Rulebook

LIONHEART INDYCAR SERIES

DECEMBER 2018

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LIONHEART
INDY CAR SERIES

Lionheart IndyCar Series Rulebook

Revised December 2018

1. PARTICIPATION METRICS

• 1.1 This document pertains to the Lionheart IndyCar Series racing the Dallara IR-18 chassis on the iRacing platform and no other entity. References to “League” or “the League” in this document mean the Lionheart IndyCar Series and not any other Lionheart entities.

• 1.1a Drivers wishing to participate in the Lionheart IndyCar Series must have at least 75 road course starts, and 150 oval starts in official races. Applicants failing to meet the required number of starts must have at least a Class A Road and Class A Oval license with a minimum iRating of 2000. In addition to the above requirement, drivers are expected to always display a general proficiency and experience while on track. Drivers who fail to display such proficiency or requisite experience may be prohibited from competing in official League races.

• 1.1b Any new driver shall be classified as a Rookie upon first entering the League, regardless of whether they join in the off-season or after the season is underway. Once a driver completes more than 9 career races, they will be ineligible for Rookie status the following season. Rookies upon entering the series have a probationary status for the duration of time they’re classified as a Rookie.

• 1.2 We, the administrators, may make exceptions, provide dispensations to the participation requirements, or provide sponsorship exemptions for any reason and at any time.

• 1.3 Applications will be accepted and considered at the discretion of the Admin Team.

• 1.4 The League will charge a general membership fee of $10.00 USD. Additionally, there will be a $65.00 USD entry fee for the Lionheart IndyCar Series season. All drivers must submit both fees by the specified deadline to be eligible to compete in the series. Drivers who miss the payment deadline risk forfeiting their spot on the roster. Extensions will not be given after the deadline has passed.

• 1.4a New members who join the League after the specified payment deadline will have a “trial period” of two weeks before they are expected to pay their general membership fee. During this time, members are permitted to compete in any sessions open to the general membership. Terms and conditions of this trial period may be changed at the discretion of the Admin Team.

• 1.4b Any member who joins the IndyCar Series roster after the start of the season will have their entry fee prorated based on the number of races remaining in the season. Entry fees are non-refundable unless with approval from the Admin Team. Any approved refund will be prorated based on number of races remaining. No refunds will be given due to personal conflicts with other drivers, the Admin Team, real life scheduling conflicts or disciplinary action resulting from rule violations.

• 1.5 At minimum, 50% of entry fees will go towards the prize purse. The other 50% will go towards other League expenses. Donations by sponsors, drivers and the Admin Team also make up League funds. Members will be given the opportunity to sponsor races should they choose. If all race broadcast sponsorships are paid in full the percentage of entry fees in the prize purse will increase. Broadcasts sponsorships are non-refundable; there are no

exceptions. 100% of the funds received through entry fees, donations, race sponsorships, or sales of Lionheart merchandise go directly into the League solely for the benefit of its members.

• 1.5a The League reserves the right to substitute or modify any prizes and or awards (ex: books, plaques, etc.) won by League members living outside the United States if shipping costs are deemed to be excessive. The Admin Team will work with any impacted members to determine an appropriate alternative prize(s), which could include cash or iRacing credits of equal value to the prizes. The maximum amount the League will provide for shipping outside the US is $35.00 USD. Members may also pay the difference in shipping costs to receive their prizes.

• 1.5b The season will begin with a maximum roster size of 42 entrants. The Admin Team reserves the right to add additional entries to the roster solely at their discretion.

• 1.5c League members who have paid their general membership fee but are not on the main IndyCar roster are eligible and encouraged to participate in IndyCar practice sessions. They may also run warm-up races at the discretion of the Admin Team. Any member(s) who enter an IndyCar session to which they are NOT eligible to attend may receive disciplinary action up to and including removal from the League.

• 1.6 Once a driver signs up and is added to the IndyCar series roster they are expected to show up and participate regularly in the practice sessions and/or warm-up races. Drivers should complete a total number of practice laps equal to the race distance for each event. (Ex: 100 practice laps minimum for a 100-lap race). Drivers who do not complete the minimum practice requirement will not receive any penalty, however, if they are deemed to be at fault in a racing incident their penalties may be more severe. Drivers may be placed on probation for multiple participation infractions.

• 1.6a Drivers under 4.00 Incidents per race will be given a 50% exemption for the practice lap requirement for all races where their average is below 4.00 at the end of the previous race.

• 1.7 The League uses multiple means to communicate with members. These include League e-mail, League forums, League website, League voice-chat, League Facebook page, etc. Drivers are required to register for the League forums and are responsible for any announcements, League activities, rule changes, etc. posted. Drivers are expected to respond promptly to any communication from any member of the Admin Team.

• 1.8 All members added to the roster must have a wheel and pedal set to participate in any official race. There are no exceptions.

• 1.9 Members who miss 6 races throughout the season or 3 consecutive races may be removed from the roster. Members removed from the active roster for lack of participation will forfeit their League fees.

2. EVENT OVERVIEW

• 2.1 All race sessions will start on Wednesdays and have a 30-minute practice session. Oval races will open at 9:15 pm CST. Road Events will open at 9:10 pm CST. The Green Flag will wave at approximately 9:50 pm CST. Some events may be scheduled on a day other than Wednesday due to length, scheduling, and/or unforeseen circumstances.

• 2.1a Unless otherwise specified, the event starting grid will be set by qualifying. On ovals, qualifying will occur approximately 5-minutes before the scheduled race time. Drivers are given 2-laps to qualify using their single fastest lap. Road events will qualify approximately 10-minutes before scheduled race time. Drivers are given 4-laps to qualify using their single fastest lap.

• 2.2 Practice and race sessions will be listed under the League Sessions section of the iRacing website. Only drivers are permitted to join the race sessions. All non-drivers, spotters, Race Control, etc. must enter as a spectator.

• 2.3 Rolling starts will be used in all races.

• 2.4 All races will use custom fixed setups. These setups will be prepared and tested by the League. Dynamic Track Surface is enabled by default. All race sessions will have a predetermined track starting state which will then carry over to the qualifying and race sessions. Marbles will automatically be cleaned. All setups, information about the weather for each race week will be posted on the League forums a minimum of three days prior to the race.

• 2.4a All Driver Aids, apart from Clutch Assist, will be disabled during all official sessions.

• 2.4b All setups, testing data, weather data, etc. is considered proprietary information and property of the Lionheart Racing Series. Members found to be sharing this information without the expressed written consent of the Lionheart Racing Series will be penalized.

• 2.5 Max Fuel is set at 80%, except for Triple Crown races, which is 100%. Oval qualifying fuel is set to 2 gallons unless otherwise specified. Road qualifying fuel is set at 80%

• 2.6 There will be 0 Fast Repairs available for all races.

• 2.7 All iRacing rules are in effect.

