

GREAZY SIM RACING

League Handbook, Rules & Standards

Revised 1 September 2026

Primary objective

Fair, predictable and safe league racing

Greazy Sim Racing is a welcoming community for drivers of all skill and experience levels. Whether you are entering your first organised league race or have years of experience, there is a place for you on our grid. We run three main seasons each year, with 12 rounds per season, alongside special off-season events. Our ACC and LMU championships include official Twitch broadcasts, subsequent YouTube uploads, structured post-race stewarding and trophies for eligible top-three finishers in each main-season individual championship. We also develop Greazy Buddy, our in-house overlay and broadcast application, which supports our live race coverage. Outright pace is not what determines whether you belong here; what matters is racing safely, predictably and respectfully, and being willing to learn. Incidents are judged by responsibility, severity, repetition and sporting impact, not by a driver's speed or experience.

This handbook sets out the participation, driving, conduct and technical rules and standards that apply at every Greazy Sim Racing event.

Greazy Sim Racing aims to reflect the standards and spirit of real-world GT racing wherever reasonably practical. Where simulator limitations, unreliable game data or stewarding constraints prevent exact replication, these rules and race-control instructions will be applied in a practical, fair and consistent manner.

Where reasonably practical, we also aim to reflect the real-world weather expected at the circuit during each race. AccuWeather and available local weather reports are used as guidance, although exact replication cannot be guaranteed because forecasts may change and simulator limitations may apply.

Official publication and updates. The current official version of this handbook is published on the Greazy Sim Racing website and in Discord under Greazy Sim Racing > #racing-rules. Major revisions are normally published only when needed before an upcoming main season. If an urgent correction is required between major revisions, the emergency change will be listed alongside the document download and forms part of the current rules from the effective time stated in that notice.

Important deadlines

Deadline	Requirement
ACC: 24 hours before the race	The ACC grid is locked and no further sign-ups are accepted. This deadline does not apply to LMU.
1 hour before the race	Final deadline to withdraw through SimGrid.
22:00 CET/CEST on the day after the race	Final deadline for driver incident submissions. The submission window expires automatically at this time, even if the closure announcement has not yet been posted.
22:00 CET/CEST two days after the race	Final deadline for the normal stewarding process and publication of decisions. Decisions may be completed and published earlier.

Handbook overview

Section	Main focus
1. Participation & entries	Grid lock, withdrawals, championship points, reserved number, DNS penalties, car and class changes and season-specific settings
2. Main-season trophies	Eligibility, Patreon qualification, costs, fulfilment and insured shipping
3. Communication	Identification, language, in-race communication, broadcasting and Patreon supporter benefits
4. Driving standards	Predictability, overtaking, flags, lapped traffic and finishing procedure
5. Incidents & penalties	On-track responsibility, reporting, sanctions and penalty guidance
6. Technical requirements	Connection stability, hardware issues, pits and reconnecting
7. Authority & integrity	Organiser instructions, exploits, approved tools, cheating and competition integrity

General enforcement principle

Drivers are responsible for their own actions, equipment and connection. Event organisers may intervene when conduct or technical instability creates a risk to fair or safe racing.

1. Participation & entries

1.1 Grid lock and withdrawals

- 1.1.1 ACC only: The grid is locked 24 hours before the race. No further sign-ups are accepted after that point. This restriction does not apply to LMU events.
- 1.1.2 Withdrawals must be submitted through SimGrid and may be made until 1 hour before the race.

1.2 Reserved car number 1

- 1.2.1 Car number 1 is reserved for the defending champion: the driver classified first in the previous season's final official ACC individual standings or LMU GT3 standings after all point deductions, disqualifications and sporting decisions.
- 1.2.2 ACC and LMU are separate. An ACC title grants the right to number 1 only in the next ACC season; an LMU GT3 title grants it only in the next LMU season. Winning an LMP, Hypercar or other non-GT3 class championship, or any overall multiclass designation, grants no reserved number.
- 1.2.3 The defending champion may use number 1 in the next season but is not required to do so. If they select another number or do not enter, number 1 remains reserved to them and unavailable to every other driver for that season.
- 1.2.4 No other driver may select or use number 1. Because SimGrid cannot prevent its selection, the admins will manually assign a different available number when necessary.

1.3 First-event no-show and DNS penalties

- 1.3.1 For these attendance rules, a driver is confirmed when they remain signed up at the 1-hour withdrawal deadline or are accepted or registered after it but before the race starts. Participation requires a genuine attempt to take part in qualifying or the race; briefly connecting, remaining stationary or leaving solely to avoid an attendance consequence does not count. Admins may decide this from session logs and available evidence.
- 1.3.2 At the first scheduled event of each season, a confirmed driver who does not make a genuine attempt to take part in qualifying or the race will be disqualified from the current season. A withdrawal submitted before the 1-hour deadline is not a no-show and does not trigger this rule. The rule also does not apply to a pre-race notice or safety withdrawal under Rule 6.2.4, or exceptional circumstances approved by the admins.
- 1.3.3 At every later event in the season, a confirmed driver's unexcused absence follows the standard DNS system below. DNS counts apply within the current season and reset at the start of a new season. Point deductions may reduce a driver's championship total below zero.

Occurrence	Consequence
First DNS	27-point deduction.
Second DNS	54-point deduction; 81 points deducted in total.
Third DNS	Disqualification from the current season.

- 1.3.4 If reinstatement is approved under Rule 5.4.4, the attendance disqualification is lifted and the driver's individual championship points are reset to zero. Unrelated sanctions remain in effect. The decision will state whether earlier DNS counts continue or reset.

