

Late Night Racing League

Rules & Regulations

Updated:

2/18/2011

1. Software & Hardware

- 1.1 Late Night Racing (LNR) events are run using NASCAR Racing: 2003 Season and iRacing software.
- 1.2 LNR requires all drivers to use steering wheels and pedals for all sanctioned league events.
- 1.3 LNR requires the use of Ventrilo or iRacing in-game voice chat for real-time voice communication between drivers during sanctioned league events.
 - 1.3.1 Drivers are required to be able to both hear and speak on Ventrilo during sanctioned league events.
 - 1.3.2 In the event of a technical issue with running Ventrilo, a temporary exception may be granted on a case-by-case basis.
- 1.4 Any modification to the game or game files that gives the user an advantage over other competitors is prohibited.
- 1.5 Drivers are responsible for their own Internet connection.
 - 1.5.1 In the event that you are warping and more than one driver informs you, you should move to the back or pit until the situation passes.
 - 1.5.2 If you are disconnected from the race server, you are allotted one reconnection. You will be given a maximum of two laps back at the next caution to return you to the lead lap. The maximum benefit you will receive is to be placed on the same lap as the leader.

2. Racing Rules

- 2.1 There are rules inherent to NASCAR Racing that are built into the game software. Penalties assessed by the game under race conditions, unless otherwise noted, are considered official under LNR rules and will not be cleared.
- 2.2 Drivers are expected to maintain control of their cars at all times.

- 2.3 Retaliatory action will not be tolerated
- 2.4 Cautions, Starts, and Restarts
 - 2.4.1 The pole sitter or first place driver on the restart is responsible for maintaining pace speed while bringing the field to the green flag.
 - 2.4.2 Anticipating or jumping the start is prohibited. This is defined as exceeding pace speed by more than 5 mph when the green flag flies and using that additional speed to gain positions.
 - 2.4.3 LNR will utilize double-file restarts beginning in 2011 in all series. The leader will choose his line while the rest of the cars will line up with the odd positioned cars on the inside line and the even positioned cars on the outside line according to the game's direction on the initial race start.
 - 2.4.4 Racing back to the line is prohibited. This rule does not apply within 10 laps to go.
 - 2.4.5 The first car one or more laps down who is not involved in the caution is the Lucky Dog. Following their pit stop with the lapped cars, the lucky dog should announce that he is passing the field low and then do so. He should come around the track and line up at the tail end of the field and on the restart the Race Director will clear the black flag. This rule does not apply within 10 laps to go. *Note: See SuperSpeedway Series Rule Exceptions for a series-specific modification.*
 - 2.4.6 All drivers should maintain a safe pacing distance before closing up as the field approaches the restart. Staggering odd positioned cars to the inside and even positioned cars to the outside is recommended.
 - 2.4.7 For all restarts, lapped cars should drive down pit road to allow the lead lap cars to move to the front. No pit service is required.
- 2.5 Pitting Rules
 - 2.5.1 Drivers should communicate their intent to pit to nearby cars to avoid incidents.
 - 2.5.2 Passing to the pit stall side of pit road is prohibited. Drivers should maintain a single-file position until moving towards the pit stalls as they approach theirs.
 - 2.5.3 Drivers should be aware of their surroundings while merging onto the track after a pit stop.
- 2.6 Bump drafting is a SuperSpeedway technique. It is acceptable at appropriate tracks at the appropriate times among drivers who are comfortable working together and are able to race safely that way. Any other contact between cars is

- prohibited.
- 2.7 Lapped cars are required to give way to lead lap cars unless racing for position with another driver (defined as within 2-3 car lengths) or racing with the leader to keep from going the first lap down.
 - 2.8 After an accident, all drivers should only merge back into or cross the racing line when safe to do so.
 - 2.9 Three strike system
 - 2.9.1 For each caution a driver causes, he will receive one strike.
 - 2.9.2 A clean race will reduce your strike total by one.
 - 2.9.3 Sitting out a race does not remove a strike from your total, except for suspensions.
 - 2.9.4 Once a driver accumulates three strikes he will be suspended for one race and his strike total erased.
 - 2.9.5 If a driver accumulates three strikes in a single race he will be suspended for two races and his strike total erased.
 - 2.10 The MasGrafx Cup Series will utilize a variable temperature system in 2011.
 - 2.10.1 The weather will be set by the current temperature at the track location when the server is launched at 10:30 p.m. Eastern time on Friday nights.
 - 2.10.2 Party cloudy and clear weather will be labeled as clear in the server.
Mostly cloudy or precipitation will be labeled as cloudy in the server.
 - 2.10 There may be additional special rules implemented by LNR but not enforced by the game software on a track-by-track basis. These will be communicated by the Race Director before the race.

3. Post-Race Procedure

- 3.1 Wrecking after the checkered flag is prohibited. The winner is allowed a celebratory burnout, but all other drivers should safely park their cars and exit the race.
- 3.2 All drivers are required to save the replay of each LNR event they compete in for no less than 14 days. If the Series Director wishes to review replays, he will do so at his discretion by notifying the affected drivers.
 - 3.2.1 Replays should be checked for exportation of telemetry. If you are unsure if you have your replays properly configured, please contact one of the Series Directors to assist you.
 - 3.2.2 If your replay does not export telemetry or you do not have your replay

when requested, it will be a 50 point penalty for the first offense, 100 point penalty for the second, and further action as deemed necessary by the Competition Committee for the third and subsequent offenses.

