



Racing Guideline & League Agreements

Revision 3

12/6/26

Main Rule

The biggest value, which makes people wanna race
in the league is a respectful atmosphere

so different from public lobbies full of hate, toxic and foul speech.

Therefore, we would like to emphasize that
in iNASCAR.eu we have absolutely no tolerance
for abusive, insulting or foul language towards any member.

We want hard, tough racing on the track -
and respectful conversations outside of it.

1. League Format

1.1. Calendar

League format follows strictly in-real NASCAR Cup Series. All-Star Race will be raced as standard point races included in championship standings.

Exhibition races such as "Clash" or "Daytona Duels" will be omitted, with the season opener being the iNASCAR race at Daytona on the week of the Daytona 500.

In case the track featured in NASCAR schedule is not being available on iRacing, replacement will be used, chosen by community poll. Type of track will remain consistent (road course for road course, short track for short track etc.)

1.2. Race Format

Both Cup, and Trophy series run FIXED setup races.

iNASCAR.eu Cup Series runs at 50% distance from their real counterparts.

iNASCAR.eu Trophy Series runs at 80% of iNASCAR.eu Cup Series

iNASCAR race servers will usually launch at 20:30 CET/CEST, with Qualifying starting at 21:00/21:15 depending on the series. During road course weeks, servers will start at 20:00 with additional 30 minutes of practice being added.

Weather used will be "Forecasted Weather" automated by iRacing client, with date matching the day of iNASCAR race taking place, and hour matching start of the real race with x2 time compression to compensate for 50% distance.

Track state will be set for 0% (clean) at the beginning of the practice, and carried over to the following sessions.

Available tire sets will always be equal to NiS amount of tires reduced by one, and will vary depending on the track.



iNASCAR.eu Trophy Series runs SATURDAY before the real NASCAR race.

iNASCAR Cup Series runs TUESDAY after the real NASCAR race.

Full calendar will be available on the website one week before every season

It will include a link to Google Calendar for possible sync.

1.3. Point System

iNASCAR.eu Championship use in-real Cup Series point system, concluded with 10 race Chase

Race Winner: 55 points

2nd Place: 35 points

3rd Place: 34 points

4th Place: 33 points

...

34th Place: 3 points

35th Place: 2 points

36th Place: 1 point

Regular Season TOP16 drivers advances to 10 race Chase for the Cup/Trophy with points reset:

1st 2100 points

2nd 2075 points

3rd 2065 points

4th 2060 points

5th 2055 points

...

15th 2005 points

16th 2000 points

Chase finalists earn points in the final races in exactly the same way as during regular season.

The driver with the most points at the end of the season will be crowned champion.

If top two drivers will have same amount of points, following tiebreakers will decide:

Amount of Wins

Amount of TOP5

Amount of TOP10

Average Finish Position

1.4. Field Size

1.4.1. Cup Series

Every race of the iNASCAR.eu Cup Series is limited to 36 drivers. Spot on the provisional start list will be assigned based on priority (descending order):

- Permanent Charter Drivers
- Special "Wild Card" *
- Non-chartered drivers currently within TOP16
- Top drivers from lower series

* League Admins are allowed to award up to 2 special "Wild Card" guaranteed spots per race. These are valid for a single race only. Drivers can receive such permission multiple times, including consecutive races.

To see more details about charter system see Chapter 2 – "League Structure"
For more details about Provisional Start List see Chapter 3 – "Pre-Race"

1.4.2. Trophy Series

The iNASCAR.eu Trophy Series is limited only by pit boxes on each track. In case amount of registered drivers exceed that number, Qualifying Cut-Off will be applied (See chapter 3.4)

1.5. Drop/Exhibition Rounds

Any track owned by less than 75% of permanent charter drivers is subject to be dropped or be changed for exhibition / special events not counted towards championship standings. Decisions will be made based on community poll. In case of Special Events / Exhibition Race, any rule / car / system may be applied for entertainment purposes.

1.6. Force Majeure

In case of iRacing server shortage, or iRacing being not available, missed races can be either cancelled with no effect, or postponed to a different date, but only if at least 75% of Provisional Starting Grid agrees on the new date.

Maximum accepted delay for a race start is one hour from original Q time. If the game servers are not available in time to provide at least 30 minutes of practice before Q time, the race is considered canceled / postponed.

