TPR Racing Rules

You will need to be up to date with these rules to race in any of our current racing series, if you are a team manager then it is your responsibility to keep you drivers updated also.

1 - Race Entry:

A race entry will be required by any driver wishing to race on the forum in the Drivers Briefing (DB) thread, so we know how many driver to expect and determine how to manage the server password on the night. Admin may wish to run an open server in this may not be required, but drivers are expected to drive under their real name or will be excluded from racing.

The above is to make sure that the driver has read and understands the DB and if anyone has any questions regarding that event they can be posted in the DB thread, to be answered by Admin. No questions will be answered on race night by any Admin, drivers doing so will be placed at the back of the grid. Please follow all directives by Admins on race nights.

It would be appreciated if all Drivers can complete at least 1 timed lap that will appear on the LiveRacers website.

This achieves several things:

1) That drivers have shown that they have the mod and the track installed and will cause no issues for admins or other drivers on the night.

2) This will give us the ability to see how many drivers we are going to have on race night and whether or not we need to take precaution for more drivers to be able to complete, maybe a second shorter event on the night could be utilised for any drivers missing out on the main series races. The drivers allowed into the main series will be determined by Admin and it will depend on any drivers' championship positions and lap time speed shown on LiveRacers so it is your best interest to get online do some practice just in case your lap times dictate which event you will competing in on any given night depending on how many drivers we have wishing to race at any given time.

2 - Qualifying:

The format may be dependent on the series that you are currently competing in so, **please make sure that you read and understand any series specific qualifying rules** as well that any league director may post either on the forum or on the appropriate TAB of the website for each series and keep up to date. This is your responsibility no one else's.

However the Standard etiquette set out below is always to be followed. At all times as well as series specific rules.

1. **<u>Find your own space.</u>** It is *your* responsibility to find yourself enough clear track to complete a hot lap. Therefore as a rule there should be no passing of another or other drivers during qualifying. Do not expect any courtesy from any other driver on their hot lap.

    1.1. **<u>Exceptions:</u>**

    1.1.1.   A driver on a hot lap can pass another driver whose car has left the racing surface. ie ALL four wheels are off the track. This will be most difficult at street tracks so make sure you enter the track in a gap so you do not catch up the driver on track in front of you.. . **We wish to keep TS chat to a minimum, if you want to say sorry wait until the end of the session.**

    1.1.2.   If a driver has determined they need to slow down for a period of time to allow their tyres to come down in temp to allow them to attempt a hot lap the following lap, they will be allowed to leave the racing surface so as to not impede other drivers. Section 3 will then apply. On a street circuit to allow traffic through a driver can run down into an escape road / run off area and then rejoin the racing surface when the track is clear, you cannot rejoin the track right in front of any car as they will either be on a warm up lap or a hot lap. Drivers are not allowed to say to another drive go through as there is no passing in qualifying. **We wish to keep TS chat to a minimum, if you want to say sorry wait until the end of the session.**

2. **<u>Returning to the Pits.</u>** You **cannot** return to the pits by pressing the escape key (Esc) during the qualifying session anymore, you must drive back to the pits and be able to stop in your pit bay during qualifying. If you do run out of fuel you are to pull completely off the track and make sure you are as far out of the way as possible and stay in your car IE do not press escape (other drivers will get a yellow flag from this point on in that session), your session is now over when all the drivers are finished, when the correct time has come the Admin on the night will let you know that you can press escape to return your car back to the garage. You cannot drive back to the pit lane and press escape under any circumstances even if you're in your pit bay or say you are just in the pit lane itself and think I am in the pits I am ok, and then rejoin the racing surface by exiting the pits to do so will be a violation of these Qualifying rules, this action may result in you getting a rear of grid start, a pit lane start or a race ban either on the night or on a following night.

    2.1. **<u>Existing Pits during Qualifying:</u>** You must wait at the pit exit until it is clear and your entrance onto the track will not impede drivers on hot laps before the end of the first sector. Once a driver has made the end of the first sector rule 1. Applies

    2.1.1.   Please refrain from announcing your entry onto the race track from pit lane as this can distract other drivers.

3. **<u>Re-joining the race track</u>**. If you leave the racing surface during qualifying you must re-join as in section 2.1. You must be able to make the end of the sector without impeding another driver.