- 3.3 LNR partially relies on a peer initiated review system of rule violations. You have up to 24 hours after the completion of the race to lodge an official protest. Email the series director a 3-lap segment (the lap before, the lap of, and the lap after the incident), along with the necessary information to determine the offense and the offender.

4. SuperSpeedway Series Specific Rules

- 4.1 These rules apply solely to the LNR SuperSpeedway Series.
- 4.2 Lucky Dog procedure
 - 4.2.3 The SuperSpeedway Series will grant two Lucky Dog free passes per caution.
- 4.3 The “Yellow Line” rule at SuperSpeedways will apply to any solid line denoting the separation of racing surface from apron regardless of the side of the track. There is to be no passing for position below this line or racing below it. The only time a driver should cross it is for pitting and avoiding an accident.
- 4.4 The SuperSpeedway Series will test a Green-White-Checkered finish system. The Series Director reserves the right to remove this rule at his discretion.

5. General Competition Rules

- 5.1 Each official team is subject to a four full-time drivers per team cap. Each team has also been allotted one slot for a part-time driver, which is classified as a driver who will make no more than half the races in a single season.
- 5.2 The current Sprint Cup Series point distribution scheme is used in LNR sanctioned series.
 - 5.2.1 The LNR MasGrafx Cup Series utilizes a Chase for the MasGrafx Cup system. Due to varying levels of competition, the criteria for receiving a Chase berth will be determined by the Series Director. Those who make the Chase will be evened out in points and then receive 3 bonus points per win.
- 5.3 New members are subject to a probationary period where the LNR Competition Committee will review them. During this time the Committee will review the driver’s performance, ability, style, and conduct. The Competition Committee may also solicit driver feedback.

- 5.4 No new starters are allowed in the MasGrafx Cup Series following the 10th race of the season. We do this to protect the integrity of the Cup Series championship.
- 5.5 Numbers
 - 5.5.1 Numbers are reserved by each driver, rather than the team.
 - 5.5.2 The only time reserved numbers can be changed is between December 1st and January 15th.
 - 5.5.3 Numbers become unreserved after one season of inactivity without notifying the administration of a hiatus. (Founding members are an exception)
 - 5.5.4 In the event two drivers wish to change to the same number and are unable to reach a compromise, the number will go to the driver with the longest tenure with the league.
- 5.6 Sponsorship
 - 5.6.1 Sponsors are reserved by each driver, rather than the team.
 - 5.6.2 There is a limit of four reserved primary sponsors per driver.
 - 5.6.3 Drivers are permitted to use any sponsor not previously reserved by a driver.
 - 5.6.4 Sponsors become unreserved after one season of inactivity without notifying the administration of a hiatus. (Founding members are an exception)
 - 5.6.5 Once the season begins, you may not remove sponsors from your reservation list. However, you may add sponsors up to the limit of four to your list during the season.
- 5.7 Paint Schemes
 - 5.7.1 All paint schemes are required to display door and roof numbers in traditional NASCAR locations and sizes.
 - 5.7.2 Only templates that are currently legal in NASCAR are legal for use in LNR.
 - Chevrolet Impala (Cup) / Camaro & Impala (SS) / Silverado (Truck)
 - Ford Fusion (Cup) / Mustang & Fusion (SS) / F-Series (Truck)
 - Dodge Charger (Cup) / Challenger & Charger (SS) / Ram (Truck)
 - Toyota Camry (Cup & SS) / Tundra (Truck)
 - 5.7.3 Each driver is allotted eight car file slots across all three LNR divisions. These car file slots should not be overwritten during the season once a car file has been uploaded.
 - 5.7.4 LNR supplies official sponsorship contingencies that must be on each car

that competes in LNR.

- 5.7.5 Pornographic, racist, or otherwise inflammatory paint schemes are prohibited.
- 5.8 Drivers are allotted three automatic provisionals in the event they miss a race. For the 2011 season the value of the provisionals will be determined by the Series Director based on series participation.
- 5.9 Each week the forum is updated with the pertinent information for each week's race in it's race thread, therefore forum participation is key. LNR does not do race day emails as many other leagues.
 - 5.9.1 If the website goes down, refer to our Facebook or Twitter pages for more information.
- 5.10 LNR league passwords are considered confidential and are only to be distributed by league administrators.
- 5.11 Any actions deemed detrimental to LNR are subject to penalty.

6. Penalties

- 6.1 Any violations reported to or observed by the LNR Competition Committee will be reviewed by the Committee. Penalties or rulings may not be made public at the discretion of the Committee.
- 6.2 The Board of Directors reserves the right to follow a different format at their discretion, however this template will handle the majority of cases.
 - First Offense: Warning/Probation
 - Second Offense: Suspension
 - Final Offense: Indefinite Suspension

These rules are considered official and are subject to change without notice.

As always, read the forums for the latest information.