

BMW M2 eSports Thailand Cup

By Thai iRacing League [TiRL]

1. Championship Overview

1.1 Purpose

TiRL is a Thailand-based iRacing league open to all drivers.

The League aims to provide a competitive, fair, clean and welcoming racing environment, with a particular focus on sportsmanship, driving standards and respect between competitors.

1.2 Online Racing Platform

All official races will be conducted on **iRacing**.

The designated iRacing server for all the sessions is **Japan**, selected primarily to provide low and stable latency for drivers based in Thailand and across Asia.

1.3 Open Participation

The championship is open to all drivers with no minimum iRating, Safety Rating or iRacing license requirements.

No entry fee is required.

The main grid will have a maximum of **25 drivers** admitted.

If there are more participants, a secondary grid will be created (the starting grid assignment is defined in the following sections).

1.4 Cars and Tracks

The car used for the championship will be the new **BMW M2 (G87)**, which is a free content included with the iRacing subscription.

The tracks selected for the championship are also all free and included with the iRacing subscription.

2. Championship Structure

2.1 Season Format and Calendar

The season will consist of **8 rounds**, held every Sunday from **4 October 2026 to 22 November 2026**, with all racing sessions starting at **6:30 PM ICT (UTC/GMT+7)**

Pre-qualification will take place on **Saturday, 3 October 2026**, at **2:00 PM ICT (UTC/GMT+7)**

The complete official calendar is provided in **Appendix A**.

2.2 Racing Grid

The Championship will be organized into a **Main Grid** and, when required by the number of registered drivers, a **Challenger Grid**.

The Main Grid has a maximum capacity of **25 drivers**.

The Main Grid will contain both **PRO and AM** drivers competing together in the same races, with separate championship classifications.

Drivers who are not allocated to the Main Grid may compete in the Challenger Grid.

2.3 PRO and AM Categories

The Main Grid consists of two competition categories:

- **PRO**
- **AM**

Both categories race together on the same grid and share the same race session.

Separate championship standings and awards are maintained for PRO and AM.

The criteria used to determine PRO and AM status are established through the pre-qualification procedure.

3. Driver Registration and Eligibility

3.1 Registration

All drivers must complete the official League registration process before participating in an official championship event.

The registration process is available through the free platform **Racey**, following this link:
<https://racey.gg/join/yYoWrxHQ?t=eyJhbGciOiJIUzI1NiJ9.eyJjb2RlIjoieVlvV3J4SFEiLCJpYXQiOiJlE3OTAzODc2NDIsImV4cCI6MTc5MDM4OTQ0Mn0.4WlKe8kPJZX9M04ajmGFsmbrgS4qUUdo8GUdB2dEmT0>

During registration, please enter your **iRacing ID**, which will be used to add you to the league on iRacing.

Once registered, accept the invitation to the league and then go to this page to complete the registration for the championship: <https://racey.gg/leagues/tirl-thai-iracing-league>

The screenshot shows the Racey website dashboard for the BMW M2 eSports Thailand Cup. The dashboard is dark-themed and includes a navigation bar at the top with links for Leagues, Drivers, Free, Blog, Sim Updates, About, and Learn. A user profile for Mark Hartley is visible in the top right corner. The main content area is divided into several sections:

- Quick links:** My Schedule, Standings, Latest Results.
- Next Race:** BMW M2 eSports Thailand Cup, Pre-Qualifying 1 | Lime Rock Park [Dry], Lime Rock Park - Classic, Sat, Oct 3, 14:00 Asia/Bangkok. A "SCHEDULED" button is present.
- Registration:** BMW M2 eSports Thailand Cup - Rules accepted. A "APPROVED" button is present.
- Race Week:** A grid of tasks with arrows indicating the next step:
 - Open my schedule
 - Verify sim identity: Connect your sim account so the league can verify your identity.
 - Set your car number: Your car number has not been assigned yet.
 - Set your car class: Your car class has not been assigned yet.
 - Register for next race: Race week entry is not confirmed yet.
 - Export race calendar
- Championship standings:** Standings will appear after the first race.
- League Updates:** Announcements, Documents, Assets.
- Staff & leadership:** STEWARDS (Alessandro Lo Coco, League Admin), BROADCASTERS (Alessandro Lo Coco, League Admin).
- Confirm your attendance for Pre-Qualifying 1 | Lime Rock Park [Dry]:** You have not signed up for this round yet — confirm so race control can count you in. A "RSVP OPEN" button is present. A red "Confirm attendance" button is highlighted with a yellow arrow.