1.4 Car and class changes

- 1.4.1 Changing the selected car, or changing class in an LMU multiclass season, resets the driver's individual championship points to zero. If the driver's current total is below zero, that negative total remains unchanged.
- 1.4.2 Drivers who want to change car or class must contact an admin for assistance and must not leave and rejoin the league to attempt the change themselves. DNS counts and all disciplinary penalties other than championship-point deductions remain in effect. The treatment of championship points at the time of the change is governed by Rule 1.4.1. Any effect on team, entry or class standings will follow the event-specific rules or be stated by the admins.
- 1.4.3 A driver may make no more than two car or class changes during a season. The driver's initial selection does not count as a change. A single approved move that changes both car and class counts as one change. Every later approved move to another car or class counts, including returning to one used previously.

1.5 Championship points

- 1.5.1 Unless event-specific rules state otherwise, individual championship points are awarded using the progressive system below, based on the final official classification after all penalties, disqualifications and corrections.

Position	Points	Position	Points	Position	Points
1	54	9	24	17	8
2	48	10	22	18	7
3	43	11	20	19	6
4	39	12	18	20	5
5	36	13	16	21	4
6	33	14	14	22	3
7	30	15	12	23	2
8	27	16	10	24	1

- 1.5.2 The driver who records the fastest valid race lap among drivers with an official finishing position receives 5 additional championship points. A driver classified as retired or disqualified is not eligible for the bonus. If two or more eligible drivers record the same fastest valid lap time, the bonus is awarded to the driver who set that time first.
- 1.5.3 If two or more drivers finish the season with the same number of championship points, the driver with the most first-place finishes is ranked higher. If they remain tied, the number of second-place finishes is compared, followed by third-place finishes and each subsequent finishing position until the tie is broken. If they remain tied after every finishing position has been compared, the driver who received the greatest number of fastest-lap bonuses is ranked higher. If they remain tied, the driver with fewer DNS occurrences is ranked higher. If no listed criterion separates them, the admins and stewards will determine the final order.

1.6 Season and race-specific settings

- 1.6.1 Balance of Performance (BoP) may be used and is determined separately for each season. The applicable BoP, if any, will be stated on the relevant SimGrid season or event page.
- 1.6.2 LMU may use fuel consumption set to either 2× or 3×. The applicable fuel-consumption setting will be stated on the relevant SimGrid season or event page.
- 1.6.3 Practice, qualifying and race durations, including qualifying overtime and scheduled breaks, will primarily be published on the relevant SimGrid event page. This information may also be repeated in #racing-announcements on Discord.
- 1.6.4 Race-specific conditions and configuration will be published in #racing-announcements on Discord. This includes track temperature, in-game start time and expected weather; formation-lap type and tyre-warmers setting; the available tyre allocation across qualifying and the race; and fuel-consumption and tyre-wear multipliers.

2. Main-season trophies

2.1 General trophy eligibility

- 2.1.1 Trophies are awarded to the drivers finishing first, second and third in the final official individual championship standings of each main season. A declined or unclaimed trophy is not transferred to another driver.

2.2 Trophies awarded during 2026

- 2.2.1 For every main season completed in 2026, no Patreon subscription or recipient payment is required to receive a trophy.
- 2.2.2 Greazy Sim Racing covers the trophy, engraving, packaging and initial insured shipping.

2.3 Trophy requirements from 2027 onwards

- 2.3.1 The requirements in this section apply beginning with the first main season of 2027 and continue for all subsequent seasons.
- 2.3.2 A league-funded trophy requires an active, successfully paid Greazy Sim Racing Patreon subscription at any tier for more than half of the period between the first and final scheduled events. The recipient must still be subscribed when the final standings are confirmed.
- 2.3.3 Separate periods of active paid membership may be combined. Free, refunded, reversed, disputed or otherwise unpaid periods do not count. Repeatedly cancelling or allowing a subscription to lapse to minimise payment while preserving eligibility may result in the driver being declared ineligible. Admins determine eligibility from Patreon records and may ask the driver to identify the Patreon account used.
- 2.3.4 A podium finisher who does not qualify for a league-funded trophy may still receive it by paying the full cost of the trophy, engraving, packaging and initial insured shipping in advance. The admins will privately provide the total cost and payment deadline through Discord. The trophy will be ordered only after payment has been received. Failure to pay by the stated deadline will be treated as declining the trophy.

2.4 Recipient costs and delivery responsibilities

- 2.4.1 The requirements in this section apply in every season. The recipient is responsible for customs duties, import taxes and any additional delivery fees.
- 2.4.2 The recipient must provide complete and accurate delivery information by the deadline announced by the admins. Trophy, payment and delivery notices will be sent privately through Discord, normally by direct message or a private channel. Notice is considered given when it is sent to the recipient's registered Discord account.
- 2.4.3 If delivery fails or the trophy is returned because the recipient supplied incorrect or incomplete information, or failed to accept or collect the shipment, the recipient must pay the insured reshipping cost in advance. If the recipient declines or fails to pay by the stated deadline, they will be treated as having declined the trophy. Greazy Sim Racing will retain it, and the recipient will have no further claim to its delivery.

3. Communication

3.1 Discord conduct

- 3.1.1 When joining the Greazy Sim Racing Discord, a new member must open #Rules under the Welcome section, accept the community rules by clicking the green check-mark icon and then click the racing-car icon to gain access to all appropriate channels.
- 3.1.2 Before official qualifying or a race, each driver's Discord server nickname must be sufficiently similar to their SimGrid username to make them readily identifiable and must show every registered car number. A real-name format such as Firstname Lastname | Number or F.Lastname | Number is preferred, but an established and easily identifiable nickname is allowed. When different numbers are used in ACC and LMU, use Number & Number; list identical numbers only once. Examples: Daniel Mercer | 14; E.Navarro | 31 & 74; TrackFox | 22.
- 3.1.3 All communication in Greazy Sim Racing Discord channels must be in English. Perfect English is not required; clear and simple English is sufficient, and members must be patient and respectful towards people who speak English as a second language.
- 3.1.4 Friendly banter, swearing and mature humour are allowed when they are clearly good-natured. Banter must not become targeted harassment and must stop when an involved member, admin or moderator clearly asks.
- 3.1.5 Pornographic or sexually explicit content, graphic gore and shock content are prohibited.
- 3.1.6 Hate speech, discriminatory abuse and material that promotes or glorifies extremist or hate-based groups or ideologies are prohibited.
- 3.1.7 Threats, targeted harassment, doxxing or sharing another person's private information without permission are prohibited.