2. League Structure

2.1. Available series

iNASCAR.eu runs two tier racing Leagues:

iNASCAR Cup Series – league for top drivers, using NextGen Cup cars.

iNASCAR Trophy Series – development league driven with Trucks

Best drivers from lower series are allowed to fill up the starting grid of upper series.

2.2. Permanent Cup Charters

Before every season, 36 drivers will be awarded Permanent Cup Charter status:

TOP 16 Cup Series drivers from previous season

TOP 5 Trophy Series drivers from previous season

Final 15 charters will be awarded during Winter Pre-Season Series for a total of 36 Permanent Cup Charter drivers per season

Truck Champion is obliged for promotion and claiming the Cup Charter.

P2-P5 have an option to reject promotion, and keep their Trophy Series driver status.

Any Cup Driver who did not make TOP16 in last season is allowed to step down to drive Trucks next season if willing to. Only drivers with iRating below 3000 are allowed to reject promotion or step down.

Any retired/rejected Cup Charters will be added to the pool awarded during Winter Qualifiers

League Board reserves a right to assign exceptional permanent charters, to a driver who is not currently fulfilling requirements of classic charter assignment, but in their judgement they are either too skilled for driving Trucks (therefore would ruin the experience of our development drivers) or deserve it based on their involvement, regular appearances, clean record etc.

2.3. Development Drivers

Even with 36 permanent Cup drivers, we expect no-shows within this group, and every Cup race should have some free spots to fill up. These spots will be open for the best drivers from the Trophy Series. Any Truck driver can submit their intent to drive in the Cup Race by using the "Tentative" option on Race Control. The grid will be filled up full, giving all unused spots, based on current Trophy Series standings.

Driver who faced a disciplinary action in their last Trophy Series appearances is excluded from filling up the Cup Series for:

One race if found responsible of MINOR transgression

Two races if found responsible of MEDIUM transgression

Four races if found responsible of SEVERE transgression

Remainder of the season if found responsible for 2nd SEVERE transgression

2.4. Step-down appearances

Cup Charter Driver who is currently not within TOP16 in the iNASCAR Cup Series standings is allowed for courtesy race appearances in Trophy Series if there are spots available.

These drivers will not earn points in Trophy Series, so in result they are excluded from advancing to Chase format after regular season finale, or championship title competition.

Current Truck Drivers, or new drivers, have always priority in getting a grid spot for the race over Cup step-down drivers.

2.5. Nations Cup

On top of the iNASCAR Cup and iNASCAR Trophy Series, the Nations Cup competition is taking place during the season.

Each race, one best driver from each country will earn points for his nation. One best score will be taken from each Cup and Trophy race each week for a total of two entries per country per week.

In case a country is represented only in one series in a particular week, the driver points will be multiplied by 1.5x for compensation.

The same driver can score twice for his country, if participated in both series.

2.6. Winter Pre-Season

After the season is over, all eligible drivers will be offered a Cup Charter as per 2.2. Every retired/rejected charter will be open to grab in a Winter Pre-Season Series on top of the usual 15 charters being awarded to best WPS Drivers.

WPS will consist of 5 races – 2 intermediate, 1 short, 1 super-speedway and 1 road course, and NO drop rounds. It will be driven with NextGen cars, and scheduled between late december and early february.

In case amount of interested drivers exceeds amount of available pit boxes for the race, the Qualifying Cut-off will be in effect as in Truck Series (see Chapter 3.4)

Drivers already granted the Cup Charter for following season will not participate in WPS (TOP16 Cup, TOP5 Trophy)

2.7. Revoking Cup Charter Status

Permanent Charter Status can be revoked during the season in case of:

- major community transgression
- repeated severe rules transgressions
- two consecutive no-shows while being registered on Provisional Start List

2.8. Drivers Community

Any rule, or anything related to the league is subject to change based on Drivers suggestions. Between each season, every driver can propose any change/removal /addition of any league related issues or rules. (e.g. Switching to Open, changing the car, changing the calendar, race distance, series promotions, new events, series, any special rules etc)

If his proposal will meet at least 10 "follow-up" supporters, the rule change will be subject for a public vote within League Community. Voting will be weighted by drivers participation during last season (i.e. votes of drivers who did all of the races, will be 2x more important than those who raced only half of them)

To implement a new rule to the League, a standard (50%) majority is required.
To remove/change the currently existing rule, a 60% majority is required.

In exceptional cases, mid-season rule changes are allowed with 70% vote support.

