

RULEBOOK (ACC)



Version 4.0

Written by IRC Stewards

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1 League details

1.1 Game and platform

1.1.1 All races in the league are held on the official **Assetto Corsa Competizione (ACC)** game developed by Kunos Simulazioni

1.1.2 It is mandatory for the drivers to keep the game updated before a session in order to not cause any delays at the start of the event

1.1.3 This rulebook is intended for **ACC** league hosted by IRC on **PC**

1.2 Points scheme

1.2.1 Points are awarded to the drivers based on their finishing position. The Point Scheme is as found below:

Position	Race 1	Races 2	Specials
1	30	50	100
2	25	44	88
3	21	40	80
4	18	36	72
5	15	32	64
6	14	28	56
7	11	25	50
8	9	22	44
9	7	19	38
10	6	16	32
11	5	13	26
12	4	11	22
13	3	9	18
14	2	7	14
15	1	6	12
16	-	5	10

17	-	4	8
18	-	3	6
19	-	2	4
20	-	1	2
POINTS AWARDED IF	Within 2 LAPS of leader	Within 3 LAPS of leader	Classified finished

1.2.1.1 The finishing position and points may change once subjected to in-game and post-race penalties

1.3 Penalty points system (PP)

1.3.1 Penalty points may be given **alongside regular penalties** to the drivers depending on the severity of the incident

1.3.2 Accumulation of a certain amount of penalty points will lead to **further penalties** as mentioned below:

1.3.2.1 If a driver accumulates **4 penalty points**, they will be required to serve a qualifying ban with immediate effect

1.3.2.2 If a driver accumulates **6 penalty points**, they will not be allowed to participate in the next race with immediate effect

1.3.2.3 If a driver accumulates **8 penalty points**, they will be barred from participating for the remainder of the season

1.4 Car selection

1.4.1 No drivers are **not allowed** to change their car selection after the second race weekend they attend

2 Qualifying rules and regulations

2.1 Driver briefing

2.1.1 Driver Briefing is mandatory for all rounds. It will commence 15 mins before qualifying starts

2.1.2 Any driver not present during 'Driver' Briefing' will **receive 1 Penalty Point (PP)**

2.2 Out-lap & in-lap etiquette

2.2.1 Drivers are permitted to change setups at all times whenever possible as **Parc fermé is not implemented**

2.2.2 When on an in or out lap, drivers are expected to yield to drivers on a hot lap by moving away from the racing line in advance and in a safe manner in order to avoid impeding on their hot lap

2.2.3 At any point in qualifying, it is advised to **manually drive into the pits** or utilize **Return to Garage (RTG)** at a safe place while being off the track

2.2.4 Every driver is responsible to **leave enough space** to the car in front so that they do not catch up to the driver ahead before the end of their hot lap

2.3 Flying lap etiquette

2.3.1 Drivers are responsible for ensuring they begin their hot laps in a safe manner with enough time left on the clock so as to not cause traffic accumulating at any point of the track

2.3.2 A faster driver on a hot lap, which is catching up to a slower driver, who is also on hot lap is not allowed to compromise the slower driver on their lap

2.3.3 A driver on a hot lap does not have to give space to a faster driver

2.3.4 Drivers are not permitted to deliberately slow down other drivers to prevent them from getting a hot lap in qualifying

2.3.5 Repeated instances of unsportsmanlike conduct during qualifying may also attract penalties or reprimands

3 Race rules and regulations

3.1 Formation lap etiquette

3.1.1 During the formation lap and especially just before the start of the race, the **given position must be maintained**. Intentionally dropping back, unpredictable slowing down, excessive ghosting and/or deviating from your lane is forbidden

3.2 Racecraft

Drivers are expected to drive in a safe manner when racing other cars. This includes, but is not limited to:

3.2.1 Waiting for a safe opportunity to make an overtake and backing out of the move when it is not safe to do so. A car's width must be left by both drivers when significantly alongside

3.2.1.1 Being '**significantly alongside**' can be extremely vague. To be considered significantly alongside, the attacking car is expected to be at least half a car-length alongside. This is the guide that will be used by stewards

3.2.1.2 When following another car, if you miss your braking point or suffer from technical issues, you are expected to take every possible evasive action to avoid cars in proximity. Failure to do so will be considered dangerous driving

