



This League has some basic rules:

- I. Fairness and sportsmanship on the track as well as in general interactions with one another are expected.
- II. Help for newer drivers and rookies (setup, driving technique, strategy, etc.) is heartily welcomed
- III. Competition is encouraged without sacrificing fairness.

Content

- 1. Eligibility
- 2. Loss of eligibility
- 3. Seriesformat
- 4. Raceformat
- 5. Championship
- 6. [Fairplay Rating](#)
- 7. [Sporting regulations](#)
- 8. Error and penalty catalog
- 9. [Links](#)

1. Eligibility

- 1.1 All drivers who have registered for the cup via the registration form and whose registration has been confirmed are eligible to start.
- 1.2 If the number of regular drivers on a race night is less than 60, registered guest starters are permitted to race. Further information will be provided on Discord.
- 1.3 In the last 3 races of the season, only drivers who have already competed in at least one race within the current season are eligible to start.
- 1.4 All participants must join the iRacing league "DE-AT-CH Club Liga". Registration is via the iRacing UI, league ID 2432.
- 1.5 Participation is free of charge.
- 1.6 There is no Safety Rating or iRating restriction.
- 1.7 Custom paints are allowed and are subject to the current iRacing regulations..

2. Loss of eligibility

- 2.1 In cases of serious violations of the regulations, a driver may lose their eligibility to participate. These violations primarily (but not exclusively) include those listed in section 8.5.1.1 of the penalty catalog.
- 2.2 Drivers who fail to appear for 2 races within the season without prior notification will lose their starting position.
- 2.3 The race control makes the decision in each individual case.

3. Seriesformat

- 3.1 Maximum number of participants: 60
Maximum number of participants per class: 25
- 3.2 Car selection:
GT3: GT3 class cars in the respective iRacing season
GT4: GT4 class cars in the respective iRacing season
Cup: Porsche 911 GT3 Cup (992.2)
TCR: TCR class cars in the respective iRacing season

Drivers may change vehicles 1x during the season. Further changes within the class are not permitted.

Changing classes is generally possible after consultation, provided the maximum class size is observed. Earned points remain within the respective class.
- 3.3 The seasons run parallel to the official iRacing seasons.
- 3.4 The calendar showing the tracks driven will be announced before the season begins.
- 3.5 The four worst weekly results in the overall result (without including any penalty points) are dropped at the end of the season (= Dropweeks).

4. Raceformat

- 4.1 The races take place every Thursday starting at 8:00 PM CEST/CET.
- 4.2 Schedule
2 hours in total, divided as follows:

Sprint format

- approx. 45 minutes of training
- 10 minutes of solo qualifying (max. 4 rounds)
- 20 minute Race 1
- 5 minute break (Warm up)
- 40 minute Race 2

Endurance format

- approx. 50 minutes of training
- 10 minutes of solo qualifying (max. 4 rounds)
- 60 minute Race

4.3 The maximum grid size is 60 drivers.

4.4 Rolling start.

4.5 Realistic weather.

4.6 Every driver has 1 fast repair per race.

4.7 In Race 2 and in the Endurance format, a pit stop with a tire change (4 tires) is mandatory. The pit stop window for each race will be announced before the race. The specified number of laps applies separately to each class..

Drivers who fail to complete a mandatory pit stop receive a 2-minute time penalty. Drivers who complete a mandatory pit stop incorrectly receive a 1-minute time penalty.

5. Championship

5.1 Drivers championship

5.1.1 Point system

Championship points race 1 (Sprint format)

P1 to P10: 25,22,19,17,16,15,14,13,12,11 points

P11 to P20: 10,9,8,7,6,5,4,3,2,1 points

Championship points Race 2 (Sprint format)

P1 to P10: 50,45,40,36,32,30,28,26,24,22 points

P11 to P20: 20,18,16,14,12,10,8,6,4,2 points

Championship points Endurance format

P1 to P10: 75,67,59,53,48,45,42,39,36,33 points

P11 to P20: 30,27,24,21,18,15,12,9,6,3 points

Bonus points

Pole Position: 2 points for the fastest driver in qualifying

Cleanest Driver: 3 points are awarded to the driver with the fewest incidents at the end of each race, provided they have not received any penalty points. In the event of a tie, all drivers involved receive the bonus points.

Fastest Lap: 2 points for the driver with the fastest lap in each race.

Penalty points

Penalty points received will be deducted from the overall result for the season.

5.1.2 Rules for the point system

5.1.2.1 75% of the race distance (number of laps is rounded up) must be completed to receive championship points for the respective race.