3.2 Discord

To participate in the Championship you must also be a member of the League's official Discord server: <https://discord.gg/HD5QjtCnTM>

Drivers are expected to monitor official announcements, sporting notices and schedule updates.

3.3 Minimum Requirements

Drivers must:

- have a valid iRacing subscription;
- comply with iRacing's Sporting Code;
- comply with these Championship Regulations and future instructions;
- maintain a sufficiently stable and reliable internet connection to participate safely in official sessions.

3.4 Connection Quality

Drivers are responsible for ensuring that their connection is sufficiently stable to participate safely in League sessions.

Drivers whose connection repeatedly causes significant instability or creates a risk to other participants may be removed from an official session.

3.5 Conduct

Drivers are expected to behave respectfully toward other drivers, League officials, broadcasters and members of the community.

Harassment, discrimination, threats, intentional disruption or abusive behavior may result in disciplinary action.

4. Pre-Qualification and Grid Allocation

4.1 Purpose

Pre-qualification is used to establish the competitive order of registered drivers before the beginning of the championship.

The pre-qualification determines:

1. Main Grid eligibility;
2. PRO/AM classification for eligible Main Grid drivers;
3. Challenger Grid allocation (if applicable).

4.2 Pre-Qualification Circuits

Pre-qualification will take place on the **2 circuits specified in Appendix A.**

4.3 Fixed Setup

Pre-qualification will use a **fixed setup.**

The purpose of the fixed setup is to assess driver performance under equal technical conditions.

4.4 Solo Qualifying

Pre-qualification will be conducted without traffic.

Drivers will complete their attempts individually, with no other competitors directly affecting their laps.

This is intended to minimize the influence of traffic, incidents, drafting, yellow flags and other external factors.

4.5 Timing

For each pre-qualification circuit, the driver's **best average time of three consecutive valid laps** will be recorded.

Invalid laps cannot be used as part of a three-lap average.

For example, if a driver's lap sequence is:

- Lap 1 — Valid
- Lap 2 — Valid
- Lap 3 — Invalid
- Lap 4 — Valid
- Lap 5 — Valid
- Lap 6 — Valid

The average of **Laps 4, 5 and 6** may be used, while Laps 1 and 2 cannot be combined with Laps 4 and 5 because the three laps must be consecutive and valid.

If a driver completes more than three consecutive valid laps, the **three-lap sequence with the fastest average time** will be recorded.

4.6 Overall Pre-Qualification Result

The driver's 2 circuit averages will be added together to produce one overall pre-qualification time:

Overall Time = Circuit 1 Average + Circuit 2 Average

For example:

- Circuit 1 Average: **1:42.700**
- Circuit 2 Average: **2:05.300**
- **Overall Time: 3:48.000**

The drivers will then be ranked from the **lowest overall time to the highest overall time**.

The final ranking will be shared with a document via official channels after all valid data has been collected.

4.7 Main Grid Allocation

The **25 highest-ranked eligible drivers** in the overall pre-qualification classification will be assigned to the Main Grid.

All other eligible drivers will be assigned to the Challenger Grid.

If less than 25 drivers participate in the pre-qualification, a challenger grid will not be created. Further regulations regarding the Challenger Grid, including its specific points system, will be announced at a later date only if the number of participants requires its formation.

4.8 PRO/AM Allocation

Among Main Grid drivers, PRO and AM classification will be determined according to the overall pre-qualification results and the time gap to the fastest Main Grid driver.

A driver will be classified as **PRO** if their overall pre-qualification time is no more than **2.000 seconds slower than the fastest Main Grid driver's overall time**.

All remaining Main Grid drivers will be classified as **AM**.

For example, if the fastest Main Grid driver records an overall time of **3:48.000**, the PRO classification threshold will be **3:50.000**. Any Main Grid driver with an overall time equal to or below this threshold will be classified as PRO.

The Organization reserves the right to **review and adjust the PRO/AM classification criteria** if the results produced by the current criteria are deemed unsatisfactory or do not provide a suitable competitive balance.

4.9 Failure to Complete Pre-Qualification

Drivers who do not complete the required pre-qualification, including drivers who are absent from the pre-qualification session or register after the pre-qualification period, will normally be assigned to the Challenger Grid.

If no Challenger Grid is formed, drivers who did not complete pre-qualification may be admitted to the Main Grid at the discretion of the Organization, subject to available places.

Drivers admitted to the Main Grid without completing pre-qualification will not receive a PRO or AM classification for that season and will not be eligible to score championship points or participate in the championship classifications, unless otherwise determined by the Organization.

