Rules & Regulations

Indian Racing Community

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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 **F1® 22** game developed by Codemasters and EA

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

1.1.3 – This rulebook is intended for the **F1® 22** League hosted by IRC in the **PC, XBOX & PS** platforms

1.2 Points Scheme

1.2.1 – Points are awarded to the drivers per race based on their finishing position in the **top 15**. The Point Scheme is as found below:

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	30	25	21	18	15	13	11	9	7	6	5	4	3	2	1

1.2.1 a – The finishing position may change once subjected to time penalties, in-game and post-race

1.2.2 – An additional point will be awarded with the **fastest lap** of the race, provided he is in the **top 10** of the finishing order

1.2.3 – It is required that the driver must only incur a maximum of 1 warning in their fastest lap. If the driver exceeds this limit, it will be considered invalid

1.3   Attendance

*1.3.1 – A*ttendance will be scheduled to open on Mondays of race weekends between **11 am and 12 pm** in respective tier attendance channels

1.3.2 – **Approved drivers and reserves** can mark their attendance as 'Accepted' or 'Declined'

1.3.3 – Attendance will close **2 hours** before the scheduled race time, post which no more additions will be entertained

1.3.4 – If a driver with a permanent seat has marked declined or not marked his attendance, his seat can be occupied by an approved **Reserve**. In the event all available seats are filled by **Reserve**, the permanent driver will not be able to reclaim his seat for that event

1.3.5 – Post deadline for attendance, the tentative grid will be put up as a message in the same attendance channel

1.4   Penalty Points System

1.4.1 – Stewards may award penalty points in addition to time penalties to drivers for incidents within the race

1.4.2 – If a driver accumulates **4 penalty points**, he will be required to serve a qualifying ban with immediate effect

1.4.3 – If a driver accumulates **6 penalty points**, he will be required to serve a race ban with immediate effect

1.4.4 – If a driver accumulates **8 penalty points**, he will be barred from participating in the remainder of the season

1.5   Telemetry

1.5.1 – IRC uses the in-game telemetry to display specialised graphics in the race streams. Drivers are advised to use the telemetry settings mentioned below to ensure the best experience for the viewers of the stream

1.5.2 – The setting: **Game Settings -> Telemetry Settings -> Your Telemetry** should be set to **Public**

2 – Lobby Details

2.1   Communication

2.1.1 – Our primary channels of communication with your respective Tier coordinators are to be done via **Discord**. Either channel is considered appropriate. Once the lobby has been hosted, you can join using the **invite link** provided, join on the lobby host using the EA invite, or procure an invite from a coordinator

2.1.2 – In case of any issues, you are mandated to immediately contact a tier coordinator who will take the necessary action

2.1.3 – You are required to ready up in the lobby once you see a coordinator ready within the lobby. In the absence of a coordinator, appropriate communication will be provided

2.1.4 – In the event of a lobby restart, the same will be informed by the coordinators via Discord. Additionally, a new invite will be sent on steam and in game friends list

2.2   Lobby Host

2.2.1 – The Steam and EA ID of the Lobby Host will be provided 30 mins before the start of qualifying. You are required to add him as a friend on steam or in the game and join the lobby at least 10 mins before the race starts

2.3   Lobby Settings

2.3.1 − The Lobby Settings for '**standard**' race weekends will be as follows:

Maximum Players	22 (20 Drivers + Host + Streamer)
Crossplay	ENABLED
Session Privacy	Friends Only
Car Category	F1 22
Car Performance	Equal
Qualifying	Short (18 min)
Race Distance	Long (50%)
Starting Grid	Qualifying
Quick Weather	Dynamic
Session Start Time	Official
Forecast Accuracy	Approximate
Rules & Flags	ON
Corner Cutting Stringency	Strict
Parc Ferme	ON
Pit Stop Experience	Immersive
Safety Car	Reduced
Safety Car Experience	Immersive
Formation Lap	OFF
AI Driver Level	69 (T1) / 59 (T2, T3, T4)
Damage Setting	Reduced - Standard
Low Fuel Mode	Hard
Collision	On
Ghosting	On
Tyre Temperature	Surface & Carcass
Pitlane Tyre Sim	ON
Unsafe Pit Release	OFF

2.3.1 a – Everything else should be kept at default value assigned by the game

2.3.2 – The Lobby Settings for '**sprint**' race weekends will be as follows:

Maximum Players	22 (20 Drivers + Host + Streamer)
Crossplay	ENABLED
Session Privacy	Friends Only
Car Category	F1 22
Car Performance	Equal
Qualifying	One Shot Qualifying (OSQ)
Race Distance	Sprint + Long (50%)
Starting Grid	OSQ + Sprint
Quick Weather	Dynamic
Session Start Time	Official
Forecast Accuracy	Approximate
Rules & Flags	ON
Corner Cutting Stringency	Strict
Parc Ferme	ON
Pit Stop Experience	Immersive
Safety Car	Reduced
Safety Car Experience	Immersive
Formation Lap	OFF
AI Driver Level	69 (T1) / 59 (T2, T3, T4)
Damage Setting	Reduced - Standard
Low Fuel Mode	Hard
Collision	On
Ghosting	On
Tyre Temperature	Surface & Carcass