4. **<u>Baulking</u>**. No driver should be intentionally baulking other drivers. Drivers need to be aware of who is behind as well as who is in front. If you are going as fast as you can then Section 1 applies.

5. **<u>Use of Team Speak</u>**. **During qualifying team speak use should be kept to a minimum if used at all. Chit chat can resume after the last driver has completed their qualifying, remember this can be a whole lap! And by chatting you can easily ruin some ones hot lap.**

6. **<u>Penalties</u>**. Penalties will apply where it is deemed a driver has breached any of the above rules. These may include grid position penalties, sitting out the next race qualifying or competition points. The Race Control Group will have final say on type and severity from the list of approved penalties. **There may be provision for penalties on the night if 2 or more drivers witness a breach !** But please remember the TS no chat during qualifying rule, if such a thing happens bring it up after the session is over to the Admin.

I will add a graphic here to show an easy way to find a gap:
Add pictures and comments on tape on side of monitor for getting out into a gap in qually, and how I do it. Maybe post a video off the concept to better explain.

From this point on you are not allowed to press ESCAPE in qualifying, you are only allowed to enter the pits and make adjustments that are available from the pit menu, if you do press escape you are no longer allowed to reenter the racing surface and from that point in time your qualifying session is over. You may enter and leave the pits as many times ay you wish or can in any particular session but also keep in mind the rules above when doing so.

3 - <u>Race formats:</u>

Race formats vary from series to series so like qualifying please make yourself aware of what any league director may post on that appropriate series TAB or the forum or on the website via the Racing Calendar

I may work on an online race entry form so we know how many driver to expect and determine how to manage the server password on the night.

3.1) HANDICAP RACING RULES – Terry Walz is the admin (in his absence Terry will nominate a sub statute admin)

Cars will be placed into 3 groups determined by me, not qualifying or hot laps.

1. Handicap time for starting will be determined by me, not qualifying or hot laps.

2. There will be no blue flag rule. All cars must race clean and fair to gain position.

3. If passing another car you must be up to the "A" pillar to pass clean and fair.

4. There will be no protest system. If cars have an incident, standard rules apply where the car causing the incident must stop and let the other car go pass before resuming racing and this must be done on the lap of the incident. If the drivers involved in the incident cannot resolve the issue by the end of that lap, both drivers will be given a drive through penalty issued by me over TeamSpeak.

5. There may be drive through penalties just given at random by me over TeamSpeak by Admin.

6. There are no points and no championship. It is all just for fun.

Rules for each type of series will be set here and referred to by the Drivers Briefing:

I am yet to finalise these atm but will during the next few weeks atm we just have the V8 series coming up so that will be dealt with in the first DB thread. All DB will be posted no later than the Monday directly before that race.

4 - <u>Safety Car deployment:</u>

In some of our events we run a SC that is driven by our resident SC driver. When the SC is deployed the SC driver will make use of several quick chat buttons, the SC driver will also be able to issue voice commands to drivers but it is only a 1 way communication process, so please listen carefully to the SC Driver. **There is a feature that must be enabled or disabled in TS to enable you to hear whisper chat which is how the SC driver issues commands to the field (which is one way only)**

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QC1 - *Safety Car deployed*. - When you see this message and you are P1 and you come up behind the SC you must slow down and start to follow it. If you are not P1 then you are not expected to slow down and follow the SC. If for example the driver in P1 pits before they reach the SC then the new driver in P1 should start to follow the SC when they come up behind it. There is to be no passing whilst under the SC. if you are behind a slower car then so be it you must remain behind that car until they either pit or accidentally run of the track whilst under SC. **At no time should drivers whilst the SC is deployed who are a lap down, run of the track on purpose to allow faster**

drivers or drivers a lap ahead of themselves through, as now below we have a new section that will allow lapped cars to pass the field and un lap themselves once during each SC period, this will enable cleaner starts without driver causing interference at re starts – PENATIES WILL APPLY IF THIS HAPPENS.

QC2 - *Safety Car in this lap*. - This means that the SC will be returning to the pits at the end of this lap. If you have not reached the back of the queue then you will have to deal with your track position when the race goes back to green flag.

