



Rulebook & Drivers Guide

BUTTKICKER SPORTSCAR

CHAMPIONSHIP

PRESENTED BY BMW

PERFORMANCE DRIVING

SCHOOL

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ButtKicker Sportscar Championship Rulebook

1. PARTICIPATION METRICS

- 1.1 This document pertains to the ButtKicker Sportscar Championship racing the BMW Hybrid V8 and BMW M4 GT3 chassis on the iRacing platform and no other entity. References to “League” or “the League” in this document mean the ButtKicker Sportscar Championship and not any other Lionheart entities.

- 1.1a Drivers wishing to participate in the ButtKicker Sportscar Championship must have at least 150 road course starts in official races. Applicants failing to meet the required number of starts must have at least a Class A Road 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 12 career races, they will be ineligible for Rookie status the following season. Rookies upon entering the series shall have a probationary status for the duration of time they’re classified as a Rookie. Drivers participating in the inaugural season who complete more than 12 races will lose ineligibility for Rookie status for the following season.

- 1.1c The Lionheart Racing Series membership is based off of invitation only. The league and/or Admin Team reserves the right to remove any driver from the roster who is determined to be unsafe, disrespectful to the league, its sponsors or drivers, lacking the required racing proficiency, or an otherwise unfavorable fit for the league in any regard.

- 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.

- 1.2a Members will follow any rules set forth by the league as a result of any exclusivity agreements with league sponsors.

- 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 \$15.00 USD. Additionally, there will be a \$105.00 USD entry fee for the ButtKicker Sportscar Championship. 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 that are not added to the official roster are permitted to compete in any sessions open to the general membership to include practice sessions and warm up race 1. Members not on the official ButtKicker Sportscar Championship roster are required to submit the general entry fee for the 2023 Season. Membership runs from March 1st through December 31st.

- 1.4b Any member who joins the ButtKicker SportsCar Championship 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 The league reserves the right to allocate up to 100% of league dues to cover expenses such as race broadcasts, season awards and other services deemed integral to the operation of the league. A reasonable percentage of funds allocated to the championship purse will be based on the amount of remaining funds after all league expenses are met. Additionally, funds from race and other outside sponsorships can increase funds allocated to the championship purse. 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 \$25.00 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 55 entrants. The Admin Team reserves the right to add additional entries including alternate or part time drivers to the roster solely at their discretion.
- 1.5c All members who have paid their general membership fee but are not assigned to an official series roster are eligible and encouraged to participate in all practice sessions and Warm Up Race 1.
- 1.6 By accepting a ButtKicker SportsCar Championship roster spot, drivers affirm they will prepare themselves properly to compete at a high level before each and every event. This means drivers are expected to show up and participate regularly in warm-up races and practice sessions. Drivers who routinely fail to actively participate and prepare for league events may be removed from the league roster at Admin discretion.
- 1.7 The League uses multiple means to communicate with members. These include League e-mail and the League's official Discord server. Drivers are required to register for the League Discord 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.
- 1.7a All members are encouraged to like and follow all league social media channels to include Instagram, Facebook, Twitter and YouTube. Additionally, members are encouraged to assist in promoting the league and all live events via their own personal and team social channels.
- 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 4 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 without exception.
- 1.9b As a professional courtesy, any driver who knows they're going to miss a race should notify Race Control no later than 72 hours before the event. This will allow the Admin Team to find a suitable alternate. Drivers who "no call / no show" may have their membership re-evaluated.

2. EVENT OVERVIEW

- 2.1 All race sessions will start on Mondays and have a 30-minute practice session. Events will open at 8:35 pm CST. Qualifying will begin at 9:05 pm CST. The Green Flag will wave at approximately 9:20 pm CST. Some events may be scheduled on a day other than a Monday due to length, scheduling, and/or unforeseen circumstances.
- 2.1a When joining any official race server, drivers are responsible for selecting the correct car for their assigned class. Drivers who enter the session with the incorrect car will be disqualified. Race servers will not be rebuilt as a result of drivers entering race servers with the incorrect car.
- 2.1b Unless otherwise specified, the event starting grid will be set by qualifying. Drivers are given a total of 15 minutes and or 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.