3.2 On-track and in-race communication

- 3.2.1 Official in-game chat and race-control communication must be in English.
- 3.2.2 Keep race chat minimal and relevant; arguing and spamming are prohibited.
- 3.2.3 Joining the Discord voice channel is optional; drivers are welcome to join but are not required to do so.

3.3 Broadcasts and rebroadcasting

- 3.3.1 Every race will be broadcast without commentary on the official Greazy Sim Racing Twitch channel, <https://twitch.tv/greazysimracing>, and subsequently uploaded to the official Greazy Sim Racing YouTube channel, <https://www.youtube.com/@GreazySimRacing>, unless a serious technical, service or recording problem makes this impossible. When a complete broadcast or recording cannot be produced, the league may instead publish an ACC highlights video or an LMU P1 camera recording.
- 3.3.2 Drivers may stream their own point of view without partner programme approval. During the stream, the official Greazy Sim Racing logo must be displayed at a clearly visible small-to-medium size together with the website address <https://greazysimracing.com>. The branding must remain visible throughout the event coverage without unnecessarily obstructing the driver's view or essential game information. A personal POV stream must primarily show the streamer's own participation.
- 3.3.3 Producing an independent race broadcast or rebroadcasting the official league stream is allowed only through the Greazy Sim Racing partner programme. Join the Discord and contact M. Voigt for approval before broadcasting or rebroadcasting. Broader spectator-style race coverage is considered an independent broadcast and requires partner programme approval.

3.4 Patreon supporter benefits

- 3.4.1 Anyone with an active paid Greazy Sim Racing Patreon subscription at any tier will have their chosen display name listed on the official website and included in supporter credits shown during official Twitch broadcasts and YouTube uploads. The display name must comply with Patreon's applicable rules; the admins may refuse or remove a name that does not comply. This recognition ends automatically when the subscription is cancelled, expires or is not renewed. The name will be removed from the website and from supporter credits used for future broadcasts and uploads. Previously published videos are not altered.
- 3.4.2 Active recurring Patreon supporters at any paid tier receive access to a dedicated Discord channel containing previews and advance information about upcoming events. Supporters may also vote on matters such as off-season events, season track lists and tracks to exclude from future events.
- 3.4.3 Supporter votes are advisory unless the admins expressly announce that a particular vote is binding. The admins retain responsibility for final league and season decisions.

4. Driving standards

4.1 General conduct

- 4.1.1 Remain in control of the car at all times. If you spin or lose control, hold the brakes until the car has stopped or you have clearly regained control. After leaving the track or recovering, rejoin only when it is safe and without affecting other drivers.
- 4.1.2 Drive predictably and do not make sudden or erratic moves.
- 4.1.3 A late-braking move is not automatically considered a divebomb. As a general guide, an attacking car within approximately one car length of the defending car at the beginning of the braking phase may attempt to outbrake it. The attacker must remain in control, establish substantial overlap early enough for both drivers to react and, when attacking on the inside, make the normal apex or follow a reasonable inside line where no clear apex exists. The attacker must leave sufficient racing room and must not force the defending car off the track. A move that relies on contact or requires the defender to leave the track to avoid a collision is prohibited.
- 4.1.4 When cars are substantially alongside, both drivers must leave reasonable racing room and must not force the other car beyond the edge of the track. As a general guide, substantial overlap exists when the attacking car's front axle is at least alongside the defending car's rear axle at the normal turn-in point. A controlled outbraking move meeting the requirements of Rule 4.1.3 may establish overlap during the braking phase. Simply arriving late or alongside without control does not create an automatic right to space.
- 4.1.5 A driver may make only one change of direction to defend a position. The move must be made early and predictably, before the attacking driver commits to a side. Reactive blocking or changing direction under braking is prohibited. A driver who has moved off the racing line to defend may return towards it but must leave at least one car width to the edge of the track on the approach to the corner.
- 4.1.6 A severely damaged or unusually slow car must remain predictable, avoid the racing line when safe, not defend, and return to the pits or garage as soon as reasonably possible. If continuing on track would be unsafe, use the simulator's return-to-garage function or disconnect.
- 4.1.7 Drivers must not drive or reverse against the direction of travel on the circuit except for the minimum movement reasonably necessary to recover safely. Drivers must not stop on the racing surface during a live session except because of an emergency or immobilisation.
- 4.1.8 A driver must not push, tow or otherwise use their car to move a stopped, stranded or disabled car. The stranded driver must continue under their own power or use the simulator's return-to-garage or towing function.
- 4.1.9 A driver serving a slowdown, drive-through, stop-and-go or other on-track penalty must do so predictably and within the simulator's required time. When the simulator allows, the driver should move away from the normal racing line before reducing speed. Sudden braking, abrupt lifting or obstructing another car while serving a penalty is prohibited.

4.2 Flags and lapped traffic

- 4.2.1 Respect the flag information provided by the game. When a yellow flag is shown or when approaching an incident, drivers must clearly slow down, exercise caution and not overtake until the hazard has been passed and the simulator or race control returns the affected area to green. A stopped, disabled or dangerously slow car may be passed only when necessary to clear the immediate hazard and when it can be done safely. Simulator and race-control instructions take precedence; any simulator-issued penalty is handled under Section 5.4.
- 4.2.2 A lapped car must not defend against or fight a lead-lap car attempting to pass. It must remain predictable, normally hold its line through corners and allow the pass at the first safe opportunity, preferably by lifting on a straight. Sudden line changes, sudden braking or defensive moves are prohibited.
- 4.2.3 A lapped car may unlap itself when it is clearly faster and can complete the pass safely and predictably without disrupting a lead-lap battle. If the move cannot be completed cleanly, the lapped car must abandon the attempt.
- 4.2.4 The lapping driver remains responsible for completing the pass safely. A blue flag does not permit forcing a car off-track, making an unsafe dive or expecting the lapped car to disappear.
- 4.2.5 When the simulator or race control activates a safety car, full-course yellow, virtual safety car, red flag, other neutralisation or a restart procedure, drivers must follow all instructions immediately. Do not overtake unless expressly permitted, maintain a safe and predictable pace and gap, and avoid sudden braking, acceleration or weaving that could endanger others.

