

RACEFACE.PRO LEAGUE RULES – GT

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INTRODUCTIONS

The rules are adopted from and contain components of the Motorsport South Africa General Competition Rules (<https://www.motorsport.co.za/DisplayLink.aspx?group=Rules%20and%20Regulations&name=MSA%20General%20Competition%20Rules>), as applicable to online sim racing.

Policies of safety, conduct and expectations are as relevant to virtual racing as they are to actual racing, and Raceface.Pro drivers understanding these may transition between virtual and actual racing with little or no adjustment.

1. FILING AN INCIDENT

Incidents regarding another participant must be filed no later than 24 hours after race completion. Any filings outside the allotted window or incidents lacking any information will not be reviewed. If your incident report is declined due to invalid or improper filing of it or missing or improper information, you may not be able to resubmit the incident.

An incident report must only have the following information:

- Name of Event in Question
- Participant/s in question
- Exact lap and location of incident
- Cite the rule that you feel was violated

DO NOT include your own opinion or play-by-play of the incident. If we need this information, we will ask you for it to be sent to us via PM. The above information must be passed on to the Raceface.Pro Stewards Panel via the appropriate Raceface.Pro incident reporting form available on the Raceface.Pro Website. Incidents are reviewed at the completion of the 24 hour wait period. All Steward Decisions are final.

2. AWARDING OF PENALTIES

Below you can see some infractions that may cause the stewards to apply penalties for each rule violation. This does not guarantee any penalty, nor does it restrict the stewards from using any other penalty. This is also not the only infractions that penalties can be awarded for but is a guideline.

- Blocking
- Unsafe Passing
- Counter-course Driving
- Off-Course Excursion
- Participant Conduct
- Punting
- Unsafe track re-join
- Text chat during race

Penalty points will be awarded based on the seriousness of the incident and whether it could have been avoided. – this is based on a scale of 1 to 3.

- Minor offence - 1 penalty point (e.g. Making a REALISTIC attempt at an overtake but making contact and causing a collision)

- Medium offence - 2 penalty points (e.g. Overly optimistic / unrealistic overtake attempts leading to collisions)
- Serious offence - 3 penalty points (e.g. unsafe re-joins, brake checking etc.)

Incidents occurring on LAP 1 of the race – whether logged by a driver or cited by the stewards - will incur 2 additional points to the points stated above.

Unsportsmanlike behaviour in contravention of section 4.0 Participant Conduct - e.g. Retaliation, intentional ramming etc. may result in a disqualification, race ban/s, series ban and possibly indefinite ban from all future Raceface.Pro events.

In addition to penalty points, time penalties will also be awarded based on the influence an incident had on other drivers' race:

- Minor influence - 5s (e.g. tapping a car from behind causing him to run wide and lose a position but no spin and no performance affecting damage)
- Medium influence - 10 - 20s (e.g. causing another car to spin and lose a fair amount of time and / or causing enough damage to influence the affected cars lap time by a fair amount and / or having a minor influence on multiple cars)
- Major influence - 25 - 30s (e.g. causing major damage to another car which effectively ends the race for the victim and / or causing big incidents involving multiple cars resulting in a fair amount of damage to multiple cars.)

3. FORMATION LAP AND START PROCEDURE

- Formation lap will be done automatically via the software itself. Please follow the on-screen instructions.
- During this lap, all cars should maintain a safe speed in single file order for the entire lap.
- Use this time to heat tires and brakes but be aware that other drivers will be weaving and braking during this lap.
- As you approach the start/finish please follow the on-screen instructions as to where you should position your car
- Remain in your position and await the start-lights to begin the race.

3. DETAILED RULE DISCUSSION

3.1 BLOCKING

A driver may choose to protect his or her line so long as it is not considered blocking. Blocking is defined as two (2) consecutive line changes to "protect his/her line", and in doing so, impedes the vehicle that is trying to pass with each of the two (2) consecutive movements.

3.2 SAFE PASSING

The rules ... are intended to help drivers determine when they should attempt a pass, and who may be at fault should there be an incident.

