

TCR



TRINITY COMPETITIVE RACING

RULES & REGULATIONS

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1. RACING RULES

1.1 Clean Racing - Clean racing is required at all times, which means that drivers need to avoid contact between cars on track. Incidents involving contact between two or more cars may be reviewed by the Stewards. Stewards will determine which drivers are at fault for the contact and assign penalties appropriately. If the Stewards determine that all involved drivers are equally at fault for the contact, the incident may be determined a racing incident.

1.1.1 Intentional Contact - If the Stewards determine that contact by a driver was intentional, that driver may be subject to a ban from racing in TCR.

1.2 Overtaking - While overtaking, it is the responsibility of the overtaking driver to make a clean move within track limits. If the overtaking driver creates contact with another driver and/or completes the overtake by going outside of track limits, they must give the position back at the first reasonable opportunity. Failure to give the position back may result in harsher penalties from the Stewards.

1.3 Defending - A driver is considered to be defending at the moment the first white indicator arrows for the car behind show on their screen. Only one defensive move is allowed.

1.3.1 Excessive Weaving - Drivers may not try to avoid being slip-streamed by excessively weaving. The Stewards may determine multiple weaves down a straight with a car behind to be excessive. If this occurs while indicator arrows for the car behind are on screen, Rule 1.3 may also be applied.

1.3.2 Moving Under Braking - When defending, drivers must brake in a straight line at the moment they begin to apply the brakes before a corner, regardless of the direction that the car is moving in with respect to the track. With the exception of trail-braking on corner entry, any manipulation of the car's position on track while braking can be considered moving under braking by the Stewards.

1.3.3 Leaving Space - A defending driver who has already made one defensive move to the inside line according to rule 1.3 may move back toward the racing line before the next corner. However, one car's width space must be left to the following car behind.

1.4 Track Limits - For each track, the Head Steward will decide to either use 'Strict' or 'Regular' track limit settings in-game. Track limits will be enforced by the Stewards according to Rule 1.4.1 or 1.4.2 depending on the selection for the track by the Head Steward.

1.4.1 'Regular' Track Limits - Corner cuts will be defined as 4 tires outside of the white line from the corner entry through the apex. Track extensions will be

defined as 4 tires beyond the striped curbs at corner exit. If there are no curbs, the white line will be used. With these track limits, Stewards will consider the severity, number and impact of offenses and will not tolerate abuse of the limits.

1.4.2 'Strict' Track Limits - All in-game penalties apply as-is. Both corner cuts and track extensions will be awarded by the game seemingly if 4 tires go outside of the white lines. Stewards will review these penalties according to Rule 7.4.

1.4.3 Track Limit Investigations - Inquiries into track limit violations may be submitted by drivers, commentators, viewers or by the Stewards themselves.

1.5 Qualifying - It is not mandatory to participate in qualifying. During qualifying, it is the responsibility of each driver to find space on the track to make an attempt at a flying lap.

1.5.1 Sharing the Track - Drivers not on a flying lap must yield and not impede the laps of other drivers. Any driver who is on a flying lap has no obligation to yield to other following cars.

1.5.2 Track Limits in Qualifying - During qualifying, if a driver violates track limits and sets a lap time that determines their position for the race, the driver is subject to grid position penalty by the Stewards in the race. If this was caught after the race, the driver will be subject to post-race penalties. It is the responsibility of the driver in qualifying to back out of a lap if they exceed track limits. Other drivers or Stewards may call for footage after the race if they think this has been violated. Drivers not on a flying lap may ignore track limits when navigating the track, so long as they do not impede other cars on track.

1.5.3 Back of the Grid - Drivers with a back of the grid (BOTG) penalty for the race, or who are otherwise banned from qualifying, may not set a lap time. Making out laps and returning to the pits without setting a time is permissible.

1.5.4 Automatic Qualifying Footage – On tracks with 'Regular' track limits, drivers who qualify top 3 and one additional randomly selected driver, will be required to automatically post their qualifying lap footage to Stewards within 24 hours.

1.6 Safe Re-entry - Any driver who goes off track, no matter the session, is responsible for re-entering the track safely. Unsafe re-entry may be identified by the stewards if the action results in a collision, or if the driver re-entering forces on-coming cars to adjust their line to avoid a collision.

