



SIMUFUR

SIMUFUR SPORTING REGULATIONS VERSION 2.1.4

QUICK LINKS

§1 - [DEFINITIONS AND GENERAL PROVISIONS](#)

§2 - [WEBSITE AND DISCORD USE](#)

§3 - [FLAGS](#)

§4 - [DRIVING STANDARDS](#)

§5 - [DRIVER'S BRIEFINGS AND RACE CONTROL](#)

§6 - [INCIDENTS AND REPORTING](#)

§7 - [POINTS AND SCORING](#)

§8 - [UPDATES AND ADAPTATIONS TO THE SPORTING REGULATIONS](#)

[FULL COURSE YELLOW](#)

[SAFETY CAR](#)

[CUSTOM LIVERIES AND DRIVER NAMES](#)

[DRIVER WARNING POINTS \(DWP\) AND TIME PENALTIES](#)

0. FOREWORD

Simufur is an online racing community whose number-one goal is to provide a fun, fair, and safe sim-racing environment for persons of all skill levels. With that said, sim-racing is a sport where things can go wrong at the blink of an eye, where a severe – or, in some cases, even minor – collision with another car has the possibility of causing damage to equipment, or even real-world injuries. These sporting regulations were drafted with the intention of promoting safe driving on the (digital) circuit, in order to reduce the probabilities of real-world injuries and damages as much as reasonably possible, as well as to serve as a reference for all staff and drivers for the majority of situations that could occur.

With that said, these sporting regulations cannot and will not cover every possible scenario. (For example, there's technically no explicitly-defined regulation against intentionally driving full-tilt into a wall.) Certain situations may be uncharted territory, or may be believed by the staff to be “common-sense” situations (see previous sentence). Therefore, it is expected that if a driver finds themselves in such a situation, they should navigate it in a manner which upholds the spirit of the regulations, the spirit of the sport (and sportsmanship as a whole), the spirit of safety, and the spirit of good faith. (After all, if we actively tried to cover every edge case and scenario, this document would be *much* longer!)

Technically, this is already codified in catch-all statements (specifically, section [1.2.1](#) for general conduct, and section [4.1.1](#) for conduct on the circuit). However, we ask that you keep the above in mind, should you find yourself in a position that the sporting regulations do not explicitly cover. And remember – there's no harm in asking questions if something isn't clear.

Thank you, and we hope you have fun out on the track!



Russell A. Spitzer
Former Event Coordinator, Simufur

Administrators reserve the right to add to, remove from, or interpret these regulations as required.

1. DEFINITIONS AND GENERAL PROVISIONS

1.1. DEFINITIONS

- 1.1.1. The terms “must”, “shall”, and “required” indicate mandatory requirements. The terms “should” and “recommended” indicate preferred practices.
- 1.1.2. “Flying lap” refers to a valid, scored lap in a practice or qualifying session.
- 1.1.3. “Secondary incident” refers to any incident directly caused by a driver’s reaction to another ongoing incident.
- 1.1.4. “*Force majeure*” refers to any event or circumstance determined by the staff team to be outside of the control of a driver or another member of staff.
- 1.1.5. “Dedicated race control channel” refers to the required voice channel for receiving official Race Control communications.
- 1.1.6. “Celebratory manoeuvre(s)” refers to any manoeuvre performed at the end of the race which can result in an intentional or negligent loss of traction of the vehicle. This includes, but is not limited to, doughnuts and drifts.
- 1.1.7. The “pit outlane” refers to the area after the exit of the pit lane, demarcated by a line separating traffic exiting the pits from traffic on the circuit, and terminating at the end of that line.
- 1.1.8. “DWP” (Driver Warning Points) refers to penalties issued by stewards to track driving standards and conduct. Depending on the platform in use, “DWP” may also be referred to as “PP” or “Penalty Points” or by another platform-specific term.

1.2. CONDUCT

- 1.2.1. All persons shall conduct themselves in a sportsmanlike manner on and off track. All persons are expected to be respectful to all Simufur members at all times. This includes, but is not limited to, race, religion, sexuality, gender, nationality, et cetera.
- 1.2.2. Private messaging a member to give abuse will result in a lifetime ban from the Discord, and all series, championships, and/or events hosted by Simufur.
- 1.2.3. Persons who engage in conduct deemed inappropriate or offensive by the staff, whether the conduct in question is detailed in this document or not, and whether the conduct was performed internally or externally adjacent to Simufur, or (in exceptional circumstances) otherwise, may face actions including, but not limited to: warnings or timeouts; removal from an event, series, and/or championship; exclusion from future events, series, and/or championships; or permanent expulsion from the Discord and any series and/or championships.

1.3. OTHER GENERAL PROVISIONS

- 1.3.1. Administrators reserve the right to add to, remove from, or interpret these regulations as required.
- 1.3.2. Stewards may temporarily add or suspend portions of these regulations as necessary. Such deviations shall be communicated to the drivers, via text or driver's briefings, prior to the start of the race which the deviation from the regulations applies to.
- 1.3.3. An active Race Director holds the ultimate authority over a race in progress. Any instructions made by race control supersedes these Sporting Regulations in the event of a conflict.

- 1.3.4. Unless *force majeure* or exceptional circumstances require otherwise, changes shall not be made to any event or race within seven days of the event or race, nor will a race be cancelled within seven days of the event or race.
- 1.3.4.1. In case of *force majeure*, changes within 7 days require a simple majority of participating drivers to vote, with a simple majority of votes cast approving the change.
- 1.3.4.2. In case of *force majeure*, cancellations within 7 days require a three-fifths supermajority of participating drivers to vote, with a simple majority of votes cast approving the cancellation.
- 1.3.4.3. Server failures allow immediate Race Director action. Affected drivers vote on rescheduling to next week, postponement to the end of the series, or cancellation in its entirety with simple majority rule.
- 1.3.4.4. Rescheduling an event or race, with a difference in start times not to exceed one hour, does not require a vote to be put into effect.