3. Pre-Race

3.1. iNASCAR.eu Cup Series Registry

All race registry goes through "Race Control" channel on the Discord

Registration for iNASCAR.eu Cup Series differs from standard behaviour. To make it easier for organisation purposes, inform about Your intent of participation by priority group:

PRIORITY 1: - Permanent Cup Charter holders

Use ACCEPT or DECLINE. If not sure about attendance, don't mark anything. It is better to mark decline, and change it for ACCEPT before the Provisional Starting List is published. Tentative option is reserved for fill up drivers from lower series.

In case a Cup Charter driver is unsure of participation, it is a good practice to mark them as "ACCEPT" and call it off on the race day for reserve drivers.

PRIORITY 2: - Non-charted drivers currently within TOP16 of Cup Series

Drivers with this status will have a purple "Wild Card" role assigned on Discord.

Use ACCEPT or DECLINE, same as Charter.

PRIORITY 3: Fill up drivers from Trophy Series

Use TENTATIVE to show interest in filling up remaining spots. Race slots will be assigned to fill up the grid completely. Drivers will be selected based on their current Trophy Series standings with higher ranked drivers having the priority.

SPECIAL GUARANTEED SPOT:

Any special cases or requests, require sending a PM to League Admins, as they have a right to assign 2 guaranteed spots (as per 1.4.1) for every race. Examples of special Wild Cards could be an occasional courtesy appearance of a highly rated, or respected driver, who does not participate in the series on a regular basis.

3.2. Provisional Starting List – Cup Series

24h before the race (Monday 21:00 CET/CEST), the Provisional Starting List will be published according to the slot assignment list. From that moment all drivers accepted for the race are expected to show up.

The Provisional Starting List is overriding any other rules regarding race slots. No appeals will be taken into account if a driver forgot or did not mark his intentions at Race Control before the deadline, even if he is current leader of the Cup Series.

In case of availability changes occurring on the race day itself, every driver included in Provisional Starting List is expected to inform about the absence no later than 1h before the start of the server, to allow replacement with drivers from reserve list.

Fail to comply may result in 5 point penalty, and notorious occurrences may result in removal of permanent charter status

3.3. Trophy Series Registry

Trophy Series is open to everyone, so use ACCEPT / DECLINE / TENTATIVE as normal.

3.4. Qualifying Cut-Off

If the Accepted and Tentative initial registry for Trophy Series exceeds the amount of pit boxes available on the track, the race format will be changed to Qualifying Cut-Off. In this format, Q will last 15 minutes, with unlimited attempts to achieve the best lap possible. Only top Q times will be promoted to the race, based on the amount of available pit stalls on the track.

Procedure will be enforced and announced with 40+ registries on “Accepted” the day before the race.

4. During Race

4.1. Cautions

There are no manually thrown cautions on iNASCAR.eu. Even if the iRacing service won't recognize the "obvious" yellow flag, it is still more fair than any human control. Restarts are Double-File, with lapped cars being sent to the back. Lucky Dog and Wave Around rules are in effect, the same as in A Open official series.

Any intentional cautions (stopping at the track, returning to the track with damaged vehicle etc.) is subject to disciplinary actions.

During Road Races there will be NO Yellow Flag cautions.

4.2. Green/White/Checkers

If the Yellow flag is thrown at the final moment of the race, a single G/W/C restart will be attempted to conclude the race. If that restart results in another caution, the race will end up under a yellow flag.

Obvious attempts to force a yellow flag during G/W/C for own benefit are subject to disciplinary actions.

4.3. Voice Chat

There is a strict "No argument" policy during the race. All discussions about collisions, cautions, etc. should take place after the race only, when all parties watch the replay.

We believe that a cool-down period will promote better communication, and lead to productive conversations, and consequently leading to improvement of all drivers. No insults, abuse or yelling will be accepted on the voice chat.

Voice chat can be used to announce race related info, however it is NOT allowed to use the official race control phrases such as “Yellow!” or “Go high/low!”. These are very subjective and not all spins/collisions will be recognised by the system as FCY. Instead, use neutral wording: i.e. “Car spinning, back stretch!”.

During Green Flag runs, only imminent race related comm is allowed, such as warnings about the incidents, pitting intention etc.

Keep all other comm for yellow flag periods.

4.4. Self-Police

The majority of collisions and on-track situations are caused by a mistake or coincidence. By a rule, obvious accidents will not be reviewed/penalised. In such cases, drivers are encouraged to discuss (on Discord, after the race, NEVER during the race on the voice chat) and review the situation on their own.

