimum event requirements, drivers who have constant low attendance will not be tolerated and may be banned permanently.

Exceptions are given on a case-by-case basis, please message the league council if you are not completing the championship before signing out if you wish to be exempt from the ban, via tagging them in the championship channel.

1.5.2 SPECIAL EVENT SIGN OUTS

If you are wishing to sign out from a special event, sign-outs may be actioned via the league management platform and are to be done 24hours before the event, if you are unable to sign-out via the platform, please let one of the league council know who will remove you manually.

1.6

DNFs

DNFs are defined as drivers who do not finish 80% of the race, if this is so, a penalty for lack of attendance will not happen, however this driver will not receive any points for failure to finish the race.

We recommend that any drivers who are thinking of leaving the race, continue it to the end, it is a great experience as well as the ability to still get points!

Exceptions are given on a case-by-case basis, please message league councilmembers if you have a valid reason for not completing the race which will be looked at by the league council, however, reoccurring DNF's will not be tolerated across a championship.

2 RACE SERVER

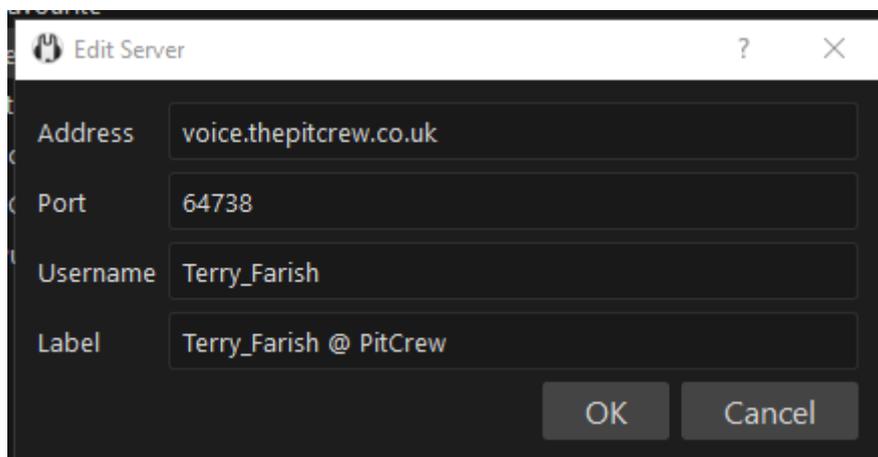
2.1 JOINING

You must join the race server before the qualifying starts, unless previously told otherwise by the league council, if you are not on the race server before the qualifying for your class starts, you are **NOT ALLOWED** to set a qualification lap and as such, must start at the back of the grid, failure to do so, will award you with a qualification ban next round.

2.2 VOICE COMMUNICATION

When you participate in championship events you are obligated to use Voice Communication via The PitCrew Mumble server.

Connection details are in the screenshot below:



When connecting, use the username format of: **Firstname_Lastname**
You will need to enter the following once it prompts you: **pitcrewmumble**

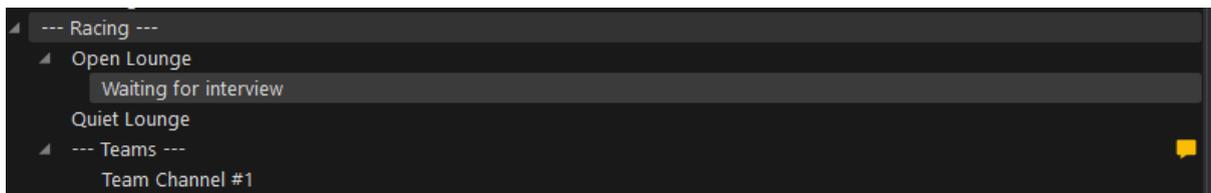
Once connected, right click your name in the server and hit "Register User", this will reserve your username for everytime you connect.

If you need your name changed, please let the league council know via the championship channel you are in on discord and they'll update you to your correct username according to your discord nickname.

If you are not in the Mumble server you will be **DSQ** from the race by default by race control.