Pitlane Tyre Sim	ON
Unsafe Pit Release	OFF

2.3.2 a – Everything else should be kept at default value assigned by the game

2.3.3 – Session Privacy will be set to **Friends Only** one min before race start. All drivers will be provided with **spare invites** to re-join the lobby in the event of a disconnection

2.4   Assist Restrictions

Steering Assist	OFF
Braking Assist	OFF
ABS	ON (T1, T2, T3 & T4)
Traction Control	MED (T1) / Full (T2, T3 & T4)
Racing Line	Corners Only (T1) / Full (T2, T3 & T4)
Gearbox	Automatic
Pit Entry	OFF
Pit Release	ON
ERS, DRS	Allowed

2.5   Lobby Information

2.5.1 – Ensure that you have the **host added as a 'friend' on steam** to make the invitation process as smooth as possible

2.5.2 – Drivers can 'join' on the host or use the **invite link** provided in their respective attendance channel **20 minutes** before the scheduled race start

2.5.3 – Once you have entered the lobby, drivers are expected to wait for a tier coordinator to ready up before doing so themselves

2.5.4 – In the event, the tier coordinators are not available, an alternative person will be notified

2.5.5 – If the tier coordinators deems that a lobby restart is required due to technical issues, a **lobby restart** may be done

2.5.5 a – In the above event, drivers will receive a second invite from a tier coordinator. Please join this lobby as soon as possible. If qualifying has been completed, a custom grid will be arranged appropriately

2.5.5 b – Drivers will be **disqualified** in the event they do not join on time

2.5.5 c – Weather conditions will be appropriately mapped as per the initial lobby to the best of the host's ability

2.5.6 – Events may be aborted at the tier coordinator's discretion if the race significantly exceeds the expected duration

2.6   Connection to Lobby

2.6.5 – Drivers are required to ensure that you are racing with a **stable internet connection**

2.6.6 – You may be **not allowed to race** if it results in a poor experience for other drivers until the issues have been rectified

2.6.7 – Within a race, if a driver begins to experience significant lag spikes, they are advised to leave the lobby and re-join the lobby after ensuring the stability of their connection

2.6.8 – All drivers are required to provide an authentic speedtest result at the time of sign-up. Failure to do so may result in the driver being unable to qualify for the league

3 – Qualifying Rules & Regulations

3.1 Out-lap and In-lap Etiquette

3.1.1 – The use of custom setups is allowed, unless otherwise specified by Tier Coordinators. Make sure to load your setups before heading out for your first run

3.1.2 – When on an out or in lap, drivers are expected yield to drivers on a hot lap by moving away from the racing line in advance and in a safe manner in order to not impede the hotlap of another driver

3.1.2 a – Drivers are to try and move away from the racing line before the approaching driver gets within **10 car lengths** of the car ahead

3.1.2 b – A penalty of **5 seconds + 1 penalty point** may apply for a driver found to be in violation

3.1.3 – Every driver is responsible for the behaviour of their car on the track, whether they are under AI control or not. Incidents caused while under AI control will incur similar or harsher penalties

3.1.3 a – Drivers can only voluntarily **retire in the garage or the pit box** during qualifying if they feel the need for it

3.1.4 – Drivers cannot leave the session and re-join in order to reset back into the pits. Severe penalties will apply for a driver found to be doing so

3.2 Flying Lap Etiquette

3.2.1 – Drivers are responsible for ensuring they begin their hotlaps in a safe manner with enough time left on the clock so as to not cause traffic accumulating at the end of the track

3.2.2 – If two drivers are on a flying laps, the driver in front is not required to yield for the driver behind. This the only the case if the driver in front is on a flat out lap, making maximum use of the tools provided to set his fastest lap in qualifying at that instance

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

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

4 – Race Rules & Regulations

4.1 Ready Up Rule

4.1.1 – A **ONE minute window** is provided to all drivers before readying up for the race. This is to allow all drivers to make necessary strategy, setup and fuel load changes before the start of formation lap, as well as provide sufficient time for drivers with higher PC load times to load onto the grid

4.1.1 a – A co-ordinator will indicate when drivers can ready up on the grid. You will have **30 seconds** after that to carry out last minute changes

4.1.1 b – A driver readying up early will attract a penalty of **5 seconds + 2 penalty points**

4.2 Formation Lap Etiquette

4.2.1 – The leader will lead the rest of the cars on a formation lap, once the green light comes on. The leader of the formation lap is expected to lead the lap at a **reasonable** pace

4.2.1 a – The leader is expected to keep a **consistent and reasonable** pace throughout the lap. Gradual changes in speed to heat up the tires or allow the field to bunch up are allowed, however sudden and abrupt movements may result in a penalty from the stewards

4.2.1 b – All drivers are expected to be between two and ten car lengths of the driver ahead. Excessive tailgating and/or falling back may result in a penalty from the stewards

4.2.2 – Drivers are expected to maintain position during formation laps and not overtake drivers ahead

4.2.3 – Driving dangerously during the formation lap and causing another driver to be disqualified will attract penalties or reprimands from stewards

4.3 Race Procedure

4.3.1 – Any jump starts will result in a game-awarded drive through penalty, which must be served within 3 laps of the race start. These penalties cannot be served under Safety Car (SC) conditions. Failure to serve the penalty will lead to that driver being disqualified from the race

4.3.2 – A driver is required to complete **at least 75%** of the race distance under his/her own control in order to be classified for the race finish

4.3.3 – Lobbies may be restarted in exceptional circumstances if the Tier Coordinators deem so

> *4.3.3 a* – Any issues that any driver feels may require a lobby restart should be reported within the **first 3 laps** of the race.