5.1.2.2 All weekly results (excluding the Dropweek results) are included in the championship standings.

5.1.2.3 Penalty points from drop weeks are carried over to the overall score; penalty points cannot be removed.

5.1.2.4 Clean Hands-Rule:

All penalty points, warnings and conditions expire at the end of the respective season. The FPR (driver rating) is reset. Bans that cannot be fulfilled in the current season will automatically continue at the beginning of the next season.

5.1.3 Race winner

The driver with the most championship points across races 1 and 2 (sprint) or in the race itself (endurance) (excluding bonus points and penalty points) is the week's race winner. In case of a tie, the driver with the better finishing position in race 2 wins.

5.1.4 Championship winner

The driver who has the highest total points in their respective class at the end of the season, after deducting drop weeks and penalty points, is the championship winner.

In case of a tie, the driver who wins is the one who...

- a. has less penalty points
- b. has more race wins
- c. has more second places in the individual weekly results
- d. has more third places in the individual weekly results

etc. until a clear winner can be determined.

5.2 Hot Iron championship

5.2.1 Drivers eligible for the "Hot Iron" classification must have a certain iRating at the start of the first race of the season. This iRating threshold is determined and announced by race control after the first race of the season.

5.2.2 The race control reserves the right to adjust the Hot Iron classification if the proportionality between performance and iRating is clearly not given, if the Hot Iron classification threshold is only breached due to iRating fluctuations, or if there are too few drivers in the Hot Irons classification.

5.2.3 A separate "Hot Iron" ranking is also compiled for each race based on the race results. Only drivers eligible for the "Hot Iron" ranking are included.

5.2.4 Point system

For the ranking, the championship points are taken from the class result (overall).

Bonus points

For bonus points in the Hot Iron category, the overall result is decisive. Therefore, the times and incidents of all race participants are taken into account.

Pole Position: 2 points for the fastest driver in qualifying.

Cleanest Driver: 3 points are awarded to the driver with the fewest incidents at the end of each race, provided they have not received any penalty points. In the event of a tie, all drivers involved receive the bonus points.

Fastest Lap: 2 points for the driver with the fastest lap in each race.

Penalty points

Penalty points received are deducted from the overall result for the season.

5.2.5 Points 5.1.3 to 5.1.4 are applied analogously to the Hot Iron scoring.

5.3 Team championship

5.3.1 A team consists of a maximum of 3 drivers. A form is available for team registration (see section 9.2).

5.3.2 Teams can be formed across all classes. The ranking and championship are based on an overall ranking of all classes.

5.3.3 For the ranking, the team's two best driver results per race and week are taken into account.

5.3.4 The drop weeks in this ranking are based on the team results from the two considered driver results. The worst team results are then discarded.

5.3.5 When a driver changes teams, their results achieved up to that point remain with their old team. Team changes and the formation of new teams are possible at any time.

6. Fairplay rating

6.1 At the end of each season, the 3 fairest drivers are awarded the Fairplay Award and immortalized in the Hall of Fame.

6.2 Calculation:

$$\frac{\text{STRAFPUNKTE} + \frac{\text{INCS}}{15}}{\text{BEENDETE RENNEN}} = \text{FAIR PLAY RATING}$$

- 6.3 To be considered for the Fair Play Rating, drivers must have completed 50% of the season's races (= 75% of the respective race distance). Any incomplete numbers will be rounded up.

7. Sporting regulations

- 7.1 The iRacing sporting code applies for this league (see section 9.4).
- 7.2 Should separate or additional rules apply to specific circuits, will these be announced at short notice via the news channel in Discord (see 9.1).
- 7.3 All races have a 17x incident point limit. Drivers who accumulate 17 or more incident points in a race will automatically receive a stop-and-go penalty from Race Control. At 25 incident points, the driver will be automatically disqualified.
- 7.4 Voice and text chat will be deactivated between the end of free practice and the end of the race.
- 7.5 The race officially ends when the last active driver after the winner has crossed the finish line.
- 7.6 In addition to the software's automatic penalties, stewards monitor incidents after the race. The stewards are appointed by race control.
- 7.7 From the start of the race until the official end, incidents are manually recorded by the race stewards and assessed according to point 9. The results are announced in the driver center before the next race of the respective cup. The decisions are final. A correction can only be requested in cases of obvious formal errors (e.g., incorrect driver, incorrect penalty for the identified error).
- 7.8 Incidents can also be reported by any participant in the same race. The accident report form must be used for this purpose (see link 9.3). The report must be received by the stewards by 11:59 p.m. on the very next day after the race.
- 7.9 Starting process:

Important: The green light is not the starting signal!