• 2.8 Racing below the white / yellow line(s) is only allowed on the final lap of a race and only on the front stretch. If a driver goes below the white / yellow line(s) on any other lap they must immediately return to their original place in line surrendering any advantage gained to avoid being penalized by Race Control. Drivers in violation will yield the right of way to cars using the proper racing surface.

• 2.8a During qualifying a driver may go below the white / yellow line.

• 2.9 Push to Pass is enabled for all road course events and drivers will have 10 uses. This feature is disabled for qualifying.

• 2.10 Fuel burning during qualifying is allowed.

• 2.11 Tire warming before qualifying is prohibited.

• 2.12 Any race that reaches half-distance (50% of planned distance) will be considered an official race. Should an unforeseen event prevent the completion of the race BEFORE it has reached half-distance, the race will be re-scheduled and re-run in its entirety at a date and time determined by the League. After a race has reached half-distance the race may be considered official should an unforeseen event prevent its completion. This ruling is made by Race Control and the Admin Team. Points will be awarded accordingly at that time.

• 2.12a In any situation where a server crash or other event interferes with the normal completion of a race, all decisions, instructions to the field, and determining the official running order will be handled solely by Race Control. Driver chat is to remain completely silent, and all drivers are expected to obey any commands issued to them by Race Control.

• 2.13 Any driver than has incurred an EOL penalty for any reason shall not be to qualify for the race in which the penalty is to be served.

3. RACE CONTROL

• 3.1 The Chief Stewards are responsible for all officiating decisions made during the race, including the throwing of manual yellow flags and all in-race warnings and penalties issued to drivers. The Chief Stewards will issue all post-race penalties and oversee the appeal process. Additionally, race stewards may be brought in to Race Control to assist and advise as needed.

• 3.1a Only the Chief Stewards will communicate on the Race Control channel during the race session. Other members of Race Control and the Admin Team will not communicate through this channel. Members of Race Control may enter private team channels on Discord at their discretion.

• 3.1b Should there be no League personnel available to serve in Race Control, the event will be run by members of the Admin Team who are participating in the race. All in-race officiating is handled by the sim unless a situation arises where the Admin Team needs to make an in-race ruling. At the end of the race a post-race review will be conducted, and every attempt will be made to address any issues or incidents missed during the race.

• 3.2 All decisions made by Race Control during the race are FINAL.

• 3.2a Drivers will have until 11:59:59 PM EST on the Friday that immediately follows a race to appeal any decision made by Race Control, or to report/protest any action not included in the post-race incident report. The post-race incident report will be published on the Lionheart Website within 24 - 48 hours of the completion of the race. Drivers may only appeal via the League email, appeals submitted through any other means, or past the deadline will be ignored. Drivers are not permitted to appeal the severity of a penalty given to another driver(s). Drivers who submit racing appeals need to clearly state their case after having reviewed race replays and cite evidence from multiple angles. Race Control will review incidents based on the specifics of the appeal.

• 3.2b Lionheart Race Control and the Admin Team will not discuss any rulings made in any public setting or explain any process or decision-making logic to anyone other than the driver receiving the penalty.

• 3.2c Drivers are permitted to appeal the severity and/or length of a disciplinary action against them. They must provide very specific evidence and a well-reasoned argument for their request to be considered.

• 3.2d Members of the Admin Team may be called to vote on incidents involving any driver within the League. All members of the Admin Team are expected to be able to rule fairly, impartially and professionally on behalf of all League drivers.

• 3.3 In events where Race Control is staffed by the Admin Team, certain penalties given automatically by the sim may be reviewed and cleared at the discretion of Race Control.

4. COMMUNICATION

• 4.1 All drivers must have a microphone for voice communication. There are no exceptions. Members must have “Pit In,” “Pit Out” and “ADMIN!” commands mapped for use in conjunction with voice communication.

• 4.2 The League uses Discord its main communication method. On official race nights, the entire server may only be used for business pertaining to the race.

• 4.2a Drivers will set their Discord name (handle) to be professional and their preferred first name and last name (and capitalize the first letter in each name). Drivers may add their car number if they prefer.

• 4.3 Obscene, abusive, threatening, bullying, harassing language or name calling via radio or private message towards other drivers will not be tolerated. Drivers will conduct themselves professionally and respectfully towards one another at all times.

• 4.4 In-game voice chat is only for communicating with Race Control and for drivers making their “Pit In” and “Pit Out” notifications. Drivers will remain respectful to other drivers and keep all non-race related communication to a minimum. Calling out pace-car locations, requesting damage checks or calling out upcoming wrecks are permitted but are not requirements. Once qualification begins, and until the end of the race there will be no text chat allowed that is unrelated to the race. (See Rule 6.5)

• 4.4a In-game voice chat will be silent for all “One to Green” laps before the start/restart and the last two laps of the race. There will be no voice communication unless absolutely necessary, to include from Race Control.

• 4.4b Drivers will avoid talking or congratulating the race winner until the race is officially over. Race Control will signal when it’s appropriate for members to congratulate the winner.

• 4.5 Do not argue with members of Race Control. Arguing or failure to follow Race Control instructions will result in additional penalties.

• 4.6 Lionheart members may request a private, password protected channel for team use during races and practice sessions. Passwords to those channels are controlled by the team members themselves. Members of Race Control and the Admin Team may enter any chat channel at any time.

• 4.7 During all qualifying sessions Race Control will disable driver text and voice chat.

• 4.8 A driver who has had their voice or text chat disabled by iRacing may have it enabled within the League upon request. If text or voice chat infractions arise with a driver whose chat was enabled manually by Race Control, the penalties will be more severe.

• 4.9 The Admin Team can be contacted several ways including the League email, Discord or private PM. The Admin Team will hear any participant's suggestions, complaints, and discussion of potential changes in how the League runs within reason. With the introduction of paying sponsors, advertisers, the broadcasting of races, and an over subscription of paying participants League members are prohibited from bringing the League (or anyone involved in it) into disrepute publicly. This rule is not meant to thwart public discussion about an upcoming or completed race, League operations or the League in general. It gives the Admin Team the authority to curb discussions and/or penalize actions in which participants, advertisers, broadcasters, and/or any other entity involved in the League might find distasteful.

• 4.9a Members of the Admin Team are busy planning and racing on official race nights. Members should make every effort to speak with the Admin Team prior to the start of official race sessions. Once the race session opens, any urgent issues will be brought to the attention of Race Control, and all non-urgent matters will wait until after the race. Under no circumstances should any League member contact any member of the Admin Team during a race session.

5. STARTS and RESTARTS

• 5.1 The start of the race is a double file rolling start with the pole sitter maintaining the proper pace speed behind the pace car. The leader may accelerate at any point between the pace car pulling off and the green flag. When the green flag flies, the leader must immediately accelerate to race speed.

• 5.2 The leader will maintain the proper pace speed while behind the pace car. All restarts are single file with the proper pace speed. If a restart occurs with 10 laps or less remaining, all lapped cars will be automatically sent to the rear of the field.