WHEN IN THE SERVER

Once in the server, you have 3 options in terms of how you wish for communications to happen, all of the following receive race control messages, so you must choose one.



OPEN COMMUNICATIONS - THE “OPEN LOUNGE”

Everyone is able to talk to each other, feel free to use this to wish everyone a good race, or get to know your drivers, there are no permissions in terms of talking on here, so anyone can talk to anyone.

There is also the “Waiting for Interview” channel where you can go if you’re waiting to be interviewed after achieving a podium in class.

NO COMMUNICATIONS - THE “QUIET LOUNGE”

Nobody is able to talk to anyone in this lobby, use this if you don’t want to be disturbed during the race.

TEAM COMMUNICATIONS - “THE TEAM CHANNELS”

If you are driving as a team, either in an endurance race or in a team of friends, or you want to restrict your channel to friends only, league council can create a channel and set a password on it, this will allow for you to only have people who you want in your channel to talk to.

Just tag the league council in your championship channel on discord and they’ll create it for you.

2.3

IN-GAME CHAT

Race server chat is **NOT** to be used for communication purposes and is only to be used by stewards and the league council, it is to be always kept clear during qualifying and race, please use your dedicated discord channels to converse, however in game chat may be used during practice sessions.

Using the ingame chat in a race or qualifying environment will award you with a 5 second penalty in the same session, for each message. Repeated offense will award the driver with a minimum of 1 BWP.

2.4 LATE JOINING

If you are going to be late joining the race server, you must let a league council member know who will let you know if you are permitted to set a lap after joining qualification late.

2.5 RACE END

When the race is over, drivers are to remain in the race server until the session changes to a new one, if drivers leave early and the results are not captured, ThePitCrew will not be held responsible for adding your results to the championship standings.

3 REPORTING AND STEWARDING GUIDELINES

Leagues are stewarded by a panel of voluntary stewards who's discretion it is to judge and serve penalties for incidents, these penalties may also include Behaviour Warning Points being handed out to with penalties being inflicted to be served at the next event.

3.1 BEHAVIOUR WARNING POINTS (BWP)

The following tables are used to determine the penalties once a sufficient BWP level has been reached, these are league-based penalties.

Incidents in races also incur Behaviour Warning Points, which may also affect further rounds.

3.1.1 BWP SANCTION/PENALTY TABLES

The below table is used for all championships, BWP points are accumulated across the full season, and penalties are to be served for the next race, if applied.

Penalties are to be served in the next championship round that the driver is participating in.

Sanctions/Penalties available	BWP Obtained
5 Point Penalty*	3
Qualifying Ban	4
10 Point Penalty*	5

Pit Start**	6
15 Point Penalty*	7
Race Ban	8
Season Ban Review	12
Season Ban No Review	18
If a driver accumulates 24 total points during a season, they will be reviewed by the PitCrew Stewarding team for a potential 3 month ban.	

*Only applies if all BWP was acquired from a single race in a Championship.

**A start from pits, requires the driver to not set a qualifying lap and when the race starts, be in their pit box at the start of the race, this can be done by hitting the “back to pits” button, or failing to hit the “DRIVE” button in Assetto Corsa Competizione, and from starting in the pits in Assetto Corsa.

3.1.2 BWP CARRY OVER

SINGLE DRIVER CHAMPIONSHIPS

- 50% gets carried over from season to season or the next season a driver participates in.
- The 50% then gets split up across the number of Championships the driver decides to sign up to.

ENDURANCE/TEAM CHAMPIONSHIPS

- In the endurance championship, where we’ll have teams of drivers the BWP will only account for the current season and will be reset when the season is over.
 - The teams will accumulate BWP in the Endurance Championship, instead of the drivers.

3.1.3 PITSKILL/SPECIAL EVENTS

PitSkill races are not live-stewarded and thus any incidents must be sent in by participating drivers, as per section 3.2.1.

Same rules and regulations apply, but you are exempt from the mandatory cooldown lap.

3.2 REPORTING AFTER A RACE HAS FINISHED

When reporting a driver, the reporting driver has 72 hours/3 days to do so from the scheduled start of the event/session, please check to ensure that any contacts made were not picked up by our live stewarding system, as if they were you must protest them rather than reporting the driver.

