

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 Night Server 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 if it is required to be changed from the closed club password that is to be used for paid club member racing series only.

Admin may wish to run an open server and a password may not be required, but drivers are expected to drive under their real name or they will simply be excluded from racing and asked to leave the server. All drivers or members should be aware of the type of licence you have paid for and appreciate that fact bank transfers are not instantaneous so a little forward planning may be required if you wish to race in an event that your current licence does not cover you for. As you pay your membership you licence status will be posted next your name in the member list on the forum, so if a driver asks for a password for a race night server please check their licence status before sharing that with anyone or direct them to contact Admin to gain access by way of a password to use the Triple P Racing Servers. Managing and running the race series and the servers and the Live Racers page are not free and do take a lot of dedication and time on behalf of Admin so please respect this by keeping our server secure when it is using a specific password or the club password. If a member wishes to invite someone to join us to see if our racing series or style of racing suits them or whether the level of competition or driving standards suit that person and they would then maybe decide to become a paid member and race with TPR on a regular basis then please direct them to admin or ask to have a special password or an open server on minor series night so we can allow that new driver access to asses this club as a possible racing venue.

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 forced to start from pit lane, any driver that has been told to start from pitlane but drives out of the pitlane before the race has started will be disqualified from that race as well as earn a pit lane start for the rest of the event.. Please follow all directives by Admins on race nights – **please be aware also that Admins are only human and errors can occur, your understanding in these times of error is appreciated, it should also be considered that whilst we have rules and they are expected to be followed Admin may also allow some leniency to drivers making minor errors on the night as long as all the other driver agree unanimously. This is a remote possibility and should not be relied upon as a way to circumvent the racing rules in any way to gain an advantage.**

It is expected that all Drivers can complete at least 1 timed lap that will appear on the Live Racers 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. **We will no longer wait if for any drivers to complete downloads on the night of racing this point on.**

2) The server capacity is set in practice as well as on race night so when you look at the server is the lobby if it says 0/20 then 20 is the maximum number of drivers that will be able to race. In the event that we have over 20 drivers actively practicing and intending to race then a shorter extra race **may** be arranged for those drivers causing the overflow, this however will not be run on the official race night and those drivers wishing to compete in that event will be informed when the race will take place.

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 may be stated in the Drivers Briefing (DB) for any particular race event.** The admin of that racing series may post either on the forum or on the appropriate TAB of the website for each series to keep everyone 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.

Driver no longer are required leave a 4 second gap to any car leaving the pits in front of them, passing of other cars is also now allowed in general. Please be considerate that if another driver is already on the main straight or the straight that is where the start finish line is you are asked to not pull out of the pits in front of that driver as this can seriously affect their attempt at a timed lap.

1. **Find your own space.** It is *your* responsibility to find yourself enough clear track to complete a hot lap. However now we find that passing is allowed when in a qualifying session so as a rule you should be going about doing your qualifying laps so as not to interfere with other drivers and pass if possible but it is still **YOUR** responsibility to find your own space to get your hot laps in. In the case of an accident in any qualifying session the driver behind will be presumed to be at fault so please use caution when attempting any passes as you as the passing driver will be held at fault.

1.1. Exceptions:

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 another hot lap the following lap, then they should be well off the racing line and be significantly slow enough for any approaching driver to be fully aware that they are allowing them to pass and going slow for the exact reason to allow them to pass without impeding on their pace. ~~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 driver go through as there is no passing in qualifying.~~ **AGAIN we wish to keep TS chat to a minimum, if you want to say sorry wait until the end of the session.**