• 5.3 The Leader will have control of the restart and may accelerate at their discretion after the pace car exits the track. The leader must be the first to cross the start/finish line on restarts.

• 5.4 With one lap to the green flag all cars must maintain a consistent and proper pace speed with a maximum of two car lengths from the car in front. Jumping the start, brake checking, or any start/restart conduct Race Control determines to be in attempt to gain an unfair advantage is prohibited.

• 5.5 Incidents occurring at the start or restart of a race that cause black flags will be handled at the discretion of Race Control.

6. CAUTIONS, PACE LAPS and PIT ROAD

• 6.1 While under a full course caution, drivers are required to catch up to the pace car as fast as is safely possible. Drivers intentionally slowing will be penalized.

• 6.2 All League events will follow the iRacing Software Caution rulings. Race Control may issue a manual full-course caution at their discretion.

• 6.3 Contact between vehicles during a caution may result in an EOL or drive through penalty.

• 6.4 If there is a caution late in the race, per iRacing, the race will finish under caution. There are no Green-White-Checkered used in this series.

• 6.5 Drivers are no longer required to call out their “Pit In” and “Pit Outs” verbally or by text. The League asks drivers to always maintain situational awareness and only call out their intentions when near other cars.

• 6.6 A car will not use pit lane to improve its position relative to the Pace Car or any car on the racing surface, but may improve its position relative to other cars on pit road, under the following guidelines:

• 6.6a Drivers will act as if their cars are susceptible to contact from other cars while on pit late. Drivers who initiate contact believing they would “ghost” through another vehicle will be treated as if they caused contact deemed to be avoidable (Avoidable Contact).

• 6.6b The outside lane of pit road is deemed to be the normal travelling lane. The inside lane is deemed to be the acceleration/deceleration lane.

• 6.7a When entering pit road cars must travel in the normal traveling lane whenever possible. Under yellow flag conditions all cars must enter pit road single file in the normal traveling lane. Under green flag condition cars may enter side by side. The driver on the outside must yield to cars on the inside when needing to enter the acceleration/deceleration lane for any reason.

• 6.7b Cars may enter the acceleration/deceleration lane within 8 pit stalls of their pit box.

• 6.8 Cars must maintain the posted speed limit through either electronic or non-electronic means. A driver will be judged to be outside the posted speed limit if lower than 10% of the posted limit.

• 6.8a A driver who fails to maintain the posted speed may be over taken by moving into the acceleration/deceleration lane to allow faster traffic through or by the faster car(s) overtaking using the acceleration/deceleration lane. It is the responsibility of the driver in the acceleration/deceleration lane to not impede or contact any driver entering or exiting their pit stall. It is the responsibility of the outside driver to yield to the inside car in all situations where a pass is necessary.

• 6.8b Cars must travel in the normal traveling lane when exiting whenever possible. A car may maintain position in the acceleration/deceleration lane if the normal travelling lane is occupied by a car directly to their outside. A car may not re-enter the acceleration/deceleration lane after leaving it except to avoid contact with another car.

• 6.9 While entering and/or exiting their pit stalls, drivers may pull through no more than three (3) stalls in front and three (3) behind their own. All pit stops will be reviewed in real time, and the line of a pit box is considered “in the pit box.”

• 6.9a Drivers who have contact with other cars in pit late, lose control of their vehicle causing a delay for other drivers, or have any unforced error while on pit lane may be penalized during the race.

7. BLACK FLAG

• 7.1 Drivers in violation of the rules may be issued a Black Flag during the race. Drivers who ignore a Black Flag will be disqualified and face further penalty from Race Control.

• 7.2 Whenever possible Race Control will issue penalties during the race. Any penalties not administered during the race, for whatever reason, will be addressed on the post-race report.

• 7.3 At the discretion of Race Control, drivers may receive a drive through penalty for their actions on track. Drive through penalty’s must be served under green flag conditions. Drivers are instructed to drive through the entire pit lane, maintaining the proper speed. Drivers are not permitted to take service while serving a drive through penalty. If drivers do take service, the drive through penalty will be repeated.

8. CONNECTION and HARDWARE ISSUES

• 8.1 Drivers must have a reliable internet connection capable of running iRacing with a “green” colored quality and ping. Drivers whose internet connection falls below an acceptable threshold will be removed from the race. Race Control will monitor all driver’s connection and act quickly against drivers with internet issues to protect the other drivers competing.

• 8.2 Drivers who have their race interrupted due to their internet connection are treated as if they’ve had a mechanical issue that has delayed their participation or ended their race. Any driver who is disconnected because of a poor connection will be allowed 1 attempt to reestablish their connection and reenter the race room. This rule is only in effect once the cars have gridded and until the checkered flag. Drivers impacted by internet issues will not be compensated in any way.

• 8.3 Drivers experiencing equipment issues not related to internet connection are expected to act aggressively to protect the quality of racing for other drivers. Drivers are expected to immediately “Tow” or “ALT+F4” when a hardware issue prevents safe operation of their vehicle.

9. RACING and CONTACT ISSUES

• 9.1 iRacing’s sporting code is in effect in all League sessions. Any incident seen by Race Control will be reviewed in real-time with penalties issued during the race. Following the checkered flag Race Control will issue a report detailing all noted in-race incidents, penalties assigned during the race, and any additional explanations, actions, or penalties.

• 9.2 Drivers have until 11:59:59PM EST on the Friday immediately following the race to request any incident not addressed be reviewed by Race Control. Drivers penalized on the post-race report have 48 hours from when the report is published to appeal any punishment levied against them. There will be no additional time added to the appeal window during bye weeks, off weeks, any other break in the schedule, or real-life conflict. All submissions must be accompanied by a replay and/or lap number, description of the incident and logical reason for the reversal.

• 9.3 Drivers incapable of maintaining the appropriate race speed may continue to compete ONLY under the following conditions:

1. The car must maintain an adequate race pace and not pose a hazard to other competitors. Determination as to “adequate race pace” “safely” and/or “safety” is determined at the discretion of Race Control.
2. Drivers of slower vehicles must maintain active situational awareness of faster cars approaching and make every effort to communicate their position on track to avoid impeding cars successfully maintaining the race pace.
3. Slower cars are prohibited from running below the yellow/white line (apron) during green flag conditions to complete more laps.
4. If a car is too damaged to safely complete green flag laps, the driver may complete laps under yellow provided they can be completed safely without interfering with the rest of the field.

• 9.3a Drivers choosing to compete with a slower or damaged car are subject to more severe penalties should they contact another driver, and/or impede the progress of another car that’s maintaining the race pace. Race Control may act against any car not maintaining the race pace.

• 9.3b Drivers have the right to defend going a lap down, but this defense must be done in accordance with League rules. Once a lap or more down, drivers are expected to not interfere with vehicles on a higher lap.

• 9.4 During the final laps of any race, drivers who are not on the lead lap are expected to make every effort to avoid lead-lap cars. This can include moving off the racing line and communicating to any leaders who may be approaching. Race Control may issue instructions in the closing laps of a race if necessary.