(In layman's terms, we won't change or cancel events within the week leading up to the event without a really good reason; if we have to, we'll put it to a vote.)

1.3.5. CONNECTION LIMITS AND RESTRICTIONS

1.3.5.1. SPECTATORS RESTRICTED IN INDIVIDUAL-DRIVER EVENTS. Persons shall not spectate individual-driver events by connecting to the server during a live session as a spectator, except for members of staff for the purposes of race control, broadcasting, commentating, or stewarding a live session, or any person explicitly authorised to do so by the Race Director.

1.3.5.2. CONNECTIONS RESTRICTED IN TEAM EVENTS.

1.3.5.2.a. During a team event when fewer than or exactly 25 vehicles are expected on track, a team shall have no more than 4 persons connected in total.

1.3.5.2.b. During a team event when more than 25 vehicles are expected on the grid, a team shall have no more than the following persons connected:

- One driver in active command of the vehicle, PLUS
- Two drivers not in active command of the vehicle, PLUS
- One driver not in active command of the vehicle, if they will be assuming command of the vehicle within the next 10 minutes or have just relinquished command of the vehicle within the previous 10 minutes.

1.3.6. SCORED RACING EVENTS NOT HELD ON CERTAIN WEEKS

1.3.6.1. The following weeks shall be kept free and clear of officially-sanctioned events which award points for an ongoing championship or season:

- From 22 December to 2 January.
- The weekend immediately following the opening ceremonies of Midwest FurFest, Nordic FuzzCon, ConFuzzled, Anthrocon and Eurofurence.

2. WEBSITE AND DISCORD USE

2.1. CUSTOM LIVERIES AND DRIVER NAMES

2.1.1. Drivers shall not, under any circumstances, upload a custom livery or use a name on any league platform(s) containing anything deemed inappropriate or offensive by the staff, including but not limited to, political, threatening, or discriminatory messages, or pornographic material.

2.1.2. Drivers shall not upload a custom livery or use a display name that mimics a safety car without express permission from the staff.

2.2. CUSTOM VEHICLE NUMBERING

2.2.1. All custom vehicle liveries which obscure or lack a car number generated by the game shall have the vehicle's number prominently displayed on the doors (or the sides, if the vehicle does not have traditional doors, such as the KTM X-Bow GT4) and at the rear of the vehicle.

2.2.1.1. The numbering on the vehicle shall match the number assigned to the car during the event registration. (Leading zeroes do not violate this rule, as long as the number is up to three digits long.)

2.2.1.2. The numbering on the vehicle shall be applied in such a manner to give adequate contrast between the number itself and the vehicle's livery. In cases where this is impractical, such as using the game-generated numbers for the rear, a solid-colour background that is pure black or pure white in colour (whichever provides greater contrast) shall be applied behind the numbers to give adequate contrast, or a second set of numbers shall be applied.

2.2.1.3. If the car number is not generated by the game, the numbering on the doors (or sides) and rear of the vehicle must be applied in a manner which is easily legible.

2.2.2. Persons are encouraged to contact the stewarding team if they are unsure whether their livery is compliant with the above regulations.

2.2.3. NUMBERS RESERVED FOR RACE CONTROL PURPOSES

2.2.3.1. The following numbers are reserved, and shall not be used by a driver without explicit permission from the race director:

- 0, with or without leading zeroes, cannot be used by any person due to technical limitations.
- 1, with or without leading zeroes, shall be reserved for future use.
- 991-997 shall be reserved for future use.
- 998 shall be reserved for use by an auxiliary safety car, or safety car driver in training.
- 999 shall be reserved for use by the safety car.

2.3. SIGN-UPS AND SIGN-OUTS

2.3.1. Drivers must register through the current platform being used for the championship or series. Points will not be awarded or taken into consideration for drivers who fail to register properly through the designated platform.

2.3.2. Drivers who sign out of a championship or season, or are removed from a championship or season, shall forfeit all points earned during the championship or season. This does not apply to individual race sign-outs.

2.3.3. Drivers who are removed from a championship or season for failing to appear, or sign out of events, may re-enter the championship or season.

2.4. DRIVER CLASSES

2.4.1. Drivers who are brand-new to Simufur will be classed as “National” as their driver class, to allow the staff to judge their level of skill in relation to the other drivers on the grid.

2.4.2. Drivers whose pace or skill level is unrepresentative of their class may be promoted or demoted as necessary.

2.4.3. Promotions and demotions are done so at the discretion of the administrative team.

2.5. DISCORD USE

2.5.1. Users of the Discord shall not set their Discord profile picture, display name, or bio to anything which contains anything deemed inappropriate or offensive by the staff, including but not limited to, political, threatening, disparaging, or discriminatory messages; or content unsuitable for minors, such as pornographic or obscene materials or messages.

2.5.1.1. Users of the Discord shall not attempt to impersonate any member of staff for any reason, at any time, without express permission from the administrative team.

2.5.2. Users of the Discord shall not post any message or media containing anything unsportsmanlike, or anything else deemed inappropriate or offensive by the staff, including but not limited to, political, threatening, disparaging, or discriminatory messages; or material unsuitable for minors, such as pornographic or obscene materials or messages.