You are eligible to report other drivers even if you aren't directly involved in any incidents. You can opt to be fully anonymous.

3.2.1 INCIDENT REPORT FORM

The incident report form can be found on the discord. It can be found in #stewards-enquiry ticketing system. Follow the steps once a ticket has been opened

3.2.1.1 EVIDENCE REQUIRED

The following must be submitted to the form as well as the mandatory fields completed, this is to ensure that all incidents can be viewed by our stewards and a full consensus made.

- A video with the following evidence:
 - Your views:
 - Cockpit Camera, with the steering wheel and HUD/inputs visible.
 - Chase Camera, with HUD/inputs visible.
 - Their Views:
 - Cockpit Camera, with steering wheel and HUD/inputs visible.
 - Chase Camera, with HUD/inputs visible.
 - Heli Camera of both cars.

- The above video MUST have at least 10 seconds of replay showing the resulting actions before and 10 seconds after the incident, this is to be captured on any device of which you see fit, OBS/Nvidia shadowplay are the easiest, and uploaded to YouTube/Streamable as an unlisted video.

If any of the above criteria is not met, the incident will be marked as “incorrect evidence supplied, no further action” and no penalty to the driver will stand.

The stewards may add both drivers to a channel to discuss the incident if they do not feel that the incident is clear-cut, although this will not happen for **ALL** incidents and will only happen in specific cases.

Do not point out any information that could “skew” the stewards judgement, this includes, but is not limited to any sort of audio, mouse movement or commentary. Your report will be declined if the above criteria is not met. Failure to do so repeatedly will be sanctioned as unsportsmanlike conduct and net a 4 BWP penalty.

3.2.1.2 INCIDENTS REPORTED INTO DIRECT MESSAGES OF STEWARDS

Any incidents reported into the direct messages of stewards will be completely dismissed by the stewards, please do not directly message our stewards via Discord, instead, use the correct steward’s enquiry channel to raise an enquiry or an incident, the icons are clearly labelled to help you do so.

3.3 PROTESTS

Offending drivers have an unlimited amount of **protests** per championship to use against BWP outcomes, in-race penalties will not be reversed.

If the protest is upheld, the BWP get’s removed and possible race position changed, if the protest is not upheld, a driver suffers a 5 point penalty in the championship, protests **must** be made in the following format, failure to do so will automatically result in your protest being withdrawn:

- A detailed description of why you think the penalty should be changed, including any example rules where you feel like the stewards have overlooked.
- A video with the following evidence:
 - Your views:
 - Cockpit Camera, with the steering wheel and HUD/inputs visible.
 - Chase Camera, with HUD/inputs visible.

- Their Views:
 - Cockpit Camera, with steering wheel and HUD/inputs visible.
 - Chase Camera, with HUD/inputs visible.
- Heli Camera of both cars.
- The above video **MUST** have at least 10 seconds of replay showing the resulting actions before and after the incident, this is to be captured on any device of which you see fit, OBS/Nvidia shadowplay are the easiest, and uploaded to YouTube as an unlisted video.

If any of the above criteria is not met, the protest will be automatically dismissed and the protest will not be upheld.

Do not point out any information that could “skew” the stewards judgement, this includes, but is not limited to any sort of audio, mouse movement or commentary. Your report will be declined if the above criteria is not met. Failure to do so repeatedly will be sanctioned as unsportsmanlike conduct and net a 4 BWP penalty.

4 LEAGUE RULES

4.1 INGAME

4.1.1 QUALIFYING

4.1.1.1 STOPPING ON TRACK

Drivers are strictly forbidden from stopping on track for **ANY** reason during qualifying, this is to ensure the track is clear for drivers to set their qualification laps, teleporting back to the garage may only be done on exit-routes and other areas covered with tarmac, this does **NOT** include grassy areas, gravel areas or other areas where there could be a danger of loss of grip.

