

MAJOR LEAGUE SIM RACING

Official League Rulebook

[Series: A-Open, B-Open & C-Open NASCAR | Season X | Effective Date: _____]

1. League Mission & Spirit

Major League Sim Racing exists to deliver competitive, clean, and respectful NASCAR racing on iRacing across the A-Open, B-Open, and C-Open series. Every rule in this document supports three guiding principles:

- Clean racing first — finishing position never justifies wrecking another driver.
- Respect among competitors, IRB members, and league staff at all times.
- Transparency in how rules are written, applied, and enforced — including how money moves through the league.

Where a specific situation is not covered by these rules, the IRB will rule in the spirit of the principles above. The Race Director's decision is final, subject only to the appeals process in Section 9.

MLSR does not exist to make money. It exists to run great races. The league does not generate profit — every dollar that comes in through sponsorship, partnerships, or other revenue is accounted for and paid back out to the membership in the form of prize pools, driver payouts, broadcasting, and league operations. The finances are not a black box. Members have a right to know where the money goes, and the league commits to making that information available in a clear and straightforward way.

Founders, the commissioner, and all staff members serve in volunteer positions. No one draws a salary from MLSR.

1.1 Relationship to iRacing Sporting Code

iRacing's official sporting code and terms of service remain in full effect for all MLSR events. Competing in this league does not exempt any driver from iRacing's platform rules, and violations of iRacing's code may result in platform-level consequences independent of any MLSR ruling.

Where iRacing's sporting code and this rulebook address the same situation, MLSR rules take precedence for the purposes of league standing, incident points, and any penalties administered by the IRB or league administration. iRacing's automated systems — black flags, pit road speed penalties, and similar in-sim enforcement — stand as issued and are not subject to MLSR override.

2. Series Structure & Membership

2.1 Series Offered

- A-Open NASCAR
- B-Open NASCAR

- C-Open NASCAR
- ARCA

2.2 Eligibility

1. Active iRacing membership in good standing.
2. No minimum iRating required.
3. Minimum Safety Rating: Class B or higher.
4. League application approved by league staff.
5. Drivers must be at least 13 years old, or have parent/guardian consent.
6. iRating cap: Drivers with an iRating above 5,000 are not eligible to compete.

2.3 Roster & Registration

- Maximum field per race: [40] cars per series.
- Registration window for each race closes [24] hours before green flag.
- Mid-season additions are allowed up to Race 6; later additions race for fun only (no points).

2A. Team Franchise Model

2A.1 Franchise Philosophy

Team owners are the backbone of Major League Sim Racing. They are treated as franchise partners, not simply participants, and the organization is committed to supporting them at every level. In return, team owners carry real responsibility — for their drivers, their brand, and the growth of the league. This section defines what that partnership looks like on both sides.

2A.2 Driver Accountability

Drivers are individually responsible for their actions on track. That does not end at the driver level. Team owners are expected to know their drivers, set standards for conduct, and address problems within their roster before the league has to. When a driver repeatedly puts their team in a difficult position, that is a roster management issue as much as it is a conduct issue.

Penalties under the incident point system are served by the driver. However, the IRB and league administration reserve the right to escalate repeat or egregious conduct to the team level, including deductions from team championship standings, when a pattern of behavior reflects a failure of team oversight. Owning a Team means owning the behavior of the people who represent it.

2A.3 Roster Limits

- Teams may carry a maximum of four drivers per series.
- Roster changes during the season are subject to the mid-season addition rules in Section 2.2.

2A.4 Branding & Promotion Requirements

MLSR grows when everyone promotes it. Team owners are expected to be active participants in building the league's brand, not passive members of it. The following are minimum requirements for all team owners.

- Each team must maintain at least one active social media presence dedicated to or regularly featuring their MLSR team.
- Teams are required to reshare designated branded posts issued by MLSR. These posts will be clearly marked as required shares. This is a minimum obligation — teams are encouraged to go beyond it.
- Consistent failure to meet branding obligations is a franchise compliance issue and may be reviewed by league administration.

2A.5 Sponsorship & Revenue

Every dollar of sponsorship revenue the league procures is reinvested directly back into the membership. That means driver race payouts, team and championship prize pools, broadcasting production, and other programs that benefit the entire MLSR community. The league does not retain sponsorship revenue — it exists to fund the experience for the people who make it worth sponsoring in the first place.

This structure is intentional. When the league grows, teams grow. When teams grow, the league grows. The franchise model only works if everyone has skin in the game — and the revenue model reflects that.

3. Schedule & Race Format

3.1 Season Length

Each season consists of 16 regular-season races plus a 4-race playoff. The schedule is published before the season opener and will not change except for emergencies.

3.2 Race Night

- C-Open: Tuesdays — qualifying at 8:00 PM ET
- B-Open: Thursdays — qualifying at 8:00 PM ET
- A-Open: Sundays — qualifying at 8:00 PM ET
- ARCA: Fridays — qualifying at 9:10 PM ET
- Open practice: 60 minutes before qualifying
- Qualifying: single-car, 2-lap format
- Race start: published on the schedule

3.3 Race Distance

Race distances are built around a target race time of approximately 90 minutes. To ensure compliance with broadcast schedules and media partner agreements, MLSR management retains the authority to alter official race lengths at any time prior to a sanctioned event.

3.4 Cautions & Restarts

- iRacing auto-cautions: ON
- Lucky Dog: ON
- Wave-arounds: ON
- Green-White-Checkered attempts: [2 attempts maximum]
- Double-file restarts on all restarts.