3. FLAGS

3.1. BLUE FLAGS

3.1.1. A driver being shown a blue flag shall drive in a predictable manner. Drivers being lapped should maintain their racing line, easing off the throttle to allow a faster driver around if necessary.

3.1.1.1. Drivers that are intentionally allowing other cars to pass are encouraged to use their turn indicators (when applicable) to make it clearer that they are giving way.

3.1.2. Drivers who are not on a flying lap or are being shown a blue flag in a qualifying session shall give way to drivers on a flying lap behind them, except as stated in [Section 4.1.1](#).

3.1.3. Drivers being shown a blue flag in any session shall not defend against, or otherwise impede, a driver lapping them.

3.1.4. SPECIAL BLUE FLAG CONDITIONS

3.1.4.1. In a qualifying session, when the session-remaining timer shows zero, a driver who is *not* on a flying lap shall treat all other drivers that are within one second of them on the relative display as if they are putting them under blue flags, regardless of if the flag actually displays, except as stated in [Section 4.1.1](#).

3.1.4.2. In a race session, when the session-remaining timer shows zero, a driver shall treat all drivers a lap up from them within one second of them on the relative display as if they are putting them under blue flags, regardless of if the flag actually displays.

3.2. YELLOW FLAGS

- 3.2.1. Drivers being shown a yellow flag SHALL slow down, and be prepared to stop or take evasive action to avoid a secondary incident.
- 3.2.2. Drivers should not overtake another driver who is slowing down for a yellow flag, providing the car slowing down does not leave track limits. If a driver overtakes under yellow flags, they must return the position.
- 3.2.3. Stewards may, at their discretion, penalise a driver that causes a secondary incident harsher than a driver who causes the primary incident, if the action of ignoring a yellow flag causes a secondary incident.

3.3. FULL COURSE YELLOW

3.3.1. Full course yellows shall only be called by the Race Director, or any person explicitly authorised to do so by the Race Director. Full course yellows shall be given via a dedicated race control channel.

3.3.2. When implementing a full course yellow, Race Control will conduct a five-second countdown before the full course yellow takes effect. The Race Director shall clearly announce “Full Course Yellow in 5... 4... 3... 2... 1... Now. Full Course Yellow in action.” via the dedicated race control channel.

3.3.2.1. All drivers must be at pit speed immediately upon the “Now” declaration. Drivers will need to brake during the countdown.

3.3.3. A full course yellow shall be lifted by the Race Director conducting a countdown to the end of the full course yellow, followed by an official “Green flag” declaration. The Race Director shall clearly announce a five-second countdown via the dedicated race control channel. This countdown shall conclude with the Race Director declaring “Green flag”, at which point drivers shall lift their pit speed limiter and may resume racing speeds.

3.3.4. Drivers shall not overtake another driver under full course yellow. Precisely: as soon as the “Full Course Yellow” call BEFORE the countdown is made, overtaking is prohibited. If a driver is overtaking when the call is made, or during the countdown, they shall allow the overtaken car to retake position.

3.3.5. Drivers shall remain on their pit speed limiter until the green flag is called, unless explicitly ordered otherwise by Race Control.

3.4. RED FLAGS

- 3.4.1. Red flags will only be communicated to a driver in the event of a major technical issue with the game server, or an incident severe enough to warrant a session restart or direct intervention from the Race Director.
- 3.4.2. Red flags shall only be called by the Race Director, or any person explicitly authorised to do so by the Race Director. Red flags SHALL be given in in-game chat or a dedicated race control channel if a red flag is deployed, and there SHALL be a minimum time of ten seconds between the warning being given, and a session restart.
- 3.4.3. Drivers being informed of a red flag shall immediately pull to the side of the track or the nearest run-off area and stop pending further instruction from the Race Director. Drivers are strongly encouraged to remove their hands from their racing wheel after coming to a complete stop, to reduce the likelihood of real-world injuries caused by their wheel re-centring in the event of a session restart.
- 3.4.4. If it is determined that the race shall continue, the Race Director shall call a full course yellow upon the conclusion of the red flag that lasts no less than 90 seconds, in order to allow drivers a chance to get their tyres and brakes back up to operating temperatures.
- 3.4.5. If it is determined that the race shall be cancelled (and not restarted), all drivers shall engage their pitlane speed limiters. Drivers shall maintain position and drive under full course yellow rules (see Section [3.3](#)) to the timing line and stop line-astern, leaving enough space behind them for the remaining competitors to fit past the line. Once all drivers have crossed the timing line, the session is considered concluded, and all drivers are to return to the garage immediately, without completing any cooldown laps.

3.5. BLACK-AND-WHITE FLAGS

- 3.5.1. This section only pertains to black-and-white flags issued by a member of staff to a driver, and not a black-and-white flag issued by a game to a driver.
- 3.5.2. A black-and-white flag will only be shown to a driver in the event of an issue relating to their conduct or driving standards. A black-and-white flag shall be taken to have the same meaning as a yellow card in association football.
- 3.5.3. A black-and-white flag shall only be issued by, and in the following circumstances:
- By an administrator, for any violation of these Sporting Regulations,
 - By the Race Director, for violations of regulations relating to unsportsmanlike conduct or driving standards during an event,
 - By a moderator, for violations of regulations relating to unsportsmanlike or improper conduct in an official Simufur channel, whether via text or audio, or
 - By a Senior Steward, for violations of regulations relating to unsportsmanlike conduct or driving standards noticed during the review of an event, which occurred during an event, and following a vote from the stewarding team.
 - In order for a black-and-white flag to be passed in this method, a quorum of 75% or greater of the stewarding team is required to cast a vote, and the vote must pass with a 75% or greater share of present stewards voting to issue a black-and-white flag.
- 3.5.4. Excepting DWP issued for logistical purposes (such as to disqualify a safety car), an individual driver shall automatically receive a black-and-white flag if they reach the DWP threshold across a championship or series. A team shall automatically receive a black-and-white flag if they reach the DWP threshold across a championship or series. (See section [6.10.8](#))

