



2020 RealSimRacing Outlaw Truck Series

Official Series Rules & Regulations

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Section 1 - Sign Ups

1-1: Registration

Registration is free to active 2020 RealSimRacing License holders and requires no additional entry fee or registration action.

- Drivers are not eligible to pay for entry into only the Outlaw Truck Series. This is exclusive to 2020 RealSimRacing License holders.

1-2: Requirements

- Required License: Class C or Higher.
- No suspensions or penalties will carry over from the 2019 season.

1-3: Consent

By signing up for the Outlaw Truck Series, RealSimRacing will assume the entrant has read, understood, and accepted the rules in this document.

1-4: Amendments

- To ensure the best quality of racing, *rules may be changed or amended between races.*
- Notice will be given to drivers multiple days before the beginning of the next event and at the next drivers meeting.

1-5: Official Record Keeping

The official schedule, results, and record keeping for this season can be accessed at https://www.danlisa.com/scoring/season_schedule.php?season_id=11383&reset_season=y

Section 2 - Competition

2-1: Event Procedure

- All times in Eastern Time (EDT or EST)
- All 3 active NASCAR Trucks will be used (Chevrolet, Ford & Toyota).

2-1a Event Timeline

8:30PM-9:05PM Open Practice

9:05PM Feature Event

Post-Race Top 3 finishers for post-race interview when applicable.

2-1b Drivers Briefing

- A drivers briefing will be sent via league communication on the day of each event outlining track, distance, weather and any other applicable information. This outline will also summarize the current penalty point totals.
- A similar post-race briefing will be sent following each event. It will include the incident summary, penalty points, and a preview of next week's event length and weather conditions.

2-2 Weather & Track State

- Type of Weather: Dynamic.
- Time of day: Determined by the NTS counterpart unless otherwise noted.
- Track Condition: Track state will start at 0% and will carry over from practice to the race. Marbles will not be automatically cleared in between sessions.

2-3 Qualifying

- There will be no qualifying sessions for this series with the exception of week 1.
- Grid position will be set via an inverse of the previous race results.
- For those who didn't race in the previous event, qualifying thereafter will be set by Full Throttle Cup Series points position (highest to lowest)
- Week 1 will feature a 5 minute, 2 laps single car qualifying session.
- Qualifying scrutiny will be set to moderate.

2-4 Starts & Restarts

- Initial Start will be on the iRacing green flag. If the leader is beaten to the start/finish line on the initial start, the driver will be given a pass through penalty if they fail to yield the position immediately.
- Drivers may not change lanes before the start/finish line - this includes cars on the inside line transitioning to the apron or making a significant deviation from their position on the track when the pac car cleared the racing surface.
- All restarts will be initiated by the control car.
- The control car may initiate the restart once the pace car has cleared the racing surface.
- Control car can select the inside or outside lane for a restart at the one to go signal on all restarts.

2-5 Overtime

- For all oval events there will be up to 3 attempts at a Green White Checkered finish.
- Not applicable for road course events.

2-6 Flags

- **Green Flag:** Starts and Restarts the race.
- **Yellow Flag:** Waves during unsafe conditions on the track. Drivers must slow to Pace speed.
- **Blue Flag:** Not applicable.
- **Red Flag:** Not applicable.
- **Black Flag:** Penalty has been issued and must be served.
- **White Flag:** Last lap.
- **Checkered Flag:** Ends the race.

2-6a

- Drivers who fail to yield to a caution flag may be penalized post-race.
- This may include, but is not limited to, driving through wrecks at an unsafe speed, contact with another driver under the yellow, or passing the pace car.

2-6b

- Incidents that do not trigger a caution flag (automatic or manual) will not be reviewed for penalty points unless deemed a violation of sec 2-10 unless on the white flag lap).
- During the white flag lap, if an on track incident occurs, officials will look at the incident and give a penalty equal to that of a caused caution post-race, if

needed. The same will apply for a race-ending caution flag on the final GWC overtime attempt.

2-6c

- Incidents that do not trigger a caution flag (automatic or manual) will not be reviewed for penalty points unless deemed a violation of sec 2-9 unless on the white flag lap (see below).
- During the white flag lap, if an on track incident occurs, officials will look at the incident and give a penalty equal to that of a caused caution post-race, if needed.

2-7 Road Course Events

- Full course cautions will be disabled for all road-course events

2-8 Probation and Suspensions

2-8a What is Probation?

- Drivers who, in the mind of the admins, are causing repeated problems on the track and in the race server, may be placed on probation.
- Drivers on probation will have all penalty points count as 2 the normal amount.
- Drivers will be notified they have been placed on probation in the race day briefings and the post race briefings. The length of their suspension will also be clearly stated.

2-8b What is a Suspension?

- If a driver is suspended from competition, the driver will not be able to race.
- The driver can freely take part in the broadcast via YouTube or Facebook, however.
- A detailed penalty point system is located in Section 2-12.

2-9 Abuse of Chat

- Using disruptive chat can potentially have chat privileges revoked.
- There are no warnings given.
- The next race the driver will start with their chat muted.
- Extended abuse of chat will result in a permanent mute on their chat for races to come and/or race suspensions.

2-9a Use of Threat

- In the act that a driver threatens another driver, crew or spotter over an on track incident, the driver will be suspended.
- Threats consisting of off track or containing anything other than racing will be an immediate ban from the series and league.

2-10 Intentional Wrecking

- Intentional wrecking is expressly prohibited.
- If the admins feel like an incident was initiated with malice, the offending driver may be given anything from penalty points to probation or a suspension. Each incident will be looked at on a case by case basis.
- We highly discourage drivers from light contact as well under caution.
- Extreme aggression will also fall in this category.