Starting Procedures

- 2.3 Rolling starts will be used in all races.
- 2.3a A designated starting zone used by both the LMDh and GT3 classes will be established and enforced by Race Control for each event using the following rules.
 1. Starting Zones for all tracks will be announced no later than a week before each event and posted in the series announcements thread in the league Discord. It is the responsibility of all drivers to make themselves familiar with the Starting Zones for each track.
 2. A visual graphic defining the starting zone will be posted and made with visual markers. Examples are lines on track, side track objects, etc., with the end of the zone being the start / finish line to clearly define the zone. There may be cases where this is not possible or the zone is in a non-standard location.
 3. All drivers will ignore iracing automated green flag system.
 4. LMDh class pole sitter will establish a 5 second gap to the pace car to avoid any possible Black Flags for the LMDh field.
 5. LMDh and GT3 class leaders will have full control of the start. Each pole sitter must maintain pace car speed +/- 10mph (+/- 16kph) once within 2 corners of the starting zone.
 6. GT3 class pole sitter will leave a 5-10 second gap to the back of the LMDh field.
 7. Once in the Starting Zone the class leader can go at any time before or at the end of the zone.
 8. Any exceptions to these rules based on specific tracks will be announced to drivers in advance.

- 2.4 All races will use custom fixed setups. These setups will be prepared and tested by Majors Garage. 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 Discord a minimum of seven (7) 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 or using this information outside of the league without the expressed written consent of the Lionheart Racing Series will be penalized and or removed from the league.
- 2.5 Max Fuel is set at 85% for LMDh / 60% Max fuel for GT3 class
- 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.
- 2.11 Fuel burning during qualifying is allowed.
- 2.12 The qualifying conduct scrutiny system shall be set to lenient during qualifying sessions.
- 2.13 Any race that reaches half-distance of 45 minutes (50% of planned time) 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.
- 2.13a 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. This rule shall also apply to situations where an error has occurred with server settings for any official race.
- 2.14 Any driver than has incurred an EOL penalty for any reason shall not be allowed to qualify for the race in which the penalty is to be served.

3. RACE CONTROL

- 3.1 The Race Control team is 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. Race Control 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 members of the Race Control team will communicate on the Race Control channel during the race session. Members of 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 Wednesday 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 Discord. 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 shall 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.
- 3.4 When ruling on conduct, incidents off the track, driver behavior, voice chat violations, and on-track incidents, it is the responsibility of Race Control to interpret the League's Rules and enact punitively where needed. Every situation will be treated as a lone incident, except where necessary to establish a pattern, however, precedent may not apply if involving other drivers or other races. It is the intention of Race Control to act upon conclusive evidence, which would require conclusive evidence to have a call overturned. When, in the opinion of Race Control, the evidence is inconclusive Race Control will rule in favor of "no action."
- 3.5 Race Control may issue penalties regardless of the presence of NETCODE, if applicable. Race Control will watch each replay to determine fault based on the data provided and a reasonable assumption and impartial interpretation of the NETCODE. NETCODE does not automatically invalidate fault. NETCODE is not a sufficient enough justification for an appeal.

- 3.6 Multiple incidents by a single driver in a single event may be subject to accumulative penalties.

4. COMMUNICATION

- 4.1 All drivers must have a microphone for voice communication. There are no exceptions. Members must have “Pit In” and “Pit Out” 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.
- 4.4c Drivers needing IMMEDIATE assistance from race stewards (Ex: Black Flag Removal) should address their need verbally to Race Control via the race server voice chat. Drivers are not permitted to call “Admin” during the race to report issues with other drivers on the track, the post-race appeals/protest system will handle all other issues in this regard (blocking, slower cars, contact, etc) not handled live during the race.
- 4.5 Drivers are not allowed to argue with members of Race Control. Arguing or failure to follow Race Control instructions will result in being disqualified and or additional penalties.
- 4.6 Lionheart members may request a private, password protected Discord 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 LMDh pole sitter maintaining the proper pace speed a minimum of 5 seconds behind the pace car. GT3 field will maintain a 5-10 second gap to the rear of the LMDh field. Each class leader will have control of the start/restart and may accelerate at their discretion after entering the Starting Zone but must do so before reaching the end of the Starting Zone.
- 5.2 All restarts are single file with the proper pace speed utilizing the established Starting Zone procedures.
- 5.3 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. Drivers in violation will receive one warning and may be penalized. Multiple infractions by a single driver may result in disqualification and could jeopardize future participation in league activities.
- 5.4 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 and 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 or pacing 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 lane. Drivers who initiate contact believing they would “ghost” through another vehicle will be treated as “the cause” of the incident, which also may be 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.
- 6.7 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.
- 6.7a 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.
 - 6.9a Drivers who have contact with other cars in pit lane, 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 Once a driver enters the race session, Race Control will begin monitoring their connection quality. Drivers who are identified as having an unstable connection by visual cues (i.e., warping, blinking and/ or disappearing), or through monitoring of their ping quality readings will be issued a warning.