1.7 Side-by-side Racing - Any time cars are side-by-side on track, it is the responsibility of each driver to leave a car's width of space within track limits for the car(s) that they

are racing. Whether cars are side-by-side or not will be determined on a case-by-case basis by the Stewards.

1.8 Blue Flag - A driver being shown the blue flag must move aside and allow the lapping car(s) to overtake unimpeded. This must be done at the earliest opportunity. A driver may attempt to regain their position after this move is completed, however they will remain subject to blue flags if they are unable to create adequate distance from the lapping traffic.

1.9 Brake-Checking - While on track, including pit entry and exit, brake checking is illegal. Brake checking will be viewed as any sudden application of the brakes while a car is following that the Stewards determine to be abnormal for the situation that the driver is presented with.

1.10 Damaging Brake Boards – Intentionally or haphazardly hitting and destroying brake boards that are alongside the track is illegal.

1.11 Reset-Car-to-Track - Usage of the reset-car-to-track feature at any point is illegal.

1.12 Car Retirement - A driver wishing to retire from a session must do so in the pits and must select the retire from session option in the menu screen. The quit to menu option will not count as a legal retirement. Intentionally crashing a car to retire, regardless of during the race or at the end of the race, for any other reason is illegal.

2. On Track Regulations

2.1 Race Format - The lobby for each round will be set as follows unless otherwise stated by league Officials:

Lobby Options

Maximum Players: 22

Session Privacy: Invite Only

Car Category: F1 2021

Car Setup: Full

Car Performance: Equal

Assist Restrictions

Steering Assist: Off

Braking Assist: Off

Anti-Lock Brakes: Off (Silver On)

Traction Control: Off (Silver On)

Dynamic Racing Line: Off (Silver and Golden Full)

Gearbox: Manual and Suggested

Gear Pit Assist: Off

Pit Release Assist: Off

ERS Assist: Off

DRS Assist: Off

Weekend Structure

Practice Format: Off

Qualifying Format: Short

Session Length: Long

Weather and Time of Day

Quick Weather: Dynamic

Session Start Time: Realistic

Forecast Accuracy: Approximate

Rules and Flags

Rules and Flags: On

Corner Cutting Stringency: Regular or Strict (see Head Steward Directive)

Parc Ferme Rules: On

Safety Car: Standard

Formation Lap: On

Simulation Settings

AI Difficulty: 80 Surface

Type: Realistic

Recovery Mode: None

Car Damage: Standard

Car Damage Rate: Standard

Low Fuel Mode: Hard

Race Starts: Manual

Collisions: On

Ghosting: Off (Unless stated otherwise by Officials)

Tyre Temperature: Surface & Carcass

2.2 Class Assists - Driver assists are restricted for each TCR Class as follows:

Platinum Class - All Assists: OFF

Golden Class - All Assists: OFF except:

Racing Line: Full

Silver Class - All Assists: OFF except:

Racing Line: Full

Traction Control - Medium

ABS: ON

2.3 Safety Car - All relevant racing rules apply under the Safety Car. There is no overtaking allowed.

2.3.1 Giving Space - Drivers may not intentionally pull up alongside another car, but must maintain reasonably close proximity to the car in front. Creating an excessive gap to the car in front for any reason is illegal and will be reviewed by the Stewards.

2.3.2 Returning to Green - The leader behind the Safety Car controls the restart up to the start/finish line. It is the responsibility of the lead car to allow the Safety Car to return to the pits before returning to racing speeds. No cars may overtake until the leader has crossed the start/finish line.

2.4 Virtual Safety Car - Drivers must make a reasonable attempt to maintain a minimum delta under VSC. Building an excessive delta for any reason is illegal and will be judged by the Stewards.

2.5 Formation Lap - The formation lap is to be completed single-file. Drivers may not intentionally pull up alongside another car. It is recommended drivers keep 10 car lengths from car ahead and maintain a safe speed for the car behind. Through all of Sector 3, drivers should be reasonably close to the car in front to bring the pack together as it approaches the grid. Intentionally building an excessive gap to the car in front at any point in Sector 3 is illegal and will be reviewed by the Stewards.

2.6 Tires - Drivers who qualify in the top 10 must use the same set of tires used to set their fastest lap in qualifying. Drivers qualifying in the bottom 10 have free choice of tires for the race. During the race, drivers must use at least 2 different compounds. If race starts with wet tire compounds, rule 2.6 does not apply.

