

2026 British University Sim Racing Series (the 'Regulations')

Definitions:

Administrators: means Motorsport UK

Championship: means the 2026 British University Sim Racing Series.

Child/Children: means any person under the age of 18.

Discord Server: means the private server used to manage/run/organise the Championship.

Driver: means any driver competing in the Championship.

Eligible: means a driver who has not competed in any Motorsport UK Permitted Event or Championship in Cross Car, Rallycross or Autocross, or any equivalent race elsewhere in the world

iRacing League: means the privately created and managed in game Championship.

Organisers: means Motorsport UK and Nottingham Trent University

Round: means each round as listed in Clause 2.1 of these Regulations.

Stewards: means the judicial body at the event responsible for ensuring these Regulations are adhered to during the Championship and to allocate penalties.

Adult At Risk: means a person who may be unable to protect themselves from abuse, harm or exploitation, which may be by reason of a physical or mental impairment.

CP: means Championship Point

Stewards: means the judicial body at the event responsible for ensuring the Championship Regulations are adhered to during the Championship and to allocate penalties.

1. Introduction

- 1.1. The 2026 British University Sim Racing Series (hereafter the "Championship") is organised and sanctioned by Motorsport UK the governing body of motorsport within the UK.
- 1.2. This is an Esports Championship which is held on the iRacing Motorsport Simulation software platform.
- 1.3. Clarification on, interpretation and determination of any rules, requirements and Regulations shall be decided by the Stewards.
- 1.4. These Regulations come into force from the time of their publication.
- 1.5. The quality of the internet connection being used by the Driver to compete in the Championship is the sole responsibility of the Driver. Should any internet connection issues result in an unnatural performance of the car the Organiser and/or the Administrators will have the right to remove the Driver from the iRacing Server and record a DNF result.
- 1.6. Drivers are required to provide their own hardware equipment to compete in the Championship.
- 1.7. Timezone – The Championship is based in the UTC Timezone (same as London) and DOES observe daylight savings time. Any official start times listed herein (or the Discord Server), shall refer to UTC.
- 1.8. Driver entries will be accepted at the sole discretion of the Organisers.
- 1.9. For the avoidance of doubt the Championship is not certified by the FIA.
- 1.10. It is a condition of entry to the Championship that these Regulations are accepted as binding on the Driver.



2. Calendar

2.1. The Calendar for the Championship is as below:

Round	Date	Circuit
Heat One	12th March	Lime Rock - Chicanes Charlotte Roval - 2025 VIR - North
Heat Two	19th March	Oulton Park -w/o Brittens Phoenix Raceway Rudskogen
Heat Three	26th March	Oulton Park - Fosters Oran Park - Moto Navarra
Grand Finals	16th April	Phoenix Raceway - 2008 VIR - North Course Oschersleben Charlotte Motor Speedway - Infield Road Course Long Navarra Speed Circuit Oulton Park Circuit - International

2.2 The timings for three Heats are as follows:

Race 1:

Practice - 18:40 -19:15 (35 mins)

Qualifying - 19:15-19:25 (10 mins, 3 laps)

Race - 19:27-19:47 (20 mins)

Race 2:

Practice - 19:50-20:15 (25 mins)

Qualifying - 20:15-20:25 (10 mins, 3 laps)

Race - 20:27-20:47 (20 mins)

Race 3:

Practice - 20:50-21:10 (25 mins)

Qualifying - 21:15-21:25 (10 mins, 3 laps)

Race - 21:27-21:47 (20 mins)

Timings for the Grand Finals will be released to the drivers at a later date

3. Races and Scoring

3.1. Races will all start using the Standing Start procedure.

3.2. No points are allocated for the Qualifying sessions

3.3. One additional point will be allocated to the driver with the fastest lap in each race

3.4. The points structure for one each race is as follows:

Points



1st	25
2nd	22
3rd	20
4th	18
5th	16
6th	15
7th	14
8th	13
9th	12
10th	11
11th	10
12th	9
13th	8
14th	7
15th	6
16 th	5
17 th	4
18 th	3
19 th	2
20th	1

4. Pit Lane entry and Exit

- 4.1. Drivers must exit and enter the pits at a safe speed in all sessions
- 4.2. Drivers in the pit lane must adhere to pit lane speed limits at all times in all sessions (Practice, Qualifying and Racing) of an official race event and any time they are on the official Championship Server.

