



# Simulation-specific rule extension

## iRacing

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## 7. Qualifying

### 7.2. Regular Qualifying

7.2.6. All simulation-specific rules regarding qualifying and the use of the "Return to Garage" (RTG) feature.

In events within the "iRacing" simulation, RennWelten implements various formats for conducting qualifying sessions. These formats entail specific rules, which are explained in the following points.

#### 7.2.6.1. Open qualifying with time/lap restrictions

In the described qualifying procedure, drivers will have the opportunity to set their lap times together on the track during an open qualifying session and position themselves for the subsequent sessions. The use of the "Return-to-Garage" function is only permitted if a driver has damaged their vehicle to the extent that continuing without hindering others is not possible. Leaving the pits after usage of RTG is not allowed in this case.

- **Live-Stewarding-Events:**

If a driver unlawfully exits the pit lane again contrary to the above rules and/or fails to follow the instructions of the stewards (published in the in-game chat), that driver will be disqualified for the entire remaining duration of the qualifying session without further notice.

- **Post-Race-Stewardings-Events:**

If a driver unlawfully exits the pit lane again contrary to the above rules, that driver will receive a qualification ban for the next upcoming league race in which the affected driver participates.

In the event that it is a standalone event, it is the last race of a series of events, or the affected driver does not participate in any further races in the affected event series, the driver will receive a time penalty of 30 seconds added to the race result.

#### 7.2.6.2. Qualification with Time/Lap Limit

In the described qualification process, drivers will have the opportunity to set their lap times individually in a single qualification session to position themselves for the subsequent sessions. Due to the limited time duration of this qualification variant, drivers using the "Return to Garage" function are potentially disadvantaged. Therefore, in this qualification process, the use of the "Return to Garage" function will not be penalized.

## 8. RACE

8.1. The race start will be conducted according to the internal rules of the simulation. The field of drivers will be arranged in the corresponding starting grid by the simulation. Once all drivers are in the starting grid or the set time for positioning has expired, the formation lap will begin. Typically, the entire field of drivers completes a full formation lap until they start the race at the start-finish line at the end of the formation lap.

8.1.1. In races with multiple vehicle classes, the field of drivers will be arranged based on these classes, meaning the experienced position in qualifying will only be used for ordering within their own vehicle class.

8.1.2. Different rules regarding the starting grid, formation lap, or starting procedure may result from series- or event-specific regulations.

### 8.7. Stewarding

#### 8.7.1. False starts

False starts are punished as follows depending on the type of stewarding. It should be noted that in stewarding based on submissions, only submissions are responded to.

- Live Stewarding:
  - Drive-Through (DT)
- Post-Race Stewarding
  - 30-second time penalty applied to the race result

8.8. A race is finished when the driver crosses the finish line and sees the chequered flag. A driver must have completed at least 50% of the race distance (laps) of the leading vehicle in order to be classified. The same applies if the race is stopped by a red flag.

8.8.1. In a multi-class race, the 50% race distance (laps) refer to the leading vehicle in the class.

## 9. TRACK LIMITS

9.1. Exceeding track limits in the "iRacing" simulation is recorded by the software and punished accordingly with an incident point. An overview of the consequences of accumulating incident points in a race can be found in the series or event-specific regulations.

## 10. FLAGS

The definitions of the flags and their effects to be considered are outlined in the current "Official Sporting Code", which is separately published by the iRacing platform. The latest version of the code should always be referenced.