Failure to uphold these instructions could result in violations and the responsible driver punished defined in 4.1.1.2

4.1.1.2 OVERTAKING DURING QUALIFYING

Overtaking during qualifying is strictly forbidden, it is the following driver's responsibility to ensure there is enough room on track to do a "fast lap". Same goes for driver's currently not on a fast lap.

Drivers who wish to allow another driver through, can flash both blinkers and pull off of the racing line and decelerate to inform the driver that they can pass, but do not brake on the racing line to allow another car past.

Overtaking during qualifying will be penalized with a 20s + 0 BWP penalty in-game. Impeding another driver will be penalized with a Pitstart + 3 BWP for the offending driver. Making contact with another driver will be penalized with a Pitstart + 4 BWP for the offending driver. Failing to start from the pits will result in a DSQ.

4.1.1.3 MULTI-CLASS QUALIFYING

Where there are multiple **PITSKILL CLASSES** in a qualification session, the slower AM class will have the first 10 minutes of the qualifying, the SILVER class will have the middle 10 minutes of the qualifying and the PRO class will have the last 10 minutes of the qualifying, for example:

SIL + PRO PitSkill Class in one league with a 30min qualification.

SIL – First 15min of qualifying.

PRO – Last 15min of qualifying.

If there are 3 classes in the qualifying.

AM + SIL + PRO PitSkill Class in one league with a 30min qualification:

AM – First 10min of qualifying.

SIL – Middle 10min of qualifying.

PRO – Last 10min of qualifying.

Any drivers failing to follow the above rules will receive a warning from Race Control in Voice Chat and if they do not return to the pits within 15s of the warning being given, will then be removed from the event and receive 8 BWP.

Race Control and the live stewarding team have the ability to change qualifying splits on the fly to better adjust for different car and PitSkill classes. For Fundurance races involving both different car- and PitSkill classes this will be informed before the start of the event.

4.1.2 TRACK LIMITS

Drivers must always stay within the track limits; where possible, the in-game systems to detect and implement track limit penalties will be used, where not possible, drivers have to have 2 tires within the white lines of the track at all times..

At the start of a race, drivers are **NOT** to drive outside of the white lines when attempting to make a pass, all 4 wheels must be inside the white lines until the first turn whilst attempting to pass a car ahead. If you cannot safely do so, **LIFT OFF** the accelerator lightly, do not slam your brakes on unless you lose control of your car.

4.1.2.1 REJOINING THE TRACK

If you leave the track as defined in section 4.1.2 for any reason, you must re-enter the track safely and stay off the racing line until you are back up to racing speed where possible, and without gaining an advantage, if a loss of control happens when leaving the track, you **MUST** hold your brakes, if you do so and any contact is caused, you will be less likely to pick up BWP.

If you cannot stay off the racing line when re-joining the track, you must wait for the traffic to clear before re-joining the track, there is a “gentleman’s agreement” that when returning to the track other drivers must give you space, however this is up to the steward’s judgement as to whether it should be enforced or not.

4.1.2.2 DURING QUALIFYING

If you exceed track limits and must re-join the track during qualifying, you **MUST** wait until there is sufficient space as to not slow down any driver or cause them to change in direction unless you have a loss of control as per 4.1.2.1, you **MUST** hold your brakes if so.

4.1.3 CAR RESETS

When in a race session, you must drive your car back to the pit lane if possible. If the vehicle is damaged to the extent of being undrivable and dangerous to those around, only then can you reset back to your pit box. In team endurances or solo endurances that’s 2 hours or longer the live stewarding team gets the option to disable car resets, this is to simulate a FCY and a retrieval of the car into the pits.

Qualifying rules regarding car resets can be found in section 4.1.1.1.

You can reset your car during practice if you are off the racing line when doing so.

4.1.4 DEFENSIVE MOVES

A defensive move is deemed as a move away from the racing line, only one defensive move is allowed when there is **NOT** significant overlap between cars; when moving back towards the racing line having made a defensive move whilst a car is within attacking distance as defined in 4.1.5, you **MUST** leave **AT LEAST** one car width between your car and the track limits as defined in section 4.1.2.