• 9.5 Following the checkered flag, drivers are will continue driving in a safe and responsible manner until they exit their cars. Any post-race contact that results in the scoring of incident points will be subject to post-race review.

10. CHAMPIONSHIP POINTS and INCIDENT POINTS

• 10.1 A custom points system, shown below, will be used for the season. Additional bonus points are also listed below:

Single Point Race

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Points	60	55	50	47	45	43	41	39	37	35	34	33	32	31	30	29	28	27	26	25	24	23

Position	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42+
Points	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	5	5

Bonus Points	
Pole Position	1
Leading One or More Laps	1
Most Laps Led	1
Incident Free Race	1

Double Point Races

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Points	120	110	100	94	90	86	82	78	74	70	68	66	64	62	60	58	56	54	52	50	48	46

Position	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42+
Points	44	42	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10	10	10

Bonus Points	
Pole Position	2
Leading One or More Laps	2
Most Laps Led	2
Incident Free Race	2

• 10.2 2 of 3 Triple Crown races (Indy 500 and Auto Club finale) will have double points. Bonus points and penalty points are doubled in double points races.

• 10.3 Incident caps will be used. The incident limit will be 20x for Oval and 25x for Road Courses. Any driver accumulating 8x in an oval race will receive minus three (-3) championship points, 12x will result in minus five (-5) championship points and 20x will result in minus ten (-10) championship points and a race disqualification. Any drivers accumulating 12x in a road course race will receive minus three (-3) championship points, 17x will result in minus five (-5) championship points and 25x will result in minus ten (-10) championship points and a race disqualification.

• 10.3a Race Control will monitor driver's incident totals during the race. Should Race Control deem a driver to be unfit to compete in a safe manner, that driver may be disqualified regardless of their incident count.

• 10.4 A “Season Review” is when the Admin Team evaluates a driver’s actions, behavior, and/or performance to determine if additional penalties are needed, and whether the driver should continue competing. A Season Review may be initiated for the following reasons:

1. A driver’s incident count reaches 90 incident points.
2. A driver’s incident count reaches 105 incident points.
3. A driver’s incident per race average exceeds 5.25 at any time during the season.
4. A driver receives three (3) Avoidable Contact penalties.
5. A driver’s conduct.

• 10.5 There will be a total of 3 drop weeks during the season. A drivers lowest 3 points totals will be dropped from a driver’s total points. Penalty points are not dropped and stay with a driver for the entire season.

• 10.6 Following the final race of the season. The standings will be calculated to officially declare the winners of various contests. No winners will be announced, and no prizes will be awarded before the finale.

11. INDIVIDUAL AWARDS

• 11.1 The League Championship is awarded to the driver with the most points at the end of the season after applying the correct number of drop weeks.

• 11.2 The Team Championship is awarded to the team with the most points at the end of the season after applying the correct number of drop weeks.

• 11.3 The Organization Championship is awarded to the organization with the most points at the end of the season after applying the correct number of drop weeks.

• 11.4 The Rookie of the Year Award is awarded to the Rookie driver with the most points at the end of the season after applying the correct number of drop weeks.

• 11.5 The Iron Man Award is awarded to the driver who completes the most miles in a season without drop weeks.

• 11.6 The Cleanest Driver Award is awarded to the driver with the lowest incident average at the end of the season after applying the correct number of drop weeks.

• 11.7 The Cleanest Team Award is awarded to the team with the lowest incident average at the end of the season after applying the correct number of drop weeks.

• 11.8 The Cleanest Organization Award is awarded to the organization with the lowest incident average at the end of the season after applying the correct number of drop weeks.

• 11.9 The Turning Point Award is awarded to the driver who most greatly improves their season from the first-half to the second-half. This is determined by the Admin Team.

• 11.10 The Driver of the Year Award is awarded to the driver who most exemplifies the Lionheart IndyCar Series in their performance, involvement, and dedication.

• 11.11 The Road Course Championship is awarded to the driver with the highest cumulative point total on all road courses without drops.

• 11.12 The Oval Championship is awarded to the driver with the highest cumulative point total on all ovals without drops.

• 11.13 Other awards may be added at any time based on League discretion, availability of sponsorship and/or funds.

• 11.14 In the case of a tie, the League will determine the champion based on the most first-place finishes. If there is still a tie, the League will determine the champion by the most second-place finishes, then the most third-place finishes, etc., until a champion is determined. The League will apply the same system to other ties in the rankings at the close of the season and at any other time during the season.

• 11.15 Title sponsorship of any award may result in a temporary or permanent name change to any award at any time.

12. CAR NUMBERS and PAINT SCHEMES

• 12.1 Car number selection will be based on registration and will be awarded on a first come, first served basis. Car numbers will be given with priority to IndyCar Series members. Once a number is assigned it belongs to that member until they either release it or withdraw / abandon / removed from the League. Numbers may be reserved at discretion of the Admin Team.

• 12.2 Custom paint schemes are welcome with the use of Trading Paints, but not necessary.

• 12.3 All schemes must include a number that can be clearly seen and read.

• 12.4 Custom paint schemes that are not permitted include; nudity, obscene language, racism, drug use, offensive content or sponsors, the use of copyrighted material without permission. Determination of compliance for a driver's paint scheme is at the discretion of Race Control and/or the Admin Team.

• 12.4a The League requires written permission for the use of specific copyrighted material to be provided in writing in advance of broadcast. Drivers who do not provide the required documentation will have their paint scheme omitted from race broadcasts until such time as the League has written permission on file. Any driver found to be using copyrighted material without permission may be suspended from competition indefinitely.

• 12.5 The #1 car number will always be reserved for the defending series champion who may choose to run that number for the full season immediately following their championship. If the defending champion opts not to use the #1, no other driver may use that number. The number issued prior to becoming the champion will be reserved for as long as they are champion.

• 12.5a The number 77 will not be issued under any circumstances.

• 12.5b The number 81 is retired.

• 12.5c Driver numbers will be limited to two digits, unless approved by the Admin Team.

13. RACE ETIQUETTE AND PROFESSIONAL CONDUCT OF LEAGUE MEMBERS

• 13.1 Overall, drivers should race how they want to be raced.

• 13.2 Drivers should always maintain control of their car.

• 13.3 Show up with a proper attitude towards all competitors.

• 13.4 If it is determined that a driver intentionally wrecks another member or threatens to do so, it is grounds for immediate removal from the League. If a driver intentionally wrecks themselves to take out other cars it is also grounds for immediate removal from the League.

• 13.5 If it is determined that a driver intentionally causes a caution to give advantage or disadvantage to another driver, it is grounds for immediate removal from the League.

• 13.6 League members are required to always conduct themselves professionally and respectfully. Vocalized opinions, comments, social media posts, on air comments, comments over race-chat, or private PM during a race session, etc. determined to be a detriment to the League or its partners will not be tolerated.