The responsibility for the decision to pass another car, and to do it safely, rests with the overtaking driver. The overtaken driver should be aware that he/she is being passed and must not impede that pass by blocking. A driver who does not watch his/her mirrors or who appears to be blocking another car seeking to pass may be penalized.

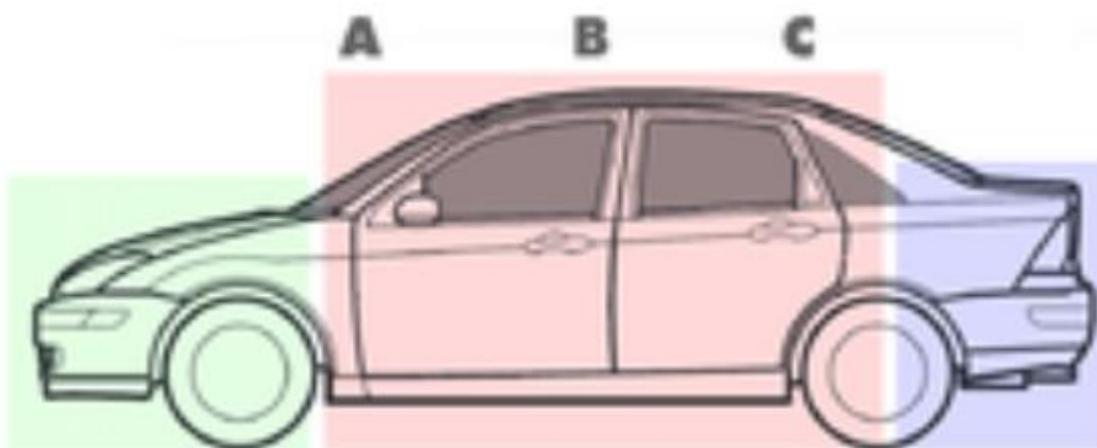
In the event where all parties involved did their utmost to avoid contact and abided by all the rules discussed below, but incidental contact still occurs, the incident will be regarded as a racing incident and no penalties will be awarded.

The main purpose of the "safe passing" rule is not to allow one driver to squeeze the other driver. The main purpose and intent are to alert the mind of the driver that is contemplating a pass that he/she may be "forced" to take actions in order to avoid a collision.

Basically, this means that the overtaking driver must be certain that he/she can attempt the pass with room to spare and must be prepared to take evasive action if necessary.

Lastly, remember that, even though you may have the "right of way" it may not be smart to insist upon it. You may be involved in a collision that was not your fault, but you may end up crashing your car, sustain damage, or at the very least be punted out of the race. The other driver may get penalties, but that will not help you get your position back.

For purposes of clarification the below image depicts the various parts of the vehicle that are discussed in the sections below:



STRAIGHT LINE RACING AND SWEEPS

- If the Front Bumper of the challenging car is behind the rear bumper of the lead car in a straight line or in a sweep, the lead car may change direction and defend the position.
- The lead car may not change direction to block the challenger while the front bumper of the challenger is ahead of the rear bumper of the lead car in a straight line.

ENTERING THE CORNER (PHASE 1)

- If two or more cars are entering the braking zone of a corner together, it is expected of each driver that such cars will exit the corner without contact. Neither overly aggressive overtaking nor excessively defensive driving will be tolerated.
- The lead car may enter the braking area in whichever way he or she wishes inside, middle, or outside, provided the rules above have been adhered to (one change of direction corner to corner).
- Once the lead car has entered the braking zone with a car in close proximity, the lead car may NOT change direction to block/crowd the challenger. (e.g. A driver may choose the inside line when there is a car in close proximity but may not drift across under brakes to then try and get a better line entering the corner).
- The **changing of direction by the lead car in the braking area is prohibited** as this would lead to “baulking” of the challenger, and any resultant contact between the two vehicles would be deemed the fault of the lead car.