2.6.1 Lobby Resets - In the event that the Officials decide that the lobby needs to be reset, it is the responsibility of drivers in the top 10 to select the tire compound that they set their fastest qualifying lap on.

2.7 Car Setups - It is the responsibility of the driver to remember to load their car setup, whether that be in qualifying, or before the race in the event of a lobby reset. Officials will not reset a lobby if a driver fails to load their setup at the proper time.

2.8 Pit Stops - When entering pits, drivers must stay within the white line indicating pit-entry. Crossing over the line in order to enter the pits is illegal. Drivers may not pause the game to allow AI to perform pit entry.

2.9 DRS - Intentionally slowing down to gain DRS during the race is illegal.

2.10 Pausing the Game - Drivers cannot pause the game to gain any advantage or assistance. If pausing is necessary, the driver is responsible for all actions of their car. Pausing the game for more than 5 minutes will result in a disqualification from the race.

2.11 Recording Footage - Drivers are required to record footage for all of qualifying and the race. This footage needs to be made available to the Stewards at their request.

3. General Behavior

3.1 Discord - All official league communications with the drivers will be through Discord, therefore drivers must have and use Discord to participate in TCR.

3.1.1 Responding to Attendance - Fulltime drivers must respond to attendance every week on Discord no matter their status for the race.

3.1.2 Discord Etiquette - Users on the TCR Discord are expected to be respectful to other users at all times. Verbal or written abuse towards others will not be tolerated and will be subject to the discretion of TCR Officials. TCR Officials reserve the right to mute users, delete messages or otherwise put a stop to conversation they decide violates this rule. Private messages between users on the TCR Discord may also be considered under this rule if brought to the attention of TCR Officials.

3.1.3 Topics of Conversation - As a general rule of thumb, topics within the TCR Discord should stick to racing, gaming and related conversation. TCR Officials reserve the right to mute users, delete messages or otherwise put a stop to conversation they decide does not belong on the server. Keep things appropriate and respectful. No advertising, promoting other leagues, or personal gain.

3.2 Quitting - Though drivers may legally retire from a race according to Rule 1.12, TCR drivers are expected not to be quitters. Repeatedly quitting from races may bring into question a driver's fulltime status and participation in TCR by the Officials.

3.3 Driver Invites - Drivers may not invite anyone to the lobby who hasn't been confirmed in attendance. No driver who hasn't first been vetted by TCR Officials is allowed in a TCR race lobby.

3.4 Ready Up for Race - Lobby Host or TCR Official will announce when drivers are allowed to ready up for formation lap and race.

3.5 Racing Etiquette - Drivers are expected to maintain their composure during competition. Retaliation, or any other form of aggression on track due to a loss of composure or respect is not allowed.

3.6 Social Media Abuse - Verbal or written abuse towards a driver on any platform is prohibited.

4. Connectivity

4.1 Stable Internet Connection - It is the responsibility of every driver to have a stable internet connection in order to offer the best online experience. League officials are not obligated to wait on a driver, or restart a lobby based on one driver's connection. Any racing issues related to connectivity are subject to review by the Officials, especially if they occur repeatedly.

Best Practices:

-Use a wired connection. Wireless connections, no matter how fast, are unreliable. If possible, always use a wired connection, even if just for league races.

-Make sure nothing is downloading or uploading on your PlayStation while racing. Large uploads or downloads on your home network can also hamper your connectivity.

-Restart your system. Before joining the lobby for league racing, restart your system...especially if it was previously in sleep mode.

4.2 Disconnections/Rejoining - A driver that loses connection to the lobby may attempt to rejoin. Because the lobbies are invite only, it is recommended that drivers get a "backup" invite from a teammate, or ask the lobby host for a "backup" invite. After the session is underway, there is no obligation on the League's part to get a driver back in the lobby in the event that they are disconnected. If a driver is disconnected from the race and rejoins after 5 minutes, they will be disqualified from the race.

4.3 Mass Disconnections/Bugged Lobbies - In the event that multiple drivers lose connection at once, or the lobby is otherwise bugged, TCR Officials may determine the need for a lobby reset. Only an Official may decide that a lobby is to be reset.

4.3.1 Mid-session Reset - In the event that TCR Officials determine a lobby reset is required after a session has already started, the following scenarios will apply:

Qualifying - If qualifying has started and a reset is required, Qualifying will be restarted from the beginning. One restart is allowed.