QC3 - *Car behind SC not P1 pass SC now!* If you are not P1 but have come up behind the SC and fallen in behind it then the SC driver will give you this call, sometimes there is confusion by some drivers under the SC so unless you have been told to hold position behind the SC DON'T only P1 has to fall in behind it.

QC4 - *P1 now SC, maintain 80kph*. - At this point the driver in P1 is now basically the SC and has the job of keeping everyone at 80kph until the SC is clear.

QC5 – *Safety Car clear, P1 can go when ready!!* - At this point the SC driver will make the call when the driver now in P1 can go from at any time with having to say anything simply pick a point in time and restart the racing, the driver in P1 does not have to go straight away they have the choice as to when they start to accelerate back up to racing speed. SO PAY ATTENTION.

QC6 – *Allowing lapped cars to regain a lap back under Safety Car* - Cars a lap down may pass the field and the Safety Car but must remain in track position order (so as not to gain a position) and the Safety Car will remain out until those cars have caught back up to the field, cars released under Safety Car to gain a lap back are not allowed to enter the pits until they have caught the rest of the field.

- It should be noted that a car that may be 3 laps down when the first SC is deployed may have the opportunity to get back onto the lead lap if another 2 SC periods happen in that race.

5 - <u>Blue Flags:</u>

The rules are basic. If you are being lapped please get off the racing line so that the car lapping you can lap you as easily and quickly and not be impeded. Since we are all generally on TS together then it is very easy to make use of either the TS feature and say **"Jimmy coming up on you"** they will know you are going to be lapping you and will drive accordingly, or the "VEH LABELS" button and the "LOOK BEHIND" button together to be aware of who you are either lapping or are being lapped by, as the drivers name is shown when using the veh labels and the look behind buttons together. Simply diving up the inside with no warning will cause an accident and possibly have you being protested against, so be aware of what is going on around you at all times. *Simply saying you didn't know is not an excuse to avoid any situation where you may be penalized for not being aware of what is going on around you during a race.*

When a group of cars are lapping another group all racing each other racing is paused for both groups so allow each other through as cleanly as possible and then you can get back to racing, any advantage must be reversed within 1 lap, there is no need to go off on TS if it isn't reversed then allow the Race Control Group to deal with post race. This is very important so make sure you Race hard but FAIR! Penalties will apply.

6 - <u>Yellow Flags:</u>

6.1) When an incident happens and you see a yellow flag ahead please proceed with caution, it is not an opportunity to make up ground or pass someone. NO PASSING can be made under a yellow flag, if it does occur by accident then please re address so that you can't be protested post-race. If you have caused a yellow flag situation proceed with extreme caution when reentering the racing surface. It will be looked upon very badly for you post-race, if you cause a follow on incident after a spin or an off track excursion please announce it on TS so drivers approaching can be aware of the situation. For example: if you have spun just off a corner and other cars are approaching then say on TS "driver x spun coming out of the hairpin! I am in the middle of the track atm", this achieves several things,
6.2) Drivers approaching are now aware of your situation and can do their best to avoid you.
6.3)   Gives you time to look at where you are and to stop yourself from doing a flick spin right in front of approaching cars and causing a follow on incident. If you are rejoining the track after an off track excursion then simply do so safely with the respect of your fellow drivers in mind. There are several ways to tell if there are cars approaching your position either by using the std hud feature enabled by pressing "4" to see if a dot with a drivers race position is approaching your position, so saying "sorry, I didn't see you coming" is unacceptable and will incur a penalty post-race by the Race Control Group.
6.4)   Drivers must lift off the throttle at the point of any incident as **NO PASSING IS ALLOWED UNDER A YELLOW FLAG! , it can be determined if you have or have not lifted in the yellow flag area by viewing the server replay.** **Again Post race penalties will be applied in this type of incident.**

7 – <u>Race Incidents:</u>

<u>Race Control Group:</u> This will a group of three people who will review any incidents or protests lodged and can either be voted in or self-nominated but self-nominated members of the group need to be approved by the entire group of drivers. **Further discussion from the main group of drivers will be required to determine this group.** *In a situation where an incident involves one or more of the Race Control Group then other members will be called upon to make decisions regarding those incidents.*

In the situation that two cars come together during a race the following rules apply.