4.1.4.1 BLOCKING

A change in direction from the initial defence movement is not allowed, this is defined by a sudden change in how fast you move over, or by going straight and then defending back to the same direction, this is defined under blocking/weaving.

Manoeuvres that may also hinder other drivers, such as deliberate blocking of a car to force them to the outside edge of the track, defined in section 4.1.2. is strictly prohibited.

4.1.4.2 DEFENDING ON TURN IN

The defending car has the rights to any line that they wish to drive into and through the corner when there is not an attacking car in a hub to hub formation, however, they must not break any of the rules in 4.1.4.3 and are only allowed to stick to one line throughout the corner, when in hub to hub formation, racing room must be given to the attacking car as they have as much rights as the defending car to the corner.

4.1.4.3 DIRTY/DANGEROUS DRIVING

Dirty and dangerous driving can be defined by brake checking, slowing through a corner, bump-passing, cutting-off, chopping, unnecessary slowing, shoving a driver out of the way, and may or may not include any contact, this is up to the sole discretion of the stewards and is subject to penalty.

4.1.5 ATTACKING

Attacking is defined as any car that is within 1s of another car for position, it is the attacker's responsibility to ensure that the attempt to pass is safe, however it is the attackers and the defender's responsibility during a pass to ensure that there is no incident.

4.1.5.1 ATTACKING ON TURN IN

A driver attempting to make an attack on turn in **MUST** be "hub to hub" with the car in-front before turn-in, if the attacking car is "hub to hub" with the car in-front, the defending driver **MUST** give room to the attacking car, however if the attacking car is not "hub to hub", they must concede the corner to the defending car. This is the basis the stewards will use to rule that racing room should be given, any positions gained by contact when the attacking car does not have "hub to hub" will be ruled in favour of the defending car.

4.1.6 PIT LANE ENTRY AND EXIT

The pit lane is to be always respected and blocking either the exit or entry to practice starts or to change settings in the game will incur a one place penalty at the end of the race, including “waiting” for the qualifying to start. You must wait and start from your pit box until your class is cleared to qualify.

4.1.7 SPORTSMANSHIP

Qualifying - Try to be always respectful with other drivers on track and keep in mind which drivers around you are on a flying lap and which drivers are on an “in lap” or “out lap”, in Assetto Corsa Competizione, it is highly advised to familiarise yourself with the HUD in the bottom left of your screen as to which car is on a fast lap and which is not.

Race - Failure to give back a position gained illegitimately will result in a harsher penalty being applied.

Position swaps to aid a team member in a solo championship – Position swaps to aid a team member in a solo championship may result in a BWP penalty being applied as well as a point penalty to the overall standings.

4.1.8 FLAGS

4.1.8.1 CHEQUERED FLAG

When the chequered flag is waved for your car, you must have enough fuel to complete a full cool-down lap, before returning to the pits if you are not a part of the podium ceremony. Entering the pits and passing the pit-entry board is sufficient, you do not need to park in your pitlane box.

If you fail to complete the mandatory cool-down lap after the chequered flag you will be disqualified from the session without any further BWP added. Providing detailed information why your cooldown lap wasn't completed to the Stewards, this is to be done in the championship channel on Discord, your case has the possibility to be reviewed and annulled. Repeated failures to complete the cooldown lap will be awarded with 4 BWP.

If you are a part of the podium ceremony, you must complete a full cool down lap followed by parking 3 abreast on the start and finish straight in your classes.

4.1.8.2 BLUE FLAGS

All events and league races (unless defined below) - When presented with a blue flag, you must maintain a predictable line, which is commonly the racing line, a blue flagged car is **NOT** required to pull off the racing line to allow a faster car to pass, although may do so if they feel they can do so comfortably.

- If the lapping car makes a well communicated move, the blue flagged car must let the lapping car through.

- Overtaking cars who are battling should be treated as per when overtaking for position, however with one added rule, that the blue flagged car cannot defend the lapping car, this incorporates the Hub 2 Hub rule as per when the blue flag should give room.

QUALIFYING ONLY – Overtaking is only allowed when a driver is blue flagged, at this point, the driver with the blue flag **MUST** pull off the racing line safely and move out of the way within 2 corners.