In general, drivers are allowed to implement self-policing – You are always entitled for racing other drivers in the exact same way like he was racing You (f.e. bump&run, door-to-door banging, slide job etc). However, any self-police driving must not exceed the initial incident.

Example: If You were bumped&run by a driver in a proper way, and in the next laps You tried to bump and run badly, resulting in him crashing into the wall, You can be subject to disciplinary action.

4.5. Black flags

As iNASCAR.eu does not have a live-time stewarding system in place, no manual changes to the race will be issued, no matter the circumstances. Even with most “unfair” Black Flags, no admin will clear a single or all black flags issued by the game.

5. After the Race

5.1. Caution Flag responsibility

After the race, every caution will be reviewed by the iN.eu admins. For every caution where the driver will be found as being solely responsible for the yellow flag, it will be marked in the drivers log, and announced via Discord.

If there are multiple cars responsible, or the caution was partially caused by other circumstances the Caution will be noted as “Race Incident” and it will not go against drivers record.

After being found responsible for 3rd caution, the MEDIUM penalty will be applied. If a driver will be responsible for multiple FCY in one race it will be another MEDIUM penalty. Every other 2nd caution caused (5th, 7th, 9th, etc) will be penalised in the same way.

Two expedite the ruling and administration work after the race, initial ruling on yellow responsibility will be made by the league “Captain” with assistance of another league admins.

If a driver does not agree with the assigned responsibility of the Caution flag, he can appeal by direct message to the league admins. In that case the Stewarding Panel will vote on the matter.

If a penalty will be applied for causing a Yellow flag, it will be applicable to the OVAL races only, and will be omitted during the road course weeks.

After the regular season, before entering “The Chase” yellow tracker will be reset, to start the final part of the season on equal stretch, without to prevent any manipulation, or “clearing” attempts before the season finale.

Any penalty points awarded during last week (Daytona) will be accounted BEFORE setting up the TOP16. Any in-race penalties (EOL, DT, S&G) will be carried over to The Chase.

5.2. Protest System

In case of any on-track incident, discussion between involved drivers is a recommended first step. If the situation is not clarified and the driver still feels it has symptoms of clear transgression, or intentionally wrecking, he can file a protest against another competitor. He is expected to provide a replay of the situation, and a clear description why he believes the action was malicious.

To file a protest, use option available on #race-control channel on Discor

If during revision of the protest, a reporting driver will be found responsible for any rule breach, he can be penalised as well.

5.3. Stewarding Panel

In case of any protest being filed after the race, Stewarding Panel will review the replay, ask for further explanation of involved drivers and will decide between racing incident and rule breach. If a protest is upheld, drivers found responsible can be subject to disciplinary actions.

The Stewarding panel will be made of the Driver Committee selected by the community before the season. They will rule on any report, or appeals, and provide the feedback to the drivers involved if necessary.

During yellow flag appeals, they will only determine between yellow responsibility. During reports, they will choose between Racing Incident or rules transgression, followed by severity of the transgression - Minor / Medium / Severe.

Final penalty will be applied accordingly to the Notoriety table (5.6)

5.4. Race standard transgressions

If the protest has been resolved as valid, the Stewarding Panel will vote and decide on the severity of the transgression. Final penalty will be applied based on severity.

Examples of transgressions (including, but not limited to):

MINOR Transgressions:

- Noticeable wash-up resulting in competitor being forced into the wall
- Squeezing the car on the inside, while other car was already on quarter panel
- Forcing three wide in the middle and causing a collision while other cars hold their lanes
- Missing the braking point resulting in collision with a car ahead
- Any Restart Rules violation (see 6.3)

MEDIUM Transgressions:

- Bump&Run resulting in a wreck, committed from a big gap behind
- "Driving Through" the car ahead, without any lift/avoidance (including yellows)
- Returning/stopping on the track to force a Yellow Flag
- Ignoring the FCY warning and causing additional collisions when FCY is already thrown
- Causing a collision/spin of the other car during the pacing.

SEVERE Transgressions:

- Right hooking competitor onto the wall
- Intentionally exploiting iR system to black flag an opponent
- Intentionally causing Yellow Flag for own benefit during G/W/C

5.5. Notoriety Level

The penalty system is based on the belief that occasional mistakes are normal, but regular incidents are not acceptable. Therefore the final penalty will be scaled based on the current Notoriety Level of the driver.