14. CHEATING

• 14.1 Any form of cheating will result in a penalty. An example of cheating is but not limited to "grip hacks" or exploiting possible flaws in the iRacing simulation software. In the event of possible cheating, a review of the race will take place via replay with an “innocent until proven guilty” policy. If in fact proven guilty, points and wins could be stripped from said driver(s) along with immediate banishment from all future League events.

15. PENALTIES, SUSPENSIONS and PROBATIONS

• 15.1 Penalties and suspensions can be given if there is a failure to follow League rules and regulations. Penalties during a race can be anything from starting at the end of the line on a restart, to a pass down pit road, to being parked for the rest of the race, depending on the situation and severity of the event. Post-race suspensions, Probation and loss of points can also be given out also based on the situation and severity of the event.

• 15.2 Every attempt will be made to distribute penalties during the race, these may be in the form of black flags, an EOL, or disqualification.

• 15.2a If a penalty is not administered during the race, it may be addressed on the post-race report. Penalties administered on the post-race report may be future EOL, points deductions, race suspensions, or disqualification.

• 15.3 All races will be reviewed and any penalties or results from the review will be posted on the League forums immediately following the race.

• 15.3a Overtaking and Avoidable Contact: The primary responsibility for avoiding contact with a Competitor resides with the overtaking Competitor and the secondary responsibility resides with the Competitor(s) being overtaken. A Competitor who fails to demonstrate their responsibility and initiates a maneuver that results in contact with another Competitor may be penalized.

• 15.3b Drivers who receive an Avoidable Contact penalty during a race and are still competing will be ordered to perform a drive through penalty and may face additional penalty on the post-race report.

• 15.3c Drivers who have multiple avoidable contacts within the same race will be disqualified and may face additional penalty on the post-race report.

• 15.3d Penalties for incidents depending on their severity and frequency shall be handled in the following order: warning, probation, penalty and/or suspension, indefinite suspension, and or removal from the League. This order is a guideline, and due to the severity of the incident may be accelerated at the discretion of Race Control.

• 15.3e Disqualifications will be given for incident point violations. 20 incidents will be allowed in oval races, 25 in road races.

• 15.4 A disqualified driver may appeal the penalty points issued for a disqualification. The disqualified driver must present a well-reasoned argument and specific and detailed evidence

that the incident which directly led to disqualification was not their fault. Race Control will review a properly submitted request and may increase or decrease points at their discretion.

• 15.5 Racing Line: A Driver must not alter his/her racing line to impede pursuing drivers. Any deviation a driver makes from his or her racing line that impedes the forward progress of a following car will be considered blocking. Race Control may issue warnings, black flags or other penalties in-race for any blocking violations at their discretion. Blocking incidents may also be grounds for warnings or penalties following a post-race review.

• 15.6 A driver that is placed on probation shall have all race and personal conduct reviewed during the duration of the probation. Said drivers are subject to a period of good behavior under the supervision of the Admin Team. Infractions committed while on probation will result in additional penalties up to and including removal from the League. Drivers on Probation will be considered to have 1 avoidable contact for assigning avoidable contact penalties.

• 15.6a Probation will automatically be triggered after the 5th completed race when a driver exceeds 4.0 incidents per race and will remain until they have dropped below this threshold.

• 15.7 If a driver is suspended by iRacing for any reason they will additionally be suspended from the League until the suspension from iRacing is removed.

• 15.7a A driver who is suspended will have the duration of the suspension made known to them immediately.

• 15.7b A driver who has an indefinite suspension will be contacted by a member of the Admin Team when the suspension has been rescinded.

16. APPEALS, PROTESTS and RACE REVIEWS.

• 16.1 Race Control will complete the post-race review and post it onto the website within 24 – 48 hours of the completion of an event. There will no longer be any additional time granted for the post-race report, protests or the appeals process for bye weeks, breaks in the schedule, holidays or post triple crown races.

• 16.1a A protest is a formal request made when a driver is not in agreement with a decision made by Race Control. This includes actions not witnessed by Race Control or that were not included on the post-race incident report.

• 16.1b An appeal is a formal request against the punishment levied by Race Control.

• 16.2 A message will be sent to all members informing them when the race review is posted to the League forums. Members are responsible for reading the reviews and are expected to be aware of any warnings or penalties that have been issued to them. In cases where penalties extend to subsequent races (EOL, race suspension, etc.) drivers are expected to be aware of these rulings and act accordingly.

• 16.2a It is a driver's responsibility to know where they stand reference threshold penalties. No advanced notice will be automatically provided. If I driver is concerned about an approaching penalty they are instructed to reach out to Race Control directly for their status.

• 16.3 Drivers will have until 11:59:59 PM EST on the Friday that immediately follows a race to appeal or protest any decision made by Race Control. Only appeals submitted in the proper manner, within the deadline will be considered. Appeals and protests should be well articulated, well-reasoned and provide evidence in consideration of the request. See Rule 9.

• 16.4 Race Control will post the post-race report within 24 – 48 hours of the completion of the race. Should an incident be sent to the Admin Team for their review, Race Control will notify the involved parties of the decision as soon as is practically possible.

17. TEAMS & ORGANIZATIONS

• 17.1 A Team is defined as a group of three drivers. These three drivers compete for the Team Championship.

• 17.2 Any new teams must notify the League of their team name and roster via either the League's email. Existing teams must inform the League of any roster changes or additions. All team names and roster moves must be approved by the Admin Team prior to being made official.

• 17.3 Each team can have no more than 3 drivers on their roster at any given time. Once a Team roster is declared official no changes will be made. In the event a full-time driver withdraws or is removed that team may petition the Admin Team to bring on a permanent replacement. The replacement must not have competed with any other team during the season. If a team owner chooses to remove an active driver from their roster, all points earned by that driver, to include before the removal are forfeit. That driver is not permitted to join another team this season. Any driver removed from the team roster for whatever reason will have no claim on any prizes won by their former team.

• 17.3a Team rosters for the Lionheart IndyCar Series do not need to match those of the other series under the Lionheart banner. Teams may add different members to their roster for each specific series, provided they do not exceed the 3-driver maximum in any specific series.

• 17.3b Team owners are encouraged to use unique and personal names for their team(s), and that the name(s) be separate from the organization name (if applicable) [e.g. “Example Motorsports Organization competing with Example 1 and Example 2 teams would be discouraged whereas Example Motorsports Organization with Team Anonymous and Team Random would be encouraged].

• 17.4 Points for the team championship will be calculated and recorded in the League's DanLisa page. In each race, all 3 drivers on each team will count towards team points.

• 17.4a To address missed races due to real life commitments, the Admin Team is introducing drop weeks into the Team Championship. There will be 3 drop weeks for each team, where the three lowest point totals of the team will be discarded.

• 17.5 An Organization is a group of two (2) official teams who partner together to compete for the Organization Championship should they choose. This will be a separate championship, calculated outside DanLisa which will allow up to six (6) cars to score.