2. **Returning to the Pits.** You **cannot** return to the pits by pressing the escape key (Esc) during **ANY** qualifying session anymore in any series unless specified in the **DB** that this is allowed. ~~(this may be expanded to other series you will be notified if this occurs, and it may be added to any drivers briefing so pay attention to any of those in case it is added),~~ you must drive back to the pits and be able to stop in either your pit bay or in the pitlane past where the speed limit zone begins, either off to the side and away from the fast lane or anyone else's pit bay during qualifying in case they wish to use it. 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, a yellow flag will then be shown at your position **do not press escape**, your session is now over. The same is to be done if you crash your car and it is missing a wheel A) you are not allowed to attempt to drive back to the pits B) you also are required to get as far off the track as you can and remain stationary and in the car **do not press escape**, a yellow flag will then be shown at your position. These yellow flags will alert the other drivers so they know that there is no passing and a possible obstacle ahead. You are to remain in the car until the session is over and Admin on the night has said that drivers are now allowed to press escape and return to the garage area. You may enter the pits and do any repairs that are available on the pit menu or put on new tyres or add fuel to the car and drive out of the pit exit again if time permits before the light at the end of pitlane turns red. You are still obliged to drive back and be parked in the pits as mentioned above. If it is found upon reviewing the replay from qualifying that you have indeed pressed escape and then driven out of the pits and back around to make it appear that you have not pressed escape you will be given a race ban at the next event that you attend, this must be served whilst you are logged into the server and TS otherwise the race ban will simply carry over to the next event and so on.

3. The time between Qualifying and Warm up sessions will now be extended to allow for timed laps to be completed as well as to allow time for drivers to get back and park in the pits before the server automatically forwards itself onto the next session. Any driver not making it back to the pits due to an on track crash when the correct time has come the Admin on the night will let you and all other drivers know that you can then 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 will result in you getting a pit lane start or a race ban either on the following night that series is next run as previously mention in section 2 as well.
 - 3.1. **Existing Pits during Qualifying:** ~~You must wait at the pit exit for 4 seconds as a minimum and also of any cars that may also be on the main straight and therefor on a timed lap before you enter onto the track so as not to impede drivers on or starting their hot laps, before the end of the first sector. Once a driver has made the end of the first sector rule 1. Applies~~
 - 3.1.1. Please refrain from announcing your entry onto the race track from pit lane as this can distract other drivers.
4. **Re-joining the race track.** If you leave the racing surface during qualifying you must re-join without impeding another driver, so chose when to rejoin very carefully.
5. **Baulking.** 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 it is up to the driver behind to either find their own space still or pass in a way so as not to impede the driver they are passing.
6. **Mandatory go point:** All drivers must be at full racing speed before they start any timed lap at the beginning of the final corner on any track any driver found going slowly in the final corner or leading up to it may be handed a pitlane start penalty for the following event they attend as this can impede another driver from leaving the pits as well as attempting to start their own qualifying lap.
7. **Use of Team Speak.** 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.
8. **Penalties.** 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, and if**

time permits it can be acted on but it would be best to take a note and post a protest to cover the incident so the schedule on the night is not delayed.

3 - Race formats:

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.

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

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. But for now all drivers are expected to post their name below the Driver Briefing to indicate that they an understanding of all the Racing Rules and the context in which they are expected to be interpreted and have fully read the Drivers Briefing before posting their name. If you're unsure on any rules or Driver's Briefing requirements related to that racing series or race event, please post your question in the relative section or thread that has something in it that you are not understanding before you post your name to say you are entering that event. If a racing server or series is intended to be open then a DB may also be posted on the TPR FB page.

Failure to acknowledge the drivers briefing by posting your name so Admin can be 100% sure that all drivers understand the drivers briefing and any special requirements that any event may need will be simply booted from the server, this happens to often and we need to stop this from happening. If you turn up late and Qualifying has started do not simply login or ask on TS hey can I login, double check the Live Racers page before you look at the lobby for the server and it will show the live session if Qualifying is live join TS and wait in the Sway Bar until the all drivers are shown to have finished their hotlaps. You will start from pit lane if you do this and the server is in qualifying, you have been warned. Please follow these procedures well before any race night or race start by checking Live Racers then joining TeamSpeak and then you will avoid any unfortunate penalties, no one wants to be handing out penalties so please do not make Admin do so.