- 3.5.5. The driver to whom the black-and-white flag was issued shall be notified of it via an official channel, and shall additionally be informed of its period of validity. A black-and-white flag shall have an expiry time of no greater than one year after it was issued.
- 3.5.5.1. Any driver who is issued a second black-and-white flag while one is still valid shall be disqualified from the event in which it occurred, and may face exclusion from future championships, series or events at the discretion of the administrators or stewards.
- 3.5.5.2. If a driver is excluded from a championship, series, or event(s) due to black-and-white flags, the length of the ban shall be no less than the period of validity of the first black-and-white flag.
- 3.5.5.2.a. Whether an exclusion shall only apply to the championship in which it was issued, or to Simufur at large is left to the discretion of the administrative and/or stewarding teams.
- 3.5.6. A black-and-white flag may only be revoked by the stewarding team or an administrator.
- 3.5.6.1. In order for a black-and-white flag to be revoked by the stewarding team in this method, a quorum of 75% or greater of the stewarding team is required to cast a vote, and the vote must pass with a 75% or greater share of present stewards voting to revoke a black-and-white flag.

3.6. EXCLUSIONARY ACTIONS

3.6.1. This section only pertains to exclusionary actions performed by a member of staff directly against a driver. It does not include any exclusionary actions performed by a game's mechanics against a driver, nor any disqualifications caused by an accrual of driver warning points.

3.6.2. Persons who are the subject of exclusionary actions shall be notified of such via an official channel, and shall additionally be informed of the period of validity of the exclusionary action (if applicable).

3.6.3. BLACK FLAGS AND DISQUALIFICATIONS

3.6.3.1. A black flag shown to a driver shall disqualify them from the event or race in which it is shown. A driver shown a black flag shall pull over and exit the race server as soon as it is safe for them to do so, unless explicitly ordered otherwise by the Race Director.

3.6.3.2. A black flag shall only be shown to a driver during a live event or race, and shall only be shown to a driver in cases of severe issues relating to driving standards or on-track conduct.

3.6.3.3. A black flag shall only be issued during a live event or race by the Race Director or a Senior Steward for violations of regulations relating to unsportsmanlike conduct or driving standards, which are significant enough of a hazard to other drivers to warrant their removal from a live race, OR a driver's failure to remain within a dedicated race control channel with it un-muted (see Section [5.3](#)).

3.6.3.3.a. Senior Stewards may only invoke this rule during a live-stewarded event. In order for a black flag to be issued by a Senior Steward, all stewards involved in live-stewarding the event must unanimously agree that a black flag is warranted.

3.6.3.4. A driver shall automatically be disqualified if they accrue 10 or more DWP in a standard event. A team shall automatically be disqualified if they accrue 15 or more DWP in a standard event.

3.6.3.4.a. A driver can also be disqualified during a post-race stewarding review for severe violations of regulations relating to either unsportsmanlike conduct, driving standards or failure to follow Race Controller's instructions, upon unanimous agreement by all stewards present, plus a Senior Steward or Administrator.

3.6.4. EXCLUSIONS FROM EVENTS

3.6.4.1. A driver may be temporarily excluded from taking part in championships, series, races, and/or events, if their driving or conduct standards create significant enough of a hazard to other drivers on track to warrant their continued removal, or upon accrual of a second black-and-white flag while the first is still valid.

3.6.4.2. If a driver is affected by an active black-and-white flag, the requirements to temporarily exclude them shall be the same as outlined in Section [3.5.3](#). Otherwise, a temporary exclusion shall only be issued in the following circumstances:

- By an administrator, for any violation of these Sporting Regulations, with the agreement of another Administrator,
- By a moderator, for severe or repeated violations of regulations relating to unsportsmanlike or improper conduct in an official Simufur channel, whether via text or audio, with the agreement of an Administrator,
- By the stewarding team for a driver or team triggering a DWP threshold within the applicable DWP thresholds table for the season (see section [6.10.8](#)), or
- By the stewarding team, for severe violations of regulations relating to unsportsmanlike conduct or driving standards noticed during the review of an event, which occurred during an event, and following a vote from the stewarding team.
 - The decision to exclude a driver in this manner requires a unanimous agreement from the present members of the stewarding team, as well as the agreement of an Administrator.

3.6.4.3. A temporary exclusion may only be revoked by the administrative team, and requires a simple majority vote.

3.6.5. PERMANENT EXPULSIONS

3.6.5.1. A driver shall only be permanently expelled from taking part in any championship, series, race, or event officially sanctioned by Simufur upon unanimous agreement among all active administrators. Drivers who are permanently expelled shall be set as such on any league platform(s) in use by the administrative team.

- 3.6.5.2. Drivers who are permanently expelled shall make no attempt to join any championship, series, race, or event officially sanctioned by Simufur in any setting, whether on a league platform or otherwise.
- 3.6.5.3. A permanent expulsion may also be triggered by accumulation of Driver Warning Points (DWP) over the course of a season. (See section [6.10.8](#))
- 3.6.5.4. A permanent expulsion may only be revoked upon unanimous agreement among all active administrators.