- 8.2 Drivers must have a reliable internet connection capable of running iRacing with a "green" colored quality and ping. Drivers whose internet connection shows as "red" or "yellow" quality and ping will be monitored by Race Control for actual blinking or warping. Additionally, a driver whose connection is "green" will be monitored by Race Control if they, nonetheless, present as blinking or warping to Race Control. The member will be issued a warning by Race Control over live race coms which will also alert the field to the situation. This warning is advisory, and does not necessarily require any further action by the driver in question. However, drivers who have been warned about their connectivity issues and continue to race in close proximity to other cars and proceed to create an incident are subject to harsher penalties from Race Control.

- 8.3 Depending on the proximity of other cars to that of a driver currently experiencing connection issues and the severity of the issues themselves, the effected driver MAY be instructed to safely fall back one (1) second behind any cars that they are currently racing and/ or any pack of cars in their proximity. If a driver's connection issues persist, and other cars come in close proximity to theirs, then they must continue to drop back as to avoid driving around cars until their connection stabilizes as determined by Race Control.

- 8.3a When drivers are attempting to fall back, they must do so in a safe and predictable manner. The suggested methods are utilizing the straights, running off-line, and/ or using the apron safely. Other techniques may be warranted depending on the situation.

- 8.4 Drivers who have their race interrupted (i.e., throughput error / dropped from server) 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.

- 8.5 Every effort will be made to avoid situations where a driver has to retire completely due to connection issues; however, there are certain limited situations where a driver may be required to be removed from an event due to connection issues. Drivers who are exhibiting a long term-connection issue and/ or who have received multiple warnings for connection issues may be removed from the event. Additionally, if a driver's connection issue adversely effects the drivers around them, and there is no ability to find a clear track for the driver, the driver may be removed from the race.

- 8.6 Drivers who have been asked to retire due to connection issues will be treated as if their car suffered a terminal mechanical issue. Once a driver has been instructed to retire from an event, they may not rejoin the field even in the event that their connection stabilizes. A driver who voluntarily retires their car prior to being asked by race control will be allowed 1 attempt to safely rejoin the race.
- 8.7 Drivers who are experiencing connection issues when initially joining the starting grid and/ or during a restart will be notified via live coms by Race Control. If the connection issue is deemed severe enough by Race Control to pose a risk to other competitors, the driver/s having connection issues will be issued an EOL (GT3 Class) or sent to the rear of their Class (LMDh Class). Race Control will communicate to the field which lane the driver is in. The driver must slow and remain in line allowing all cars to pass until they are at the rear of the field. If the grid has not been formed by the time the leader reaches the middle of the back stretch of 1 to green, race control will extend the pace laps by 1 to allow sufficient time for the grid to properly form.
- 8.8 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 where a penalty can be given during the live event. If a penalty is not administered live during the race, it will be addressed on the post-race report. The post-race report will also detail all noted in-race incidents and penalties assigned during the race. Any additional explanations, actions, or penalties will be noted in the report.
- 9.2 Drivers have until 11:59:59PM EST on the Wednesday 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 who fail to maintain an appropriate race speed for any reason may be given a warning by Race Control and subsequently parked for the remainder of the event. 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.
- 9.3a If a car is deemed too damaged to safely complete green flag laps, the driver must park their car and retire from the event. Drivers may NOT complete laps under yellow flag conditions.
- 9.3b If a car is more than 5 laps down AND has no prospect of improving position before the end of the race, that driver should retire their car safely to the pits at the first opportunity.