MIDDLE OF THE CORNER (PHASE 2)

- If the challenger is on the inside in the braking area at the turn in point and his front bumper is behind the centre of the leaders (B pillar) he will withdraw and forfeit the corner to the lead driver to take his normal line. (Note: Turn in point and not the end of braking zone, as some corners require turning whilst still on the brakes) Replays of previous laps will be used by the stewards to determine the turn in point if required.
- It must be remembered that the lead car must turn with the aim of apexing, unless the inside challenger is alongside and passed the B Pillar at the turn in point.
- If at the Turn in point, the inside car has passed the B-Pillar of the outside car, the car on the outside cannot turn in and take the normal racing line and must give space for the car on the inside to take the corner.
- If at the turn in point, the car on the outside is behind the B pillar of the inside car, the outside car will allow the inside car to take the normal racing line exiting the corner. (Outside car cannot try and hang it around the outside).
- If the Outside Car’s front bumper has passed the B pillar of the inside car at the turn in point (Alongside the Inside Car) and remains ahead of the B-pillar at the midway point of the corner, the inside car must allow the outside car enough room through the corner and exiting the corner.
- If midway through the corner the outside car has fallen behind the B-Pillar of the inside car, the outside car must withdraw and expect the inside car to take the normal racing line exiting the corner.
- Any bumping of the lead car from the back on the rear bumper is the fault of the challenger; (Provided no brake testing has been performed by the lead car).
- Furthermore, the bumping of the outside car behind the B pillar by the inside car is also the fault of the inside car if the outside car was abiding by the above rules.
- The ‘Y’ or ‘T’ boning by a challenger on the inside of the lead car would be a clear indication of the challenger coming in too fast and stopping against the leader whilst he is turning into a corner. This indicates a clear intention of driving the lead car off the circuit or a seriously over-aggressive move and will be deemed the fault of the challenger provided the lead car abided by the rules above.
- **The onus for a clean and clear overtaking manoeuvre lies with the challenger** as he/she has a clear view of what is in front and the knowledge of the anticipated line that the lead car should or would take through the corner unless the lead car makes a premature or sudden direction change in the braking area, which would then be the fault of the lead car.

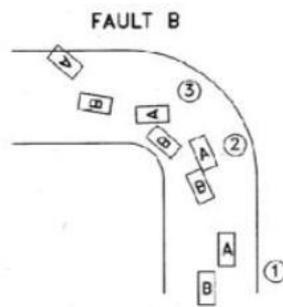
EXITING THE CORNER (PHASE 3)

- From the apex out (Mid Corner), if the outside car is past the inner cars B-Pillar at the turn in point and remains there at the midway point of the corner, the inner car will take extra care not to drift wide under power forcing the outer car wide and ultimately off the circuit at the exit.
- The inside car should exercise extra caution to avoid contact, by lifting off the throttle, applying brakes or taking extreme evasive action. If there is no evidence of evasive action this will certainly count against the Inside Car. At the same time, the outside car must also take extra care not to crowd the inside car inwards of the racing line.

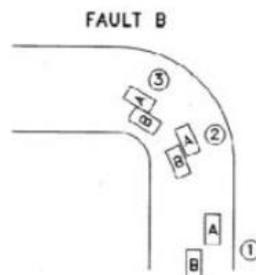
EXAMPLES OF ON-TRACK INCIDENTS:

Example 1 – The “B-Pillar” Rule

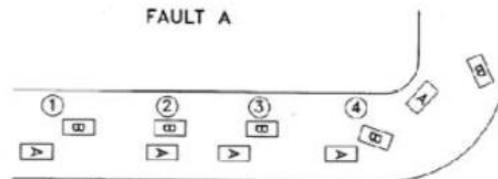
Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 2. At the point of contact Car B does not have its front wheel next to the driver of Car A, and therefore does not have a right to be there. Therefore the fault is placed on Car B.



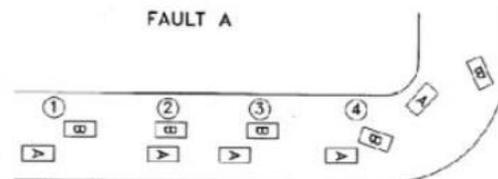
Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A leaves Car B more than enough room to make the pass. Car B has an obligation to make the pass without contact. Therefore the fault is placed on Car B.