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

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

3.1.1 Handicap time for starting will be determined by Admin, not qualifying.

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

3.1.3 If attempting to pass another car you must be up to the "A" pillar to pass clean and fair. With no contact.

3.1.4 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 Admin over TeamSpeak please do not argue over TS whilst racing is still going.

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

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

3.2 Endurance Racing Rules/Format.

3.2.1 Qualifying will be from fastest to slowest with the fastest driver that sets the Pole Position. This session will be 20 minutes in duration. The Pace Car driver will no longer signal the start of the race by posting on the text chat and over TS "Green flag! GO! GO! GO!" The driver on Pole Position will hold a specific speed and be able to go at any time past the go point which will either be advised in the DB or TS on the night by the Pace Car driver.

3.2.2 Passing is allowed in the WEC Endurance season qualifying sessions as well as all TPR qualifying session as per the start of 2019. Do your best not to ruin another drivers lap but a driver also on a timed lap has no reason to give you room to pass as they are also attempting to qualify for the race and going for pole position, finding your own space is still up to each driver and in their best interest.

3.2.3 Warm up may be restarted or shortened to allow the **race itself** to start as close to 8:00pm Brisbane time (Non DST) as possible.

3.2.4 The race is a timed race and the race session is set to **between 2.4 and 2.5 hours** to allow us to control our own rolling start procedure. All drivers must remain stationary even when the green light comes on, each row will then take off from the grid in 2 second intervals so no one has any chance of causing a collision before the start of the race whilst moving away from the standing grid. **This lap is now to be considered a formation lap and the leader can set any pace they wish but must warn all drivers over TS before they are slowing to allow everyone to form up for the double file restart. All drivers should remain behind the Pole Position holder but the Pole Position holder is expected to drive at a reasonable pace more than $\frac{3}{4}$ laptime pace is advised and can be asked to speed up by the other drivers if going to slow. ~~All drivers must then make their way around the circuit behind the driver who is in Pole position and~~ When the Pole driver says he is slowing down all drivers must form up in double file ready for the start and maintain the same speed that Pole driver is, which will be 80KPH. **Once the driver in last position gives a formed up signal the Pole Position driver is in control of the start and they are able to accelerate at any time it is up to the other drivers to be ready for that start, the pole position driver cannot speed up and slow down before accelerating to start the race. There is no rule to stop anyone from passing before the start finish line as the****

start is controlled by the Pole Position driver and may not always happen until the start finish line. Any car that obtains damage on either the recon lap or the formation/rolling start procedure lap cannot enter the pits to get that damage repaired until the end of the first racing lap, any driver found to have done this will receive a **10 lap post-race penalty.**

3.2.5 The Pace Car **MAY** be deployed during these events and this is done randomly and controlled by the Pace Car driver only. **During Pace Car periods the Pits are now open**

3.2.6 The Pace Car driver will now release any cars that are 1 or more laps down to pass the field and attempt to drive around to the back of the pack but the cars must remain in track position order and single file in the process and are also only allowed to do this once per Pace Car period and only under instruction from the Pace Car driver, please do not ask to be released the Pace Car driver will allow this once the Pace Car has full control of the field and not before. This is different if you are not the leader and the Pace Car has been deployed, the Pace Car will pick up the leader and then get the field under control and then and only then release the lapped cars. So if you are 3 laps down you would need 3 Pace Car periods to get back onto the lead lap. Drivers will be directed by the Pace Car driver over TS and possibly via text Chat when possible to do this. If for whatever reason the Pace Car driver cannot make use of TS to notify drivers of what is happening you need to focus on

watching out for text chat relating to Pace Car periods. At any point the leader can announce that they have seen that Pace Car has been deployed and they are approaching it to take up their position following it. The leader is allowed to duplicate any messages over TS from the Pace Car driver that they have spoken via voice or text to help make other drivers aware of the current situation.