3.5 Pitting

- Fast repair: disabled.
- Tire and fuel strategy is open.
- Pit road speed limit enforced by iRacing; black-flag penalties stand.

4. On-Track Conduct

This is the most important section in the rulebook. Read it before every race.

4.1 Definition of an Incident

An incident is contact or a race condition that causes a caution flag, or a reported rule violation submitted to the IRB within 48 hours of race conclusion. MLSR does not police racing behavior — drivers are free to race hard. Accountability only applies when that behavior causes an incident or produces a reportable violation. Both are subject to IRB review and the incident point system.

4.2 Right to Race

Every driver has the right to their racing line. If you initiate contact while trying to take that line away, you are responsible for the resulting incident. The fundamental question the IRB asks is not "who touched whom?" — it is "who created the unsafe situation?"

4.3 Overlap — Definition

Overlap is the foundation of every side-by-side ruling in this rulebook. The rules below define when overlap exists. Once overlap exists, the racing-room obligation in Section 4.3 applies, subject to the lane integrity requirement in Section 4.3.1.

- Overlap exists the moment the trailing car's front bumper enters the same lateral plane as any part of the leading car. Practically: as soon as the very tips of the bumpers are alongside each other, overlap has been established.
- A car directly behind another car (nose-to-tail, no lateral overlap) is NOT overlapped. Close following is not the same as side-by-side. The trailing car must actually be alongside, even slightly, for overlap to exist.
- Overlap is a continuous state, not a corner-only event. It applies anywhere on the track — straightaways, corner entry, mid-corner, and corner exit.

- Overlap into a corner: a trailing car must have overlap before the leading car's turn-in point for the leading car's racing-room obligations to carry into that corner. Overlap created after turn-in (a dive-bomb) does not earn racing-room protection.
- Maintained overlap: as long as overlap is maintained, racing-room obligations continue. The obligation only ends when one car clears (rear bumper ahead of the other car's front bumper) or falls back to nose-to-tail with no lateral overlap.
- Lost-and-regained overlap: if overlap is broken and then re-established, the obligations reset from the point of re-establishment.

4.4 Racing Room — The Core Rule

CORE PRINCIPLE — RACING ROOM

First: each driver must hold their own lane. Second: when both drivers hold their lanes, the leading car must leave the trailing car practical racing room whenever overlap exists. A driver who loses their lane and slides into another car is at fault. A driver who chops a car with overlap is at fault. Overlap is binary — either it exists or it doesn't.

Side-by-side incidents on an oval are governed by two principles, applied in order. The IRB works through both questions before assigning fault.

4.4.1 Principle 1 — Lane Integrity

Each driver must hold their own lane through a side-by-side battle. A driver who loses control of their car and slides, washes, or drifts into another car is at fault for that contact, regardless of overlap and regardless of who was leading.

- Inside driver responsibility: hold the bottom groove. If you enter too hot, can't get the car turned, and slide up the track into the outside car, that contact is on you. Earning overlap does not protect you from a lane integrity failure.
- Outside driver responsibility: hold the upper groove. If you get loose on exit, wash down the track into the inside car, or fail to keep the car off the wall and bounce into traffic, that contact is on you.
- Lane integrity is judged independently of overlap level. A driver with full door-to-door overlap who slides out of their lane into the other car is still at fault for the contact. Earning a position does not excuse losing the car.
- Exception — caused loss of control: if the loss of lane integrity was caused by the other car's racing-room violation (a pinch, chop, or squeeze that forced the driver to take evasive action they could not execute cleanly), the original cause determines fault. A driver who is pinched to the apron and slides up because there was no room to use is not at fault for the resulting contact — the pinch is.
- The IRB reviews what happened first. If the leading car's racing-room violation came before the trailing car's lane integrity failure, fault is on the leading car. If the lane integrity failure came first with no prior violation, fault is on the driver who lost the car.

4.4.2 Principle 2 — Racing Room

Overlap is binary. Either the cars are alongside each other (any part of the trailing car alongside any part of the leading car per Section 4.2) or they are not. When overlap exists and both drivers are holding their lanes, the leading car must leave the trailing car practical racing room — enough that a competent driver holding their lane can race through the corner or down the straight without making contact or taking evasive action.

- The amount of car alongside does not change whether overlap exists. A bumper alongside a bumper is overlap. A door alongside a door is overlap. Both are protected.
- "Practical racing room" means enough room to race, not a measured number of inches. If the trailing car has to lift, scrub the wall, drop to the apron, or otherwise abandon their line to avoid contact, the leading car did not leave practical racing room.
- Penalty severity for a racing-room violation is calibrated to the result of the incident, not to how much overlap existed. A chop that spins a car is the same offense whether the trailing driver had a bumper or a door alongside — the leading driver chose to drive into a car that was there.
- Chops (leading car closes the door across the trailing car's nose): fault on the leading car.
- Pinches and squeezes (leading car runs the trailing car into the wall, the apron, or off-track): fault on the leading car.
- Door bangs and sideswipes (cars running alongside, one moves laterally into the other): fault on whoever initiated the lateral move first. Both drivers may be penalized if both moved into each other simultaneously.
- A driver cannot manufacture protection by sticking a bumper in late. Overlap must be established before the leading car's turn-in to carry into the corner. A dive-bomb that creates overlap after turn-in is not protected — see Example 2.