1) If you cause **ANY** contact between any other car that causes them to spin, or gain any significant advantage over the other car or they leave the racing surface then you must re-address by one of the following scenarios:

    a) Stop (**YES** I mean a complete stop immediately… **NOT** slowly driving along waiting for the other driver to catch up or driving off at full pace to let the other driver through when or if they catch back up to you), and then you must allow the driver you have hit or spun or gained the advantage on back through to regain the track in front of you before you resume racing, you must wait at least **ONE** corner before overtaking that driver after you have re-addressed from any incident.

    b) Or do a drive through (of the pit lane) to serve the penalty if you have already left the scene of the incident let the other driver know that you're doing a drive through over TS. So as not to cause any or as little aggravation during the event, because we don't want arguing over TS from any incidents which causes distractions to other drivers. In the case of a higher grade driver causing contact with a lower graded driver the penalty may be increased post-race by the race control group.

    c) If you do not do either of these things then you can expect the minimum of a drive through penalty after the race at the discretion at the Race Control Group.

2) If you are in a battle and squeeze someone of the track by not giving them racing room you must re-address, **Racing Room** is defined as at least 1 car width of space on the inside/outside of the corner so a pass can be attempted, whether that space is provided on the inside or the outside is immaterial **BUT** it is mandatory**.** If you do not then you can expect the minimum of a drive through penalty after the race at the discretion at the Race Control Group.

3) Once you pick a racing line for yourself then you must stick with it, if the car you are racing is alongside you or you have any overlap with another competitor, the other competitor should let you know they have some overlap on TS. You cannot change line because you are entering the braking zone. This rule is intended to stop drivers from blocking other drivers to help encourage more racing rather than defensive driving and straight out blocking into corners we are here to race let's keep it Hard but FAIR!

It would not hurt to let drivers you are racing with that you are indeed on the inside or outside to try to help avoid any incidents but beware of using false notifications to gain positions and those drivers review the replay to see that you were not even overlapping them when you made that call, any sort of call on TS should only occur when there is indeed overlap and at no other time unless, it is a lapping car situation which is covered in section 5.

I will be ADDING a few graphics to show what overlap should be and what it isn't.

This section can be expanded at any time to help admins keep the racing clean.

8 - Protests:

If any incident ever occurs you are free to make a protest to resolve the situation by getting an admin to look at it via the replay system.

This can happen ONLY one way:
Now there is a new section of the forum dedicated to protests. You can only lodge a protest through this section following the guide lines set out in that section. They are the same as below.

Mandatory information required:

1) You must state the race incident occurred in, ie "**2015 TPR V8SC Round 5 Race 3**".

2) You must give a time stamp and lap number from the server replay, ie "**Time stamp 357 seconds on lap 51**", server replays can be downloaded from the results and server replays section of the series that the protest you are lodging is from, they can be added to be viewed in rF2 by copying them once they have been downloaded to your userdata/replays folder and you then load up the single player version of rF2 and select options and you can pick the race in question from the replays list and view any car from any angle.

    Any protest lodged without a reference to the server replay may be disregarded and you may find that if I (the race steward) look at it I may see the incident differently than what is shown on your player replay.

3) What you believe has happened and how the incident unfolded, so that I can see the point of view that you are looking at it from, and have actually reviewed the incident.

4) Post this information requested above in the correct format on the forum with the subject of the post in this format.

    Example below:

    Post subject:
    "2015 TPR V8SC, Round 3, Race 2, From Brodie Blackburn".

    Post content:
    1) 2015 TPR V8SC Round 3 Race 2
    2) Time stamp 4398.345 on lap 51
    3) I believe Adam Marjoram pushed me off the track and didn't re address in the race either by waiting or doing a drive through.

    Once this has been posted on the forum the Race Steward will look at the incident specifically and make a decision. I would be as clear as you can in how you think the incident deserves a penalty and I would caution anyone who does not view the server replay before lodging a protest, as you may find that by not viewing the information correctly from the server replay you may be making a protest using mis information.

    The Race Steward does review the races and can find any incident and apply any penalty, to any driver. Any driver penalized can lodge an appeal and the Race Steward will review it again but bear in mind some of these decisions are clear cut and some are complicated

so if you wish to lodge an appeal make it clear as to why you think it is unfair after reading the penalty handed down and the reasoning behind it. Simply posting "**I appeal this penalty**" will be ignored, if you are appealing you need to show you have viewed it and read the Race Stewards findings and have a clear reason why the Race Stewards decision should not stand.