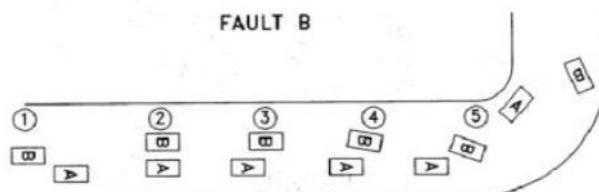
Car A is attempting a pass on a long straight leading to a left-hand turn. At point 2, Car A pulls alongside Car B and has a right to be there. However, by point 3 Car A falls back, where his/her front wheel is no longer alongside the driver of Car B. At point 3, Car B begins to move to the right and Car A refuses to relinquish the attempted pass. There is contact at point 4. Car A is at fault even though technically Car B hit Car A. Car A did not have his/her front wheels up even with the driver of Car B, and thus did not have a right to be there. Car B has the right to choose the line, and Car A must back out of it. Note: Car B may not be at fault in this situation, and the driver of Car A may be penalized, but Car B is still knocked out of the race. Remember that, even though you have the "right of way" it may not be smart to insist upon it.



Car A is attempting a pass on a long straight leading to a left-hand turn. At point 2, Car A pulls alongside Car B and has a right to be there. However, by point 3 Car A falls back, where his/her front wheel is no longer alongside the driver of Car B. At point 3, Car B begins to move to the right and Car A refuses to relinquish the attempted pass. There is contact at point 4. Car A is at fault even though technically Car B hit Car A. Car A did not have his/her front wheels up even with the driver of Car B, and thus did not have a right to be there. Car B has the right to choose the line, and Car A must back out of it. Note: Car B may not be at fault in this situation, and the driver of Car A may be penalized, but Car B is still knocked out of the race. Remember that, even though you have the "right of way" it may not be smart to insist upon it.



This is the opposite situation from Figure 7. Although the outcome is the same, the fault is reversed. Car B is attempting to make a pass. After point 4, Car B has the right to choose his/her line as per the rules. This means that Car A must back out of it. However, the fault still lies with Car B. This is where things get tricky. There are two different rules that govern this situation, and it is up to the Race Director to make a determination. The first rule states that Car B has a right to choose any line because Car A no longer has a wheel next to the driver of Car B. Therefore, Car A must relinquish the lead. However, there is another rule that says that the driver that is attempting to make a pass has the responsibility to complete that pass safely. In this case the overriding rule would be the latter. That is why Car B would be at fault. Car B failed to complete a safe pass. The whole intent of the "wheel next to the door" rule is to make sure that the overtaken driver sees the overtaking driver. Well in this case, the driver of Car B clearly knew that Car A was there because he/she was the one making the pass.



Example 2 - "Diving"

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car A has already turned in and is committed to the corner. Car B attempts a last minute pass and ends up locking up all four wheels and sliding into the side of Car A. This is a collision resulting from poor judgment and over-aggressive driving on the part of the driver of Car B.



3.3 COUNTER COURSE DRIVING

Operating a vehicle in the direction opposite to the normal traffic flow is strictly prohibited, unless ordered to do so by a Race Steward. Performing or attempting a 'U-turn' (180-degree turn) on or across the racing surface is considered Counter-Course driving.

3.4 FLAG OBSERVANCE

- All flag, light, pit-lane, and course-marker rules must be obeyed at all times.
- Local-caution flags - Any straight or corner with a visible accident ahead is considered a no-passing area until the EXIT of the next corner that is not the corner or straight in which the accident occurred.
- Blue-flags are regarded as information-only, not as a mandatory move-over for GT events. However, the lapped driver must move over for lead lap cars as soon and as safely possible.
- Yellow flag means there has been an incident take care and be prepared to stop if necessary.
- Blue flag means there is a faster car approaching.
- **When you see a blue flag, stay on your racing line, it is up to the faster car to pass you safely.**
- Try to be as predictable as possible.
- Moving over is ok only if it is safe for you to do so.
- Avoid making unnecessary manoeuvres be predictable.
- Flashing of head lights is only permitted no more than 3 times when approaching a car to let them know you are there (constant flashing is not allowed).

3.5 OFF-COURSE EXCURSIONS

The competitor is required to follow the marked course during the competition and shall not gain an advantage by an off-course excursion.