- 9.3c 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.
- 9.4 Drivers have the right to defend going a lap down, but this defense must be done in accordance with League rules. Once the race reaches the final 2 laps, drivers on the tail end of the lead lap and lapped cars are expected to give way to the leaders. Race Control may issue instructions and/or penalties in the closing laps of a race if necessary.
- 9.5 Drivers committing "off-track" incidents, self-spins, or other errors determined to be an "unforced error" may be penalized, disqualified and face further penalty on the post-race report.
- 9.6 A driver who causes multiple cautions in a single event may be disqualified. A driver who causes cautions in consecutive races may be penalized and face further penalty on the post-race report.
- 9.6a A driver who has multiple self-spins in a single race may be disqualified and face further penalty on the post-race report.
- 9.7 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:

Championship Points

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
Points	35	32	30	28	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9

Position	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	42	43
Points	8	7	6	5	4	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Position	44	45	46	47	48	49	50	51	52	53	54	55
Points	1	1	1	1	1	1	1	1	1	1	1	1

Bonus Points	
Pole Position - LMDh and GT3 Class	1
Leading One or More Laps - LMDh Only	1
Incident Free Race – LMDh and GT3 Class	2
Clean Race Less Than 6 Incident Points – LMDh and GT3 Class	1
Most Positions Gained (Drivers Must Qualify) – LMDh and GT3 Class	1

Incident Points

- 10.3 Incident caps will be used. Depending on the amount of incident points reached a driver may be penalized and or disqualified from the event.

- 10.3a The incident limit for penalties will be 28x for road courses. Any driver who hits the incident limit will receive a drive through penalty.
- 10.3b The incident limit for disqualification will be 35x for road courses. A driver who hits the incident limit will receive a 5-point Championship Point Penalty and be disqualified, regardless of reason.
- 10.3c 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 per race average exceeds 7.00 at any time during the season.
 2. A driver reaches four (4) 15.4 penalties.
 3. A driver receives three (3) Avoidable Contact penalties.
 4. A driver's conduct.
- 10.5 There will be a total of 2 drop weeks during the season. A driver's lowest 2 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 Season Championship is awarded to the driver in each Class with the most points at the end of the season after applying the correct number of drop weeks.
 - 11.1a For the purposes of assigning Season Champions, Classes are defined as follows:
 1. BMW M Hybrid V8 LMDh Class
 2. BMW M4 GT3 Class (Overall)
 3. BMW M4 GT3 AM Class
 4. BMW M4 GT3 PRO Class
- 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 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. During the inaugural season the Rookie of the Year Award will be suspended.
- 11.4 The Iron Man Award is awarded to the driver who completes the most miles in a season without drop weeks. This applies to both the BMW M Hybrid V8 LMDh and BMW M4 GT3 Class (Overall).
- 11.5 The Cleanest Driver Award in the BMW M Hybrid V8 LMDh Class is awarded to the driver with the lowest incident average at the end of the season who is within the top 10 in the points standings without drop weeks.

- 11.5a The Cleanest Driver Award in the BMW M4 GT3 Class (overall) is awarded to the driver with the lowest incident average at the end of the season who is within the top 18 in the points standings without drop weeks.
- 11.6 The Turning Point Award is awarded to driver who most greatly improves their season from the first-half to the second-half. This is determined by the Admin Team. This applies to both the BMW M Hybrid V8 LMDh and BMW M4 GT3 Class (Overall).
- 11.7 The Driver of the Year Award is awarded to the driver who most exemplifies the ButtKicker Sportscar Championship in their performance, involvement, and dedication. This applies to both the BMW M Hybrid V8 LMDh and BMW M4 GT3 Class (Overall).
- 11.9 Other awards may be added at any time based on League discretion, availability of sponsorship and/or funds.
- 11.10 In the case of a tie, the League will determine all Champions 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.
- 11.14 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. Once a number is assigned it belongs to that member until they either release it or withdraw / abandon / or have been removed from the League. Numbers may be reserved at discretion of the Admin Team.
- 12.2 All required league overlays must be used and cannot be altered or changed in anyway. League contingencies must also be clearly visible and not blocked by other logos or design elements.
- 12.3 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.
- 12.3a 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.
- 12.4 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.
- 12.4a The number 77 will not be assigned under any circumstances.
- 12.4b The number 81 is retired.