Less than 50% race completed - Race will restart in qualifying order. Top-10 qualifiers will be required to follow rule 2.6.1. One restart is allowed. If race is not completed, stewards will decide if race will be rescheduled or cancelled.

More than 50%, less than 90% completed - Race is finished. Results will be determined to be final at the moment that Officials determined the lobby failed. Half points will be awarded.

90% race completed - Race is finished. Results will be determined to be final at the moment that Officials determined the lobby failed. Full points will be awarded.

**If entire lobby agrees to more than one restart, then it's allowed.*

5. Participation

5.1 Attendance Policy - Fulltime drivers in TCR must complete 75% of the races in a season and never miss 3 or more races in a row. Drivers are required to race for their associated PSN. Any unexpected circumstance that might force a driver to unexpectedly violate this rule needs to be communicated to TCR Officials. All violations of this rule, intended or not, are subject to review by TCR Officials and can ultimately put future participation in TCR in jeopardy.

5.2 Eligibility - All drivers wishing to participate in an official TCR race must:

- Fill out an application and join the Discord server.
- Be tested and confirmed ready by a TCR Official.
- Confirm that the TCR Rulebook has been seen and read.

5.3 Car Selection - Full time drivers must select their car for the team they're assigned to. If you are driving reserve, please select a car as the time is ticking down after all drivers have readied up. Unless otherwise given a car selection by an official or the host.

5.4 Points Scoring - Points will be applied to the top ten drivers as follows:

- Drivers must complete 90% of the race
- Fastest Lap receives 1 additional point, but driver must be in top ten

Full Time Drivers:

- All accumulated points will count towards Driver and Constructor Championships
- Full Time Drivers must fulfill their attendance commitment (Rule 5.1) in order for their points to count towards Constructor Championship, unless given exemption by Class Coordinator with legitimate reason for absence.
- If Full Time Driver is replaced mid-season and is no longer a full-time driver, their points will no longer count towards Constructor Championship. Their points will count towards Driver Championship.

Reserve Drivers:

- All accumulated points will count towards Driver Championship, but not Constructor Championship
- If a reserve driver replaces a full-time driver, all of their points will go towards that team in the Constructor Championship

6. Reserve Drivers

6.1 Reserve Participation - When a seat is vacant for the race, reserve drivers may fully participate in qualifying and the race.

6.1.1 Reserve Class - TCR Officials will designate reserve drivers to a particular class that is appropriate to their skill/assist level. Reserves may reply to attendance and fill any empty seats on a first-come-first-serve basis. Reserves will pick their car based on Rule 5.3.

6.1.2 Reserving Higher Classes - Both reserve drivers and full-time drivers may request to be a reserve driver for a higher class than they are designated in. Participation will be on a first-come-first-serve basis at TCR Officials' discretion based on skill/assist level. Reserve drivers already designated in the class that is racing will have priority with open seats. Reserving for a lower class than a driver is designated for is not allowed.

6.1.3 Reserve Penalties - Any penalties a reserve driver receives can be applied to their full time class or Super License.

6.2 Reserve Scoring - Reserve drivers are eligible to collect driver championship points, but will not score constructor points. If a reserve driver takes a fulltime seat mid-season, any results they have accumulated during that season will count toward both driver and constructor championships.

7. Rule Enforcement

7.1 Fair Stewarding - TCR Stewards are required to know and apply the TCR Rulebook to the incidents that they are reviewing. They are to look at each incident objectively and leave their personal opinions or agendas aside. Stewards are to review the incident and not the consequences of the incident. Any bias a Stewards may possess towards an incident should not play a part in their review. To ensure obvious cases of bias don't play a role in the stewarding process, TCR Stewards may not participate in reviews within their own class if they are also a driver, and also must recuse themselves from any review that they have interest in (friends, teammates, etc.).

7.2 Steward Panels - Each class will be assigned its own Steward panel by the Head Steward. All stewarding processes will take place on the TCR Stewards server which operates independently from the TCR Server and is managed by the Head Steward. Steward panels for each class can only be seen by the panel itself and the Head Steward, all other Stewards are excluded.

7.2.1 Incident Review - Incidents will be organized and presented to the panel by the Class Coordinator in each class. The Steward Panel will discuss the incident, the rules that apply and reach a consensus. The Class Coordinator will determine when a consensus has been reached, and is responsible for presenting the decision back to the drivers. Majority rules will ultimately decide steward decision. The Class Coordinator may choose to reach out to the Head Steward in case clarification on rules or a tie-breaking vote is needed to reach a consensus.