4. DRIVING STANDARDS

4.1. GENERAL PROVISIONS

- 4.1.1. All drivers must maintain safe driving standards at all times on track. If a driver is seen as too much of a hazard to other drivers, the stewards reserve the right to remove, disqualify, or exclude them from the event, championship, or series.
- 4.1.2. Drivers must not use any cheats, exploits, or modifications that provide an unfair advantage. This includes but is not limited to:
- Modified game files or third-party software that alters vehicle performance.
 - Exploitation of game bugs, glitches or game features beyond their intended use to gain competitive advantage.
 - Use of automated driving aids beyond those permitted by the series regulations.
- 4.1.3. All drivers are subject to equal treatment. Faster drivers should not expect automatic rights to track position.
- 4.1.4. Drivers are expected to stay within track limits, even if they are not actively being enforced by the game.
- 4.1.5. Drivers that are off the track for any reason shall rejoin the track in a safe manner. Drivers that are stopped on track or in an otherwise dangerous position shall hold their brakes until it is safe for them to either rejoin or exit to the run-off areas.
- 4.1.5.1. Drivers who lose control of their vehicle should apply and hold the brakes until they regain full control over the vehicle.
- 4.1.5.2. With exception of *force majeure*, drivers shall not stop their vehicle in such a manner that it blocks or impedes access to or from the pitlane.
- 4.1.6. Use of text chat during an active qualifying or race session, except by authorised persons as provided in sections [3.3.1](#), [3.4.2](#), [4.4.2](#), and/or section [4.6.5](#), is not permitted.

4.1.6.1. A qualifying session is considered active from the time the green flag is shown, until the time the “The session has ended” dialogue is shown. A race session is considered active from the time the pre-race countdown ends, until the time the “The session has ended” dialogue is shown.

4.1.7. It is the responsibility of a driver entering the pitlane to ensure they can safely enter the pitlane without causing undue disruption to other cars around them on the racing surface.

4.2. VEHICLE LIGHTING EQUIPMENT

4.2.1. Drivers cannot use their flashers more than 3 times in succession between any two corners.

4.2.1.1. Any reported violation of this rule will result in a warning.

4.2.2. Drivers shall switch on their rain light during rain, or if the track conditions are shown as “wet” or “flooded”, or the driver is on wet tyres. The rain light must not be used to create a distraction for other drivers, except as required by a safety car under Section [4.6.4](#).

4.2.3. Drivers are strongly encouraged to use their hazard flashers to warn other drivers if they are driving at a pace below racing speeds (such as due to damage or mechanical failures that make it unsafe to drive at racing speeds, or recovering from an incident) or stopped on track. The hazard flashers must not be used to create a distraction for other drivers, except as required by a safety car under Section [4.6.4](#).

4.2.4. It is the responsibility of the driver to ensure that all necessary vehicle lighting equipment (rain light, headlights, et cetera) are functional prior to driving on a live circuit.

4.3. PITLANE PROCEDURES

- 4.3.1. With exception for *force majeure*, drivers exiting the pitlane shall remain within the pit outlane until it terminates.
- 4.3.1.1. In the event a driver on track meets one or more drivers exiting the pits, which are still within the marked pit outlane, the driver on track shall not enter the pit outlane except to avoid an incident. In such cases, the driver on track shall leave adequate space for the driver(s) exiting the pitlane.
- 4.3.1.2. In the event a driver exiting the pits meets a car stopped in the pit outlane, the driver exiting the pits may breach the pit outlane if doing so is necessary to avoid a collision.
- 4.3.2. In the event a driver is intentionally blocking the pit entry or exit, the stopped driver would be eligible for a penalty.
- 4.3.3. Drivers moving through the travel lane(s) of the pitlane have traffic priority over drivers in the pit-box lane. Drivers exiting their pit box or pit garage shall yield to drivers already moving through the travel lane(s).
- 4.3.4. In simulations with pitlane contact enabled (non-ghosting), drivers shall not exit their pit box or pit garage in a manner that creates an unsafe situation for other drivers in the pitlane travel lane(s).
- 4.3.4.1. It is the responsibility of the driver to ensure there is adequate space and time to safely merge into the pitlane travel lane before exiting their pit position.
- 4.3.4.2. Drivers shall yield right of way to any driver already established in the pitlane travel lane(s) who would be forced to take evasive action to avoid contact.
- 4.3.4.3. Drivers who cause another driver to significantly alter their line, speed, or braking point while in the pitlane travel lane due to an unsafe release may be penalized regardless of whether contact occurs.
- 4.3.4.4. In team events, it is the joint responsibility of both the driver and any team personnel to ensure a safe release. Teams shall establish adequate communication procedures to prevent unsafe releases.

4.4. QUALIFYING

- 4.4.1. The Race Director may, at its discretion, utilise a “no-slow zone” during any qualifying session if deemed necessary. No-slow zones enacted shall be communicated with drivers, in text, prior to the race, with clear start and end points. Drivers shall drive as if they are on a flying lap through the no-slow zones, regardless if their lap is invalid or if they are being shown blue flags.
- 4.4.2. The Race Director may, at its discretion, utilise a “split qualifying”, where only certain cars are permitted on track, during any qualifying session if deemed necessary. Split qualifying sessions shall be communicated with drivers, in text or in briefing, prior to the race, with the order of the splits and duration clearly noted. Drivers who are not in the group whose turn it is to qualify shall not be on track, except to complete a flying lap they were on when the duration of their turn ended.
- 4.4.2.1. Drivers are considered to be on track when any part of their vehicle is past the pit exit line.
- 4.4.2.2. Drivers may queue up in single-file at the end of the pitlane until their time to drive comes. Drivers queueing up shall respect drivers already in the queue, and shall not position their car in such a manner that it “clips” into another car or blocks the exit of the pitlane.
- 4.4.3. With the exception of *force majeure*, drivers shall not overtake another driver during their outlap or when both cars are on a flying lap, unless the other driver clearly and intentionally yields position. It is the job of each driver to create a suitable gap to the car ahead of them.