- 3.2.1.3 Any driver taking advantage by pushing a car off line/spinning a car to make a pass, will be required **to slow down** and **give the place back**.
- 3.2.1.4 Any **dangerous** or **reckless divebombs** on another driver (either for position or the lapped car) are to be refrained from
- 3.2.2 While making a defensive move, drivers can only make **ONE defensive manoeuvre**. This includes the following:
- 3.2.2.1 Whilst defending, drivers can move away from the racing line and gradually drift back provided there will be no contact made with the attacking driver. However, this move must be progressive
- 3.2.2.2 No change in direction in the braking zone is permitted. Violators of this rule will be penalized
- 3.2.3 Weaving in general is not allowed. Drivers are not allowed to make more than **2 changes in direction** to break the tow before approaching the braking zone. Failure to adhere would result in a penalty
- Note: Weaving is not to be confused with a defensive manoeuvre
- 3.2.4 While defending a position, you must leave at least one car's width for the attacking car to continue on-track i.e., not push a car into the pitlane/off the track forcing them to make a pit stop or back out. Instances of this are considered unsportsmanlike conduct and will be dealt with appropriately
- 3.2.5 Crossing the continuous line at the pit entry and exit is not permitted for drivers unless hazard on track.
- 3.2.6 Taking out the braking & pit lane marker boards are prohibited. Any instances will be penalised

- 3.2.7 One must ensure to re-join the track **in a safe manner**. Any unsafe rejoin or driving against the direction of traffic will be dealt by the stewards
- 3.2.8 **Excessive use of the flash** is not allowed and can be punished
- 3.2.9 **Yellow flags** have to be respected and cautious driving has to be applied during these conditions
- 3.2.10 If a driver is involved in an accident, they must immediately hold the brakes, depending on the situation, in order not to become an unpredictable obstacle for other drivers.
- 3.2.11 If the **car is damaged** as a result of an accident to such an extent that it is not possible to drive safely into the pits, the car must be parked at a suitable place next to the track and brought back into the pits by using the **Return to Garage** option. Standing still for a longer period of time is not permitted, as this will result in yellow flags in the respective section of the track
- 3.2.12 After **crossing the finish line**, immediate and strong deceleration directly after the finish line, as well as other unpredictable manoeuvres, are to be refrained from. Furthermore, the car must be parked in a safe place at the side of the track so that other drivers are not hindered when crossing the finish line. Unnecessary collisions after the end of the race may be penalised
- 3.2.13 Deliberately crashing into another car will result in a **severe penalty or being permanently excluded from the league**

3.3 Track limits & in-game penalties

- 3.3.1 For a respective circuit, track limits are defined by the game

3.3.2 If you complete a pass with all four wheels off the track, you must concede the position at the next appropriate point, irrespective of what the game imposes on the driver

3.3.2.1 Instances of going off the track to avoid a collision may be deemed legal

3.3.3 Track rules to be maintained at all times, in-game penalties **will apply as intended and cannot be overturned by the stewards**

3.4 Blue flags

3.4.1 Drivers are expected to move away from the racing line and give way to faster leading cars appropriately if they are shown blue flags

3.4.1.1 Lapped car(s) should not make any erratic movements while allowing the faster car to pass

3.4.2 Lapped cars can unlap themselves provided they are able to create a sufficient gap and not impede the race of the leading car

3.5 In-game chat usage

3.5.1 The use of the in-game chat during race and qualifying is forbidden. The drivers can use the chat after the results are declared by the game and are in the wait time period

4 Stewarding

4.1 Reporting an incident

4.1.1 Reporting any unsafe driving to the stewards after the race is highly encouraged.

4.1.2 Reports to be filed within 2 days post event in the following format:

1. <Tag offending driver/Car Number>
2. <Lap Number>, <Turn Number>
3. <Short description of the incident>
4. <Evidence link / Replay>

4.1.3 Stream evidence can be submitted but may lead to inconclusive verdicts, we strongly suggest recording your own races and submitting that as evidence for stewards to provide a verdict

4.1.4 Based on the reports, stewards will award time penalties as well as penalty points to the offending driver depending on the severity of the offence

4.1.5 Any incident(s) not reported but observed by stewards are **liable to be penalized**. For e.g. – Track cutting during qualifying, stopping outside the pits, removing brake markers intentionally etc.

4.1.6 The short description of any incident in the report should be **objective in nature and should not contain any personal attacks on the individual being reported**, irrespective of how silly the incident may be in the eye of the reporting driver

4.2 Appealing a verdict

4.2.1 Defence against a report, counter report and appeal against a verdict can be submitted directly to a steward, before the start of the next event

4.3 Stewards' discretion

4.3.1 Stewards will have the ability to note and review incidents until verdicts are announced. The relevant drivers will be informed if they are under

review and will have the opportunity to submit their defence notwithstanding the reporting deadline in such a scenario

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