This must be lodged within 24 hours of the end of the race.

Please do not feel that you are dobbing in anyone by submitting a protest any incident that is reviewed and acted upon helps all of us to become better drivers and racers so that we can try to not have these situations occur in the future, and will help us all to improve our racing and gain the most enjoyment out of it that we can.

Penalties:

Revisit this to determine preset penalties and additional penalties for either severe or repeat offenders, a predetermined list of penalties is yet to be set but will be in the future. Until then the current system will be determined by the Race Control Group.

8 - Race Results:

After 48 hours from the end of the race and dependent on any protests being lodged at the last minute, of the race finishing all results posted are considered official as long as no protests have been received, if however a protest has been received then results must wait to become official until either the Race Control Group have had the opportunity to review all incidents and calculate new points after any findings have been made. In the event a late protest is received this could cause delays so please be patient.

9 - Updates to these Rules:

These rules can be updated at any time when necessary to maintain clean racing here at Triple P Racing. If any updates have occurred a notice will be posted I the forum, and you will need to review this document to make yourself or your team aware of any changes.

10 – Rejoining races & the server:

Races can now be rejoined in rF2 so please make yourself aware of the process. If you are disconnected during the recon lap the race will not be restarted and you will be unable to rejoin. However if you are disco'd (which is considered a mechanical failure when racing online, to simulate a mechanical failure as can happen in real life racing) during a race you are able to rejoin as it is set to allow race rejoins with your car in the same state it was when you left, as always in the history of racing on the internet your connection is considered to be the equivalent to a mechanical failure so that is something out of our control as well. If when trying to rejoin you must exit rF2 back to

the launcher and then re load the multi-player lobby or your car may not be available or the server may not let you rejoin. The server will not be reset once the green light have come on or the race itself started unless there is a server error and it is a hardware issue at the server end.

No driver will be allowed to rejoin the server after being disco'd from the recon lap as this is again to be stressed that it is considered a mechanical failure on your car.

Any driver leaving the server during warm up risks being placed at the back of the grid, sometimes rF2 will place you back where you qualified sometimes not but Admin's will not be resetting the grid once the Admin has posted "Grid Set" on the text chat.

11 – <u>Rejoining the server in Qualifying:</u>

You can't join a qually session if it has already started, you must check this by looking at the liveracers page, and a rear of grid penalty will apply and you cannot join the racing surface at any time during that session. If a Driver joins after the qually session has started and enters the racing surface they will not be allowed to complete in the race that qualifying session is for.

If you get disco'd during a qualifying session you must wait until instructed on TS before rejoining the server, there is a set time period after the clock runs down at the end of each session so there is plenty of time for a driver to re connect, if you have set a time you will be placed in the grid where your previously set time puts you in the qualifying order by the server if you have not set a time you will simply be placed at the back of the grid. Anyone rejoining while the session is still under way will receive a 30 point (or a relevant point penalty for a particular series point structure) series penalty from the overall total for that driver and a warning added to them in the points table.

12 – <u>Warnings received by drivers:</u>

If you have done something that warrants a warning then it will be recorded on the point's table overview page. If you accumulate 3 warnings in a series you will be given a race ban that must be served by you in a race as directed by the Race Control Group you must be logged into the server and TS and it will carry over to any following event if you are absent from any event before you have served the race ban as directed by the Race Control Group.

13 – <u>Rolling starts:</u>

In any race where a rolling start is required the race will have either 1 lap or the time equivalent of 1 lap added to its length so as we are not at the mercy of the rF2 starting system.

Once the green lights go on the race is effectively running but this is now considered to be the Formation lap. Drivers are to wait 2 seconds after the green light or the row ahead of them leave the grid to take off so that no one has any damage incurred as a results of over exuberance of the standing grid when the Formation lap is beginning.

Once the field are close to the start finish straight they must form up in double file format which is advised by the last driver on the grid as per the qualifying order the driver on pole can go at their discretion and does not have to indicate to the field that they are starting the race at that point. However the driver on pole must have been maintaining 80KPH before he accelerates away and speed up or slow down before the race start. **SO PLEASE PAY ATTENTION!**

Modified 05/03/2017 @ 6:34pm.