7.3 Incident Submissions - All incidents being submitted to the Stewards for review must be provided within 24 hours of race completion via the Class Coordinator. If more than 24 hours is needed, it is required to request more time from the Class Coordinator prior to the 24-hour period ending. When submitting an incident, any relevant footage needs to be included and drivers may choose to also provide any statement they'd like that may help the Stewards in their review. The Class Coordinator will determine the drivers involved, and request footage as necessary. Any additional drivers identified by the Class Coordinator will have 24 hours to reply to the request from the time it is requested.

7.3.1 No Further Action - Because Stewards are volunteering their time, the Class Coordinator has the authority to dismiss any incident submitted without further action by the Steward Panel. This is at the Class Coordinator's discretion when they feel the incident is clear cut and would almost certainly result in no penalty from the Steward Panel.

7.4 Game-awarded Time Penalties - All time penalties awarded by the game are reviewable. However, the only penalties that may be overturned by the Stewards are those in which the game has mis-applied a rule, applied the penalty to the wrong driver,

or otherwise glitched. No game-awarded time penalty that is served in pits can be removed.

7.4.1 Track Limit Time Penalties - The Stewards will not review track limit penalties applied by the game unless the game has glitched, or some other circumstance has forced a driver to violate track limits. If track limit time penalties are reviewed by the Stewards, race director must be provided to make the proper decision. This needs to be provided by the driver in addition to their footage of the incident.

7.5 Penalty Points & Super License - Upon approval by an Official to be a TCR driver, each driver has a Super License. When Steward Panels review incidents, they may decide to apply penalty points to a driver's Super License that accrue over time and can result in additional penalties.

7.5.1 Back of the Grid (BOTG) - For every 3 penalty points a driver collects on their Super License, they will be issued a BOTG penalty which must be served at the next attended race.

7.5.2 Race Ban & Re-Evaluation - If 7 penalty points are collected on a Super License, the driver must serve a race ban at the next race and will be re-evaluated by TCR Officials for future participation in the league.

7.5.3 Penalty Point Expiration - Whenever penalty points are added to a Super License, they will remain until one season's worth of races passes by. One season's length will be determined by the length of the current season when the penalty points are applied. Example: A driver is awarded 2 penalty points during race 4 of a 15-race season. Those 2 penalty points will remain on their Super License for the next 15 races including the next season that they participate in.

7.6 Penalties - The following penalties may be used by the Stewards to address an incident:

- No Further Action
- Warning/Reprimand
- 3-second time penalty
- 5-second time penalty
- 10-second time penalty
- 15-second time penalty
- 20-second time penalty

- 1 penalty point
- 2 penalty points
- 3 penalty points
- BOTG/Qualifying Ban
- Disqualification
- Race Ban
- Multi-Race Ban
- Season Ban
- Banned From League

The Stewards may apply multiple penalties to a single incident when appropriate.

7.7 Appeals - Drivers may appeal a steward decision once per season. Drivers must present the stewards with new evidence and a new statement for the appeal. Drivers may submit an appeal within 48 hours of the steward decision. TCR Head Steward will coordinate the appeal discussion and vote with TCR Officials and Stewards. Any Steward or TCR Official that has a connection to the incident may not be in any discussion or vote during the appeal process. A 2/3 majority vote (66%) is needed to overturn the original steward decision.

7.8 Banned from League - The League Owner and/or Head Steward are to make the final decision on banning a driver from the league. Any driver banned from TCR will not return without the League Owner and Head Steward's consent. Other TCR Officials may be involved in discussion.

7.9 Head Steward - The Head Steward is responsible for the TCR Rulebook, the TCR Stewards Discord server, and Steward Panel organization.

These responsibilities include:

- Overseeing all Steward Panel discussions
- Adding/Removing Stewards
- Proposing new rules with the agreement of TCR Officials

7.10 Additional Rules & Regulations - Any rule or regulation not specified in this rule book is in theory covered by the game. If it isn't in the TCR Rule Book or in the game, it is not a rule or regulation.

7.10.1 New Rules - At any point, in-season or not, TCR Officials and the Head Steward may write new rules as necessary. Stewards must not apply unwritten rules to incidents under review, and cannot retroactively penalize a driver with a new rule.