The races are configured with a standing start. As soon as the starting lights turn green, the entire field starts the formation lap.

The formation lap serves to sort out the grid as well as warming up the tires and brakes. It is run in single file. Weaving is permitted. Special attention must be paid to overtaking vehicles, drivers must allow them to pass. The maximum speed is 140 km/h. The formation lap should generally be driven smoothly and at a good pace.

Start without Grid by Class (Sprint)

All drivers who are placed outside their starting group (class) on the grid must rejoin their starting group independently. Overtaking is to be done using the straights or overtaking zones announced by race control. Regardless of the qualifying results, the groups will start in the following order: GT3, Porsche Cup, GT4, TCR.

Start with Grid by Class (Endurance)

The starting groups are sorted automatically.

The race starts in a double file format, with the pole sitter of each starting group lining up on the side of the grid where they were positioned. All subsequent drivers in that starting group then line up accordingly. Any vacant starting positions must be filled.

There must be a minimum of 10 seconds between starting groups. Before the final corner, the field will merge in a double file formation; no weaving is permitted.

The LEADER of each starting group sets the pit limiter. The following vehicles adjust manually. Each vehicle drives directly behind the other in the right and left lanes. No swerving, no gap to the vehicle in front larger than one car length.

Upon reaching the starting zone (a designated area on the track), the leader's pit limiter is deactivated. The class leader must accelerate within the starting zone. Each acceleration must be fully executed. Once the polesitter has given the signal to start, pulling out of the starting line is permitted. Overtaking is only allowed from the start/finish line onwards.

The exact distances between the starting groups and the starting zone will be announced before each race.

Start from pitlane

If a driver misses gridding, they should place at the back of their starting group during the formation lap. If this is no longer possible, they should wait at the pit exit until their starting group has started and then follow it.

Clarification:

Gaining an advantage through collusion within a team during the start is expressly prohibited. This includes, for example, counting down before accelerating or using a starting signal. Should this be detected by the stewards, **all** drivers of the team in question will receive a penalty in accordance with section 8.4.1.1.

7.10 Guidelines for conduct on the track

7.10.1 Holding brakes

Under all circumstances, if your own vehicle starts to skid, after accidents or driving errors, you should always keep the brakes on to avoid further accidents.

7.10.2 Overtaking

7.10.2.1 It is the responsibility of the following vehicle to carry out an overtaking maneuver safely and without accidents.

7.10.2.2 The driver being overtaken must allow sufficient space (= at least 1 vehicle width) when there is a corresponding overlap of the vehicles (point 7.10.2.6).

7.10.2.3 The attacking driver is permitted to attempt to achieve sufficient overlap at any point in any corner, provided the following conditions are met:

From the moment the leading car begins to turn in and approach the apex, it is solely the responsibility of the following driver to remain contact-free if sufficient overlap has not yet been achieved.

The overlap must be achieved in a controlled manner.

- 7.10.2.4 Once the overtaking driver has achieved sufficient overlap at the apex, both drivers must leave enough space until no part of the vehicle overlaps anymore.
- 7.10.2.5 Sufficient overlap is achieved when the front tire of the following vehicle is level with the driver of the leading vehicle.
- 7.10.2.6 The space to be allowed between each driver is at least one car width and includes the entire racing line. In curves or areas where this racing line extends beyond track boundaries (asphalt surfaces, curbs, etc.), the outside driver must be given sufficient time to return between the white lines of the track boundary.
- 7.10.2.7 Once the attacker has managed to position himself in front of the vehicle being overtaken (front wheel of the defender level with the attacker's driver), an overtaking maneuver is considered completed within the meaning of this rule and the participants exchange roles.
- 7.10.2.8 The principles regarding required overlap and the use of racing space also apply analogously in 3 (or more) wide situations. As long as a following driver has not achieved the required overlap with all vehicles in front of him, he bears sole responsibility for remaining contact-free. Conversely, a leading vehicle must give sufficient space to all vehicles that have achieved this overlap.
- 7.10.2.9 If the overlap between two curves is not interrupted, so that a minimal overlap is permanently maintained, rules 7.10.2.2-7.10.2.8 continue to apply even if sufficient overlap has not been achieved in the next curve.

7.10.3 Blocking

The iRacing Sporting Code explicitly states that a driver may not change their racing line in response to a car behind them with the intention of preventing overtaking.