4.5. RACING

- 4.5.1. Drivers are permitted to change lines to defend from an overtake.
- 4.5.1.1. Drivers shall not make sudden, reactive moves to defend.
- 4.5.1.2. Drivers shall not aggressively weave to defend their position. One change of direction per defensive move is permitted.
- 4.5.1.3. Drivers shall not force other drivers off-track if they are already driving alongside (“door handle to door handle”).
- 4.5.1.4. Drivers shall not make intentional contact with another driver for any reason. Drivers who intentionally collide with other drivers may be disqualified or excluded from the remainder of the series or championship, and potentially future series and/or championships, in line with Section [3.6](#), at the stewards’ discretion. (See also Section [6.3](#).)
- 4.5.1.5. Drivers shall not force other drivers to avoid contact with them.

4.6. SAFETY CAR

- 4.6.1. A series that is live-stewarded may, at the Race Director’s discretion, utilise a safety car. The safety car shall only be deployed by the Race Director, a Senior Steward, or anyone authorised to do so by the Race Director or a Senior Steward.
- 4.6.2. If a safety car is deployed, drivers shall line up behind it in single-file. Drivers shall not pull alongside or pass the safety car or each other, except as directed by the Race Director or a Senior Steward. Drivers shall remain in single-file after the safety car has been recalled, with the lead car dictating the speed. Once the lead car begins accelerating, they shall not suddenly slow down. With the exception of *force majeure*, drivers are not permitted to overtake until they cross the timing line.
- 4.6.3. The driver of the safety car shall remain in two-way contact with either the Race Director or the stewarding team at all times while out on track, when applicable to the series.

- 4.6.4. The safety car shall have their hazard flashers and rain light on while it is deployed, unless it is being recalled to the pit lane at the end of the current lap.
- 4.6.5. Safety car deployments, orders for drivers to pass the safety car or other vehicles, and safety car recalls shall be communicated to drivers via in-game chat or a dedicated race control channel.
- 4.6.6. The safety car shall be a BMW M2 CS, unless the racing series utilises that car, in which case the safety car must be announced beforehand if applicable. The safety car SHALL be easily recognisable as a safety car to a driver who does not have its livery downloaded.
- 4.6.7. The safety car shall be placed in the National grid, or disqualified at the end of each event, to ensure it does not get any points and thus disadvantage other drivers.

4.7. SPECIAL STARTING PROCEDURES

- 4.7.1. If deemed necessary by the Race Director to ensure the safety of the field (such as to unscramble vehicle classes), a start under full course yellow or a safety car may be implemented.
- 4.7.2. The Race Director shall communicate such a start via text chat or a dedicated race control channel prior to the start of the formation lap. The Race Director shall additionally communicate all instructions to drivers to ensure a safe start via the same channels.
- 4.7.3. During a special starting procedure, after the conclusion of the formation lap, drivers shall reduce speed to 50 km/h and file in behind each other in single-file, in a safe and predictable manner, in the order in which they qualified in.
- 4.7.3.1. If the special starting procedure is to be held under a safety car, the full course yellow shall end when the safety car takes the lead position. Otherwise, the full course yellow shall continue until the issue which threatens the safety of the field is rectified.
- 4.7.3.2. Standard full course yellow and safety car rules apply during this procedure. (See Sections [3.3](#) and [4.6](#))

4.8. POST-RACE CELEBRATIONS

- 4.8.1. At the conclusion of the race session of an event, all drivers shall be afforded a single cooldown lap, beginning at the time in which they take the chequered flag. Drivers who decide to take the full cooldown lap shall enter the pitlane when they come to the pit entry at the conclusion of their allotted cooldown lap(s).
- 4.8.1.1. The overall race leader, as well as all class leaders, shall be afforded an extra cooldown lap.
- 4.8.2. Celebratory manoeuvres, such as drifting and slaloming, are an exception to Section [4.1.1](#), provided that they are performed in such a way that eliminates potential of contact and/or interference with other unwilling drivers.
- 4.8.2.1. Should contact and/or interference be made with an unwilling driver, the offending driver will be subject to a severe penalty should the affected driver report the incident.
- 4.8.3. All drivers on a cooldown lap who are travelling on the racing surface shall reduce to a prudent and reasonable speed. Drivers shall be alert for, and be prepared to evade or stop short of, any obstructions of the racing surface, or any celebratory manoeuvres which stray near the racing surface. Drivers should not reduce speed to such a level where they become a hazard to other drivers on the racing surface.

5. DRIVER'S BRIEFINGS AND RACE CONTROL

5.1. The stewarding team shall prepare a driver's briefing before the first race of each official season or championship. Stewards may, at their discretion, hold other driver's briefings prior to other races of a season or championship.

5.1.1. The content of a pre-season driver's briefing shall include, at the minimum:

- the version of the Simufur Sporting Regulations being used for the season,
- any deviations from these regulations (as stated in Section [1.3.2](#)),
- any usage of no-slow zones or split qualifying procedures during the first event's qualifying,
- the penalty system in play (if other than DWP and/or time penalties), and
- the type of stewarding involved (post-race stewarding or live-stewarding).
- In case of non-standard event length, an applicable DWP threshold table for the season.