3.2.7 If by any chance you run out of fuel you can post a quick chat message to request a push back to the pits by the Pace Car where it will serve as a tow truck and push that driver back to the pit lane and up to their pit box. NO other cars are to be pushing other drivers back to the pits only the Pace Car can do this. **If you run out of fuel while the Pace Car is deployed you will have to wait for that Pace Car period to be over to get a push back to the pits so you can then re fuel and resume racing.**

3.2.8 This rule has been unable to be applied to the current WEC Gt3 series as we have no control over the tyres or the ability to limit tyre sets during racing, this rule may come into effect in future series. ~~A tyre set allocation has been implemented for each car now as so be prepared to have to controls setup either on your wheel or easily accessible via button box or keyboard or game controller to select the correct tyres when doing pit stops in races and qualifying. Please do not say I wasn't prepared as the server is up for at a minimum of 2 weeks before any race night (with some small exceptions due to admins availability to make changes to either tracks or~~

~~vehicles once only so driver are not constantly downloading new content) you are responsible to understand how the tyre set works.~~

~~OK so here goes.~~

~~Tyres included in the tyre set are listed below in the categories that dictate when they can be fitted, you cannot fit worn tyres ever once you have used your 4 sets of Race tyres be they wet or slick as per required by possible weather variations during a race unless a Pace Car is deployed at that time, you will have to deal with worn tyres or hopefully not no tyres. It is up to the driver to setup their car and drive to be able to finish the race with the tyre allocation set out below.~~

~~Allowed to be fitted under green flag racing with any amount of fuel:~~

~~Wet_1~~

~~Wet_2~~

~~Wet_3~~

~~Wet_4 ————— (added an extra set of wet tyres as some driver may wear them more aggressively and 3 sets may have become an issue)~~

~~Qual_1~~

~~Qual_2~~

~~Qual_3 ————— (added an extra set of qualifying tyres as we can escape back to the pits in this series, but there are no worn Qual tyres as you would want the best grip possible)~~

~~Race_1~~

~~Race_1~~

~~Race_1~~

~~Race_1~~

~~Only allowed to be fitted under Pace Car deployment periods whilst adding a maximum of 25 litres of fuel:~~

~~Worn Wet_1~~

~~Worn Wet_2~~

~~Worn Wet_3~~

~~Worn Wet_4~~

~~Worn Race_1~~

~~Worn Race_2~~

~~Worn Race_3~~

~~Worn Race_4~~

~~I am hoping that this is not too complicated but it is an attempt at trying and achieve a tyre allocation for drivers and teams (which is something we have been asking the developers for from the beginning of testing of rF2 to reflect how it is done in a real life race event. Please feel free to ask any questions by posting on the forum or asking on TS during a practice session if Admin is on.~~

4 - Safety Car deployment:

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 from the Race Control channel, which I feel is the only fair way so that the Pace Car is not listening to radio chatter from drivers wishing there may be a Pace Car that would help them with their strategy or if any other incidents occur during the event.**

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 off the track whilst under SC. **At no time should drivers whilst the SC is deployed who are a lap down, run off 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 unlap themselves once during each SC period, this will enable cleaner starts without driver causing interference at re starts – PENALTIES 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 the current 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 without 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 **but they should not be speeding up and slowing down or braking during this process.** 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 not necessarily 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 if they cannot make another 2 laps on fuel as per the rules. **The race may go green again before those cars 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 - Blue Flags:

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 as to 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 just notify the Race Control Group after the race and allow them to deal with it post-race. A race control group will be formed if and when any protests are lodged because of any issues that drivers want looked into but they must then be posted on the forum in the correct manner so that the RCG know what to view and decide upon. This is very important so make sure you Race hard but FAIR! Penalties will apply.

6 - Yellow Flags:

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 should lift off the throttle at the point of any incident as **NO PASSING IS ALLOWED UNDER A YELLOW FLAG! USE CAUTION IN THESE AREA'S, it can be determined if you have or have not lifted in the yellow flag area by viewing the server replay and gained an advantage which may be a time advantage not a positional advantage, so be vigilant.** Again Post race penalties can and will be applied in this type of incident.