- 12.4c Driver numbers will be limited to three digits, unless approved by the Admin Team.

13. RACE ETIQUETTE AND PROFESSIONAL CONDUCT OF 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 the league, including its competitors and sponsors.
- 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 or provide advantage for another car, 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 and may result in immediate removal from the League. Drivers are expected to be good ambassadors to the League at all times, and this is a condition of membership.

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 drive through penalty, 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.
- 15.1a Incident tracking is an imperfect system and is the best option available given the leagues resources. Race Control and the Admin Team understands that NOT ALL incidents received are the driver's fault. The league does not have the ability to validate every incident point. It is the leagues intention that drivers will receive warnings and probations based on their total incident count and average. Drivers receiving probation for their Incident Count or Incident Average will be expected to improve to avoid further penalty. Victim incident points will only be considered when punitive, and any application will be a diminishing return and at the discretion of Race Control.
- 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.
- 15.3 All races will be reviewed and any penalties or results from the review will be posted on the League Discord in a timely manner following the race.

Avoidable Contact

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

Incident Responsibility

- 15.4 Drivers determined to be “the cause” of a race caution or incident where another driver’s race is negatively affected will have these incidents tracked by Race Control. The determination regarding when a driver’s race is negatively affected is at the sole discretion of Race Control. Drivers found responsible for these incidents will receive 2 warnings before being penalized. Penalties related to incident responsibility will be handled POST RACE in the following manner:

1st Infraction: Warning

2nd Infraction: 2nd Warning

3rd Infraction: -2 Championship Points, x1 EOL, 3 Race Probation

4th Infraction: -5 Championship Points, x3 EOL, 5 Race Probation, 1 Race Suspension

5th Infraction: -10 Championship Points, x5 EOL, Season Long Probation, 3 Race Suspension

6th Infraction: Season Long Suspension

- 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.
- 15.5 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 7.0 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 if 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 Lionheart Discord. Additional time may be needed for the post-race report, protests, 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 Discord. All 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 in reference to threshold penalties. No advanced notice will be automatically provided. If a 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 Wednesday 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.

17. TEAMS & ORGANIZATIONS

- 17.1 A Team is defined as a group of two (2) drivers. These two drivers compete for the Team Championship.
- 17.2 Any new teams must notify the League of their team's 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 2 drivers on their roster at any given time. Once a team roster is declared official no changes will be made without approval by the Admin Team. In the event a full-time driver withdraws or is removed that team may petition the Admin Team to bring on a permanent replacement. If a team owner chooses to remove an active driver from their roster, all points earned by that driver prior to being removed will still count towards that team's championship season. Any driver removed from a team's roster for whatever reason will have no claim on any prizes won by their former team.
- 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). For example.
 1. Synergy Motorsports – Organization
 - Synergy Motorsports Blue
 - Synergy Motorsports Black
 - Synergy Motorsports Silver

- 17.4 Points for the team championship will be calculated and recorded using the League's official scoring software. In each race, all 2 drivers on each team will count towards team points.
- 17.4a To address missed races due to real life commitments, drop weeks are implemented into the Team Championship. There will be 2 drop weeks for each team, where the two lowest point totals of the team will be discarded.

18. LIVE STREAMING

- 18.1 Members wishing to live stream any Lionheart event (practice or race) during the 2023 Season must first request permission from the Admin Team. Requests to stream must be submitted in writing to the League's email address. The League's response will only come in writing. Requests made in any other way will be not be considered.
- 18.1a Members who are given permission to stream and are logged into the Lionheart Discord may only do so via private channels. Members may not stream any audio content from "The Grid" or any other non-private channel. The streaming member must inform all members in their private channels when audio will be recorded on their streams and 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 asked to place links to the race broadcast and to the League website in the stream's description. The Admin Team asks streaming members to assist with League advertisement by placing the official "Lionheart Racing Series" logo on their stream overlay, adding "ButtKicker Sportscar Championship" 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.
- 18.3 Members are to follow rules set forth by the league as required by any exclusivity agreements and/or official endorsements with league sponsors.

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, including social media posts, behavior in League Discord and all Lionheart sanctioned events. 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.

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 3 championship series to its members. The Lionheart Racing Series is the premier Sim Racing League on iRacing.