5.2. It is the driver's responsibility to be aware of deviations from these regulations, or unusual procedures, if they fail to appear for a driver's briefing.

5.3. USE OF A DEDICATED RACE CONTROL CHANNEL

5.3.1. At the discretion of the event coordinators and the Race Director, some series may utilise a dedicated race control channel hosted on Mumble or similar.

5.3.2. Drivers who participate in events or races within a series which requires the use of a dedicated race control channel shall join said dedicated race control channel prior to the qualifying session, and remain in the channel in a manner where they are able to receive calls from race control, until the conclusion of the final session of the event or race.

5.3.3. Failure to follow Race Control's instructions throughout the event may result in penalties such as a disqualification (outlined in [3.6.3.4.a](#)).

6. INCIDENTS AND REPORTING

- 6.1. Anything listed under sections [3](#) or [4](#) may be reported to a steward for review, if a series is post-race stewarded. Stewards may, at their discretion, permit reporting of these incidents during live-stewarded races, as well.
- 6.2. Drivers who are involved in an incident they caused shall allow drivers who were in front of them prior to the incident to retake that position, even at the loss of their own position to other, uninvolved drivers.
 - 6.2.1. Drivers shall make a visible and conscious effort to allow other drivers to retake their positions in a safe manner, within a reasonable time frame after the incident.
 - 6.2.1.1. The exact definition of a “reasonable time frame” shall be judged on a case-by-case basis.
 - 6.2.2. Drivers who do so may still be penalised for the initial incident.
- 6.3. Drivers shall NOT retaliate for an incident, under any circumstances.
- 6.4. Drivers shall not report themselves for an incident they caused. Drivers not involved in a particular incident shall not report that incident.

- 6.5. If an incident report form is provided, and a driver wishes to report an incident to the stewards for review, it is the driver's responsibility to completely fill the form out to the best of their ability within the allotted time. This includes details such as lap and turn number, drivers involved, descriptions of the incident, and any other information required by the series.
 - 6.5.1. Lap numbers in the stewarding forms shall be entered as the lap the driver reporting is on; not the lap the driver being reported is on, nor the number of laps completed by the driver reporting.
 - 6.5.2. If a driver wishes to withdraw or change a report they put in, including adding information that may be missing, they may contact a Senior Steward within the window of time that the report form is open.
 - 6.5.3. If a driver is aware that they will be unable to submit a report within the allotted time, they may contact the stewarding team to request an extension before the allotted time expires.
- 6.6. Stewards may dismiss any report as invalid if it does not include all the required information, contains inaccurate or incorrect information, contains conflicting information, or is a self-report, at their discretion. (See sections [6.4](#) and [6.5](#).)
- 6.7. Stewards shall not review or offer input for any incidents they themselves are involved in.
- 6.8. Stewards shall NOT overturn game-issued penalties, including those given after the chequered flag has been shown to a driver.
- 6.9. Drivers who would like further clarification behind the outcome of a report may DM an available steward for clarification, as long as they are respectful. Note that stewards will not change the outcome of a particular incident for any reason.
 - 6.9.1. Stewards are not obliged to allow appeals for incidents.

6.10. DRIVER WARNING POINTS (DWP) AND TIME PENALTIES

6.10.1. Driver Warning Points, also known as DWP shall be assigned to drivers or teams for violations of these Sporting Regulations. DWP serves as a method to track driving standards and conduct across a championship or season.

6.10.2. Individual drivers that receive DWP shall receive time penalties relating to the number of DWP received per incident. In team events, teams shall receive time penalties relating to the number of DWP received per incident.

Time penalties per incident shall be assigned according to the following scale:

- 1 DWP = 5 seconds
- 2 DWP = 10 seconds
- 3 DWP = 25 seconds
- 4 DWP = 45 seconds
- 5+ DWP = +15 seconds for each additional DWP
- Modifier (+1 DWP) = +5 seconds flat (See section [6.10.2.2](#))

6.10.2.1. Time penalties are applied per incident rather than cumulatively across separate incidents.

6.10.2.2. Stewards may apply a +1 DWP Modifier for incidents occurring on Lap 1 or Blue Flag incidents.

6.10.2.2.a. This modifier adds a flat 5 seconds to the base time penalty and does not trigger the exponential scaling of the next DWP tier (e.g., 3 DWP + Modifier = 30s).

6.10.2.2.b. The additional point still counts toward cumulative totals and disqualification thresholds.

6.10.2.3. Drivers that accrue 10 or more DWP in one event shall be disqualified from that event.

6.10.2.4. In team events, any team accumulating 15 or more DWP during a single event shall be disqualified from that event.

- 6.10.3. Time penalties shall be applied by the stewarding team to a driver's final race time. The application of time penalties may alter the finishing position of drivers, and consequently, the points awarded for that event.
- 6.10.4. Individual drivers and teams shall be notified of any DWP or time penalties via an official channel, after the review of incidents by the stewarding team.
- 6.10.5. There is no set guide for what penalty is warranted for an incident. Penalties given for each incident are solely at the stewards' discretion.
- 6.10.6. The list of possible outcomes includes, but is not limited to:
- Incident thrown out
 - No further action
 - Racing Incident
 - Warning
 - DWP & time penalties, etc.
 - Disqualification from race (DSQ)
 - Exclusion from season or championship (EXC)
- 6.10.7. A "racing incident" ruling shall only be issued when the stewarding team has found roughly equal fault between two drivers involved in an incident. A "no further action" ruling shall be issued in all other incidents where no penalty is issued, but a report is otherwise valid.