• 17.6 Teams not affiliated with one another may partner for the sake of competing in the Organization Championship. They will not be required to share the same Discord channel or communicate in any way.

18. LIVE STREAMING

• 18.1 Any member wishing to live stream any Lionheart event (practice or race) must first request permission from the Admin Team prior to launching their stream. Requests to stream must be submitted in writing to the League's email address at least 24 hours before the session opens. The League's response will only come in writing. Requests made in any other way, or that are inside the deadline will be ignored.

• 18.1a Members who are given permission to stream will mute all non-race voice chat and must display *STREAMING* in their Discord handle. The streaming member will be held responsible for all content violations on their chat to include any un-muted voice chat that other members thought was private.

• 18.1b If any League rules are violated on the stream the League may ask that the content be removed.

• 18.1c When streaming, League members are required to place links to the race broadcast and to the League website in the streams description. The Admin Team encourages streaming members to assist with League advertisement by placing the League logo on their stream overlay, adding "Lionheart IndyCar Series" to the stream title, or any other action designed to increase League viewership.

• 18.2 All League members will be held accountable for their conduct during live streams and should League rules be violated during a stream, action may be taken against the offending parties, pending review.

19. CONDUCT DETRIMENTAL TO THE LEAGUE

• 19.1 Conduct detrimental to the League may include but is not limited to any action or actions by members that the Admin Team deems harmful or destructive to the League, other members, or its sponsors to include social media posts, and on-air behavior. Conduct or actions that create a negative or destructive environment is strongly discouraged. Based on the severity and or nature of the conduct it may result in a warning, probation, penalty, suspension, or removal from the League.

DISCLAIMER: There isn't a rule for every situation, but as new or unique situations occur, rules may be added to bring further enhancements and improvements to the League. In the event of a situation occurring with no rules in place, the decisions during an event will be considered final. After said event, a review of the situation will be made to determine what can be done to fix or improve the rules as to avoid any potential problems in the future.

LIONHEART
INDYCAR SERIES

APPENDIX A

DRIVERS GUIDE

Thank you for your interest in joining the Lionheart Racing Series. Lionheart was founded in 2014 with the intention of creating the most competitive and professional open wheel League on iRacing. The League has seen continued growth each year, now offering a total of 4 series to its members. The Lionheart Racing Series is the premier open wheel League on iRacing.

New for 2019 is the introduction of the Lionheart Ladder System. The ladder system was created due to the increasing interest in the League, and our goal of maintaining a competitive field. Each series has its own eligibility requirements as outlined in this guide. Rosters will have a maximum size of 42 drivers. Once the rosters reach their capacity new members will be placed into the Reserve Driver Pool. Drivers can be called up as openings present themselves throughout the season. Drivers who complete a season in a lower tiered series would gain eligibility to move up to the next series the following season. At any time it is possible for drivers to be advanced to a higher series based off availability and at the Admin Team's discretion.

2019 LIONHEART RACING SERIES ENTRY REQUIREMENTS:

IndyCar:

- 150 Oval Starts in official iRacing events
- 75 Road Starts in official iRacing events

At the discretion of the Admin Team a driver who possesses an A License with 2000 iRating in both oval and road may be considered eligible without meeting the required starts.

Lotus 79:

- 125 Oval Starts in official iRacing events
- 50 Road Starts in official iRacing events

At the discretion of the Admin Team a driver who possesses an B License with 1250 iRating in both oval and road may be considered eligible without meeting the required starts.

Challenge Series:

- 50 Oval Starts in official iRacing events
- 25 Road Starts in official iRacing events

At the discretion of the Admin Team a driver who possesses an B License with 1250 iRating in both oval and road may be considered eligible without meeting the required starts.

OFFICIAL LIONHEART RACING SERIES

LIONHEART INDYCAR SERIES:

The Lionheart IndyCar Series represents the top tier series within the League. Drivers assigned to the roster are highly skilled and competitive sim racers. Utilizing the IR-18 the series

will feature a 25-round season which runs Wednesdays from March through December. All races are broadcast through the Global Sim Racing Channel and featured on the iRacing eSports Network. The goal of the series is to emulate real the real-world IndyCar Series as much as possible. The series also carries along with it a handful of sponsors and an exciting prize package for its drivers each season.

LIONHEART RETRO SERIES:

The Lionheart Retro Series is the 2nd premier series which features the iconic Lotus 79. The Retro Series was formed to emulate IndyCar racing from the late 70's and 80's recreating the glory days of American open wheel racing. The 2019 Season will feature an 18-race schedule which runs on Thursday nights from March through December. All races are broadcast through the Global Sim Racing Channel and featured on the iRacing eSports Network. The Retro Series is home to several sponsors and features its own prize package for its drivers each year. Drivers completing a successful season in the Retro Series will gain eligibility for the IR-18 the following year.

LIONHEART CHALLENGE SERIES:

The Lionheart Challenge Series is the off-season series for all League members. Featuring a different car each season, it provides a unique challenge to all members by utilizing non-open wheel cars. The Challenge Series is also the final opportunity for drivers to demonstrate their abilities for the purpose of being selected to the IndyCar or Retro Series roster.

2019 ENTRY FEES:

Lionheart prides itself on providing some one the most exciting prize and payout systems on iRacing. We aggressively seek sponsorship opportunities to provide the best for our members. Drivers are also awarded with trophies and plaques to proudly display their accomplishments. Entry fees for the premier series provide a large portion of the purse while the League provides a multitude of physical prizes. In addition to series specific entry fees a general entry fee is required of all drivers who enter the League.

GENERAL ENTRY FEE:

All members who join Lionheart are required to submit a general entry fee of $10. This is a one-time fee for the entire 2019 Season. Drivers are given a two week "trial period" upon entering the League before the general entry fees are due. This fee also grants entry into the Challenge Series. The General Entry Fee covers a period from February 1 to January 31.

INDYCAR SERIES FEE:

Drivers selected to the IndyCar Series roster are required to submit an entry fee of $65 for the 2019 Season. If an opening occurs, drivers would have their entry fees pro-rated based on the total races ran or $3 per race to a maximum of no more than $65.

RETRO SERIES FEE:

Drivers selected to the Retro Series roster are required to submit an entry fee of $40 for the 2019 Season. If an opening occurs, drivers would have their entry fees pro-rated based on the total races ran or $3 per race to a maximum of no more than $40.

League Sessions:

SETUP TESTING:

The League creates custom fixed setups for each round. Primary baseline setups are created by the Admin Team's lead engineer. When time permits open sessions will be hosted and all members are invited to provide feedback on the setup. The lead engineer will assess feedback, make necessary changes and finalize the setup. All setups will be provided no later than 3 days prior to any event.

PRACTICE SESSIONS:

Once a setup has been finalized it is uploaded to the League forums with the corresponding weather for the event. Members may also download the setup via League forums for private testing. The League will host several practice sessions leading up to the official race. Practice sessions typically run from 2-4 hours beginning at 7PM CST. All Practice sessions will be hosted under the League sessions tab via the iRacing home page.