5. Weather and Track Settings

- 5.1. All official sessions will be set to 'Forecasted' weather forecast
- 5.2. All-weather elements will be set to 'Auto'
- 5.3. 'Allow heavy fog' will be turned off
- 5.4. The Rain function in iRacing will be enabled
- 5.5. The date of each Round will be set to no specific date (iRacing default 15th May)
- 5.6. The race server will be set to go live at 'Morning'
- 5.7. Track state will be set to 'Generate'
- 5.8. Marbles will be set to 'Carry over'

6. Car Setups

- 6.1. Car Setups are fixed for this championship – the specific setups will be shared via the Discord Server

7. Post-Race

- 7.1. Drivers are asked to either complete a cool down lap or safely and predictably pull off track into a runoff area and 'Esc'. Do not stop abruptly on the start/finish straight.



- 7.2. It is not acceptable for a Driver to crash into other cars or track side objects once they have finished their race. Any Driver found in violation and causing an incident after the finish line may be subject to penalty, up to and including exclusion from the race and suspension from further races and / or the Championship.

8. Flag Rules

- 8.1. Drivers being lapped will be displayed the blue flag and must allow the passing Driver to make a complete and safe pass.
- 8.2. A car alone on the track may use the full width of the track. However, as soon as it is caught by a car which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity. If the driver who has been caught does not seem to make full use of the rear-view mirrors, Any driver who appears to ignore the blue flags will be can have an IRR filed against them
- 8.3. Drivers being lapped must maintain their current and predictable racing line through corners and move off-line on the straights. Any incidents that occur due to unexpectedly changing their line will be penalised.
- 8.4. If the Driver has not yet entered a corner, when possible, it makes sense for the blue flag Driver to take the outside line.
- 8.5. Upon display of the yellow flag Drivers are to be cautious. Be prepared to encounter slow, damaged or stationary car(s) on track. Do not overtake in yellow flag zones.
- 8.6. Drivers are not permitted to create yellow flag zones by unnecessarily remaining stationary on track, or by creating a dangerous environment for other Drivers.
- 8.7. Drivers who do not observe the yellow flag and as a result either add to the existing incident or become involved in an additional incident will be penalised. Relying on the reactions of other Drivers is not acceptable. Each Driver is responsible for their own actions.
- 8.8. Due to limitations within the game code, the Organisers are unable to automatically penalise Drivers from passing in a yellow flag zone. If, during the course of reviewing the race and/or via an IRR, the Stewards determine a Driver passed another Driver in a yellow flag zone, that Driver may be penalised for Passing Under Yellow.
- 8.9. If the server crashes at any point during a qualifying or race session the race will be abandoned and/or rescheduled, no results will be issued.

9. Overtaking

- 9.1. The passing car is ultimately responsible for making a safe pass and when it is safe to do so. However, it is both Drivers responsibility to ensure a safe pass is made. Failure to do so may result in a penalty.
 - 9.1.1. Overtaking, according to the circumstances, may be carried out either on the right or on the left. In response to each attempted overtaking manoeuvre no more than one change of direction to defend a position is permitted. Any driver moving back towards the racing line having earlier defended their position off-line should leave at least one cars width between their own car and the edge of the track on the approach to the corner. However, manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears guilty of any of the above offences may result in a penalty



- 9.1.2. The preferred times (in order of preference) for a faster car to pass is on the straights, exiting a corner or entering the brake zone. Passing a car mid-corner is very dangerous unless you are confident the other Driver sees you.
- 9.1.3. Entering a turn - to have earned the right to a lane the passing Driver must minimally have any overlap with the car they are passing before the point of turn-in. At this point the Driver being passed is responsible to leave a lane open.
- 9.2. Leaving room - if a Driver is alongside another to any degree, then each Driver must leave space for each other. Running another Driver wide on the exit of a corner or on a straight for example, is not acceptable.
- 9.3. Braking - if a Driver spins while on track, they should immediately press their brakes until completely stopped, (even if still on the track), and hold brakes on until they can assess the situation (wait for a clear opening on track to resume). When a Driver doesn't press his brakes, the car is prone to roll in a far more unpredictable fashion and likely cause an accident. A Driver involved in an incident while spinning on track and not locking their brakes completely will be held responsible for that incident.