Notoriety Level will increase for:

- +1 - causing multiple Caution flag during one race
- +1 - MINOR transgression penalty
- +2 - MEDIUM transgression penalty
- +4 - SEVERE transgression penalty

Example: Driver was on LEVEL 1 Notoriety Level before Martinsville race. During the race, he was solely responsible for 2 caution flags. Before the race, he had one caution caused in the past. His Notoriety Level will be increased:

+1 points for causing multiple collisions

+2 points for MEDIUM penalty after accumulating 3 total cautions (2 now, 1 in the past)

With Notoriety Level 3, any penalty in the following races will be MUCH more severe.

Every week the driver was classified (scored points) in at least one race, and did not earn any new Notoriety Points, his current level will be reduced by 1 (i.e. dropping from Level 4 back to 'clean' would require a month of clean racing).

5.6. Penalty Table

Based on the severity, and current Notoriety Level of penalised drivers, the penalty will be equal to point reduction and additional consequences as per table

NOTORIETY LVL	MINOR	MEDIUM	SEVERE
Level 0	0 / none	5 / EOL	10 / DT
Level 1	5 / EOL	10 / EOL	15 / DT
Level 2	10 / EOL	20 / DT	30 / S&G
Level 3	15 / DT	30 / S&G	45 / 1R Susp
Level 4	20 / DT	40 / 1R Susp	60 / 2R Susp
Level 5	25 / S&G	50 / 2R Susp	75 / 4R Susp

Code explanation of penalties:

- EOL - End of the line
- DT - Drivethrough penalty
- S&G - One lap Stop&Go penalty applied by the game
- 1R/2R/4R Race Suspension

Any EOL/DT/S&G penalties are applied at the start of the race and are enforced by the game itself. These penalties are not cleared if the driver did not participate in the race, and will be assigned in the first race they sign in for.

In case of multiple instances being resolved against a single driver, the point penalty sums up, but only the most severe additional consequence will be applied.

If a driver after a race suspension is given another suspension, he might be a subject to the vote out, where by the decision of the other drivers, he might be stripped from his Cup Charter status, or be removed from the league completely.

6. Guidelines and Driving Standards

These are general tips and guidelines for what is considered a good practice during oval racing. Although they are not "rules" per se, following them shows good etiquette and in the long term promotes better racing and experience for everyone, You included.

6.1. Holding the Line

The main rule of Oval Racing is to keep the stable and predictable line throughout the lap. That is especially important during overtaking attempts. If You go inside, don't wash up towards the wall if You are not sure the car next to You will give up that space. On the other hand, if You are on the outside line (especially during three-wide situations) You are expected to move towards the wall the same as You would when running clean.

6.2. Following / Overtaking the car ahead

Being faster on the entry does not necessarily mean You are actually faster. Especially on oval racing, where proper exit, and proper tyre preservation is the key, entry speed can vary a lot. It is always the responsibility of the following car to adjust its line and speed to the car ahead. Hitting a car ahead caused by a speed difference in a mid corner is NOT a bump&run, it is a wreck. Proper Bump&Run happens on corner entry, while being directly behind or even exactly at the bumper of the car ahead.

That is especially important with fresh tyre differences. Under no circumstance You are allowed to drive "through" the car at a slower exit speed with throttle down. If You are behind, You need to find a way "around" the opponent. Never through him.

6.3. Restarts

6.3.1. Restart distance

During restart, You are expected to keep a close distance with the car ahead. Ideally, Your car should be almost touching the car ahead – at minimum half of the rear bumper should be below Your line of sight. Any gap that promotes "jumping early" is a bad habit. Trying to jump the start before the car ahead of You does, more often than not will lead to wrecks than actually gaining spots.

If You are running standard settings, and realistic FOV, during restart only the top of the rear bumper of the car ahead should be visible for NextGen. For Trucks the good reference points are the mounting bolts of the rear spoiler.

If You are running different FOV or have adjusted significantly driver height or horizon angle in the camera edit, it is YOUR responsibility to know proper marks for adequate distance.

The moment the bottom of the fender is visible from the cockpit view (both NextGen and Trucks) the gap is WAY too big. This projection means it is more than one car length, and subject to penalty already.

If the bottom edge of the fender, suspension or track surface will be visible when leaders enter the restart zone, it will automatically enforce the penalty.

If only part of the bottom fender is visible, as pictured below, a penalty will be given if it will be followed by early throttle up, leading to gaining advantage, closing the gap quickly or creating any attempt to gain position.