Endurance Multiclass - When lapping another driver in a slower class/category, it is the overtaking car's responsibility to make the overtake safe and transparent.

Single Seater Racing - When you receive a blue flag in single-seater racing, you are to pull off the racing line and slow down in order to let the faster car pass. You have up to three corners to do so, or this will be classed as “blocking”.

4.1.8.3 YELLOW FLAGS

When a sector/part of the track is yellow flagged, caution **must** be taken and drivers **must** slow down if a car is on the track whilst going through the yellow flag, special care must be taken if there is an accident in the first lap as this is when most cars and drivers are bunched together, and any drivers who fail to slow down for an accident ahead may incur BWP points.

4.1.8.4 RED FLAGS

A session may be red flagged at any time by either the race director, or ThePitCrew owner; this may be conveyed via chat messages, or announcements, or via global communications.

The driver who caused the red flag may or may not be removed from the race and will not be able to compete once the red flag is lifted, a red flag means that the race will be restarted if possible, if not, all drivers must turn their pit limiter on until told otherwise by the same person who called the red flag.

4.1.8.5 LIVE RACE DIRECTED FLAGS

These flags may be used in team/endurance events where the stewards see fit that it is to be live race directed, the stewards will make the drivers aware that the flags will be used and the following paragraphs explain what to do when they are in place.

4.1.8.5.1 VIRTUAL RED FLAG

A virtual red flag is only for usage in live stewarded events, which requires all drivers to **STOP** on track in the positions that they are in, driver numbers will then be called by the race director to enable their pit limiter and start formation, under virtual safety car, once all drivers are under the pit limiter, the virtual safety car rules will come into effect, you are not to overtake under the virtual red flag.

4.1.8.5.2 VIRTUAL YELLOW FLAG

A virtual yellow flag is to help neutralise a large-scale collision, and will be called out by the live stewards, the following will be used to call out a Virtual Yellow Flag:

“Full course yellow in 10 (or 5 depending on situation) seconds.”

At this point, you must follow the same procedure as a Virtual Red Flag, however it may not end a virtual safety car, depending on the race director's call.

4.1.8.5.3 VIRTUAL SAFETY CAR

For live stewarded leagues, a virtual safety car may be deployed, if this is an option, it will be noted in your pre-race briefing.

4.1.8.5.3.1 VIRTUAL SAFETY CAR DEPLOYMENT

A virtual safety car requires all drivers to enable their pit limiter within 3 seconds of the race director calling out the virtual safety car and cancel any overtaking manoeuvres immediately, there is to be no overtaking including unlapping unless the race director says so.

The virtual safety car call will be VIRTUAL SAFETY CAR DEPLOYED IN 5-4-3-2-1”, if at the end of this, your pit limiter is not on, you will incur a BWP penalty handed out by the stewards, if it is not caught in race, you will receive BWP points post-race.

At this point, the pits are open for drivers, however you must always keep your pit limiter on, before, during, exiting the pits and back out on track.

4.1.8.5.3.2 VIRTUAL SAFETY CAR REVOKE

The virtual safety car will be out for a minimum of 2 laps at a time, this means that your tyres will cool down, it is up to the drivers to ensure that they handle and manage this correctly.

When the virtual safety car is being revoked, the race director will say **“VSC ending in 3,2,1, THE RACE LEADER NOW CONTROLS THE PACE”**, when the message has ended, the race leader now controls the pace and no overtaking is to be done until crossing the start/finish line.

4.1.9 CONDUCT OFF TRACK

The stewards always have the final decision in the outcome of incidents and respect must be always shown towards stewards and the system, any disrespectful attitude shown towards stewards in reports/public chat will result in a BWP penalty, which is completely up to the decisions of the stewards and league council and can vary based on warnings, words used, or attitude used towards other members/staff.

Similarly, any conduct that the stewards deem to be unsportsmanlike in general to other drivers/members of the ThePitCrew discord/stream will be rewarded with BWP

penalties added to the drivers involved, either in the championship channels or public channels.