4.10 New Drivers

Drivers joining after the pre-qualification period has closed will normally start in the Challenger Grid.

Such drivers may become eligible for the Main Grid through the next season's pre-qualification process.

4.11 Technical Problems

Drivers are responsible for ensuring that their equipment, connection and iRacing installation are functioning correctly before attempting pre-qualification.

Technical problems, connection issues or hardware failures do not normally entitle a driver to a replacement attempt.

The Organization may authorize an exceptional re-run where circumstances clearly justify it.

5. Race Format

5.1 Official Session Structure

Each championship server will follow the session structure specified in Appendix A.

Unless otherwise specified, each standard race server will consist of:

- 30 minutes of Practice
- 15 minutes of Qualifying
- 10 minutes of Warm-Up
- 90 minutes of Race (or 15 minutes Sprint + 75 minutes race)

The Warm-Up session will be used exclusively for the mandatory pre-race briefing conducted through Discord. All participating drivers must attend the briefing.

Some championship rounds may use an alternative format consisting of a 15-minute Sprint Race followed by a 75-minute Main Race. The applicable format for each round is specified in Appendix A.

5.2 Mandatory Attendance

Attendance is mandatory for all official sessions, including Practice, Qualifying, Warm-Up and Race.

All drivers must be present and available to participate before the end of the Practice session.

A driver who is not present by the end of the Practice session will be considered absent and will not be permitted to participate in the corresponding race.

The Organization may conduct attendance checks during the Practice session. Drivers are responsible for ensuring that they are present and available when the attendance check is conducted.

5.3 Open Setup

All official races will use an open setup.

Drivers may use and modify their own car setup throughout the Practice, Qualifying and Race sessions without restrictions imposed by the League, unless otherwise specified in Appendix A.

5.4 Practice

Practice will last 30 minutes unless otherwise specified in Appendix A.

Drivers may use the Practice session to prepare their car, test their setup and familiarize themselves with the circuit and prevailing conditions.

Attendance during Practice is mandatory as specified in Section 5.2.

5.5 Open Qualifying

Qualifying will use the Open Qualifying format.

All participating drivers will be on track simultaneously during the qualifying session. Drivers are responsible for managing traffic and maintaining a safe distance from other cars while completing their qualifying laps.

The fastest valid lap recorded by each driver during the qualifying session will determine their qualifying position.

5.6 Warm-Up and Mandatory Briefing

The Warm-Up session will be used exclusively for the mandatory pre-race briefing.

All drivers must attend the briefing through the official League Discord voice channel.

Failure to attend the briefing may result in disciplinary action at the discretion of the Organization.

5.7 Race Start

All championship races will use a rolling start.

Rolling starts will always use a double-file formation.

Drivers must maintain their assigned position and formation throughout the rolling start procedure and must not attempt to gain positions before the designated start point.

5.8 Pit Stops and Fuel

Pit stops are not mandatory. Fuel will be set to the maximum applicable race setting.

Drivers are responsible for determining their own fuel strategy, pit stop strategy and tire usage.

For standard races, each driver may use a maximum of 1 additional set of tires beyond the set fitted to the car at the start of the race.

For Sprint Races, no additional tire set will be available.

Drivers are responsible for managing their available tires and determining when to make any pit stop.

5.9 Incident Limits and Drive-Through Penalties

A driver who reaches 15x incident points during a race will receive a Drive-Through penalty.

After reaching 15x, an additional Drive-Through penalty will be triggered for every subsequent 5x incident points accumulated during the same race.

Accordingly, Drive-Through penalties will be triggered at 15x, 20x, 25x, 30x, and every additional 5x thereafter.

Drivers are responsible for serving all Drive-Through penalties issued by the simulation.

5.10 Weather and Session Conditions

The League will use iRacing's dynamic weather system with realistic weather settings.

For each official session, the simulated date and time will be randomly generated immediately before the start of the session. The simulated weather conditions will therefore not be known in advance. It will only be known whether the chosen date falls during a dry or wet season for that circuit.

Time Progression 1x. Initial Track State 0%, with continuous evolution during Practice, Qualifying, and the Race.

6. Driving Standards

6.1 General Principle

Drivers are expected to race competitively while maintaining reasonable control of their vehicle and respecting other competitors.

The fact that an incident was unintentional does not automatically make it acceptable racing.

Drivers remain responsible for controlling their car and avoiding foreseeable incidents.