7 – Race Incidents:

Race Control Group: This will a group of three people who will review any incidents or protests lodged and can either be voted in or will be self-nominated but self-nominated members of the group need and be available and must not be involved in the protest lodged 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~~ **lap** before overtaking that specific 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.~~ **All drivers in the race have equal rights no one driver has precedent over another, so drive accordingly, and always RACE HARD but FAIR!**

- 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.
- d) If you have done a drive through and it was found to have been a racing incident and you ultimately were not required to do a drive through this will not be undone post-race by the RCG, but let the other drive know your aware of what happened and happy to have it looked at post-race to alleviate stress for all parties.

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.

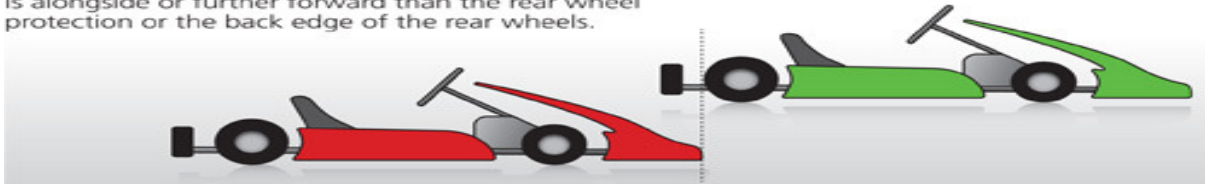
3) Once you pick a racing line for yourself then you must stick with it, if the car you are racing is alongside you or you have any overlap with another competitor, the other competitor should let you know they have some overlap on TS. You cannot change line because you are entering the braking zone. 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!

Not an Overlap



This is an Overlap

Red kart has reached the point where its nosecone is alongside or further forward than the rear wheel protection or the back edge of the rear wheels.



This is a Passing Overlap

Red kart has reached the point where the front of its nosecone has reached the point level with the vicinity of the centre of the steering wheel of the kart that is being overtaken. The Red kart must be under control.



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. **If any RCG require extra info like result files simply make a request in the protest thread and the Admin will organize that for you asap.**

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 48 hours after the result of the race have been posted. We must be aware that we all have busy lives as well and sometimes that gets in the way of information being posted that is required for these situations so the time frame has been extended. If an RCG are taking a bit of time to form any protest can be sorted at any time even if that means after the next event, that simply means that the points will be held from being posted for any event that has outstanding protests, so help the series run as smoothly as possible and if an RCG requires to be formed and you are not involved nominate yourself and help expedite these protest decisions.

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. After all hopefully the competitiveness of the racing still allows us to me mates afterwards even when incidents happen in the races.

Keep reading as the next section is on the next page ;)

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.

Racing incident penalties:

- Post-race drive through
- Loss of points
- Rear of grid start
- Pitlane start
- Race ban
- Forced to run naked through the city in peak hour (good now I know you have read these rules and seen the possible penalties you may be hit with)

8 - Race Results:

After 48 hours from when the result and server replay links are posted by Admin on the forum, and yes they are time stamped, any protests may be lodged. If no protests have been received then the results will be considered official. However if 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. A RCG can wait until after the following round to decide an outcome if it is dependent on that group having the time to all review and discuss the situation of that particular protest. So again 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 in 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. When trying to rejoin you must exit rF2 back to the launcher and then re load the multi-player lobby without pressing escape or your car may not be available or the server may not let you rejoin as a driver only a spectator. The server will not be reset once the Recon lap has been started unless there is a server error and it is a hardware issue at the server end not a client issue.

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. Simply have better mechanics :P .

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 however Admin's will not be resetting the grid once the Admin has posted "Grid Set" on the text chat.

11 – Rejoining the server in Qualifying:

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. This has been already stated but I feel it needs to be mentioned again.

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 – Warnings received by drivers:

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 – Rolling starts:

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 result 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 30/03/2019 @ 12:42pm.