Continuing in 2023 is 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 between 42 and 55 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. Becoming eligible does not guarantee entry into a higher tier series as each roster is based on invitation. 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.

2023 LIONHEART RACING SERIES ENTRY REQUIREMENTS:

Dallara Open Wheel:

- 200 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 AND 2000 iRating in BOTH oval and road may be considered eligible without meeting the required starts.

Lotus 79:

- 150 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 A License AND 2000 iRating in BOTH oval and road may be considered eligible without meeting the required starts.

BMW Hybrid V8 LMDh and BMW M4 GT3:

- 150 Road Starts in official iRacing events

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

OFFICIAL LIONHEART RACING SERIES CHAMPIONSHIPS

LIONHEART OPEN WHEEL SERIES:

The Lionheart Open Wheel 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 22-round season which runs Wednesdays from March through December. The goal of the series is to emulate real the real-world Open Wheel 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 Open Wheel racing from the late 70's and 80's recreating the glory days of American open wheel racing. The 2023 Season will feature a 22-race schedule which runs on Thursday nights from April through December. All races are broadcast through RaceSpot TV, Arena TV and ESTV. The Retro Series is home various 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 Open Wheel the following year.

LIONHEART SPORTSCAR CHAMPIONSHIP:

The Lionheart Sportscar Championship is our newest series featuring the BMW Hybrid V8 and BMW M4 GT3. A field of 55 drivers will compete across a variety of the world's best road courses. This series will be the first time a non-open wheel car has been raced officially in Lionheart. Each car will be separated into its own class creating two different champions.

2023 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. Champions may also be awarded with trophies and or plaques to proudly display their accomplishments. Entry fees for the premier series provide a 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 \$15. This is a one-time fee for the entire 2022 Season. The General Entry Fee covers a period from February 1 to January 31.

OPEN WHEEL SERIES FEE:

Drivers selected to the IndyCar Series roster are required to submit an entry fee of \$115 for the 2023 Season. If an opening occurs, drivers would have their entry fees pro-rated based on the total races ran or \$5 per race to a maximum of no more than \$115.

RETRO SERIES FEE:

Drivers selected to the Retro Series roster are required to submit an entry fee of \$95 for the 2023 Season. If an opening occurs, drivers would have their entry fees pro-rated based on the total races ran or \$5 per race to a maximum of no more than \$95.

SPORTSCAR CHAMPIONSHIP FEE:

Drivers selected to the Sportscar Championship roster are required to submit an entry fee of \$105 for the 2023 Season. If an opening occurs, drivers would have their entry fees pro-rated based on the total races ran or \$5 per race to a maximum of no more than \$105.

LEAGUE SESSIONS:

PRACTICE SESSIONS:

Once a setup has been finalized it is uploaded to the League Discord with the corresponding weather for the event. Members may also download the setup 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 Open Wheel, Retro Series or Sportscar Championship 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 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

Lionheart Race Control will review nearly all occurrences and issue the appropriate disciplinary action in real time. Race Control may also postpone review of any incident until after the race is completed.

APPEALS/PROTEST PROCESS:

Drivers will have until 11:59:59 PM EST on the Wednesday 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 Discord within. 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 not 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 is not tolerated. 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.

INCIDENT POINTS, PENALTIES AND AVOIDABLE CONTACT

DRIVER INCIDENTS

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
- Drive through penalty when issued live during the race
- End of Line Penalty to be served at the start of the next race. This applies only to AC penalties issued post race

2nd Avoidable Contact of the Season:

- Drive through penalty when issued live during the race
- End of Line Penalty to be served at the start of the next race. This applies only to AC penalties issued post race
- 5 Race Probation
- -5 Championship Points
- Additional penalties at the discretion of the Admin Team
- **Additional -5 Championship Points**
- **1 Race Suspension**

3rd Avoidable Contact of the Season

- Drive through penalty when issued live during the race and additional 4 Race End of Line Penalties
- 5 Race End of Line Penalties. This only applies to AC penalties issued post race Probation until the end of the season in all series in which the driver participates
- 3 Race Suspension to Season long suspension
- -15 Championship Points
- Additional penalties at the discretion of the Admin Team
- **Additional -15 Championship Points**

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 driver's 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

Incidents 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.

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. But every driver is expected to always display good sportsmanship and professionalism both on and off the track. 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.