6.2 Driving Standards

All drivers are expected to adhere to the highest standards of sportsmanship and clean racing. Race Direction will monitor driver behavior according to the following guidelines:

Defending & Overtaking

- **Defensive Line:** On a straight, only one decisive change of direction is permitted to defend a position, provided it is executed safely.
- **Braking Phase:** Changing trajectory while braking (*Moving Under Braking*) is strictly prohibited.
- **Racing Room:** When overtaking or defending, drivers involved must leave sufficient racing room whenever cars are significantly side-by-side.
- **Track Limits & Crowding:** Intentionally forcing an opponent off the track or squeezing a line when space is no longer available is prohibited.

Traffic & Blue Flags

- **Lapped Drivers:** Drivers being lapped must facilitate a safe pass in the shortest reasonable time, adhering to blue flags and in-game simulator prompts.
- **Unlapping:** Unlapping is permitted only if the driver clearly possesses superior pace and can complete the maneuver without endangering or hindering lead-lap cars.

Track Incidents & Rejoins

- **Control Maintenance:** In the event of a spin, accident, or loss of control, drivers must hold their brakes firmly until the car comes to a complete stop or stabilizes.

- **Safe Rejoin:** Rejoining the track must only be executed when the circuit is completely clear of oncoming traffic.
- **Situational Awareness:** Drivers must actively use spotters, radar, virtual mirrors, or available HUD tools to ensure a safe track entry.

Race Direction will evaluate any breach of these driving standards individually, taking into account context, telemetry, responsibility, and the potential to avoid contact.

6.3 Flags, Safety Car and Pit Lane

Cautions and Full Course Yellows can be automatically generated by iRacing or called by Race Direction when deemed necessary.

Once a Caution is activated, the entire Pace Car, pit lane, wave-by, and restart procedure is managed directly by the simulator.

Drivers must comply with all instructions provided by iRacing.

When the pit lane is open, the driver may enter the pits according to the normal simulator procedures.

If the pit lane is closed, the iRacing instructions must be followed. Any automatic penalties assigned by the simulator must be served regularly.

Entry and exit from the pit lane must be done safely and in compliance with the lines and markings provided by the circuit.

Dangerous maneuvers when entering or exiting the pits may be assessed by Race Direction.

6.4 Chat and Communications

iRacing chat is disabled during events.

Official communications are managed by the Staff and Race Direction through the designated channels.

Drivers are required to consult Discord and official communications published by the Staff.

7. Race Incidents and Stewarding

7.1 Automatic iRacing Incidents

iRacing incident points are not, by themselves, considered proof of sporting misconduct.

An incident may be reviewed based on the circumstances of the event.

7.2 Stewarding

The Organization may review incidents independently or following a protest.

Stewards may consider:

- replay footage;
- telemetry where available;
- iRacing incident data;
- driver statements;
- other relevant evidence.

7.3 Penalties

Possible penalties include:

- warning;
- time penalty;
- position penalty;
- grid penalty;
- points deduction;
- race suspension;
- championship suspension;
- exclusion from the League.

The severity of a penalty will depend on the circumstances, severity and recurrence of the violation.

7.4 Repeated Offences

Repeated violations may result in progressively more severe penalties.

A driver's previous sporting record may be considered when determining an appropriate sanction.

7.5 Intentional Incidents

Intentional wrecking, retaliation or deliberate interference may result in immediate suspension or exclusion from the League.

8. Protests and Appeals

8.1 Protests

Drivers may submit a protest concerning an incident involving another driver.

Protests must be submitted through the official procedure within **24 hours** of the relevant race.

8.2 Required Information

A protest should include:

- protesting driver's name;
- accused driver's name;
- replay footage clearly showing the accident, preferably from a wide angle, with also the cockpit view showing the pilots' movements.
- a brief and factual description of the incident;
- any additional evidence available to the protesting driver, if relevant.

8.3 Frivolous Protests

Drivers are expected to use the protest system responsibly.

Repeated submission of clearly frivolous or abusive protests may itself constitute a sporting violation.

8.4 Appeals

Where an appeal procedure is provided, it must be submitted within **24 hours** of the original decision.

The Organization may establish a separate appeals panel where appropriate.

9. Championship Points and Classification

9.1 Points System

Championship points will be awarded according to the official points system specified in Appendix B.

Points will be awarded separately for the PRO and AM championship classifications.

Additional points are awarded for clean drivers.

The points system specified in Appendix B applies to all championship rounds unless otherwise stated.

9.2 Race Classification

Only drivers officially classified as finishers according to the event's results will receive the corresponding finishing points.