'Off-course' is defined as leaving the marked course with all four wheels. The definition of the term 'advantage gained' will be left up to the sole discretion of the Race Steward(s) and may include when a driver goes all four-wheels-off on the exit of a corner, or was deemed to be an unnatural and/or unrealistic racing line.

Penalties may be assessed for an off-course excursion that Steward(s) decide it affords an advantage to the offender.

3.6 PUNTING

The term "punting" is defined as nose-to-tail (or side-of-the-nose to side-of-the-tail) contact, where the leading car is **significantly** knocked from the racing line. The "nose" of the car is defined as the area from one front wheel, around the front of the car, to the other front wheel including the wheels themselves. Once the trailing car has its front wheels next to the driver of the other vehicle, it is considered that the trailing car has the right to be there and that the leading driver must leave the trailing driver enough "racing room".

If adequate racing room is left for the trailing car, and there is incidental contact made between cars, the contact will be considered "side-to-side". Incidental side-to-side contact is considered to be a racing incident.

Please refer to the SAFE PASSING rules in this document.

3.7 RIGHT TO THE LINE

The driver in front has the right to choose any line, so long as not to be considered blocking. The driver attempting to make a pass shall have the right to the line when their front wheel is beside the driver of the other vehicle.

Once the trailing car has its front wheels next to the driver of the other vehicle, it is considered that the trailing car has the right to be there and that the leading driver must leave the trailing driver enough "racing room". If adequate racing room is left for the trailing car, and there is incidental contact made between cars, the contact will be considered side-to-side. Incidental side-to-side contact is considered to be a racing incident.

Please refer to the SAFE PASSING rules in this document

3.8 UNSAFE TRACK RE-JOIN

A driver that has left the track for any reason (e.g. spin, collision etc.) is required to take all necessary precautions to avoid an unsafe re-join to the track that may cause an incident with drivers approaching his/her location of re-entry.

3.9 TEXT CHAT

No text chat whatsoever is allowed during the Race sessions. Chat during Practice, Warmup and Qualification sessions is allowed, but please keep it related to the event itself.

3.10 DRIVER SWOPS

- Driver swaps may be required for endurance events hosted by Raceface.Pro
- Races that require driver swaps will need each driver to register for the race.
- Always practice driver swaps whenever possible.
- When doing a driver swap the driver only needs to be on the server 5 minutes before the swap to prevent technical issues.

4.0 PARTICIPANT CONDUCT

It is expected that every participant and driver (entrant) at any event shall conduct themselves according to the highest standards of behaviour and sportsmanship, particularly in their relationship with other drivers and Officials, and in a manner that shall not be detrimental to the reputation of Raceface.Pro. Failure to do so may result in harsh penalties.

Good sportsmanship is the very essence of the sport, and the foundation of any competition.

Competitors are expected to hold the qualities of fairness, honesty, courtesy, and justice to be more important than the outcome of the race. Real sportsmen/women may have an intense desire to win, but not at all costs. A person that has won by cheating, or by any means less than honourable, has simply found a way to acquire a trophy, but not a victory. The actual winner is the true sportsman/woman that might go home with nothing in his/her hands, yet his/her heart is overflowing with satisfaction. This satisfaction comes from the understanding that the value of winning is not found in a trophy, but rather in the sheer pleasure of playing the sport with honesty, fairness, and integrity.

Any unsportsmanlike conduct, on any scale, is not welcome at Raceface.Pro events. Acts of unsportsmanlike conduct have many forms such as name-calling, arguing, accusing, and intimidation, flashing headlamps excessively, honking horns, and losing without grace. No form of unsportsmanlike conduct will be tolerated. Competitors that show poor sportsmanship due to a mistake in judgment will be educated. However, competitors that commit repeated acts of unsportsmanlike conduct may well be excluded from all future events.

Raceface.Pro refrains from manifesting racial, political, gender or religious discrimination during its activities and requires the same of its member bodies, officials, and competitors.

All drivers must know all the rules. Ignorance of a specific rule is not a defence.

All registered participants are required to attend the event. If a driver is unable to attend, you are required to inform the organiser of your absence from the event ahead of time. While it is understandable that this may not be possible from time to time, repeated no-shows will result in your entries to future events being filled by participants with a better reliability record.