10. Driving Standards Definitions and Expectations

- 10.1. Drivers deemed to have departed from acceptable standards of driving or behaviour may be penalised by the Stewards.
- 10.2. Pre-race preparation – the Organisers expect all Drivers to have trained adequately in advance for a racing event. If a Driver attends an event and is clearly unprepared, the Stewards may direct that the Driver is not to participate. Stewards may use official practice and qualifying times to deem suitability.
- 10.3. Drivers deemed to have departed from acceptable standards of driving or behaviour may be penalised by the Stewards. Examples include (but are not limited to) the following:
 - 10.3.1. Re-joining the race - Drivers off track due to an incident or an off and car(s) spun on the track itself must resume the race in a safe manner. This may mean driving forwards to a safe area to get turned in the direction of travel, then merging safely into the flow of traffic. When possible, please do not re-join near a corner entry, apex or exit.
 - 10.3.2. Should a Driver's car stop somewhere other than in the pit lane it must be moved by pressing and holding the 'Esc' key as soon as possible so that its presence does not constitute a danger or hinder other Drivers
 - 10.3.3. If for any reason a Driver's car becomes disabled, either in the pitlane, on track, or in a run-off area, the Driver must press and hold 'Esc' to leave the circuit. A parked car will cause a yellow flag in that area for the remainder of the race.
 - 10.3.4. Aggressive Driving - Drivers deemed by the Stewards as having driven in an aggressive manner (causing an incident or not).
 - 10.3.5. Chopping – passing Drivers who move back into the lane of the car being passed before being clear.
 - 10.3.6. Brake testing – passing Drivers who move back into lane and immediately brake.
 - 10.3.7. Bump-passing - nudging the car ahead to get him loose, then passing while the other Driver is busy recovering is prohibited.
 - 10.3.8. Blocking - altering the racing line in reaction to another Driver in an attempt to prevent a pass is not permitted.
 - 10.3.9. Altering the racing line (weaving) to prevent a following car from drafting is considered blocking and prohibited at all times.



10.3.10. If a Driver causes either significant damage to another vehicle or a loss of positions in the race, a GR may not be sufficient penalty and the Stewards may impose additional penalties as appropriate.

11. Race Stewarding

- 11.1. Motorsport UK will organise the stewarding of the races and Championship as a whole.
- 11.2. All decisions made by the Stewards are final and not subject to further appeal. Drivers are permitted to advise the Stewards if they consider a decision may violate one of the Championship Regulations.

12. Penalties

- 12.1. Penalties may be awarded either during the session by the Stewards or after the session in the incident review. All results will remain provisional until otherwise declared by the Organisers.
- 12.2. iRacing's in-game penalty system will issue "x" incidents automatically based on driving standards. The 'x' incident limit per race is x17. Should any Driver reach this limit they will automatically receive a drive through penalty issued by the game. Penalties imposed in the incident review will be implemented within 48 hours following the issue of the provisional result
- 12.3. Typical incidents and their likely penalty:
 - 12.3.1. Racing incident –no penalty will be applied.
 - 12.3.2. A warning may be issued should a Drivers' action cause a problem but it does not warrant a penalty.
 - 12.3.3. Blue/Yellow Flag violation:– 3s time penalty + 1 Licence Point.
 - 12.3.4. Causing a collision, time penalty, Championship Point Deduction and/or Licence Points (depending on severity) being given to the Driver at fault
 - 12.3.5. Intentionally causing a collision or crashing the car in any session will result in any proportionate action deemed necessary by the Stewards and/or the Organisers up to and including immediate removal from the series for the remainder of the season.
 - 12.3.6. Drivers who receive multiple penalties may be subject to additional penalties deemed appropriate by the Stewards

Penalty Structure – guideline penalties

Following list is not exhaustive - stewards have ability to increase any penalty based on the incident

Incident	Penalty
- Racing Incident	No Penalty
- Causing a Collision - Gaining an advantage	Time penalty, CP deduction and/or LP