4.3 LMU multiclass racing

- 4.3.1 This section applies only to LMU events or seasons announced as multiclass. For traffic between different classes, it takes precedence over the lapped-traffic provisions in Rules 4.2.2–4.2.4. Rules 4.2.1 and 4.2.5 concerning flags, hazards and neutralised sessions remain fully applicable.
- 4.3.2 Each class is effectively competing in its own race. A faster-class car has no automatic right of way and remains responsible for choosing a safe location and completing the pass under control. The faster driver must wait when no safe gap exists and must not force a late or uncontrolled move. Flashing headlights communicate intent but create no right to space, and a slower-class car fighting within its class is not required to make a dangerous move.
- 4.3.3 A slower-class car must remain predictable and normally hold its established line. It must not defend against or deliberately obstruct a faster-class car, but need not leave the track or make a sudden move. Multiclass blue flags are advisory; the slower car may facilitate the pass with a safe lift on a straight but must not brake suddenly or change line unexpectedly.
- 4.3.4 When LMU uses separate formation-lap start groups, drivers must follow their own class group, maintain the instructed position and gap, and must not catch, delay or interfere with another class before the start. Drivers must follow the simulator's start instructions. Simulator-issued start penalties are handled under Rule 5.4.1.

4.4 Qualifying, starts and pit conduct

- 4.4.1 During qualifying, drivers on out-laps, in-laps or invalidated laps must avoid impeding cars on timed laps and must yield predictably when it is safe.
- 4.4.2 Drivers must follow the simulator's formation-lap, start and restart procedures and all race-control instructions. Maintain the assigned order and a safe, reasonable gap. Do not overtake unless instructed or the car ahead is clearly unable to continue. Excessive weaving, abrupt braking or acceleration, deliberate delay and any other erratic action that could endanger others are prohibited.
- 4.4.3 Pit entry and exit must be completed safely. Respect the pit-entry and pit-exit lines shown by the simulator or circuit, and merge without affecting approaching traffic.

4.5 Vehicle lights

- 4.5.1 Drivers should keep their headlights switched on whenever possible. At night or in other dark conditions, headlights are mandatory whenever the car is moving on track or in the pit lane.
- 4.5.2 When flashing or pulsing their headlights, drivers must use the simulator's built-in flash or pulse function if one is available. One activation, including all flashes produced automatically by that activation, counts as one flashing sequence. A maximum of one flashing sequence is permitted between two consecutive corners. Flashing headlights in the pit lane is prohibited. Excessive or repeated flashing intended to distract another driver is also prohibited.
- 4.5.3 Driving with the required headlights switched off for an extended period normally carries a 30-second penalty. Stewards determine whether a period is extended and may impose a more severe penalty based on its duration. Each separate extended period counts as one incident. Brief accidental interruptions carry no penalty unless they occur frequently.
- 4.5.4 Any headlight-related penalty imposed by the simulator applies in addition to any penalty under this section, in accordance with Rule 5.4.1.

4.6 End-of-race conduct

- 4.6.1 Normal track rules remain in effect after a driver crosses the finish line and until the simulator ends the session. Completing a full cooldown lap is preferred. Under normal conditions, a driver who has finished or has been recorded as retired may use the simulator's return-to-garage or towing function only after safely leaving the active racing track and stopping in a safe off-track location. Drivers must not stop on the active racing track to use a recovery function merely for convenience.

4.7 Forbidden behaviour

Rule	Prohibited action	Standard
4.7.1	Intentional wrecking	Strictly prohibited.
4.7.2	Brake checking	Strictly prohibited.
4.7.3	Bump drafting	Strictly prohibited. Each confirmed bump-drafting incident carries a fixed 5-minute time penalty. Penalties are cumulative. A continuous sequence of bumps made as part of the same attempt counts as one incident; a later, separate attempt counts as another. Additional sanctions may be imposed for reckless or repeated conduct.
4.7.4	Bug or glitch exploitation	Strictly prohibited; see Section 7.2.

5. Incidents & penalties

5.1 On-track incidents

- 5.1.1 Minor side-to-side contact during a fair door-to-door battle does not automatically require a penalty. When cars are substantially alongside and both drivers leave reasonable racing room and remain in control, light scraping or contact causing only negligible damage and no meaningful sporting consequence may be recorded as a racing incident or receive no further action, as appropriate. This does not permit deliberate leaning, repeated contact, using contact to gain or retain a position, or forcing another car off the track.
- 5.1.2 If you cause a collision during the race, return the position as soon as it is safe and the affected driver can reasonably resume. If they retire, pit or lose multiple positions, continue racing. Never stop or slow dangerously. Failure to return a position when reasonably possible may result in an additional penalty. Returning it does not prevent steward review or a penalty.
- 5.1.3 Race control may immediately remove a driver from qualifying or the race when observed reckless driving creates an ongoing safety or sporting risk. Unless the admins state otherwise, removal results in race disqualification. Reckless driving discovered during or after the event may also result in additional sanctions, including season disqualification or a permanent league ban.

5.2 Pit contact

- 5.2.1 This section applies only to LMU race sessions. For this section, the pit area includes the pit lane, assigned pit box and immediate working or rotating-platform area.
- 5.2.2 A driver responsible for contact with another car in the pit area receives a fixed 30-second penalty. Reckless, deliberate or repeated conduct may receive additional sanctions.
- 5.2.3 The fixed pit-contact penalty does not apply when simulator mechanics outside the driver's reasonable control directly caused the contact, such as a rotating pit platform.

