

Late Night Racing League

Rules and Regulations

Updated:

4/6/2010

1. Software & Hardware

- 1.1 Late Night Racing (LNR) events are run using NASCAR Racing: 2003 Season software.
- 1.2 LNR requires all drivers to use steering wheel and pedals for all sanctioned league events.
- 1.3 LNR requires the use of Ventrilo 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, an 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 you are warping, and more than one driver informs you, please 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. On the second disconnection, you are asked not to return to the server. Laps will not be given back, but may be earned back via the Lucky Dog.

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 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 There is to be no passing on a restart until the exit of turn two on an oval or turn one on a road course. This rule does not apply to the initial start, SuperSpeedway tracks, or within 10 laps to go.
 - 2.4.4 Drivers must be single-file when they take the green flag unless otherwise directed by their spotter (lapped cars) or waved around by another driver. *Note: See SuperSpeedway Series Rule Exceptions for specific rules for the series.*
 - 2.4.5 Racing back to the line is prohibited. This rule does not apply within 10 laps to go.
 - 2.4.6 The first car one or more laps down who is not involved in a 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 on the end of the longest line 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 specific rules for the series.*
 - 2.4.7 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 event positioned cars to the outside is recommended.
 - 2.4.8 For restarts inside 10 to go, all lapped cars are required to drive down pit road to allow lead lap cars to race for position. 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 positions 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 LNR utilizes a two incident count system. Once a driver reaches two incidents, they are required to park their cars. An incident is defined as being the cause of an accident that causes the caution or a self-spin that involves another car. Drivers are required to take fault for a caution they caused when asked by the Series Director.
- 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 in a pre-race driver's meeting.

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 necessary driver.
 - 3.2.1 Replays should be checked for exportation of telemetry. If you are unsure if you have your replays properly configured, contact one of the administrators to assist you.

- 3.2.2 If your replay does not export telemetry or you do not have it and your replay is 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 offense.
- 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 offender.

4. SuperSpeedway Series Specific Rules

- 4.1 These rules apply specifically to the LNR SuperSpeedway Series.
- 4.2 Double file restart procedure.
 - 4.2.1 The SuperSpeedway Series will utilize the “Double file shootout style” restart procedure in 2010.
 - 4.2.2 Before the one-to-go on each restart, all lapped cars will be required to at least pass through pit lane in order to allow the lead lap cars to get into position for the double-file restart.
 - 4.2.3 When the field receives the one to go signal under caution, the leader will determine whether he or she desires to restart on the inside or the outside line. The second-place car will take the opposite position.
 - 4.2.4 The rest of the field will line up by position with odd positioned cars in the “inside” line and the even positioned cars in the “outside” line. *Note: This may change by track depending on the layout. Pay attention to the original race start for the inside/outside lines.*
- 4.3 Lucky Dog procedure.
 - 4.3.1 In addition to the new double file restarts; the SuperSpeedway Series will now feature two Lucky Dog Free Passes per caution.
- 4.4 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.

5. General Rules

- 5.1 Each official team is subject to a four fulltime 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 each LNR sanctioned series.
 - 5.2.1 The LNR MasGrafX Cup Series utilizes a Chase for the MasGrafX Cup system. To earn entrance into the Chase, after 12 races the standings are reset and a driver must be inside the top-5 in points or within 400 points of the leader to make the Chase. Those who make the Chase will be kept in the same order, five points apart.
- 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. At the conclusion of your probationary period, you may be granted full member status, have your probationary period extended, or be asked to leave LNR.
- 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 select the same number and they are unable to reach a compromise, the number will go to the driver who has been in the league the longest.
- 5.6 Sponsors
 - 5.6.1 Sponsors are reserved by each driver, rather than the team.
 - 5.6.2 There is a limit of four reserved sponsors per driver.

- 5.6.3 Sponsors become unreserved after one season of inactivity without notifying the administration of a hiatus. (Founding members are an exception)
- 5.6.4 Once the season begins, you may not remove sponsors from your reservation list, however, you may add sponsors up to a total 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 / Monte Carlo / Silverado
 - Ford Fusion / F-Series
 - Dodge Charger / Ram
 - Toyota Camry / Tundra
 - 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 missed the race. For the 2010 seasons, these provisionals will be valued at 50 points each. After a driver has exceeded his allotment of provisionals, no additional points will be given for missed races.
- 5.9 Each week the forum is updated with pertinent information for each week's race in it's race thread, therefore forum participation is key. LNR does not do race emails as many other leagues do, except in instances where the website is down.
- 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.