This includes squeezing the car off the track/into the track barriers and moving under braking.

7.10.4 Yellow flag / accident ahead

The yellow flag indicates a hazardous situation and is synonymous with recognizable accident situations.

All drivers approaching this area must significantly reduce their speed to avoid further accidents.

The hazardous/accident site must be passed with the utmost care and consideration for all vehicles in the area.

7.10.5 Blue flag

Drivers being lapped must obey the blue flag and allow following vehicles to overtake safely and, if possible, quickly.

To do this, the driver being lapped must choose a clear and easily identifiable line. The overtaking driver must choose a suitable point for the overtaking maneuver that allows for a safe overtaking maneuver without impeding either vehicle.

If this is not possible in the current section of the track, for example, due to a series of tight corners, the driver must wait for a more suitable section, even if this results in a loss of time.

Mutual consideration is expected.

7.10.6 Pit lane

Pay attention to traffic when entering and exiting. Vehicles already on the road have priority when exiting.

8. Error and penalty catalog

8.1 Basics of evaluation

- 8.1.1 A disadvantage, as defined by the rules, includes a loss of position, steering error visible in the replay, missing vehicle parts (e.g., nose, wing), or visibly damaged vehicle parts (e.g., wing, rear, gearbox). Damage to other parts of the vehicle (e.g., underbody, dents in the chassis) or pure time loss cannot be clearly proven and does not constitute a disadvantage according to the rules.
- 8.1.2 Contacts that are clearly and solely attributable to the netcode remain exempt from prosecution (netcode contact).
- 8.1.3 For the purposes of the position penalty, an overtaking maneuver is only considered complete when one vehicle is driving in front of another without any overlap. If an overtaking maneuver extends over several bends and is not yet fully completed, the drivers retain the positions for the purposes of the position penalty that they held at the last unambiguous position until the maneuver is completed.

8.2 Error by category 0 (Cat0)

8.2.1 Definition

- 8.2.1.1 Individual driving error without direct consequences. The driver involved suffers no disadvantage from damage or loss of position after the contact.
- 8.2.1.2 Starting error
Stopping, reversing, or not accelerating does not obstruct or endanger other drivers.
- 8.2.1.3 If several vehicles are partly to blame for the incident due to minor misconduct and uninvolved third parties were not disadvantaged by damage or loss of position (= racing accident).
- 8.2.1.4 Accidents or disadvantages caused by debris from a vehicle, provided the driver was unable to react.

8.2.2 Penalty

Errors in category 0 receive no penalty points.

8.3 Error by category 1 (Cat1)

8.3.1 Definition

- 8.3.1.1 Individual driving errors with direct consequences. The disadvantaged driver suffers damage or loss of position. In the case of an active attack attempt where a serious error is committed (lockup, missed turn-in point due to risk-taking), a category 1 penalty can be imposed even if time is lost, see 7.10.2.1.

8.3.1.2 If the cause of the incident is a simple driving error such as a spin due to oversteer, sudden loss of grip, and does not occur in an actively influenced racing situation (e.g., an overtaking attempt), this is considered a milder incident.

8.3.1.3 Violation of the blue flag regulations (see 7.10.5).

8.3.1.4 Unnecessary braking with a greater distance to the braking point than necessary or compared to other laps at the same location.

8.3.1.5 Staring error

Minor errors at the start or in the formation lap to the disadvantage of other drivers, such as large gaps, minor contact, overtaking before the starting line, Incorrect positioning in the starting formation.

8.3.2 Penalty

8.3.2.1 Errors according to category 1 generally receive 2 penalty points; however, if the conditions for 8.3.1.2 are met, the penalty is reduced to 1 penalty point.

8.3.2.2 If several vehicles involved are partly to blame for the incident and uninvolved third parties are also disadvantaged by damage or loss of position, several parties involved may each receive penalty points.

8.3.2.3 Remedy = no penalty

A positional or significant time gain resulting from an error without harm to the injured party can be remedied by the driver who caused the error by returning the position to the injured driver, provided that no uninvolved third party has been disadvantaged.

8.3.2.4 Additional penalty points

In the event of incidents of this category against drivers currently in the top 3 of the race, the drivers responsible will receive additional penalty points, provided the incident occurs in the last third of the race or at most within the last 5 laps::

P1 = 8 Penalty points

P2 = 8 Penalty points

P3 = 6 Penalty points

8.4 **Error by category 2 (Cat2)**

8.4.1 Definition

8.4.1.1 Negligent or grossly unsportsmanlike conduct

Damage to competitors' cars through dangerous or negligent driving. Gaining an unfair advantage through unsportsmanlike conduct.