4.4.3 How the IRB Applies the Principles

For any side-by-side incident, the IRB asks these questions in order:

7. Did the trailing car hold lane integrity? If no, and the loss of lane integrity was not caused by the leading car, fault is on the trailing car. Stop here.
8. Did the leading car hold lane integrity? If no, and the leading car drifted or slid into the trailing car, fault is on the leading car. Stop here.
9. Was overlap established before the corner's turn-in (or maintained on the straight)? If no, the trailing car was not entitled to room — fault is on whoever initiated contact, or racing incident.
10. Did the leading car leave practical racing room? If no, fault is on the leading car. The driver at fault is expected to claim the caution in sim chat before one-to-go and serve an EOL (1 incident point). Failing to claim results in IRB review; if found guilty, the driver serves a drive-through penalty (DT) at the next race — see Section 6.
11. If both drivers held their lanes and overlap was respected, the incident is a racing incident with no penalty.

4.5 Worked Examples

These examples illustrate how the IRB will apply Sections 4.2 and 4.3. They are not exhaustive — every incident is judged on its own footage.

Example 1 — Outside car squeezed to the wall

Scenario: Car A is on the inside, Car B is on the outside with full door-to-door overlap entering Turn 1. Through the middle of the corner, Car A drifts up the track, leaving Car B with inches of room against the wall. Car B has to perfectly manage their throttle and steering to avoid contact, and eventually the right side of Car B touches the wall, which sends Car B into Car A.

Ruling: Fault: Car A. Car B had established overlap and the right to the outside lane. Car A's drift eliminated the practical racing room Car B needed. The fact that Car B's car made first contact (with the wall, then with Car A) does not transfer fault — Car A created the situation where contact was inevitable. Car A is expected to claim the caution in sim chat before one-to-go (1 incident point, EOL). Failure to claim results in IRB review; if found guilty, the driver serves a drive-through penalty (DT) at the next race per Section 6.

Example 2 — Late dive-bomb

Scenario: Car A is leading into Turn 3 on a flat oval. Car B sticks their nose to the inside at the very last moment, gaining only a partial overlap (front bumper to rear bumper) after Car A has already turned in. Car A continues their normal line, contact occurs, and both cars spin.

Ruling: Fault: Car B. Overlap was not established before turn-in. Car A had no obligation to leave room for a car that wasn't there when the corner was committed to. This is the classic dive-bomb and is an avoidable contact penalty.

Example 3 — Outside car washes down (lane integrity failure)

Scenario: Cars A and B race side-by-side through Turn 2 with clear separation between them — a comfortable car-width and a half. On corner exit, Car B (outside) gets loose and drifts down into Car A, making contact.

Ruling: Fault: Car B. Principle 1 lane integrity failure. Car A held their lane and left room. Car B failed to control their car on exit and washed into traffic. Car B's overlap level is irrelevant when the contact resulted from losing the car. Car B claims the caution and serves EOL (1 incident point).

Example 4 — The borderline pinch

Scenario: Cars A and B enter Turn 1 with Car B holding a half-car overlap on the outside. Car A's line gradually rises toward the middle of the track as they get to the throttle on exit, leaving Car B about three-quarters of a car-width. Car B chooses to stay in it, their right side

brushes the wall, and they recover without contact between the cars.

Ruling: Likely ruling: Racing incident, warning to Car A. Car A's drift was gradual and not malicious, but they cut the available room below the one-car-width standard. No contact occurred between cars, so no penalty — but an IRB note goes on file. A repeat by Car A in the same race or season will escalate.

Example 5 — Straightaway chop

Scenario: Cars A and B exit Turn 2 side-by-side, with Car B on the outside holding a half-car overlap. Down the back straight, Car A — sensing Car B is going to clear them before Turn 3 — moves up the track in a single decisive move to take the high lane, chopping across Car B's nose. Car B has to brake and check up to avoid running into Car A's right rear; in doing so, Car B is swallowed by traffic behind.

Ruling: Fault: Car A. Overlap existed on the straight, which means Car A owed racing room continuously, not just in the corners. Moving across the nose of a car with established overlap is a chop — treated identically to a late block. Car A claims the caution and serves EOL (1 incident point). The fact that no contact between A and B occurred does not matter; Car A forced Car B to take evasive action. Note: even no-contact violations should be claimed if a caution flies as a result. If no caution flies, the incident is not pursued.

Example 6 — Martinsville bumpers-overlapped chop

Scenario: Car A leads Car B into Turn 3 at Martinsville. Car B gets a run down the back straight and reaches the inside of Car A. At turn-in, Car B has just the very tips of his front bumper alongside Car A's rear bumper — bumpers overlapped. Car B holds the inside groove cleanly. Car A turns down to the bottom of the track to defend the preferred line, cutting across Car B's nose. Contact occurs — Car A's left rear into Car B's left front. Car A likely spins.

Ruling: Fault: Car A. Principle 1 (lane integrity) is satisfied — Car B held the bottom groove. Principle 2 (racing room) applies — overlap existed, and overlap is binary. The fact that Car B had only a bumper alongside does not reduce Car A's obligation. A car was there. Car A could see it. Car A chose to cut down across that car's nose anyway. That is a chop. Car A claims the caution and serves EOL (1 incident point). Note: if Car B had been directly behind Car A (nose-to-tail with no lateral overlap), no overlap would have existed and Car A would have owed nothing — this would be a racing incident or fault on Car B.

Example 7 — Inside dive that slides up (lane integrity failure)

Scenario: Car A leads Car B into Turn 1 on a mile-and-a-half oval. Car B dives to the inside under braking and gets a meaningful overlap — front bumper to Car A's rear quarter. But Car B entered too hot and cannot hold the bottom groove. Mid-corner, Car B slides up the track and makes contact with Car A's left side. Car A is pushed up into the marbles and

loses positions; Car B continues.