The only exception to not line up immediately behind a car ahead is for lapped or damaged cars in a single file behind the main pack. However, it is required for such cars to execute a smooth restart, without any move that would indicate they try to gain position, but rather want a smooth, safe approach to turn one behind all the pack.

Reference screenshots

Proper restart distance view for NextGen



Proper restart distance view for Trucks



Reference perspective - unacceptable gap for NextGen



Reference perspective - unacceptable gap for Trucks



6.3.2. Lining up for the restart

To allow for proper distance by the restart zone, the whole field must have enough time to adjust and prepare for it.

It is the responsibility of a leading car to position himself behind the pace car, and match the pacing speed at entry to turn 3. From this moment he is expected to maintain the steady (+/- 5 kmph / 3 mph difference) speed until the restart zone. Any sudden changes of speed can be subject to MINOR penalty.

All cars behind the leader are expected to line up immediately after, allowing cars further in the back to properly line up for restart. From the moment of lining up, everyone is expected to maintain the pacing speed with the same margin. (outside lane should accommodate for slightly higher speed when pacing in turns)

6.3.3. Restart moment

Although front cars do react to the moment of the leader stepping up the gas, if You are mid-to-end pack at the restart, You should react to the car ahead of You – not the "Green, Green, Green!" callout. Jumping too early, will most likely cause check ups which can very quickly turn the restart into another Yellow Flag and multiple car pile-up, and can result in a penalty.

6.3.4. Lined up restart

For Trophy Series races, additional restart restrictions are in effect. Once the green flag is displayed on a start or restart, all vehicles must maintain their respective lane as designated at the restart and must follow the car ahead until the start finish line. If a car deviates from the line, and more than half of the car will be outside of the car ahead, the driver will be given the MINOR penalty. If it results in a crash and another yellow flag, a MEDIUM penalty will be assigned.

This rule is in force in the IRL ARCA series.

6.4. Pacing

Immediately after Yellow Flag is thrown, You are expected to lift/brake in a safe manner to clear any danger. If caution is not in Your vicinity, and no immediate avoiding action is required, lift should be done steadily, to allow drivers racing close to You to adjust their speed as well.

If You are involved in the wreck, and Your car spun out completely/left the racing surface, make sure Your recovery will not impede ANY driver currently pacing. If there is traffic incoming, hold Your brakes and wait until everyone not involved passes through first.

If You are coming back from the apron/grass make sure You line up with the track direction first, while still on the apron, and then rejoin the track. NEVER rejoin parallel with traffic imminent.

As soon You clear any damage, You should immediately catch up with the Pace Car / the pack. Golden rule of pacing and restoring race order is:

First catch up, Then swap positions

Waiting for someone else to pass You while the pack keeps moving is only making more problems for other drivers, and can result in a much bigger chaos.

6.5. “Fast Lane” - Yellow pit stop sequence

On iNASCAR.eu we follow the real rules as well in the Pit Lane. During yellow flag pit cycles drivers are forbidden to cut the apron and/or drive through the other driver boxes while pitting.

When entering the pit lane, ALL cars should be single file, bumper to bumper on the far right side of the pit lane. Turning left is only allowed when the spotter reports a countdown of “5” seconds to the pit stall.

Any driver intentionally shortening distance to his pit box, or driving through more than 5 boxes on entry is subject to disciplinary action.



6.6. Damaged Vehicles Policy

If You were involved in a crash, it is Your responsibility to maintain control of Your car. If You are not able to safely catch up to the pack/Safety Car with the standard speed, it is highly recommended to pull over and use the Tow function.

Trying to drive Your wrecked car at a crawling speed while other drivers are waiting to let You by (as per black box instruction) is having a huge effect on the whole of the field, and possibly even the race outcome. If You are not able to accelerate and keep up to the pacing cars ahead, tow.

When already in the pit, make sure Your car comes back to the racing surface if Your car is safe and stable enough to drive. You are free to pit out and check the condition, but until You are completely sure that the car is stable, keep it on the apron or pit again for further repairs.

If after repairs Your lap times are significantly below the leaders laptimes (+5s or more) it is recommended to retire the car. Staying on track with such a big speed difference is a threat to drivers competing for a win.

If driving a car in questionable technical state will cause a Yellow Flag, You can be subject to MINOR transgression penalty.

It is forbidden to take the green flag with the meatball flag in effect.