5.3 Post-event review and driver reports

- 5.3.1 After every event, race control will review incidents collected directly by league crew or identified by league software during qualifying or the race. Relevant video evidence will be recorded for steward review.
- 5.3.2 Every incident collected or submitted by a crew member, admin or steward must be placed in its own thread under #stewarding. These cases are given priority and reviewed as soon as possible.
- 5.3.3 Driver incident reports must be submitted through #steward-submissions no later than 22:00 Central European local time (CET/CEST) on the day after the race. Intentional wrecking during an official practice session may also be reported there. Drivers must not submit reports directly into #stewarding. A submission is timely only when the complete report and all required evidence have been received in #steward-submissions by the deadline. Late or incomplete reports will be rejected.
- 5.3.4 Each driver submission must cover one incident and identify the game, event or split, session, lap, approximate session time or replay timestamp, involved car numbers, reporter and a short factual description.
- 5.3.5 A driver submission concerning an incident must include a directly accessible public or unlisted video in at least 720p. An incident involving one principal car must show a clear overview and all onboard views needed to assess the complete sequence. An incident between two principal cars must show five views in this order: (1) helicopter or clear overview, (2) helmet or interior view of car 1, (3) rear view of car 1, (4) helmet or interior view of car 2 and (5) rear view of car 2. If scenery blocks the overview, another clear wide view may be used. An incident involving more than two principal cars must include all relevant views and evidence for every principal car. Every view must show the full, uncropped simulator image. A small FPS counter or Discord overlay is permitted provided it does not obscure the incident, any relevant car, relevant simulator information. Added logos, borders, webcams, timing towers, captions or other graphics remain prohibited. The link must not require an account, invitation, access request or file download. The title must identify the game, season or round, lap and involved car numbers.
- 5.3.6 A report concerning a simulator-issued penalty must include a directly accessible public or unlisted video in at least 720p showing the complete relevant sequence, the simulator's penalty notification and all evidence needed to demonstrate the alleged serious and unmistakable error under Rule 5.4.1. The video must show the full, uncropped simulator image. A small FPS counter or Discord overlay is permitted provided it does not obscure the relevant sequence, any relevant car, relevant simulator information or the penalty notification. Added logos, borders, webcams, timing towers, captions or other graphics remain prohibited. The link must not require an account, invitation, access request or file download. The title must identify the game, season or round, lap, involved car number and simulator-issued penalty.

- 5.3.7 The submitting driver is responsible for ensuring that a valid and complete submission, including all required information and evidence, is received before the submission deadline. Missing requirements cannot be supplied after the deadline to make an invalid submission valid; the submission will be rejected. After a timely and valid submission has been accepted, supplementary information or evidence may be added while the case remains under review. Supplementary material does not extend the deadline or require stewards to delay their decision. Driver-submitted evidence, including required and supplementary evidence, must remain directly accessible and unaltered for at least one month after submission and, if the case remains under review after that period, until the final steward decision is published. Drivers are strongly encouraged to keep submitted evidence available permanently. Video evidence may remain unlisted if the driver does not want it publicly displayed on their channel. Crew-collected evidence relied upon in a case must remain directly accessible and unaltered until the final steward decision is published. If a case is reopened under Rule 5.3.17, evidence that is no longer accessible must be resubmitted before it can be considered, and all evidence relied upon in the reopened review must remain directly accessible and unaltered until the new decision is published. Evidence that is not resubmitted will not be considered. If required evidence is removed, replaced or made inaccessible before the initial decision is published, the driver submission will be rejected.
- 5.3.8 An admin will verify whether a driver report was submitted on time, contains the required information and evidence, and duplicates an incident already being handled. Verification concerns only the submission requirements and does not determine responsibility or indicate that a penalty will follow. A rejected report will receive a brief reason. Duplicates may be merged into the existing incident thread or closed; they receive no separate priority.
- 5.3.9 After verification, an accepted driver report will be transferred by an admin into its own thread under #stewarding and placed after all crew-collected cases. Among verified driver reports, priority is determined by when the complete submission was received. The evidence, discussion, ruling and brief reasoning must remain connected to that thread.
- 5.3.10 Only stewards and the drivers identified as principal parties to the incident may comment on or discuss the case. A principal party is a driver whose actions, responsibility or directly affected result is under review. Authorised admins or crew may post evidence, decisions or administrative notices, but may participate in the discussion only when serving as a steward or when they are a principal party. No other member, including team representatives, spectators or uninvolved reporters, may join the discussion. Once a report has been transferred, discussion must take place in the incident thread rather than in #steward-submissions. Stewards may restrict or close discussion when sufficient information has been received or when the final decision has been published. The principal parties have no automatic right to delay a decision by failing to respond.
- 5.3.11 Stewards review the available evidence, including car positions, overlap, control, predictability, room left, avoidability and sporting consequences. A case is recorded as a racing incident when no driver is primarily responsible. A case is recorded as no further action when responsibility may exist but the stewards determine that no penalty is appropriate. When reviewing an incident between different classes, stewards will also consider closing speed, visibility, performance and braking differences between the classes, the predictability of both cars and whether the faster car committed to the pass early enough for the slower car to reasonably recognise and respond to it.
- 5.3.12 League crew may race in events and also serve as stewards. The league will make every reasonable effort to ensure that a crew member directly involved in an incident, or with another material conflict of interest, does not review or decide that incident. Where possible, uninvolved stewards or admins will handle the case.
- 5.3.13 Race control may, on its own initiative, review exceptionally severe or important incidents outside the normal submission window. This does not permit the acceptance of a late driver report.
- 5.3.14 Submissions must be made in good faith. Knowingly false, retaliatory, repeatedly duplicated, spammed or abusive submissions may be rejected and may result in penalties.
- 5.3.15 The normal stewarding process and publication of decisions must be completed no later than 22:00 Central European local time (CET/CEST) two days after the race, but decisions may be completed and published earlier.
- 5.3.16 Results remain provisional until the admins publish or mark the official classification as final. A late review under Rule 5.3.13 or a reopened case under Rule 5.3.17 may return results to provisional status and may require published results or championship standings to be amended.
- 5.3.17 Steward decisions are final. Admins may reopen a decided case only for material new evidence, factual error, a material conflict of interest or an exceptionally severe matter affecting safety or sporting integrity. The authority to reopen a decision does not apply to a permanent league ban, which is irreversible under Rule 5.4.4. Reinstatement after season disqualification is handled under Rule 5.4.4 and does not make any other sanction reversible.
- 5.3.18 Drivers may question or disagree respectfully. Combative or rude conduct towards stewards, admins or crew about stewarding may result in season disqualification or a permanent league ban, depending on severity.