Ruling: Fault: Car B. Principle 1 lane integrity failure. Even though Car B had overlap that would normally entitle them to racing room, Car B did not hold their lane — they slid up out of the bottom groove into Car A. Earning overlap does not protect a driver who cannot hold their car. Car B claims the caution and serves EOL (1 incident point). Note: if Car A had pinched Car B down to the apron and Car B slid up because there was no room to use, the analysis would flip — that would be a caused loss of control under the Principle 1 exception, and fault would be on Car A for the original pinch.

4.6 Incident Standards

The following standards apply to all on-track incidents and guide IRB determinations of fault. The central test in every case is whether the driver's actions were predictable within normal racing conditions.

Rear Contact

Rule: The trailing driver is responsible for avoiding contact with the vehicle ahead.

Standard: Drivers must anticipate normal braking zones, throttle application, and corner exit behavior.

Determination: The trailing driver will be ruled at fault if they fail to react to a predictable situation.

Exception: The leading driver may be ruled at fault if their actions create an abnormal or unpredictable condition — including a sudden lane change or unexpected deceleration.

Abnormal Braking or Corner Entry

Rule: Drivers must not create unpredictable speed or entry conditions.

Determination: A driver will be ruled at fault if abnormal braking or corner entry behavior leads to contact.

Swoop and Squat

Rule: A late lane change followed by abnormal deceleration constitutes a swoop-and-squat maneuver.

Determination: The leading driver will be ruled at fault if contact results.

Unsafe Rejoin

Rule: Drivers must re-enter the racing surface in a safe and controlled manner.

Determination: A driver will be ruled at fault if re-entry into traffic results in contact.

Aggressive Driving and Blocking

Rule: Drivers may defend position but must do so in a predictable and controlled manner. One defensive move per straight is permitted. The driver must commit to a line before the trailing car has overlap. Once the trailing car has overlap, the lane is closed — no further moves into that lane.

Standard: Aggressive driving becomes a violation when it creates an unstable or unpredictable situation. Weaving — more than one defensive move per straight — is prohibited. On ovals, a driver may pick a lane on the straight but cannot move back and forth between lanes to break the draft of a trailing car. Once a defensive lane is chosen, it must be held for the remainder of that straight. Side-drafting is legal as long as it does not require crossing into a lane occupied by an overlapped car.

Determination: A driver will be ruled at fault if their aggressive action results in avoidable contact or forces another driver into an unsafe position. Late blocks — moving across the nose of a car that already has overlap — are claimable incidents. If a late block causes a caution, the blocker claims it and serves EOL (1 incident point). Failure to claim results in IRB review; if found guilty, the driver serves a drive-through penalty (DT) at the next race per Section 6.

Passing / Low-Percentage Moves

Rule: Passing attempts must be controlled and capable of being completed without contact.

Standard: A passing driver must maintain control, hold their lane, and execute the move without forcing contact.

Determination: A driver will be ruled at fault if the pass cannot be completed cleanly or results in contact due to loss of control or lane deviation.

Chain Reaction

Rule: Only the initiating action of an incident will be considered for fault. Secondary contact caused by a chain reaction initiated by another driver will not be charged to an innocent party.

Contact Under Caution

Rule: Drivers must slow to a controlled pace and hold their lane when a caution is displayed. Racing is suspended the moment the caution flag is shown.

Determination: A driver will be ruled at fault if contact occurs under caution as a result of failure to slow, failure to hold their lane, or unnecessary movement through the field.

Deliberate Contact

Rule: Intentional contact intended to damage, spin, or wreck another driver is prohibited.

Determination: The IRB will consider context, timing, and the nature of the contact. Deliberate contact is among the most serious violations in this rulebook and will be treated accordingly under the penalty ladder.

Intentional Wrecking

Rule: Intentionally wrecking another driver is the most serious on-track offense in this rulebook. A driver who deliberately uses their car as a weapon to spin, wreck, or damage another competitor will face immediate and severe consequences regardless of the circumstances that preceded it.

Standard: The IRB will consider the full context of the incident, including prior contact between the drivers in the same race or season, the angle and timing of the contact, and whether any legitimate racing action could explain the move. Frustration, retaliation, and score-settling are not defenses.

Determination: A driver found guilty of intentional wrecking is immediately escalated to 6 incident points, triggering indefinite suspension pending IRB review under Section 7.4. The IRB

may recommend permanent removal from the league. This penalty applies regardless of the driver's current season-total incident points.

4.7 Restarts

Restarts compress the field into a small window of time and space and are the highest-incident phase of any oval race. The rules below break a restart into four phases, each with its own obligations.

CORE PRINCIPLE — RESTARTS

The leader sets the pace within the restart zone. Every other driver reacts. Lane discipline holds from the green flag to the start/finish line, overriding normal overlap rules until then.