6.10.8. In addition to penalties applied based on DWPs within a single event, the following cumulative DWP thresholds apply over the course of the season:

Accumulative DWP thresholds for standard event duration (≤2hr)	
Individual Driver Thresholds	Team Event Thresholds
12 DWP – B/W Flag	15 DWP – B/W Flag
15 DWP – Race Ban	20 DWP – Race Ban
20 DWP – Season Ban	25 DWP – Season Ban
30 DWP – League Ban	35 DWP – League Ban

6.10.8.1. In case of non-standard event length within a season, new DWP thresholds shall be communicated by the stewards via an official text channel, during the pre-season briefing.

7. POINTS AND SCORING

- 7.1. Simufur shall use a standard scoring and points system across all formats of racing. A driver is considered to have finished the race when their car crosses the finishing line at the end of the race.
- 7.2. Individual drivers will not be eligible for points if they complete less than 75% of the total quantity of laps completed by the race leader.
- 7.3. At the discretion of the event coordinator(s), the lowest-scoring round(s) of all drivers in a championship or season will be dropped from their total points at the end of the season (“drop rounds”).

7.4. POINTS FORMAT

- 7.4.1. Drivers or teams who achieve the fastest lap during a race session will receive 1 bonus point.

7.4.1.1. In the event that it is impractical to add a bonus point for the fastest lap, or the league software does not permit a bonus point to be added to the driver scoring the fastest lap, the point shall instead be awarded to the driver in pole position. This bonus point is not affected by multipliers (see section [7.4.3.1](#)). If this alternative allocation is active, it shall be communicated to all participants through the pre-season briefing.

- 7.4.2. Drivers or teams competing in the “National” class shall see their points nullified, regardless of their finishing position.

- 7.4.3. Drivers who finish an individual-driver event inside the top 20 positions shall receive points as indicated in the table below

Finish position	Points awarded	Finish position	Points awarded
1	25	11	10
2	22	12	9
3	20	13	8
4	18	14	7
5	16	15	6
6	15	16	5
7	14	17	4
8	13	18	3
9	12	19	2
10	11	20	1

- 7.4.3.1. Events which have multiple race sessions shall have the race session points divided by the number of sessions.

- 7.4.4. Teams who participate in a team event shall receive points based on their position when 25, 50, and 100 percent of the event's length has elapsed, as indicated in the table at the top of the next page. These points will scale in a linear manner based on the length of the event, with full points being awarded for a two-hour event, double points being awarded for a four-hour event, and so forth.
- 7.4.5. If an event's length, number of sessions, or elapsed time before cancellation would cause any fractions of a point to be awarded other than a half-point, that fraction shall be rounded UP to the nearest half-point. (For example, an event that would credit $2\frac{1}{4}$ points to a driver at the 25% mark shall instead credit $2\frac{1}{2}$ points.)

Scoring Table and Milestones for Team Events			
BASED ON A TWO-HOUR EVENT			
Position	Points at 25%	Points at 50%	Points at Finish
1	7	14	28
2	5	10	20
3	4	8	16
4	$3\frac{1}{2}$	7	14
5	3	6	12
6	$2\frac{1}{2}$	5	10
7	2	4	8
8	$1\frac{1}{2}$	3	6
9	1	2	4
10	$\frac{1}{2}$	1	2

7.4.6. SCORING GUIDELINES FOR CANCELLED EVENTS

7.4.6.1. In the case where an event is red-flagged and cancelled, the scoring procedures shall differ based on the elapsed duration. This does not affect events which are red-flagged to be restarted.

Scoring Guidelines for Incomplete Events				
Time elapsed (lesser of the two)	Score awarded	DWP awarded	DSQs	EXCs
<25% <1 hr	None (event voided)	Season-wide calcs only	Conv. to B/W Flag	In force
≥25%, <75% ≥1 hr, <3 hrs	50% (Individual Events) Full, from Last Milestone Passed (Team Events)	Full	In force	In force
≥75% >3 hrs	Full	Full	In force	In force

7.4.6.2. A race session which was in the middle of a mandatory pit window when it was red-flagged and cancelled, shall have its results taken from the start of the pit window. Otherwise, it shall have its results taken from two laps prior to the red flag, at the time the leader crossed the timing line to start that lap. (For example, if the race leader at the time it was red-flagged was on lap 38, the results shall be taken from the point where they crossed the timing line to start lap 36.)

8. UPDATES AND ADAPTATIONS TO THE SPORTING REGULATIONS

8.1. SPORTING REGULATIONS

8.1.1. Unless explicitly stated otherwise, all series and/or championships hosted by Simufur shall use the same version of the Sporting Regulations for all events within that series or championship, from the start of the first event until the conclusion of the final event of the series or championship.

8.1.2. Unless *force majeure* requires otherwise, the Sporting Regulations shall not change within 7 days of the start of a championship or season. This does not affect one-off events.

8.2. TEMPORARY REGULATIONS

8.2.1. In the event of a clear and present need to update the Sporting Regulations in the middle of a series or championship, a temporary regulation should be issued in lieu of a full update to the Sporting Regulations.

8.2.2. Temporary regulations shall be issued in the same channel as full updates to the Sporting Regulations, and shall be issued a temporary regulation number. All temporary regulation numbers shall be within (the hypothetical) Section 9.

8.2.3. All temporary regulations shall expire immediately upon the next update of the Sporting Regulations following their issuance.

8.2.3.1. Temporary regulations may, at the discretion of the stewarding team, expire earlier. If this is to be the case, the date or event on which they are to expire shall be communicated clearly to the drivers in the same channel in which they were issued, and additionally their expiry shall also be communicated clearly in that same channel.