

# **THE PIT CREW**

**EVERY RACER NEEDS ONE**



## **RULES AND REGULATIONS “THE RED BOOK”**

2022 – STANDARD VERSION – ISSUE 1

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## 1 ABOUT THIS DOCUMENT

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

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

Failure to follow these rules and regulations will result in reprimands to yourself or your team.

We (ThePitCrew) have the final say on all rules and regulations and by racing with us, you agree that the stewards will be ruling by these rules and regulations and will issue reprimands on behalf of ThePitCrew.

### 1.1 HOW THESE RULES AND REGULATIONS ARE USED

These are the rules and regulations of the League and will be followed by both the stewards, race direction, staff as well as the drivers, failure to adhere to the rules and regulations may result in termination of your ability to drive within the community.

## 2 ATTENDANCE

### 2.1 ATTENDANCE REGULATIONS

When signing up for any event or league at ThePitCrew, you are agreeing to attend every race pertaining to that specific event/league.

If you fail to attend a round in a championship, it will be noted against you in your attendance and may be used to prioritise spots in the next season or action taken against you if necessary.

### 2.2 FAILURE TO ATTEND

Failures to attend 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 and marked against your attendance, admins will then take the necessary action.

### 2.3 SIGNOUT PROCEDURE

When signing out of the season, you are required to do so via the league management platform, if you are unable to do so, you must inform a staff member prior to the next event via the help-me channel in discord.

If you sign out, your spot will be open for others to participate, should they wish to do so, you may not be able to re-join if your spot is taken.

### 2.4 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.

### 2.5 RECONNECTIONS

After the green flag has waved for the race, the driver is required to ask race control if they can re-join, failure to do so may result in the driver and their team being DSQ from the race.

## 3 VOICE COMMUNICATION

When you participate in live stewarded events, ThePitCrew prefer you to use Voice Communication via ThePitCrew Mumble server, to allow for the communication and listening of Race Control messages as well as communications within your team.

Drivers **must attend** the pre-race briefing in mumble, drivers/teams will be **DSQ** from the race by the race control if they are not present, **there are no exceptions.**

### 3.1.1 DOWNLOADING MUMBLE

Mumble can be downloaded using the following link:

<https://www.mumble.com/mumble-download.php>

### 3.1.2 CONNECTION DETAILS

Connection details are as follows:

**Address:** voice.thepitcrew.co.uk

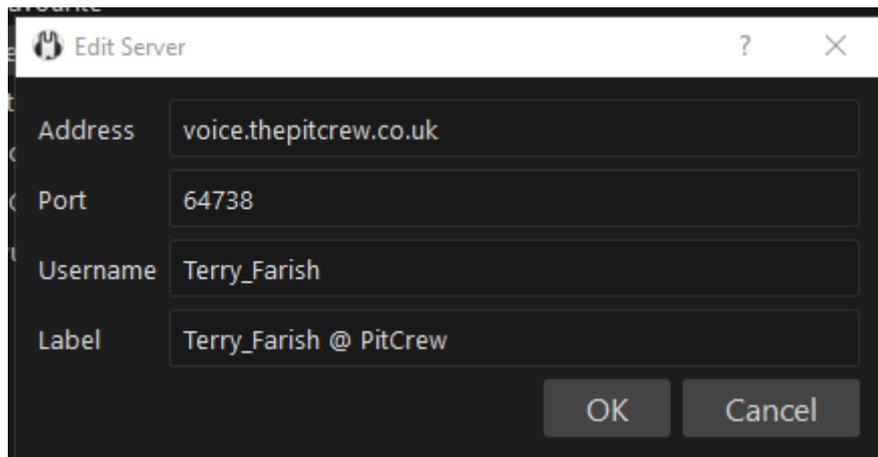
**Port:** 64738

**Username:** Firstname\_Lastname\*

**Label:** Firstname\_Lastname\* @ ThePitCrew

\*This is to be replaced by your firstname and lastname.

### 3.1.3 CONNECTION EXAMPLE

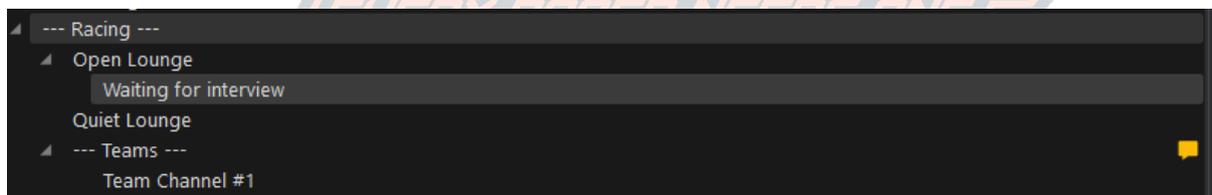


### 3.1.4 RESERVING YOUR NAME AND CREATING TEAM CHANNELS

Once connected, right click your name in the server and hit “Register User”, this will reserve your username for every time you connect, you will also be able to create a channel under the “teams” category.