4.7.1 Pace Lap & Choose Rule

- Cars line up double-file behind the pace car at a controlled pace. No weaving, brake-checking, or aggressive driving.
- iRacing handles all restart positioning automatically. Drivers do not need to manually sort themselves on the track — the sim places every car in the correct grid slot. Drivers are responsible for being in their iRacing-assigned position and holding it cleanly through the restart zone.
- Choose Rule: MLSR has adopted the Choose Rule as a league-administered rule at all tracks. iRacing does not support this feature natively — it is enforced through driver compliance and race control. The Choose Rule applies to the race leader only.
- The leader must communicate their lane choice — inside or outside — before or immediately after iRacing's one-to-go call. Race control will remind the leader of this obligation at one-to-go if race control is staffed.
- All other cars line up in running order behind the leader based on the lane the leader has selected. The rest of the field does not choose — they hold their double-file running order position.
- Lapped cars line up behind all lead-lap cars and do not choose a lane.
- If the leader fails to communicate a choice before the green flag, they default to the inside lane.

4.7.2 The Restart Zone

- The restart zone is a marked section of track where the leader is permitted to fire off the restart. iRacing displays this zone visually on most ovals.
- The leader cannot accelerate before the start of the zone. Jumped-restart penalties are enforced by iRacing's automatic detection only — no additional IRB review. iRacing's call stands.
- The leader must accelerate before the end of the zone. Coasting through the zone to bait the second-place car is a stalling violation — if a caution results, the leader claims it (1 incident point).
- Within the zone, the leader picks their moment. The second-place car cannot anticipate — they must react to the leader's actual acceleration, not guess.

- If the leader's car has mechanical trouble and cannot accelerate normally, they must signal by waving the field by; otherwise stalling penalties apply.

4.7.3 The Launch

- Once the leader accelerates, the field is racing. All drivers are expected to be at full throttle as soon as their row is up to speed.
- No passing the leader before the start/finish line on the restart lap.
- Second-row cars (row 2) may not pass row 1 before the start/finish line. Third-row cars may not pass row 2 before the start/finish line. And so on through the field.
- Exception: at superspeedways, second-row passing is permitted because the draft makes it physically unavoidable. The leader/row 1 rule still applies even at superspeedways.
- Drivers must hold their selected lane (from the Choose Rule or the original lineup) from the green flag until they cross the start/finish line on the restart lap. No crossover into the other lane before the start/finish line.

4.7.4 The First Corner

- Once the field crosses the start/finish line on the restart lap, normal racing rules resume — overlap and racing-room obligations from Sections 4.2 and 4.3 apply. Lane discipline is no longer enforced as a separate rule beyond that point.
- This means cars are free to change lanes after the start/finish line, but only as permitted by standard overlap rules. A car that wants to switch lanes still needs the room to do so without forcing contact.
- Turn 1 on a restart remains the highest-risk corner of the race. The IRB reviews all multi-car incidents in the first corner after a restart, regardless of whether a protest is filed.
- Aggressive crossover moves that don't violate lane discipline (because they happen after the start/finish line) but cause incidents are still subject to normal avoidable-contact penalties.

4.7.5 Overtime / Green-White-Checkered

- A maximum of [2] GWC attempts will be made if a caution occurs in the final laps.
- If the field cannot complete a green-flag lap on the second GWC attempt, the race is declared official at the prior scorable lap.
- GWC restarts follow all standard restart rules above. No relaxation of lane discipline for "last chance" runs.

4.7.6 Special Cases

- Leader pits during caution: if the race leader pits during a caution and gives up the position, the new leader inherits the right to control the next restart.
- Multi-car spin during restart: if a wreck occurs during the restart launch or through the first corner, the IRB reviews whether it was a lane-discipline failure (penalty) or a chain-reaction incident (racing incident).
- Wave-arounds: lapped cars may take a wave-around during the caution as iRacing offers it. Wave-arounds are not optional IRB decisions — they are automatic per iRacing settings.

4.7.7 Restart Worked Examples

Example 8 — The leader brake-checks the field

Scenario: On a restart at a 1.5-mile oval, the leader accelerates at the start of the restart zone, then lifts slightly to bunch the field before going to full throttle near the end of the zone. The second-place car, anticipating the original acceleration, runs into the back of the leader and triggers a multi-car wreck.

Ruling: Fault: The leader. Once the leader commits to acceleration in the restart zone, they cannot lift or vary their pace to bait the field. This is treated the same as a brake-check under caution. The leader claims the caution and serves EOL (1 incident point); second-place is not at fault for reacting to a normal initial acceleration. Multi-car wreck still counts as one incident per Section 6.3.

Example 9 — Crossover before the start/finish line

Scenario: A driver on the outside lane of the restart, with no overlap on the inside car alongside them, slides down into the inside lane before reaching the start/finish line on the restart lap. They make contact with the inside car's right rear and spin them.

Ruling: Fault: The outside driver. Lane discipline on restarts requires holding the chosen lane until the start/finish line. Moving across before then, without earned overlap, is avoidable contact. The outside driver claims the caution and serves EOL (1 incident point). Note: this is stricter than the normal racing-room rule because restart lane discipline overrides corner-by-corner overlap logic for that brief window.

Example 10 — Row 3 jumps row 2

Scenario: On a short-track restart, a row 3 driver gets a good run on the green and passes a row 2 car before the start/finish line, using a gap on the inside.

Ruling: Fault: The row 3 driver. Second-row passing is not permitted before the start/finish line on non-superspeedway tracks. The driver must give the position back by the end of the next straight. Failure to give the position back is reviewed by the IRB post-race and may result in a points penalty proportional to positions gained illegally.

4.8 Lapped Traffic

- Lapped cars should hold their line and let the leader make the pass. Do not brake-check or fight for position with the leader.
- Lead-lap cars must be patient and not punt lapped cars to clear their line. Punting a lapper is treated as avoidable contact regardless of the trouble it caused you.
- A lapped car racing other lapped cars on the lead-lap battle is still expected to be aware and not interfere with the race for position.