WARM UP RACES:

Two warm up races will be held prior to any official round. All drivers are eligible to participate in Warm Up race #1. Only drivers assigned to the IR-18 or L79 rosters are allowed to participate in Warm Up race #2 unless given permission to do so by the Admin Team. Warm Up races shall be between 50-100% of the official race distance. A total of 2 fast repairs will be available during Warm Up races to allow members the opportunity to prepare for an official race.

OFFICIAL RACE SESSIONS:

The official race sessions are reserved for the 42 drivers assigned to a given series. Only those drivers assigned to their respective series may enter an official race session. Members of Race Control, broadcast partners and general membership not assigned to an official roster may only enter race sessions as spectators.

RACE CONTROL

Our competition on track has never been better. We are determined to take the quality and professionalism of the Lionheart IndyCar Series to the next level. The Admin Team is changing the Race Control format for the 2019 season. These changes apply to all three series and are effective immediately. The Race Control format and driver penalty process will now better resemble real life racing. League Admins David Korty and Pierre Daigle will oversee this transition and run day to day Race Control operations for all Lionheart series. Both will carry the title of Chief Steward and be supported by additional officials who will be announced later.

Changes outlined below were made to reduce the amount of time required of the Admin Team during the week, reduce the number of appeals, and motivate cleaner driving.

In the past, any questionable activity during a race would be written down by Race Control, and then the Admin Team would discuss each occurrence and determine a resulting action. This process would require each Admin to review the occurrence in question and make their recommendation. Should a clear course not be set, the resulting debate would result in a dramatically inefficient use of time.

Effective for the 2019 season beginning with each series' All-Star Race the Lionheart Race Control will review nearly all occurrences and issue the appropriate disciplinary action in real time. This will require each Race Control team to be expanded from two personnel to four/five. The League rule book has been updated to cover these changes.

We've highlighted the changes below:

Please note that it is the driver's responsibility to know and understand the League rules. No longer will any notice be given to drivers reaching penalty thresholds, instead the penalty will simply be issued. Ignorance to the rules is not a reasonable defense to an infraction. Even with the increased size of the Race Control team, not every infraction or occurrence will be spotted.

ADMIN PARTICIPATION:

League Admins will now be required to vote on occurrences involving their team mates. In the past Admins were exempt from reviewing incidents involving team mates. We have determined that to be a League Admin you must be able to rule fairly, impartially and professionally on behalf of all League drivers despite any personal relationships.

APPEALS/PROTEST PROCESS:

Drivers will have until 11:59:59 PM EST on the Friday that immediately follows a race to appeal any decision made by Race Control, or to report/protest any action not included in the post-race incident report. The post-race incident report will be published on the Lionheart Website within 24 - 48 hours of the completion of the race. Drivers may only appeal via the League email, appeals submitted through any other means, or past the deadline will be ignored. Drivers are not permitted to appeal the severity of a penalty given to another driver(s). Drivers who submit racing appeals need to clearly state their case after having reviewed race replays and cite evidence from multiple angles. Race Control will review incidents based on the specifics of the appeal.

Lionheart Race Control and the Admin Team will no longer discuss specific occurrences in any public setting or explain any process or decision-making logic to anyone other than the driver receiving the action. Drivers who submit appeals and/or protests need to clearly state their case after having reviewed race replays and cite evidence from multiple angles. Race Control will review incidents based on the specifics of the appeal.

Drivers are permitted to appeal the severity and length of a disciplinary action against them. They must provide very specific evidence and a well-reasoned argument for their request to be considered.

CHAT VIOLATIONS:

Voice chat is only for communicating with Race Control or for drivers calling out their pit-in and pit-out. All non-race related communication needs to stop. Calling out pace-car locations, requesting damage checks or calling out upcoming wreckage are permitted but are not requirements. Please only do so sparingly.

Driver chat will be completely silent during "One to Green" start/restart laps, as well as the last two laps of each race.

Chat Violations will be handled the following way.

1st Occurrence: Warning, and voice-chat disabled for the remainder of the race.

2nd Occurrence: Chat Probation for a duration determined by the Chief Stewards. Voice chat disabled for the remainder of the race.

3rd Occurrence: Race Chat disabled for the remainder of the season.

Voice Chat will be managed solely by Race Control. Please understand that senseless chatter, text messages, well wishes, catch phrases, etc. are prohibited. This is the only way to control our product and the integrity of the racing. Remember, other drivers are trying to focus, still trying to race, and voice interruptions are an unnecessary distraction.

Race Control reserves the right to repeat warnings, disable chat for drivers, add additional penalties, and/or skip steps at their discretion.

DRIVER PARTICIPATION REQUIREMENT

Due to increased race distances, the Admin Team is reducing the Practice Lap requirement to 50% of the race distance. Drivers are now required to complete ½ of the total race laps prior to the official race.

Drivers over 4.00 incidents per race (after 5 Races) will be required to complete 100% of the scheduled race distance to be considered DRIVER PARTICIPATION compliant. Additionally, drivers not currently on probation who are over 4.00 incidents per race will be considered “On Probation by Default” until their incident per race average drops below 4.00. Other disciplinary actions involving probations will be served concurrently.

DRIVERS UNDER 4.00 INCIDENTS PER RACE (AFTER 5 RACES)

Drivers who COMPLETE the Driver Participation Requirement, are under the 4.00 incident per race threshold and who are deemed to be at fault (Avoidable Contact) in a racing incident will receive the most lenient penalty’s and have no additional requirements placed upon them. Drivers who DO NOT COMPLETE the Driver Participation Requirement, are under the 4.00 incident per race threshold and who are deemed to be at fault (Avoidable Contact) in a racing incident will receive the regular disciplinary action outlined below as well as additional disciplinary action listed in bold.

Please note that the following are minimum penalties. The disciplinary action can be increased at the discretion of the Admin Team. Below are the guidelines for drivers receiving an Avoidable Contact penalty.

1st Avoidable Contact of the Season:

- Warning
- **End of Line Penalty to be served at the start of the next race.**

2nd Avoidable Contact of the Season:

- End of Line Penalty to be served at the start of the next race.
- 5 Race Probation
- -10 to -15 Championship Points

- Additional penalties at the discretion of the Admin Team
- **Additional -10 Championship Points**
- **1 Race Suspension**

3rd Avoidable Contact of the Season

- 5 Race End of Line Penalty
- Probation until the end of the season in all series in which the driver participates
- 3 Race Suspension to Season long suspension
- -25 Championship Points
- Additional penalties at the discretion of the Admin Team
- **Additional -25 to -50 Championship Points**

DRIVERS OVER 4.00 INCIDENTS PER RACE (AFTER 5 RACES)

Drivers who COMPLETE the Driver Participation Requirement, are over the 4.00 incident per race threshold and who are deemed to be at fault (Avoidable Contact) in a racing incident will receive additional disciplinary action for “high risk” driving. Drivers who DO NOT COMPLETE the Driver Participation Requirement, are over the 4.00 incident per race threshold and who are deemed to be at fault (Avoidable Contact) in a racing incident will receive the regular disciplinary action outlined below as well as additional disciplinary action listed in bold for “high risk” driving.