9.3 Absences

Drivers who do not participate in a race will normally receive zero points for that round.

9.4 Ties

In the event of a championship tie, the following tiebreakers may be used:

1. Number of race wins;
2. Number of second-place finishes;
3. Number of third-place finishes;
4. Best finishing result;
5. Qualifying performance;
6. Other criteria announced by the Organization.

9.5 Championship Titles

The driver with the highest number of points at the end of the season will be recognized as:

- **PRO Champion**
- **AM Champion,**

depending on their category.

9.6 Additional Awards

- **Cleanest Driver**

The Organization may introduce additional awards based on conduct and results.

10. Media, Broadcasting and Content

10.1 Broadcasting

Official League races may be broadcast live through platforms selected by the Organization (where available).

Drivers acknowledge that participation in official events may result in their racing, name, voice or publicly visible information appearing in League broadcasts and promotional content.

10.2 Driver Content

Drivers are encouraged to create and share their own race content.

Drivers must not intentionally misrepresent League decisions, incidents or other participants in a misleading or abusive manner.

10.3 League Promotion

The Organization may use race footage, screenshots, results, driver names and other publicly available League-related material for promotional purposes.

11. Sponsors and Commercial Activities

11.1 Sponsorship

The Organization may enter into sponsorship agreements for the League, individual events, championships, prizes or broadcasts.

11.2 Sponsor Requirements

Drivers may be required to comply with reasonable sponsor-related requirements concerning liveries, broadcasts, interviews or promotional activities.

11.3 Driver Sponsors

Drivers may have personal sponsors provided that such sponsorship does not conflict with League sponsors or violate iRacing rules.

The Organization may establish additional requirements for personal sponsorship.

11.4 Liveries and Visual Identification

Custom liveries are supported and managed exclusively via the third-party software **Trading Paints**, which is fully integrated with iRacing. Drivers wishing to use custom paints must run the Trading Paints application during official session hours to ensure proper livery display.

12. Discord and Community Rules

12.1 Respect

All members must treat other community members respectfully.

Personal attacks, harassment, discrimination, threats and deliberate disruption are prohibited.

12.2 Sporting Disagreements

Drivers are encouraged to discuss incidents constructively.

Arguments concerning race incidents should not be conducted through personal attacks or public harassment.

12.3 Official Decisions

Once a sporting decision has been issued, continued harassment of stewards, officials or other drivers regarding that decision may result in disciplinary action.

12.4 Confidential Information

Drivers must not publish private communications, steward discussions or other confidential League material without authorization.

13. Administrative Authority

13.1 Interpretation

The Organization has authority to interpret these regulations where a situation is not explicitly covered.

Interpretations should be consistent with the purpose and principles of the League.

13.2 Rule Changes

The Organization may amend these regulations when necessary.

Changes affecting sporting competition, championship structure, points, eligibility or classification should normally be announced before they take effect.

13.3 Exceptional Circumstances

Where an unforeseen situation cannot reasonably be resolved under the existing regulations, the Organization may take an appropriate decision in the interest of fairness, safety and the continuity of the championship.

13.4 Final Authority

The Organization retains final authority over League administration, subject to any appeal procedures explicitly established in these regulations.

14. Acceptance of the Regulations

Participation in an official League event constitutes acceptance of these regulations.

By registering for the League, drivers agree to:

- follow the iRacing Sporting Code;
- follow these League Regulations;
- respect other competitors and League officials;
- accept the authority of the Organization and its appointed stewards;
- compete fairly and in good faith.

Failure to comply with these regulations may result in penalties up to and including removal from the League.

Appendix A — Season 1 Official Calendar

The following calendar constitutes the official schedule for Season 1.

A.1 Pre-Qualification Schedule

Pre-qualification will take place on **Saturday, 3 October 2026**, beginning at **2:00 PM ICT (UTC+7)**.

Time	Session type	Circuit	Weather	Setup
2:00 PM	Practice (30 mins)	Lime Rock Park - Classic	Dry (Realistic) – 1x, 0% usage, debris cleanup.	fixed
2:30 PM	Qualifying (20 mins)	Lime Rock Park - Classic	Dry (Realistic) – 1x, 0% usage, debris cleanup.	fixed
2:50 PM	Break (10 mins)			
3:00 PM	Practice (30 mins)	VIR – Full Course	Dry (Realistic) – 1x, 0% usage, debris cleanup.	fixed
3:30 PM	Qualifying (20 mins)	VIR – Full Course	Dry (Realistic) – 1x, 0% usage, debris cleanup.	fixed

The Practice sessions are intended for familiarization with the circuit and preparation for Pre-Qualification.