4.9 Caution Period

- Maintain a reasonable pace and do not pass under yellow except to take a wave-around or unlap.
- No brake-checking, swerving, or aggressive driving under caution.
- Pace car / pace lap rules: follow the leader at a controlled pace until the restart cone. For IRB fault standards on contact that occurs under caution, see Section 4.4A — Contact Under Caution.

4.10 Rejoining the Track

- After running off-track or spinning, rejoin safely. Do not cut directly across the racing line.
- If you cause a caution by spinning, do not attempt to recover into traffic if it will create a second incident — let the field clear, then proceed.
- Drivers who repeatedly cause multi-car incidents while trying to save a spin will face penalties even if their initial spin was a racing incident. For IRB fault standards on unsafe rejoins, see Section 4.4A — Unsafe Rejoin.

4.11 Connection Issues

- A disconnect that causes a wreck is treated as a racing incident, not avoidable contact.
- Drivers with repeated mid-race disconnects (3+ in a season) may be asked to address their connection before continuing in the league.
- Intentional disconnects to avoid a worse finish or a penalty will be treated as a conduct violation.

4.12 Pit Road Conduct

Pit road is an active, compressed environment where mistakes happen fast and consequences are severe. The rules below govern entry, conduct on pit road, and exit. iRacing enforces pit road speed automatically — black flags stand and are not appealable. All other pit road incidents are subject to IRB review under the standard incident system.

Pit Road Entry

- Drivers must signal their intention to pit by moving toward the pit lane entry in a controlled and predictable manner. Late, erratic dives to the pit entrance that force following drivers to take evasive action are avoidable contact violations.
- Drivers must remain on the outside line after entering pit road until their spotter calls them in. The spotter call is made when the driver is 5 pit boxes from their assigned box. Moving to the inside line before the spotter call is a pit road conduct violation.
- Once the spotter calls the driver in, the driver may move to the inside line. Drivers are permitted to drive through the two pit boxes immediately preceding their assigned box on the way in. They may not drive through boxes beyond that window.
- A driver entering pit road must yield to cars already committed to their pit box. Do not cut across a driver who entered the lane ahead of you.
- Pit road speed limits are active from the moment the car crosses the pit road entry line. iRacing-issued speeding penalties stand.

Conduct on Pit Road

- Drivers must stay in their lane and proceed directly to their pit box. Weaving, blocking, or impeding another driver on pit road is prohibited.
- Contact with another car on pit road — whether during approach, during service, or while leaving the box — is subject to the standard incident system. The at-fault driver is determined by the same predictability standard applied on track: who created the unsafe situation?
- Unsafe release — pulling out of a pit box into the path of an oncoming car with insufficient room to avoid contact — is the responsibility of the driver leaving the box. A driver releasing from service must check the lane before pulling out.
- Blocking the pit lane — stopping or significantly slowing outside of your assigned pit box in a way that impedes other cars — is prohibited. If a car stalls or has a mechanical issue, they must make every reasonable effort to move clear of the lane.

Pit Road Exit

- Drivers exiting pit road must merge onto the racing surface safely. The same unsafe rejoin standard from Section 4.4A applies — a driver re-entering traffic from pit road exit is responsible for not creating contact.
- Cars on the racing surface have the right of way over cars exiting pit road. A driver coming off pit road may not force a car already on the track to take evasive action.
- Accelerating aggressively through the pit exit blend line in a way that creates a speed differential hazard with cars on track is a pit road conduct violation. Drivers must blend onto the track at a speed consistent with surrounding traffic.

5. Car, Setup & Paint Schemes

5.1 Setups

- The league runs open setups. Drivers may use any legal setup of their choosing. The league is neutral on setup sharing — drivers are neither encouraged nor discouraged from sharing setups with competitors.
- The league is neutral on setup sharing — drivers are neither encouraged nor discouraged from sharing setups with competitors.

5.2 Paint Schemes

- Custom paint schemes are welcome via Trading Paints.
- Schemes must not contain offensive imagery, hate symbols, or content that violates iRacing's terms of service.
- Sponsor logos and league branding are encouraged.

6. Incident Review — Self-Report System

Incident handling in MLSR relies on driver self-reporting during the race, with the Incident Review Board (IRB) reviewing incidents that go unclaimed. Live race control is not the primary enforcement mechanism — the drivers are. This section defines how the system works.

CORE PRINCIPLE — SELF-REPORTING

If you cause a caution, claim it in sim chat before one-to-go. Own it, serve the EOL, take the incident point, and move on. The penalty for hiding is much worse than the penalty for owning a mistake.

6.1 The Claim

- A driver who causes a caution must claim it. The claim is made over in-sim voice chat before iRacing's one-to-go call. A verbal acknowledgment of fault is all that is required — something as simple as “that’s on me, I’ll serve the EOL” is sufficient.
- The claim must be made before or immediately after iRacing's one-to-go call on the restart. Once the green flag drops, the claim window is closed for that caution.
- Once claimed, the driver serves an end-of-line penalty (EOL) for that restart and is assessed one incident point. No further IRB review of that incident is required.
- If a driver claims an incident and later the IRB determines they were not at fault (because another driver was the actual cause), the incident point can be rescinded by IRB ruling within 48 hours.