5.4 Available penalties

- 5.4.1 Penalties and sporting decisions issued by the simulator stand unless clear evidence shows a serious and unmistakable error. Disagreement alone is insufficient; a driver alleging such an error must submit a report under Section 5.3 within the normal window and provide clear evidence.
- 5.4.2 Unless a rule requires a fixed consequence, stewards may apply one or more penalties from the table below based on severity, repetition, intent and sporting impact.
- 5.4.3 If a non-fixed time penalty would not meaningfully affect a driver's final classification (for example, because they finished last or sufficiently far behind), or if a race disqualification would have no meaningful effect because the driver received no official finishing position or was already disqualified, the stewards may replace or supplement it with a championship-point deduction or another penalty listed in this section that preserves the intended consequence. A fixed penalty always applies in full and may not be replaced or reduced, but additional penalties may be imposed where appropriate.
- 5.4.4 Season disqualification removes the driver from the current season. Prior race classifications remain unless a decision also applies race disqualification. Reinstatement requires unanimous admin approval, is never automatic and may include conditions. If reinstated, the driver's individual championship points are reset to zero. A permanent league ban is irreversible and allows no re-entry or reinstatement. Effects on team, entry or class standings follow event-specific rules or the decision.
- 5.4.5 Stewards may reduce a penalty for a minor, unintentional incident in the first half of Lap 1 when tightly packed traffic, reduced visibility, cold tyres or brakes, or limited room clearly contributed. This is not automatic, does not excuse reckless, deliberate or seriously avoidable driving, and does not alter a fixed or simulator-issued penalty. Race control determines the halfway point by circuit position.

Penalty type	Application
Warning or reprimand	Formal notice for a minor or first offence.
Time penalty	5, 10 or 30 seconds, normally applied to the final classified result, unless a rule specifies another fixed duration.
Championship-point deduction	Deducted from the relevant championship total and may reduce it below zero.
Race disqualification	Removal from the classified result of an event.
Season disqualification	Removal from the current season. Reinstatement requires unanimous admin approval and resets the driver's individual championship points to zero.
Permanent league ban	Permanent and irreversible removal from all Greazy Sim Racing participation and community access; no re-entry or reinstatement is permitted.

5.5 Penalty examples

Possible starting penalties for common incidents:

Example incident	Possible starting penalty
Overly aggressive move that forces another driver to avoid contact	Warning or reprimand.
Minor avoidable contact with little or no sporting effect	5-second time penalty.
Avoidable contact causing a clear position loss	10-second time penalty.
Contact causing a spin, damage or several lost positions	30-second time penalty.
Serious unsafe rejoin or reckless incident	30-second time penalty or race disqualification.
Deliberate wrecking or intentionally dangerous conduct	Race disqualification and possible season disqualification or permanent league ban.
Pass attempted without substantial overlap at the normal turn-in point, causing contact	10-second time penalty; 30 seconds if the other car spins, suffers damage or loses several positions.
Defender fails to leave racing room after an attacker establishes substantial overlap under control	10-second time penalty; 30 seconds if the other car spins, suffers damage or loses several positions.
Unnecessary sudden braking, lifting or slowing on the racing line causes a following collision	10-second time penalty; 30 seconds if the collision causes a spin, damage or several lost positions.
Driver is caught in a collision or Lap 1 pile-up with no reasonable opportunity to avoid it	No further action for that driver; penalise the identifiable cause where applicable. If no driver is primarily responsible, record the incident as a racing incident.

These examples are guidance only. Stewards may adjust or replace a starting penalty based on responsibility, severity, consequences, intent, repetition, evidence and simulator limitations. Returning a position may be considered but does not prevent review; fixed consequences remain unchanged.

6. Technical requirements

6.1 Driver responsibility

- 6.1.1 Drivers are responsible for ensuring that their connection, game and hardware function properly and that all required in-game functions have suitable control bindings before joining qualifying or the race.
- 6.1.2 Repeated technical issues or safety withdrawals may be reviewed. Admins may require reasonable evidence or a successful pre-race technical test before further participation.

6.2 Lag, warping and instability

- 6.2.1 If a driver becomes aware, or is informed by race control, that severe lag, warping or instability is making their car unpredictable or dangerous to others, they must immediately stop fighting and return safely to the pits without making sudden line changes. Leave the racing line predictably when safe. If driving back would remain dangerous, the driver must use the game's return-to-garage function or disconnect.
- 6.2.2 Minor, non-dangerous instability may be monitored for no more than two laps while the driver avoids close racing. If it persists or worsens, the driver must return safely to the pits.
- 6.2.3 A driver may resume racing only after the issue appears to be resolved. A driver ordered to the pits or garage by race control may resume only after race control gives clearance.
- 6.2.4 A driver receives no attendance penalty if, before the race starts, they notify an admin of a genuine technical or safety issue, the issue is accepted by the admins and they do not participate. A driver who withdraws after the event starts because continuing would be unsafe or unfair to others also receives no attendance penalty. A return under Section 6.3 is not a safety withdrawal. Admins may require evidence, and unrelated penalties remain in effect.