A.2 Championship Calendar

All sessions will start at **6:30 PM ICT (UTC+7)** unless otherwise specified.

Round	Date	Circuit	Layout	Format	Weather	Setup
1	04/10/2026	Okayama International Circuit	Full Course	90-minute Race	Dry Season	Open
2	11/10/2026	Summit Point Raceway	Main	15-minute Sprint 75-minute Main	Wet Season	Open
3	18/10/2026	Rudskogen Motorsenter	Grand Prix	90-minute Race	Dry Season	Open
4	25/10/2026	Charlotte Motor Speedway	Roval	15-minute Sprint 75-minute Main	Dry Season	Open
5	01/11/2026	Oran Park Raceway	Grand Prix	15-minute Sprint 75-minute Main	Dry Season	Open
6	08/11/2026	Oulton Park Circuit	International	90-minute Race	Wet Season	Open
7	15/11/2026	Snetterton Circuit	300	15-minute Sprint 75-minute Main	Dry Season	Open
8	22/11/2026	Circuito de Navarra	Speed	90-minute Race	Wet Season	Open

A.3 Standard Race Weekend Schedule

Unless otherwise specified in this Appendix, standard race weekends will consist of:

- **30 minutes of Practice**
- **15 minutes of Open Qualifying**
- **10 minutes of Warm-Up (driver briefing)**
- **90-minute Race**

A.4 Sprint Race Weekend Schedule

Rounds designated as Sprint Race weekends will consist of:

- **30 minutes of Practice**
- **15 minutes of Open Qualifying**
- **15-minute Sprint Race**
- **10 minutes of Warm-Up (driver briefing)**
- **75-minute Main Race**

The starting grid for both the Sprint Race and the Main Race will be determined by the results of the single Open Qualifying session.

A.5 Weather Rules

All official sessions will use **iRacing's dynamic weather system with realistic weather settings**.

The **Weather Season** specified in the calendar determines the seasonal conditions from which the simulated weather will be generated.

Events designated as **Dry Season** will use a simulated date associated with the dry season of the selected circuit, while events designated as **Wet Season** will use a simulated date associated with its rainy season.

The simulated date and time will be randomized and generated immediately before the beginning of the official session. The resulting weather conditions will therefore not be known in advance.

The Weather Season designation does not guarantee specific weather conditions. Rain may occur during a Dry Season event, and dry conditions may occur during a Wet Season event.

The same simulated date, time and resulting weather conditions will apply to all drivers participating in the corresponding session.

Appendix B — Championship Points System

In accordance with Section 9 of the Championship Sporting Regulations, championship points are awarded separately for the PRO and AM classifications for each official round, so there will be 2 separate rankings for the same race.

B.1 Standard Race Format (90 Minutes)

For standard race events (90 minutes), finishing points in each classification (PRO and AM) are awarded according to the following scale:

Position	Points
1 st	25
2 nd	18
3 rd	15
4 th	11
5 th	8
6 th	7
7 th	6
8 th	5
9 th	4
10 th	3
11 th +	1

B.2 Sprint + Main Race Format

For championship rounds utilizing the alternative format consisting of a **15-minute Sprint Race** and a **75-minute Main Race**, points are awarded as follows:

B.2.1 Sprint Race (15 Minutes)

Position	Points
1 st	11
2 nd	10
3 rd	9
4 th	8
5 th	7
6 th	6
7 th	5
8 th	4
9 th	3
10 th	2
11 th +	1

B.2.2 Main Race (75 Minutes)

The Main Race of the Sprint weekend awards full championship points as defined in the standard race points table (**Section B.1**).

B.3 Bonus Points

- **Clean Driver Bonus:** In accordance with Section 9.2, a bonus of **+3 points** is awarded to all classified drivers who complete the official race with **6x or fewer** incident points. 15 minutes Sprint Races are not counted (only 75/90 minutes races).

B.4 Classification & Eligibility Rules

1. **Category Standings:** Drivers accumulate points strictly within their assigned PRO or AM category standings.
2. **Official Finishers:** Points are awarded only to drivers officially classified as finishers in the official event.
3. **Absences:** Non-participation in an official round results in **0 points** awarded for that round.
4. **Tiebreakers:** In the event of a tie in the championship standings at the end of the season, tiebreaker criteria will be applied in accordance with Section 9.4 (number of race wins, second-place finishes, etc.).