4.3.4 – Drivers can only voluntarily **retire in the garage or the pit box** during the race if they feel the need for it. **1 penalty point** will be awarded for not following this procedure.

4.4 Racecraft

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

4.4.1 – 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

> *4.4.1* a – 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

> *4.4.1* b – 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

4.4.2 – While making a defensive move, drivers can only make **ONE defensive manoeuvre**. This includes the following:

> *4.4.2* a – 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

> *4.4.2* b – No change in direction in the braking zone is permitted. Violators of this rule will be penalized

4.4.3 – 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

4.4.4 While defending a position, you must leave adequate space for the 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 severely

4.5 Track Limits & In-game Penalties

4.5.1 – 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

> *4.5.1* a – Instances of going off the track to avoid a collision may be deemed legal

4.5.2 – Penalties awarded for corner cutting under Safety Car (SC or VSC) conditions may be removed under exceptional circumstance. The stewards will take this on case by case basis

4.5.3 – All in-game penalties are non-removable by default unless exceptionally unjust

4.5.4 – Any unjust five second penalties given by the game that have been served in the pits that the driver wishes to be removed will be reviewed on a case-by-case basis. If there is a full Safety Car proceeding the serving of the five second penalty, they are non-removable

4.5.5 – In case of a report where the driver requests for removal of a track limits warning, it will be only considered if it is deemed that the driver could not have taken any further evasive action

4.5.5 a – A screenshot of the full race director is required for supporting such report. Stewards may have a copy of the race director on-hand, in which case this is no longer a requirement. However, it is still the driver's responsibility to have it on hand should the stewards not have a copy

4.6 Blue Flag Rules

4.6.1 – Drivers are expected to move away from the racing line and give way to leading cars if they are shown blue flags or within three corners of being within a second of the leading car, this also applies to instances at the safety car restart

4.6.1 a – The penalty for impeding a lead car will be **5 seconds + Warning**

4.6.2 – Lapped cars can unlap themselves provided they are able to create a gap of more than a second and not impede the race of the leading car

4.7 Safety Car Etiquette

4.7.1 – Drivers are expected to maintain sufficient and safe distance to the car ahead and also not needlessly back the field up

4.7.2 – Overtaking under safety car is **prohibited** no matter what the game tells you and a position can only be made if a driver ahead has clearly lost control or gone off the track.

4.7.3 – Unlapping yourself under safety car conditions by overtaking other cars and/or the safety car is strictly **prohibited**.

4.7.4 – At the safety car restart, the lead driver should give the adequate time for the safety car to head to the pits. Failure to do so will cause 'throttle locking' during the 'Prepare to Resume racing' phase which is highly unpredictable

4.7.4 a – The lead driver is allowed to bunch up the field without any abrupt change in speed or direction. The movements made should be predictable in nature

4.7.4 b – The lead driver isn't allowed to make multiple sprints before the start/finish line at the restart phase

4.7.5 – Under SC or VSC conditions, drivers are expected to not brake heavily or slow down excessively. Drivers must follow their delta as best as possible whilst maintaining a reasonable gap to the car ahead

4.8 AI Control & Disconnections

4.8.1 – All drivers are responsible for any incidents their AI car causes

4.8.2 – If a driver gets disconnected, they are expected to use the spare invite to re-join the lobby. In any case where an invite is required, a respective tier coordinator can be approached

4.9 Reset to Track

4.9.1 – Drivers are neither allowed, nor encouraged to reset to track at any point during the span of the race or qualifying

4.9.1 a - Drivers found to have reset to track will be awarded a **10 seconds + 1 penalty point**

4.9.1 b - Exceptions may be made if it is judged that resetting to track is the safest option. The final decision lies with the stewards which will be mad on a case-by-case basis

5 - Stewarding

5.1 Steward Discretion

5.1.1 – 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

5.2 Lodging a Report

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

1.   *Who you are Reporting*
2.   *Lap at which incident occurred.*
3.   *Brief explanation of incident*
4.   *Evidence*

5.2.2 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

5.2.3 Based on the reports, steward will award time penalties as well as penalty points to the offending driver depending on the magnitude of the offence

5.2.4 Penalty Points can accumulate over the season resulting in the consequences noted in 1.4.2, 1.4.3 and 1.4.4

5.3 Appealing a verdict

5.3.1 Defence against a report or appeal against a verdict can be submitted directly to a steward