6.2 Unclaimed Incidents

- If no driver claims a caution before one-to-go, the IRB reviews the incident after the race.
- The IRB rules on fault within 48 hours of race end. If the IRB has not ruled within 48 hours, the incident is auto-dismissed and no penalty applies.
- A driver found at fault for an unclaimed incident must serve a drive-through penalty (DT) at the start of the next race, in addition to any in-race penalty already served. This is the cost of failing to self-report honestly.
- The IRB may rule any unclaimed incident as a 50/50 racing incident if both drivers share fault. In that case, no incident points are assessed to either driver.
- The IRB may also rule that no driver was at fault (mechanical failure, disconnect, unavoidable circumstance). In that case, no points are assessed.

6.3 What Counts as One Incident

- A single contact event counts as one incident, even if it triggers a multi-car wreck. A driver who spins another car and causes a 10-car pileup is responsible for one incident, not ten.
- Secondary contact (cars unable to avoid the original wreck) is not counted as a separate incident against the drivers caught up in it.
- Multiple contact events by the same driver in separate parts of the race count as separate incidents.

6.4 The Incident Review Board (IRB)

- The IRB consists of [3] members per series. IRB members do not rule on incidents involving themselves or any driver in their current championship battle (top 5 in points).

- IRB rulings are posted publicly in [#incident-rulings] within 48 hours of race end. If no ruling is issued within 48 hours, the incident is automatically dismissed and no penalty applies.
- Drivers may appeal IRB rulings per Section 9.
- The IRB may review any incident on their own initiative, including incidents that were claimed, if there is reason to believe the claim was made incorrectly or to shield another driver.

6.5 Race Control

MLSR may have volunteer race control staffed on race nights. Race control in this league is a support role, not an enforcement role. Race control does not determine fault, issue penalties, or make IRB decisions. Those responsibilities belong exclusively to the IRB after the race.

The race control role is limited to the following in-race functions:

- Issuing the end-of-line (EOL) penalty to a driver who has claimed their incident, so that the in-race consequence is served promptly.
- Clearing black flags issued by iRacing for pit road entry violations where a driver was forced onto pit road to avoid a wreck — not as a matter of choice.
- Reminding leaders of the Choose Rule lane assignment at the one-to-go call on each restart.

Race control is not always available. When no race control volunteer is present, drivers are still expected to self-report and serve their EOL in the correct restart position. The absence of race control does not change any obligation under this section.

7. Incident Points & Penalty Ladder

Penalties scale through an incident points ladder. Each incident point assessed against a driver triggers a specific consequence. Points accumulate across the race; the ladder rules govern what happens at each level.

Pts	Trigger	Consequence
1	First claimed incident in a race	End-of-line penalty (EOL) on next restart
2	Second claimed incident in same race	Second EOL on next restart
3	Third claimed incident in same race, OR an unclaimed incident the IRB rules against you	Drive-through penalty (DT). Unclaimed incidents found guilty by the IRB result in a DT served at the next race.
4	Fourth incident point	Deduction of championship points (driver or team, depending on eligibility). See Section 7.6 for the free-agent rule.
5	Fifth incident point	Parked for remainder of race + one-race

Pts	Trigger	Consequence
		suspension for next scheduled race. Soft reset to 2 points after serving.
6	Sixth incident point	Indefinite suspension pending IRB review and corrective-action interview.

7.1 In-Race Penalties Explained

- End-of-line penalty (EOL): the driver restarts at the rear of the longest line on the next restart.
- Drive-through penalty (DT): the driver must drive through pit lane at pit-road speed on a designated lap, served as soon as practically possible after the penalty is assessed.
- Parked: the driver retires from the race immediately. They may not return to the race even if iRacing allows it. Score reflects the lap they were parked on.

7.2 Per-Race Cap on Incident Points

A driver cannot accumulate more than 4 incident points toward their season total in a single race, even if they cause more incidents in that race. This protects against a single disastrous race ending a season.

- In-race penalties continue to apply for incidents 5, 6, and beyond — the driver still serves DTs, gets parked, etc.
- Only the season-total ladder (used to trigger suspensions and post-race consequences) is capped at 4 per race.
- Example: a driver causes 5 claimed incidents in one race. They serve EOL, EOL, DT, lose championship points, and are parked + suspended for the next race (5 in-race incident points). Their season total only increments by 4 incident points, not 5.

7.3 Suspension at 5 Incident Points (Season Total)

- A driver who reaches 5 incident points in their season total (whether in one race via the cap-then-served escalation, or across multiple races) serves a one-race suspension for the next scheduled league race.
- Soft reset after suspension: when a driver returns from a 5-point suspension, their season-total incident points are set to 2 (not 0). They must still earn a fully clean race to fully reset to 0.
- The soft reset prevents a single bad race from being fully erased by serving the suspension, while still giving the driver a meaningful path back to a clean record.
- A suspended driver scores zero points for the missed race. The missed race does not count against the attendance minimum.

7.4 Indefinite Suspension at 6 Incident Points

- A driver who reaches 6 incident points in their season total is indefinitely suspended pending IRB review.

- The IRB will meet with the driver via voice (Discord) within [7 days] to discuss the driver's racing, identify causes, and determine corrective actions.
- Reinstatement requires the IRB to be satisfied that the driver understands the issues and will adjust their racing. The IRB may set conditions for reinstatement (probation, extra incident-point sensitivity for [N] races, etc.).
- The IRB may also conclude that the driver should be removed from the league for the remainder of the season, or permanently.
- Time missed during indefinite suspension does not count against the attendance minimum.