2-11 Team Driving

- Similar to NASCAR's 100% rule, drivers are not allowed to slow to manipulate the finishing order.
- In addition, intentionally causing a caution flag for the perceived benefit of a teammate, regardless of the amount of cars involved, will be seen as a violation of rule 2-10.

2-12 Cause Caution System

Incident #	Claimed	In-Race Penalty	Un-Claimed
1st Cause Caution	1 point	EOL	2 points
2nd Cause Caution	2 points	-1 Lap	4 points
3rd Cause Caution	3 points	DSQ	1 race Suspension

2-12a In-Race Flags

- In the event that a driver uses pit road to avoid a wreck, it is acceptable to have flags cleared.
- Admin penalties can be given based on the rules listed in this document.

2-12b In-Race Penalties

- The first claimed caution penalty will be 1 point and an end of the longest line penalty (EOL).
- The second claimed caution penalty will be 2 points and a 1-lap black flag penalty.

- The third claimed caution penalty will be 3 points and a DSQ from the race. The driver will score points for their actual finishing position, as opposed to being removed from the race results.

2-12c Post-Race Penalties

- Admins may determine that a caution was a "racing incident," and that no penalty points or cause caution will be assessed during a post-race review.
- Any unclaimed cautions that, in which a driver is assigned blame in a post-race review, will be worth 2x the penalty points as a claimed incident. For example, an unclaimed cause caution will be a 2 point penalty. If you claim your first caused caution (1 point) but not the second, the second will be worth 4 points (would only have been 2 if it was claimed) for a total of 5 points in that event, and so on.
- If a driver accumulates 7 penalty points at any given time, they will be suspended for 1 race.
- When a suspended driver returns to competition they will be reset to 4 penalty points, regardless of their previous tally.
- For road course racing events where cautions are disabled, drivers will receive 1 penalty point post-race for every 10 incidents (as tallied by iRacing) they accrue over the course of the event. If a driver doesn't accrue at least 10 penalty points, they won't receive any penalty points.
- Penalty points will be removed from a driver's record at the rate of 1 point per race in which they don't accrue any additional penalty points.
- A driver must compete in events to lose penalty points. A DNS will not remove anything from their penalty point tally.
- The RealSimRacing Contingency set is **mandatory** for this series. If you do not have the proper decals on your car, you will receive a 1 point penalty for each week of infraction. It is your responsibility to make sure that the correct version of your paint scheme has been uploaded to Trading Paints. You can find the contingency decals for this series in the RSR dropbox at <https://www.dropbox.com/sh/v77367rloa1nox/AADDJ0ub8k2U1z-c6bUdfT1ja?dl=0>

2-13 Pit Road

- Drivers aren't allowed to go through more than 3 pit stalls on either side of their own pit stall location.
- Using the pit road to avoid an accident is acceptable pending an admin review.
- If a live admin is not present to review a black flag, race control may still decide to clear the penalty. If a post-race review shows this was done with malice, a penalty will be issued.

2-14 Lucky Dogs

- Lucky dogs will be operated by iRacing.

2-15 Miscellaneous

- Drivers may appeal a penalty decision by emailing realsimracingonline@gmail.com. There is no penalty for a failed appeal.
- Driver crew members (e.g. spotters and crew chiefs) are held to the same standards as their driver is. Drivers, in turn, are responsible for all members of their crew.
- At Daytona and Talladega, drivers may not put their left side tires below the yellow line to complete a pass. Drivers may exceed this track limit while attempting to make a pass if they were forced into that position to avoid contact with another driver.
- Using a quick disconnect to exit the race server in hopes to avoid an accident is prohibited.

Section 3 - Points System

3-1 Race Points

1st: 40 Points

2nd: 35 Points

3rd: 34 Points

4th: 33 Points

5th: 32 Points

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35th: 2 Points

36th on back: 1 Point

Bonus Points

Leading a lap: 1 Point

Most laps lead: 1 Point

3-2 Double Points Races

- Select races in this series may be designated as Double Points races
- Double Points races will see all scored points be credited at 2 their normal amount, this includes bonus points.

3-3 Season Points

- All rounds of the 2020 Outlaw Truck Series will count towards the season points (no drop weeks)

Section 4 - Crisis Rulings

4-1 Server Migration rule (*)

- If a race is disrupted by iRacing servers or any other unforeseen reason before the race begins, a new one will be made in either Hosted or League play.
- No less than 15 minutes will be given to allow drivers to migrate.
- Qualifying, even if having been completed, will be re-ran.

4-2 Server Crash Rule

- If a server begins to act unstable, a caution will be thrown by the race director(*).
- The drivers may be asked to come down pit road and park so the server can re-stabilize.
- If the server is deemed too unstable, the race will be stopped.
- If the race is passed 50%, it may be deemed official and compete.
- If the race did not pass 50% distance, it may be canceled and re-ran in its entirety on the next available off week.
- The amount of time that race control will wait to see if the event can be resumed is at the discretion of the admins.
- If more than 33% of the field loses connection to the server, the race will be stopped.
- If, due to a server issue, the finishing positions at the moment of the final caution cannot be confidently calculated the last full lap of results will serve as the finishing order.

4-3 Ejection

The Race Director holds the right to eject a driver for the following:

1. Poor internet quality after multiple warnings.
2. Stopped on track during green flag conditions (this includes driver computer malfunctions).
3. Ignoring direction from the Race Director.
4. Appearing under the influence while racing.