5.0 INTERNET QUALITY - LAG

It is the responsibility of the participant to ensure that he has a stable internet connection when taking part in Raceface.Pro league races. Excessive jitter and packet loss will cause lag and an unsafe race environment for other participants.

The maximum ping allowed for Raceface.Pro league events is 350ms.

The league reserves the right to remove a participant from a race should it be found that his/her connection does not meet the above requirements.

6.0 COMPUTER EQUIPMENT

It is the responsibility of the participant to ensure that his/her computer meets the minimum specifications for the simulator that is used in the league race. Poor computer performance cannot be used as an excuse for causing incidents that may result in penalties.

It is recommended that your computer can maintain an average at least 40 frames-per-second during a race.

The following controllers are permitted in Raceface.Pro leagues

- Xbox 360/One Controller
- Playstation 3 and 4 Controller
- Any sim-racing wheel and pedal set

Using a keyboard and/or mouse to control the car is not permitted in official league races.

6.0 RACE RESULTS

All post-race results are considered provisional until published in the relevant #race-results channel on the Raceface.Pro Discord server.

7.0 GENERAL

7.1 ALTERATION OF RULES

Raceface.Pro shall be entitled in its sole and absolute discretion to add to, amend, repeal or substitute any of the rules as set out in this document. Any such alteration of rules shall be notified by way of its being published in an official Raceface.Pro circular via the registered email address of a registered participant.

Any such changes shall only take effect seven (7) days after publication unless Raceface.Pro at its sole discretion agrees that shorter notice is both appropriate and reasonable. In such cases, the shorter notice agreed to by Raceface.Pro shall be confirmed in the #Announcements channel on the official Raceface.Pro Discord server.

7.2 COMMERCIAL RIGHTS

1. All commercial rights pertaining to any Raceface.Pro Championship, Challenge, Trophy, Cup, Series or event shall be vested in Raceface.Pro. These rights shall include but not be limited to naming rights, the right to sell sponsorships, television, radio, electronic and/or other media rights, and royalties.
2. Without written consent from Raceface.Pro, none of the rights referred to in 1) above may be commercially exploited by the sale or barter thereof, or in any manner whatsoever, by anyone.
3. Where Raceface.Pro has entered into an agreement in respect of the commercial rights to an event or series of events, the affected individual event promoters/organisers may not display or publish any advertising material that conflicts with the interests of the party with whom Raceface.Pro has entered into the aforementioned commercial rights agreement. The organizers must avoid any potential conflict by ascertaining from Raceface.Pro (in writing) at least 7 working days before the event, whether any potential conflict may arise as a result of an organizer/sponsor involvement.

8.0 STEWARDING

8.1 STEWARDS

No Steward can carry out his duties in a satisfactory manner unless he has, at the very least; a working knowledge of the league rules and allied regulations.

The function of the Stewards, acting as a body and not as individuals, is to constitute an impartial judicial body and, in so doing, to see that the organisers deal fairly with the competitors and that the competitors respect the organisers.

Should the circumstances warrant this, Raceface.Pro shall have the right to appoint one or more alternate Stewards to hear protests which are not able to be heard for the event in question.

RESPONSIBILITY AND AUTHORITY OF THE STEWARDS:

1. The Stewards shall have authority for the enforcement of the league rules (as set out in this document) once they become empowered to act.
2. The Stewards shall not in any way be responsible for an event's organisation and shall not have any executive duty in connection therewith. For a race that is promoted directly by Raceface.Pro, the Stewards of such a race may combine their duties with those of the promoters. In an event comprising several competitions there may be different Stewards for each competition. When Raceface.Pro has appointed one or more of the Stewards, such Steward, or if more than one, the Steward appointed as the Senior Steward, shall act as chairman of the Stewards.
3. They may, in exceptional circumstances, amend the regulations.
4. They may forbid the running of any competition not in conformity with the applicable regulations, or in a case of "force majeure", or for safety reasons.
5. They may modify, or instruct modifications to the programme, the services or installations, whether or not these have been suggested by the organiser of the event, in order to ensure greater safety for the competitors.
6. They may appoint deputies in the absence of any of their number to make sure the required number of Stewards is present.
7. They may authorise a restart after a competition has been stopped due to server crashes/misconfigurations.
8. They shall determine if a competition should be concluded after it has been stopped by the head steward or for technical reasons related to server crashes/misconfiguration.
9. They may authorise a new start in the event of a dead heat.
10. They may amend the classification.
11. They must investigate or cause to be investigated any incidents or breaches of the rules which they observe, or which are reported to them.
12. They may recommend to Raceface.Pro that further action be taken against a competitor for any serious offence, including holding of an enquiry.
13. At the end of the competition or meeting, the Stewards must report to Raceface.Pro such matters as it requires. However, this report must contain at least all details of protests lodged, whether heard or declined, appeals received, their recommendations for any further penalties or sanctions. This report must be submitted to Raceface.Pro only within 7 (seven) working days from the date of the competition.