Please note that the following are minimum penalties. The disciplinary action can be increased at the discretion of the Admin Team. Below are the guidelines for drivers receiving an Avoidable Contact penalty.

1st Avoidable Contact of the Season:

- Warning
- -5 to -10 Championship Points
- Additional penalty at the discretion of the Admin Team
- **3 Race End of Line Penalty to be served at the start of the next race.**

2nd Avoidable Contact of the Season:

- 3 Race EOL
- Race Probation until the end of the season
- -15 to -25 Championship Points
- Additional penalties at the discretion of the Admin Team
- **Additional -25 Championship Points**
- **1 to 2 Race Suspension**

3rd Avoidable Contact of the Season:

- Probation until the end of the season in all series in which the driver participates
- 5 Race Suspension to Season long suspension
- -25 to -50 Championship Points
- Additional penalties at the discretion of the Admin Team
- **Extended suspension at Admin discretion**

LIONHEART INDY CAR SERIES

DRIVERS OVER 5.25 INCIDENTS PER RACE (AFTER 5 RACES)

An incident average per race of 5.25 or higher is considered unacceptable in any circumstance. Drivers over 5.25 are in IMMEDIATE RISK of being indefinitely suspended and will be given up to five (5) races to lower their average below 5.25. If after 5 races their average is not below 5.25 they will be parked for the remainder of the season. Drivers showing significant improvement may face less penalty.

Race 1 over 5.25:	Five Race Probation
Race 2 over 5.25:	-5 Championship Points
Race 3 over 5.25:	-15 Championship Points, EOL Penalty.
Race 4 over 5.25:	-30 Championship Points, EOL Penalty, possible season ending suspension.
Race 5 over 5.25:	-50 Championship Points, EOL Penalty, season ending suspension.

Drivers who COMPLETE the Driver Participation Requirement, are over the 5.25 incident per race threshold and who are deemed to be at fault (Avoidable Contact) in a racing incident will receive additional disciplinary action for “extremely high risk” driving. Drivers who DO NOT COMPLETE the Driver Participation Requirement, are over the 5.25 incident per race threshold and who are deemed to be at fault (Avoidable Contact) in a racing incident will receive the regular disciplinary action outlined below as well as additional disciplinary action listed in bold for “extremely high risk” driving.

1st Avoidable Contact of the Season:

- 5 Race Suspension
- -50 Championship Points
- Indefinite probation in all series, and additional penalties as deemed by the Admin Team.
- **Extended suspension at the discretion of the Admin Team.**

2nd Avoidable Contact of the Season (any situation):

- Season long suspension.
- Membership under review
- Disqualification from any League/performance prizes.
- **Extended suspension and penalty at the discretion of the Admin Team.**

AVOIDABLE CONTACT

Drivers who receive an Avoidable Contact penalty during a race will be instructed to complete a drive through penalty during green flag conditions if still competing. This instruction will come from Race Control.

Should a driver receive a second Avoidable Contact and is able to continue, the driver will be disqualified. This in-race disciplinary action is administered in addition to driver’s participation infractions.

DRIVE THROUGH PENALTY

At the discretion of Race Control, drivers may receive a drive through penalty for their actions on track. Drive through penalty's must be served under green flag conditions. Drivers are instructed to drive through the entire pit lane, maintaining the proper speed. Drivers are not permitted to take service while serving a drive through penalty. If drivers do take service, the drive through penalty will be repeated.

Drivers serving a drive through penalty who enter the pits under green flag conditions will not have to repeat serving the penalty should a caution flag come out while they're on pit lane. Drivers attempting to serve their penalty who do not enter pit lane before a caution flag comes out will need to serve the penalty under green flag conditions.

INCIDENT COUNT & DISQUALIFICATION 10.3

Drivers should be mindful that with the increased incident caps for disqualification some drivers may find themselves with higher incidents than normal. The above consequences and thresholds have been taken into consideration and the Admin Team affirms they are set correctly.

MAINTAINING RACE SPEED

Drivers incapable of maintaining the appropriate race speed will be ordered to the pits. Whether due to damage or lack of ability, Race Control will remove drivers who fall below the threshold. No longer will drivers be allowed to continue even if they're alone on the track or staying out of everyone's way. Drivers will be given a warning to maintain race speed and a specific number of laps within which this must be accomplished. The threshold changes from race to race and is determined by Race Control. The same threshold will apply to every driver in the race.

IMPEDING LEAD TRAFFIC

Drivers have the right to defend going a lap down, but this defense must be done in accordance with League rules. Once a lap or more down, drivers are expected to not interfere with vehicles on a higher lap. It is the passing drivers job to complete the pass cleanly and safely.

In most cases slower cars on a Road Course should maintain course within the racing line. In most cases slower cars on ovals should yield the racing line to faster cars. Drivers found to be impeding faster cars whether intentionally or unintentionally may be removed from the race. This rule does not apply to cars on the same lap.

PIT INCIDENTS/PIT STALLS

Occurrences in the pits will now be addressed during the race. These can be single car or multi car.

Drivers are permitted to pass through three (3) pit stalls on their way in and out of the pits. Violation of this rule will result in disciplinary action Administered during the race.

CONNECTION

Race Control will monitor all driver's connection during the race. Should a driver's connection become inconsistent, Race Control will issue a warning to improve connection. If the driver's connection does not improve, said driver will be disqualified.

PERSONAL CONDUCT

League members are not expected to like every team or driver. We encourage professional rivalries and heated, season long and career long battles.

League members are expected to be professional and respectful. Abusive, threatening, bullying, harassing language, texts, social media posts, etc., will not be tolerated. This includes League members, visitors, Admins, Race Control, broadcast personnel, sponsors, etc. We will continue to enforce a zero-tolerance policy for poor conduct off the track. League members are reminded that Personal Conduct is completely subjective. Disciplinary action for Personal Conduct is at the discretion of the Admin Team and is not appealable.

Personal Conduct also applies when appealing decisions made by Race Control. Drivers are encouraged to be honest in their appeals and state their case. At no time will threatening, harassing, abusive, 'calling someone out' etc. be tolerated. League members are expected to control their emotions and will be held accountable for their actions.

At no time will statements against any driver or League sponsors be tolerated. Drivers are encouraged to keep their opinions to themselves.

Finally, conduct or actions determined to be detrimental to the League will not be tolerated. This includes social media, race interviews, news articles, etc. Attacking, complaining, discrediting, insulting the League, etc. are grounds for immediate removal. Personal Conduct does not forbid being critical, but it does require that words and actions be chosen carefully.

On behalf of the entire Lionheart Admin Team thank you for being part of the community! Please feel free to contact any member of the team at any time if you have further questions.

LIONHEART
INDY CAR SERIES