#### 3.1.1 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.



##### 3.1.1.1 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.

##### 3.1.1.2 NO COMMUNICATIONS - THE “QUIET LOUNGE”

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

### 3.1.2 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, staff members 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 staff members in your championship channel on discord and they'll create it for you.

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### 3.1.3 UNABLE TO CONNECT

If you can't connect using your name, please let a staff member know via the help-me ticketing system in discord.

## 4 RACE LOBBY SETTINGS

### 4.1 RACE LOBBY SETTINGS

Race Lobby Settings including date, length and weather are on the event signup page and may be changed up to 1hr before the event at ThePitCrew' decision.

Assists and car setup are free to choose, unless otherwise stated on the signup page or the event configuration tab in the league management application.

### 4.2 POINTS

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#### 4.2.1 DISTRIBUTION

Points are awarded based on the event settings in the signup page or scoring tab in the league management application.

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#### 4.2.2 SERVER CONNECTION FAILURES

If there is a major server issue, the result will be dropped and no points awarded.

## 5 RACE SERVER

### 5.1 JOINING

You must join the race server before the qualifying starts, unless previously told otherwise by the race control, 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 will receive a **DSQ** from the qualifying session by race control, starting you from the back of the grid.

### 5.2 IN-GAME CHAT

Race server chat is **NOT** for communication purposes and is only to be used by stewards and race control, it is to be clear during qualifying and race.

Please use discord or mumble for any "chatter" during the race or qualifying sessions.

### 5.3 LATE JOINING

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

### 5.4 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.

## 6 LEAGUE RULES

### 6.1 INGAME

#### 6.1.1 QUALIFYING

##### 6.1.1.1 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".

#### **Overtaking during an out-lap:**

Drivers can overtake other drivers on an out-lap if the overtaking point is before the final corner/corner combination, as not to impede the other drivers qualifying lap.

#### **Overtaking a driver during a hot lap is only allowed if the following criteria is met:**

Drivers who wish to allow another driver through, must make it obvious to the stewards as well as the driver that they are allowing another driver through, examples of how you can make it obvious:

- Flash both blinkers and pull off of the racing line and decelerate to inform the driver that they can pass.
- Indicate which direction you are pulling off the racing line, and slow down to allow the car past.
- Do not brake on the racing line to allow another car past, this will be classed as impeding.

It is the leading driver's responsibility to communicate to the stewards, and the driver behind if the car behind is allowed past, **if in doubt, do not overtake.**

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### 6.1.1.2 MULTI-CLASS QUALIFYING

Where there are multiple **CLASSES OR SPLITS** in a qualification session, the qualifying session is equally divided.

**Race Control and the live stewarding team can change qualifying splits on the fly to better adjust for different car and classes and will make you aware during the briefing.**

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### 6.1.2 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 are to remain within the white lines of the track.

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### 6.1.3 REJOINING THE TRACK

If you leave the track as defined in section [Track Limits](#) 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.

In the case of a loss of control when leaving the track, you **MUST** hold your brakes allowing for the stewards to see that you're attempting to avoid further accidents.

Failure to hold brakes when out of control of the car, will result in any contact beyond the point of loss of control (deemed by the stewards) as your responsibility.

If you cannot stay off the racing line when re-joining the track, there is an agreement that when returning to the track; other drivers who have the ability to, **must** give you space as long as the returning driver does not cross the half-way point of the track from the side they are returning on, however this is up to the steward's judgement as to whether it should be enforced or not and whether a penalty will be issued based on how you re-join.

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#### 6.1.3.1.1 DURING QUALIFYING

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

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### 6.1.4 STOPPING ON TRACK

Drivers are strictly forbidden from stopping on track for **ANY** reason, you may use run-off areas to reset your car back to the pits.

### 6.1.5 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** [hub to hub](#) ruling in effect; when moving back towards the racing line having made a defensive move whilst a car is within attacking distance as defined in [Attacking](#), you **MUST** leave racing room, as defined in [Racing room](#).