6.3 Repairs, restarts and reconnecting

- 6.3.1 Drivers may enter the pits at any time to address connection or hardware problems and may attempt repairs or restart the game where permitted.
- 6.3.2 After a disconnect, drivers may re-enter the server and resume from the pits, merging onto the track only when safe.
- 6.3.3 When a genuine technical, hardware, connection, vehicle damage or immobilisation issue requires recovery during an active session, the driver must, where safely possible, leave the active racing track and stop in a safe off-track location before using return-to-garage or towing. If the issue makes leaving the track unsafe or impossible, a recovery function may be used from the track when doing so is the safest available option. Recovery, restarting and reconnecting must not be used to gain a sporting advantage. A driver who intends to resume may do so only when the simulator permits it, all imposed delays and restrictions have been served, and any clearance required under Rule 6.2.3 has been received. Using a recovery function does not itself count as retirement; the simulator or event-specific rules determine retirement status. Suspected deliberate exploitation may be reviewed under Section 7.2.
- 6.3.4 No lap credits, time adjustments or other compensation will be provided for disconnections, towing, restarting or reconnecting.

6.4 Server and session failures

- 6.4.1 If a server, game service or session fails, the crew and admins will decide how to proceed after considering the cause, the proportion of the field affected, completed race distance, time remaining and whether a fair restart is practical.
- 6.4.2 The event may be delayed, restarted, shortened, simplified, rescheduled, abandoned or otherwise adjusted. No particular outcome is guaranteed because the cause, race progress and available time may differ.
- 6.4.3 The crew and admins will decide whether an official classification or championship points are awarded and whether completed running is used. The decision and brief reasoning will be announced as soon as reasonably practical.
- 6.4.4 If the crew or admins shut down or abandon the event, no DNS or other attendance penalty will be applied for that event.

7. Authority & integrity

7.1 Event organiser authority

- 7.1.1 Published event-specific rules and official admin announcements supplement these general rules. If there is a conflict, an explicit official admin announcement takes precedence over published event-specific rules; published event-specific rules take precedence over these general rules; and all three take precedence over conflicting SimGrid event information. This precedence is subject to Rules 7.1.2 and 7.1.3.
- 7.1.2 Material sporting changes must be announced in an official league or event channel with reasonable notice before the relevant session whenever practical and do not take effect during a session already in progress. Urgent live instructions remain governed by Rule 7.1.3.
- 7.1.3 Urgent instructions for safety, server stability, neutralisation, restart or session management may be issued live and take effect immediately. They must be communicated through official text or in-game race control unless every affected driver is present in the designated Discord voice channel and can hear the instruction directly from race control. Otherwise, the instruction must also be issued through an official text or in-game channel. A live instruction overrides these rules only as needed to manage that situation.
- 7.1.4 Event organisers may direct a driver to return to the pits or garage, pull over safely or disconnect when necessary for safety, session management or because their connection poses a risk.
- 7.1.5 Drivers must comply immediately with organiser instructions. Failure to comply may result in race or season disqualification. Deliberate or repeated refusal may result in a permanent league ban.
- 7.1.6 When a situation is not addressed by these rules or applicable event-specific rules, the admins and stewards will use relevant FIA and real-world GT racing regulations as guidance and apply them as closely as reasonably practical, taking simulator limitations and league operations into account. External regulations do not override an express Greazy Sim Racing rule or official instruction.

7.2 Exploits and cheating

- 7.2.1 The simulator's track-limit system normally applies, but missed penalties do not make deliberate exploitation legal. Stewards may review repeated violations, detection gaps or use of run-off or unintended surfaces to gain time, distance or position. Any position gained or retained off-track must be returned when safe, and a lasting advantage may still be penalised. Returning a position does not cancel a simulator penalty or prevent steward review.
- 7.2.2 All driving assists built into the simulator are allowed. HUD overlays, CrewChief, TinyPedals, telemetry applications and other software using publicly available simulator data, including public SDKs, APIs, shared memory, telemetry and logs, are broadly allowed. A tool or function is prohibited only when it modifies vehicle behaviour or physics, changes speed, power, grip or other performance characteristics, automates driving inputs, manipulates the simulator or otherwise creates an unfair sporting advantage. Accessing or displaying data made available through a public simulator interface does not by itself create an unfair advantage. Event-specific rules or race-control instructions may identify functions that meet the prohibition in this rule or clarify how the rule applies. If unsure, ask the admins.
- 7.2.3 Only a driver registered and approved for the entry may drive. Account sharing and substitute drivers are prohibited unless the admins approve the substitution before the relevant session. Unauthorised substitution is cheating and may result in season disqualification or a permanent league ban.
- 7.2.4 Knowingly or deliberately using prohibited software, tools, modifications, macros or automation, or manipulating the simulator, vehicle behaviour, physics or performance to alter or automate gameplay or gain an unfair advantage, results in a permanent league ban and will be reported to SimGrid or the relevant platform or service where applicable. Admins determine knowledge and intent from available evidence; claiming ignorance is not decisive. Accidental or unknowing use does not automatically trigger a permanent ban, but affected results may be removed and race or season disqualification or other penalties may apply. A prohibited function must be disabled immediately when instructed; continued use is deliberate. Deliberate connection manipulation carries the same penalty.

7.3 Sporting integrity and identity

- 7.3.1 Collusion, staged incidents, deliberate backing up or blocking for the purpose of interfering with another competitor, fabricated or altered evidence, and any arrangement, action or deliberate omission intended to improperly alter the result or running of an event or championship are prohibited.
- 7.3.2 Safe voluntary position swaps and team orders are permitted only when completed predictably and without obstructing or endangering other drivers. They must not be used to evade a rule or penalty, stage an incident or otherwise violate the sporting-integrity requirements in Rule 7.3.1.
- 7.3.3 Sanctions apply to the person, not merely to an account. Using an alternate account, false identity, another person's account or a new registration to evade a penalty, DNS consequence, race or season disqualification, entry restriction, permanent league ban or admin decision is prohibited and may result in a permanent league ban.
- 7.3.4 An omission, ambiguity or unintended interaction in these rules does not make deliberate exploitation acceptable. A driver must not knowingly use a loophole to gain an unfair advantage, avoid a requirement or penalty, or undermine sporting integrity. Admins may remove any advantage gained and apply a penalty listed in Section 5.4. If uncertain, ask the admins before acting.