The minimum penalty for unsportsmanlike conduct starts at 4 BWP and can increase depending on the words, phrases, who's it directed to but not limited to.

Comments are to always be constructive, civil and aim to "solve" problems by providing solutions to the stewarding team and/or drivers and suggestions with thought out, detailed solutions are always welcome.

4.1.10 EQUIPMENT OR PERIPHERAL ISSUES

If you have an issue with your equipment or peripherals, or you disconnect, you must pull off the track immediately, or quickly return to the pits before you cause an incident.

If using a direct drive wheel, it is your responsibility to ensure the emergency stop button works and you can return back to the pits without causing an incident.

4.1.11 LOBBY RESTARTS AND SESSION RESETS

If the race server hits a certain amount of disconnections due to faulty hardware/hosting, the server may restart or the results removed from all drivers and the race rerun at a later date.

4.1.12 HEADLIGHTS/FLASHING

During night-time races, headlights are always required to be on.

During daytime races, headlights are not required to be on; however, can be if the driver wishes for them to be.

During qualifying, flashing a car is **NOT** allowed under any circumstances.

In any race, if a car has sustained damage and the headlights are blinking or not working, the car is required to pit for repairs, even if this does **NOT** show for other clients.

A maximum of **3** button presses/sequences per car you are attempting to pass in a race is allowed, flashing should **never** be used to distract other drivers, and should instead be used to communicate when you are going to be making a move into the next corner for example, this does not give you "right" to pass, but rather communicates to the blue flag that you would like to make a move this corner.

4.1.13 DRAG REDUCTION SYSTEMS(DRS)/PUSH TO PASS(P2P)

When a car can use a DRS/P2P system, this is only allowed after the start of lap 3 and within 1s of the car in front, detected by a detection zone, if there is no in game

system, a plugin will be used where available, for Assetto Corsa, the current plugin is Real Penalty.

Where there are no automatic methods available inside of the game/plugin to limit this, the above ruling will not be in effect and can be used as much as possible.

5 RACE LOBBY SETTINGS

5.1.1 DATE, SESSION, AND WEATHER.

All information regarding the date of the race, the weather of the race and the type of session will be given on the sign-up page.

5.1.2 CAR SETUP

Car setup is completely open unless otherwise stated on the sign-up page.

5.1.3 ASSISTS

All assists are allowed unless otherwise stated on the sign-up page.

5.1.4 SESSION AND RACE LENGTHS

All information for the session and race length will be given on the sign-up page. It is up to the driver to check how long the sessions are and set up the car accordingly.

5.2 POINTS

5.2.1 DISTRIBUTION

The point distribution for league events will be given on the league page; typically, this follows the Formula 1 point system from 1st to 10th. 25 -> 0

5.2.2 TEAMS

Any team event or league will have all the drivers that are part of the same team contributing to the point total for that team.

5.2.3 SERVER FAILURES / HALF POINTS

If over 50% of the race is complete and the race is abandoned, half points will be awarded at the point any server issues come up.

Otherwise, the round will be dropped, and no points will be awarded.

5.3 DEFINITIONS

5.3.1 HUB TO HUB

Hub to hub is where the attacking cars' front wheel hub (centre of their wheel) aligns alongside or in front of the defending car's rear wheel hub (centre of their wheel).

5.3.2 TURN IN

This is defined by when the driver starts to turn their wheel towards the apex of a corner, this is completely at the discretion of the race stewards.

5.3.3 BLOCKING/WEAVING

Blocking and/or weaving is defined as any attempt to do more than a singular defensive move on track, a move is started when a driver changes the direction of their steering inputs and returns the steering wheel back to the central/stops adjusting the change in angle, this is at the sole discretion of the stewards.

5.3.4 DIVE-BOMBING

Dive bombing is defined by any driver who attempts to quickly change position and "dive" up the inside unexpectedly during the corner entry past the turn in point, this also includes any driver that brakes purposefully late to try and force a "hub to hub" situation, especially if you are a car length back prior to the braking zone and would fall under 4.1.4.3.

5.3.5 RACING ROOM

Racing room is defined as AT LEAST one car's width between yourself and the edge of either side of the track.