#### 6.1.5.1 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 [Track Limits](#) is strictly prohibited.

#### 6.1.5.2 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 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.

#### 6.1.5.3 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.

### 6.1.6 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.

#### 6.1.6.1 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.

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## 6.1.7 FLAGS

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### 6.1.7.1 CHEQUERED FLAG

When the chequered flag is waved for your car, it is your responsibility to safely leave the track and return to the pits.

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### 6.1.7.2 BLUE FLAGS

The blue flagged car must allow the faster driver past at the first possible opportunity, usually at the next straight and/or by pulling off the racing line and lifting off the throttle.

Failure to do so, can be reported to the stewards.

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### 6.1.7.3 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 cause further collisions may incur penalties.

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### 6.1.7.4 RED FLAGS

A session may be red flagged at any time by either the race director, or ThePitCrew; 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 if so, will not be able to compete once the red flag is lifted, a red flag means that the race will be restarted if possible, all drivers must return back to the pits until further instructed.

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### 6.1.7.5 BLACK AND WHITE FLAG

If a car is given a black and white flag, it will be notified via race control, this means they're on their final warning and any further unsportsmanlike conduct will result in a DSQ from the race at a minimum.

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## 6.1.8 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 to the pits without causing an incident.

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## 6.1.9 HEADLIGHTS/FLASHING

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

During races with rain, headlights must always be on as well as the rear rain light.

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.

Flashing of your headlights 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.

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### 6.1.10 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.

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.

## 7 REPORTING AND STEWARDING GUIDELINES

Leagues are stewarded by a panel of voluntary stewards whose discretion it is to judge and serve penalties for incidents based on what they see on track which can be found in

Below are the guidelines on reporting incidents and protests.

### 7.1 GROUNDS FOR INSTANT DISMISSAL

The following allows for instant dismissal by the stewards as well as the ability for referral to the management team, these are not all encompassing and special cases will be treated on a case-by-case basis.

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#### 7.1.1 EVIDENCE GUIDELINES

Evidence attempting to "sway" the stewards towards your viewpoint will be instantly dismissed and must follow the required evidence in the ticket system.

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#### 7.1.2 UNPROFESSIONAL CONDUCT

If there is any unprofessional conduct in the submission of tickets, the ticket can be instantly dismissed, and you will not be able to protest it, it may also be referred to the management team which will be looked at on a case-by-case basis.

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#### 7.1.3 POST-RACE REPORTING

When reporting an incident, the reporting driver has 3 days to do so from the scheduled start date of the event, 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.

To raise an incident, drivers are to open a stewards-enquiry in the incident category, they will then be guided through the protest by the bot, failure to adhere to the process by the bot, will result in your protest being dismissed within 24hrs.

### 7.2 PROTESTS

In-race penalties supplied by the simulators systems, cannot be protested, such as but not limited to, speeding in the pit lane, track limits and starting procedures.

To protest, drivers are to open a stewards-enquiry in the protest category, they will then be guided through the protest by the bot, failure to adhere to the process by the bot, will result in your protest being dismissed within 24hrs.

### 7.3 PENALTY LEVELS

Level 1 – Time Penalties

Level 2 – Drive Through, Stop & Go, DSQ.

Level 3 – Qualifying Ban, Start from Pits, Race Ban, League Ban

### 7.4 LICENSE REVIEWALS

Incidents of Level 2 or higher (see [Penalty Levels](#)) will result in a license review from the stewarding team, which you will then be required to partake in.

This reviewing process will take your previous actions on and off track into account and determine if any further action is necessary to ensure the leagues driving standards are upheld.

## 8 DEFINITIONS

The below are definitions to technical phrases.

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### 8.1.1 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).

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### 8.1.2 START FROM PITS

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.

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### 8.1.3 QUALIFYING BAN

If the event is live stewarded, the driver will be DSQ from the qualifying to ensure they start from the back of the grid and will not be allowed out on track.

Otherwise, the driver must remain in the pits throughout the full qualifying session.

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### 8.1.4 DSQ

DSQ is a disqualification from the **RACE** event, which means you will be unable to continue driving.

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### 8.1.5 RACE BAN

A race ban means that you cannot attend the next race.

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### 8.1.6 LEAGUE BAN

A league ban means you are no longer allowed to race with us, this may be permanent or temporary.

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### 8.1.7 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.

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### 8.1.8 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.

#### 8.1.9 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.

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#### 8.1.10 RACING ROOM

Racing room is defined as ATLEAST one cars width between yourself and the edge of either side of the track.