-Passing under a yellow flag - Failure to yield to a blue flag - Blocking - Weaving - Rejoining	Time penalty and/or LP
- Intentional crashing during a session - Careless driving - Dangerous Driving - Unsportsmanlike behaviour - Gross social media misconduct	Any proportionate action deemed necessary by the Stewards and/or the Organisers up to and including immediate removal from the series for the remainder of the season. Stewards can refer to the Organisers for removal of the championship

LP = Licence Points

CP = Championship point

- 13.4 All Drivers start the season with zero Licence Points. The Stewards will endorse between 1 and 5 Licence Points depending on the severity of the incident.
- 13.5 For every 5 Licence Points a Driver receives an ExQ (Exclusion from Qualifying at the following Round).
- 13.6 If a Driver receives 10 Licence Points in one Round they will receive an ExQ at the following round and have to start race 2 from the back of the grid
- 13.7 If a Driver accumulates 12LP during the championship the Driver will be put under review and if involved in further incidents will receive additional penalties such as a Round ban.
- 13.8 For the Grand Finals of the Championship LP will be directly replaced with equivalent CP deductions. E.g. 5s time penalty + 2LP = 5s time penalty + 2CP
- 13.9 Any contact between cars occurring due to a Driver rejoining the track from outside the racing area is a protestable offence and may result in a 4LP penalty for the offending driver.

13. Liveries

- 13.1. The Championship will use Trading Paints to display drivers liveries
- 13.2. Liveries must not be offensive in anyway, this includes (but is not limited to) reference of indecency, abusive or defamatory language, hate speech, tobacco, alcohol or illicit drugs or be in any other way perceived as offensive. Assessment of what is deemed offensive shall be at the sole discretion of the Organisers.
- 13.3. All liveries must conform to the iRacing Paint Policy found here - <https://bit.ly/iracing-paint-policy>.
- 13.4. All Drivers must have permission to use any logo displayed on their car – and be able to provide the permission if requested



14. Incident Protest

- 14.1. Any incident a driver believes contravenes the Rules should be protested after the Race
- 14.2. Drivers are permitted to submit **THREE** Incident Review Request (“IRR”) per race up to one hour after the race has finished. Any IRR’s received later than one hour following the completion of the race will not be reviewed. Stewards will not review the complete race.
 - 14.2.1. Drivers should carefully review the race replay before submitting an IRR.
 - 14.2.2. Drivers considered to be abusing the IRR process may be subject to penalty.
 - 14.2.3. The Driver submitting the IRR, must be involved in the incident being reported. (except for any qualifying or practice infractions)
 - 14.2.4. Failure to follow the IRR process and requirements will lead to the Stewards removing the Drivers right to submit an IRR for any given time.
 - 14.2.5. The results will be updated with any associated penalties and the Drivers will be notified of the penalties.
- 14.3. All decisions made by the Stewards are final and not subject to further appeal. Drivers are permitted to advise the Stewards if they consider a decision may violate one of the Championship Regulations.

15. Legal

- 15.1. The Organisers reserve the rights to change these Regulations at any time.
- 15.2. The Organisers reserve the right to cancel or postpone a race.
- 15.3. The Organisers shall not be held liable for any losses suffered resulting from the cancellation of a race or of server crash of the race server.
- 15.4. The Organisers reserve the right to amend the Championship race dates, schedule and times. Drivers will be notified at least 24 hours in advance.

16. Contact

- 16.1. In the event of any queries please contact the Organisers at: paul.crawford@motorsportuk.org.

17. Data Protection

- 17.1. The Driver confirms permission for the Organisers to request and use their personal data as necessary for the limited purposes of this Championship including the publication of their name and / or likeness where applicable.
- 17.2. Should the Championship entry include the submission of a third party’s personal data the entrant confirms they have the permission of that third party to do so and that these Regulations have been brought to that person’s attention.
- 17.3. The Organisers may have to share the personal data of any winner with third parties for the purpose of issuing the prize.

18. Jurisdiction

- 18.1. These Regulations and any dispute or claim (including non-contractual disputes or claims) arising out of or in connection with it or its subject matter or formation shall be governed by and construed in accordance with the law of England and Wales.