8.4.1.2 Actions with a high risk potential

e.g. rolling into traffic after a crash or intervening in the race with a vehicle whose driving stability has been damaged.

8.4.1.3 Starting error

Contact resulting in damage during the formation lap, failure to adhere to the starting zone, etc.

8.4.1.4 Track limits

Gaining an advantage by exploiting track limits.

8.4.1.5 Unsafe rejoin

When returning to the road, following traffic is endangered, so the pursuing vehicles must give way to the merging vehicle.

8.4.1.6 Repeated errors by category 0

If drivers repeatedly make mistakes that do not result in a disadvantage for the vehicles involved in the individual assessment, the stewards can raise the misconduct to category 2 in the overall assessment for the race, as there is a disruption of the race.

8.4.1.7 Divebomb

When braking from a distance of more than one car length to the vehicle in front at the braking point of the vehicle in front, contact occurs.

If a driver leaves a lane clear on the inside because their own lane is carrying them out or because they are reacting to vehicles ahead, then it is not a divebomb if another vehicle positions itself in that lane and there is contact on the inside.

8.4.1.8 Blocking by the car in front

The car in front only changes lanes in reaction to the car behind, forcing the following car to swerve off-track or brake.

8.4.1.9 Endangering other vehicles by driving a damaged vehicle (e.g., if the steering is visibly crooked in the replay, regardless of whether there is damage or not)

8.4.1.10 Slowdown penalty

Compensation for a slowdown penalty involving endangering other traffic.

8.4.1.11 Contact after crossing the finish line

(= Category 2 error, as real injuries can occur, e.g., with Direct Drive Wheels, or the affected driver could unjustifiably lose bonus points)

8.4.1.12 Dangerous behavior at accident scenes

When a vehicle drives into accident scenes without slowing down sufficiently and hits other vehicles.

8.4.1.13 Contact in lap 1

If the necessary care for braking points and the typical accordion effect in round 1 was obviously not ensured.

8.4.1.14 Contact in pitlane/pit entry or pit exit

8.4.2 Penalty

8.4.2.1 Errors in category 2 generally receive 6 penalty points.

8.4.2.2 Additional penalty points

In the event of incidents of this category against drivers who are currently in the top 3 of the race, the drivers responsible will receive further penalty points, provided that the incident takes place in the last third of the race or at most within the last 5 laps:

P1 = 8 penalty points

P2 = 8 penalty points

P3 = 6 penalty points

8.5 Error by category 3 (Cat3)

8.5.1 Definition

- 8.5.1.1 Insults, harassment, disrespectful behavior in text or voice chat in the game or in the iRacing forum, in the Discord channel and in the iRacing League tool, as well as in social media
- 8.5.1.2 Intentional crashing (including revenge actions), intentional disruption of the race.
- 8.5.1.3 Fairplay rating > 2.5 (this value applies after 4 race starts in a season)
- 8.5.1.4 20 penalty points received (excluding additional penalty points from the top 3) within the first 4 race participations in a season.

8.5.2 Penalty

- 8.5.2.1 Drivers with a fairplay rating > 2.5 will receive a warning from race control.
- 8.5.2.2 Drivers with a fairplay rating above 4.0 will receive a ban for the next race. The banned race cannot be removed as a drop week.
- 8.5.2.3 Drivers with a fairplay rating > 4.0 will automatically receive a further race ban if they receive a Cat2 penalty in a race.
- 8.5.2.4 Each automatically imposed race ban increases its duration by 1. The banned races cannot be removed as drop weeks.
- 8.5.2.5 Exceeding the penalty point limit according to 8.5.1.4 will result in exclusion from the current season.
- 8.5.2.6 Drivers who commit an offense under points 8.5.1.1 and 8.5.1.2 will receive a ban for the next 3 races for the first offense.
- 8.5.2.7 Drivers who commit an offense under points 8.5.1.1 and 8.5.1.2 will lose their eligibility to participate in the league if the offense is repeated.
- 8.5.2.8 Drivers who commit an offense under points 8.5.1.1 and 8.5.1.2 may, in cases of particularly serious misconduct, be immediately excluded from the league at the discretion of the race management.

9. Links

- 9.1 [Link to the Discord channel](#)
- 9.2 [Link to the team form](#)
- 9.3 [Link to the accident form](#) (file a protest)

9.4 [Link to the iRacing sporting code](#)