14. They shall settle any protests which may arise during a race in such a manner as they deem appropriate, subject to the rights of appeal provided in these rules. Stewards may receive protests through the Raceface.Pro incident submission process. The time that the protest is received must be recorded on the protest. The Stewards should satisfy themselves that the protest has been lodged strictly in accordance with Part 1 of this document. Competitors are deemed to know the rules and it is not the function of the Stewards to assist or give advice to competitors regarding the manner and method in which protests should be lodged.
15. The Stewards should ensure that the review of protests is in private with only interested parties being present, including the Head Steward. It is not the function of Stewards to act as prosecutors, or defendants. They may ask questions on points of clarification but should generally leave the various parties involved to state their case in amplification of the written protest previously lodged.
16. In considering the rules of the league, Stewards must consider the rules as published. They must only be concerned with the normal plain meaning of the wording of the regulations and must pay no attention to any claim as to what any regulations were intended to mean. In the case of ambiguity, the rules should be read and taken as a whole before a decision regarding the intention of the regulations is decided upon.
17. In the case of the Stewards not being unanimous in their findings, a majority decision prevails. If there is an equality of votes, the Head Steward shall have the casting vote.
18. Should there be the slightest possibility that new and/or additional evidence concerning a matter heard may change the findings of the hearing, it is essential that they reserve judgement. In such instances, the parties must be advised within one working day, of the time and place at which the decision will be given.
19. In addition to hearing protests, the Stewards may be called upon to deal with an alleged breach of the rules.
20. Where a decision made by the Stewards affects the results of an event/race, the Stewards shall, as soon as possible, advise the relevant officials accordingly to allow the latter to amend the provisional results, for re-publication.

Important note to Stewards:

Stewards are often prevailed upon to give advice to competitors who are annoyed or aggrieved by the actions of the league organiser. They should firmly but tactfully avoid giving such advice, which often arises from a question that is a concealed protest. Once having given solicited or unsolicited advice to competitors or organisers, the Stewards have automatically debarred themselves from dealing with any protest which may subsequently arise on the matter: Stewards who thus compromise their positions cannot carry out their judicial duties, and powers, and this gives rise to unnecessary appeals.

8.2 LOSS OF AWARDS

Any competitor excluded, suspended or disqualified during or after competition will lose the right to obtain any of the awards assigned to said competition.

8.3 AMENDMENT TO THE CLASSIFICATION AND PLACING OF AWARDS

The Stewards shall declare any amendment to the placing and awards.

8.4 THE PUBLICATION OF PENALTIES

Raceface.Pro shall have the right to publish or cause to be published a notice stating that it has penalised any person. Persons referred to in such notice shall have no right to action against Raceface.Pro, or against any person publishing the said notice and may incur disqualification if such an action is taken.

8.5 REMISSION OF PENALTIES OR SENTENCES

1. Raceface.Pro shall have the right to remit the unexpired period of a sentence of suspension or to remove disqualification on such conditions (if any) which it may determine.
2. Raceface.Pro shall also have the right, if circumstances warrant such action, to overrule or reduce penalties imposed by a Head Steward or Stewards, without the necessity of a hearing. In the event of a penalty being so reduced, a competitor/entrant who did not lodge a formal protest to the original penalty imposed, shall have no right of protest against the reduced penalty.