7.5 Clean Race Reset

- A driver who completes a race with zero incident points earned in that race has their season-total incident points reset to 0.
- A DNF without any incident points earned counts as a clean race for reset purposes. Mechanical failures, disconnects, and being caught up in someone else's wreck do not prevent a reset.
- A driver who serves a 5-point suspension does not get a clean-race reset from sitting out — they return at 2 points per Section 7.3.

7.6 The Free-Agent Rule

Free agents — drivers who are not rostered to a team — face a modified ladder at the 4-point threshold. Because they are unaffiliated, they are not eligible for the personal championship, team championship, or Rookie of the Year standings.

- Rationale: A free agent with no team and no championship at stake has no consequence-based incentive to drive cleanly once they reach the championship-points-deduction tier. Their incidents continue to affect the personal championship, team championship, and Rookie of the Year standings of drivers who do have something to race for. The free-agent rule ensures incidents have meaningful consequence for everyone.
- A free agent who reaches 4 incident points is parked for the remainder of the current race and assessed 5 incident points (not 4), triggering the suspension at Section 7.3.
- A free agent who reaches 6 incident points triggers the indefinite suspension at Section 7.4. Reinstatement requires the IRB interview, which includes a commitment to clean racing as a condition of returning.
- Free-agent status is determined by championship eligibility at the start of each race, not retroactively. A driver who becomes ineligible mid-season (drops below the participation minimum), or who is released from their team without signing with another, is treated as a free agent from that point forward.

7.7 iRacing-Issued Penalties

- Black flags issued by iRacing (speeding, jumped restart, etc.) stand and are not appealable. They do not separately add incident points unless the same offense also caused a caution that is then claimed or ruled on.
- iRacing DQs (disqualifications) are final and result in zero race points for that race. The IRB may assess additional incident points if the DQ was caused by avoidable contact.

8. Championship Points

8.1 Points Per Race

Position	Points	Position	Points
1st	40	11th	26
2nd	35	12th	25
3rd	34	13th	24
4th	33	14th	23
5th	32	15th	22
6th	31	16th–35th	21 down to 2
7th	30	36th+	1
8th	29	Pole	+1 bonus
9th	28	Fastest lap	+1 bonus
10th	27	Led a lap / most laps	+1 / +1 bonus

8.2 Drop Weeks

- Each driver may drop their 1 lowest race score from the season total.
- Disqualifications cannot be dropped.

8.3 Playoffs

- The top 10 drivers in points after the 16-race regular season advance to the playoffs.
- All playoff drivers reset to 0 points. Each regular-season win earns 5 bonus points added on top of the reset. A driver with 3 wins enters the playoffs at 15 points; a winless driver enters at 0.
- Playoff format: to be determined prior to the first season.

8.4 Tiebreakers

12. Most wins
13. Most runner-up finishes, then 3rd, 4th, etc.
14. Most laps led across the season
15. Head-to-head average finish

8.5 Team Championship

- Each team automatically earns team championship points from its two highest-scoring eligible drivers in each race.
- Team points are calculated using the same race points and bonus points listed in Section 8.1.
- Points earned by additional team drivers do not count toward the team's total for that race.
- If only one eligible team driver starts a race, the team receives only that driver's points. A team must have at least one eligible driver start the race to receive team points.
- Free agents do not earn team championship points.
- If a free agent joins a team during the season, points earned before the approved roster addition do not count toward that team's championship total. Only points earned afterward count for the team.
- Points remain with the team for which the driver was registered when they were earned. After an approved roster change, future points count toward the driver's new team.
- Team-level championship deductions may only be issued where specifically authorized by this rulebook or imposed by the IRB for repeated or egregious team conduct.
- The team championship is determined by total points accumulated across the entire season. There is no playoff reset for the team standings.

Team Championship Tiebreakers

1. Most team race wins
2. Most runner-up finishes
3. Most combined top-five finishes
4. Most combined top-10 finishes
5. Best combined finish in the final race

9. Appeals

16. A driver may appeal an IRB ruling within [72 hours] of the ruling being posted.
17. Appeals must include new evidence or a clear argument that the rule was misapplied. 'I disagree' is not grounds for appeal.
18. Appeals are heard by the Race Director plus one IRB member not involved in the original ruling.
19. Appeal decisions are final.
20. Frivolous or repeated appeals without merit may themselves draw a penalty.

10. Off-Track Conduct

- Treat every driver, IRB member, and staff member with respect on Discord, voice comms, and any league-affiliated platform.
- No harassment, hate speech, doxxing, or personal attacks.
- Heated post-race takes are normal; targeted abuse is not. Cool off before posting.
- Public attacks on the IRB or the league outside the appeals process may draw conduct penalties.
- Voice comms during races: keep the radio channel clean and useful — spotters and race control only during green-flag runs.

11. Rule Amendments

This is the inaugural season of Major League Sim Racing. As with any first season, there will be situations this rulebook did not anticipate. League administration reserves the right to amend, clarify, or add rules at any point during Season 1 without a member vote. This is not a power that will be used casually — the goal is always a fair and stable ruleset — but the flexibility to act quickly when something is broken or missing is essential in a first year.

Beginning in Season 2, the standard amendment process applies: rule changes between seasons do not require a vote; significant mid-season changes will be put to the active membership for a simple majority vote; clarifications and corrections can be made at any time and will be announced publicly.

This rulebook supersedes any prior version. All amendments will be announced and dated when issued.

12. Driver Acknowledgment

By registering for an MLSR season, each driver confirms that they have read these rules, understand them, and agree to be bound by them. Ignorance of the rules is not a defense against penalties.

Driver Name: _____

iRacing Customer ID: _____

Date: _____