Official links

These are the official Greazy Sim Racing websites and community pages.

Service	Purpose and URL
Website	Main website, Greazy Buddy information and handbook download. https://greazysimracing.com/
Discord	League communication, announcements and incident submissions. https://discord.greazysimracing.com/
SimGrid	Event and season registration. https://www.thesimgrid.com/communities/greazy-sim-racing
Twitch	Live race broadcasts. https://twitch.tv/greazysimracing
YouTube	Broadcast recordings, highlights and LMU P1 footage. https://www.youtube.com/@GreazySimRacing
X	News, announcements and clips. https://x.com/GreazySimRacing
Instagram	News, announcements and clips. https://www.instagram.com/greazysimracing
TikTok	News, announcements and clips. https://www.tiktok.com/@greazysimracing
Patreon	Supporter membership and benefits. https://www.patreon.com/cw/greazysimracing

Plain-language glossary

This glossary explains common racing terms used in these rules. It is provided to help new drivers and people who speak English as a second language.

Term	Plain-language meaning
Grid lock	The time after which no more drivers can sign up for an ACC event.
Confirmed driver	A driver who remains signed up when the 1-hour withdrawal deadline passes, or who is accepted or registered after that deadline but before the race starts.
Participated	A driver has participated only after making a genuine attempt to take part in qualifying or the race. Briefly connecting solely to avoid an attendance consequence does not count.
DNS (Did Not Start)	An unexcused absence at any event after the first scheduled event of the season. A withdrawal submitted before the deadline is not a DNS.
First-event no-show	At the first scheduled event of the season, a confirmed driver does not make a genuine attempt to take part in qualifying or the race and has no accepted withdrawal or exception. This is separate from the standard DNS system used for later events.
Steward	A person who reviews incidents and decides whether a penalty is needed. The league makes every reasonable effort to use uninvolved stewards.
Racing incident	An incident for which the stewards find no driver primarily responsible.
No further action	A decision that an incident does not require a penalty, even though responsibility may exist.
Race control	The crew or admins responsible for managing live events, giving official instructions and handling race-control decisions and reviews before, during and after an event.
Racing line	The usual path around the circuit. It is normally the fastest and safest line at racing speed.
Balance of Performance (BoP)	Adjustments used to balance performance between different cars or classes. Any applicable settings are stated on the relevant SimGrid page.
Substantial overlap	As a general guide, the attacking car's front axle is at least alongside the defending car's rear axle at the normal turn-in point. A controlled outbraking move under Rule 4.1.3 may establish overlap during the braking phase.
Door-to-door battle	Two cars racing substantially alongside on equal terms, with both drivers entitled to reasonable racing room.
Rejoin	Returning to the track after leaving its surface or recovering from a spin. A rejoin must not affect other cars.
Out-lap / in-lap / timed lap	An out-lap is the first lap after leaving the pits. An in-lap is the lap returning to the pits. A timed lap is a lap being driven to set a qualifying time.
Lapped car / unlapping	A lapped car is one or more laps behind another car. Unlapping means safely passing a car that is ahead by a lap to regain that lap.
Divebombing	Attempting a pass from too far back or braking too late, creating an unreasonable risk of contact or forcing another driver to avoid a collision.
Brake checking	Deliberately braking unexpectedly to force a following driver to react or to cause contact.
Drafting (slipstream)	Following another car closely to reduce aerodynamic drag and gain speed without making contact. Drafting is permitted.
Bump drafting	Deliberately touching the rear of the car ahead to push it and increase its speed.
Lift / lifting off	Releasing the accelerator without applying the brakes. A driver may lift briefly to help another car pass safely.
Track limits / run-off	Track limits are the usable circuit boundaries. Run-off is the area beyond them, intended for safety rather than gaining time.
Lag / warping	Connection instability that causes a car to jump, disappear or move unpredictably on other drivers' screens.
Neutralised session	A safety car, FCY, VSC, red flag or other period in which normal racing is restricted or suspended by the simulator or race control.
Return to garage / tow	A simulator function that removes or transports a car from the track. Under normal conditions, it may be used after finishing or being recorded as retired only as permitted by Rule 4.6.1. During legitimate safety or technical recovery, Rule 6.3.3 applies. It must never be used to gain a sporting advantage.
Season disqualification	Removal from the current season. Reinstatement requires unanimous admin approval. If reinstated, the driver's individual championship points are reset to zero.
Permanent league ban	Permanent and irreversible removal from all Greazy Sim Racing participation and community access; no re-entry or reinstatement is permitted.
Competition manipulation	Collusion, a staged incident or other deliberate conduct intended to improperly change how an event runs or how its result is decided.
Ban evasion	Using another account, identity or registration to avoid a penalty, disqualification, restriction or ban.

Crew, Moderators and Stewards

The following crew members support the organisation, administration and operation of Greazy Sim Racing.

M. Voigt

- Server and event administration.
- Development and technical management of league software.
- Stewarding and incident decisions.
- Technical support relating to league events.

G. Reyle

- Season planning, rule development and document management.
- Graphics, media and broadcast presentation.
- Beta testing league software and features.
- Preparing stewarding evidence and incident videos.
- Acting as a final backup steward only when all other available stewards are unavailable or have a conflict of interest.

K. Minderhoud

- Basic Discord moderation.
- Car livery development.
- Backup stewarding when required.

Sven and Rick

- Basic Discord moderation.
- Backup stewarding when required.

Stewarding responsibilities

A person directly involved in an incident should not review or decide that incident. Where possible, it will be handled by another available admin or steward.

Questions are welcome

If a term or procedure is unclear, ask the crew before the event. It is better to ask than to guess.