

SimRacingOnline.co.uk League Rules And Regulations

The full Codes and Regulations are adopted from the National Auto Sport Association's 2010 regulations, as applicable to online sim racing.

The Sim Racing Online policies are adopted from the National Auto Sport Association's regulations, as applicable to online racing. Policies of safety, conduct and expectations are as relevant to virtual racing as they are actual racing, and Sim Racing Online drivers understanding these may transition between virtual and actual racing with little or no adjustment. The policies are numbered to the exact section and sub-section of the NASA CC&Rs for easy reference.

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1.1. Procedure Filing a protest

Before considering the use of a protest, read what is a protest?

Protests and Complaints regarding another participant must be filed no later than 48 hours after race completion. Any filings outside the allotted window or protests lacking any information will not be reviewed. If your protest is declined due to invalid or improper filing of a protest or missing or improper information, you may not be able to resubmit the protest.

A protest must have only the following information;

Name of event in question
Participant or incident in question
Exact time-stamp of incident
Cite exact policy violated

DO NOT include your own opinion or play-by-play of the incident. If we need this information will ask you for it to be sent to us via PM.

The above information must be passed on to the Sim Racing online Staff Official via the Sim Racing Online PM message centre. Protests are reviewed at the completion of the 48 hour wait period. All Steward Decisions are final.

Excessive unsubstantiated protests or complaints will be grounds for penalty/discipline.

Penalties are issued only if there is clear and obvious malicious intent in a person's actions, or repeated misjudgement. Accidental contact is part of auto-racing and is not considered malicious. Filing a protest does not guarantee it will be resolved with a penalty. Many protests are found in favour of the other party or a non-penalty form of resolution.

Below you can see the standard penalties for each rule violation. This does not guarantee any penalty, nor does it restrict Sim Racing Online from using any other penalty.

- **Blocking = Warning and or Re-position of final placing.**
- **Blue Flags = Warning or repeat intent will be a Disqualification from that round.**
- **Counter-Course Driving = Indefinite ban from Sim Racing Online.**
- **Off-Course Excursion = If the driver has gained time and or a place will be given a time penalty to be added to their race time or in the form of a stop-n-go penalty in the next event.**
- **Participant Conduct = Warning, Re-position, Drive-through, Stop-n-Go, Time Penalty, Lap(s) Penalty, Disqualification, 2 Week Suspension, 30 Day Suspension, Indefinite ban.**
- **Punting = Drive-through, Stop-n-Go, Time Penalty, Lap(s) Penalty, Disqualification.**
- **Text Chat in race or Qualifying = Drive-through, Disqualification.**
- **Use Of The ESC Key In The Race Or Qualifying = Stop-n-Go, Disqualification.**

- 1.2. Procedure - Formation Lap with Standing Start

Formation laps will be done automatically via the software itself.

All drivers have 30 seconds to get their car to the grid. When the timer expires, a message will appear in on screen releasing all drivers on the formation lap.

During this lap, all cars should maintain a safe speed in single file order for the entire lap.

Use this time to heat tires and brakes, but be aware that other drivers will be weaving and braking during this lap.

As you approach the grid at the end of your formation lap, your grid spot can be easily located as it is highlighted.

Stop in your grid spot and await the start-lights to begin the race.

1.3. Procedure - Manual Formation Lap - 2 wide start

Once all drivers are on the grid the timer automatically expires and the starting lights will go green, signifying the beginning of the Manual Formation Lap. During this lap, all cars should maintain a two-by-two formation, as all cars were placed on the grid, for the entire lap. All cars may accelerate at the "GREEN" chat command given, after the final corner of the track, by the Admin to officially start the race.

If you accidentally spin out or wreck on the manual formation lap, you **MUST** line up at the rear of the field. Please do not pass other cars to re-take your qualified position.

1.4. Procedure - Manual Formation Lap - Single file

Once all drivers are on the grid the timer automatically expires and the starting lights will go green, signifying the beginning of the Manual Formation Lap. During this lap, all cars should maintain a safe speed in single-file order for the entire lap. Use this time to heat the tires, and be aware that other drivers will be weaving and slowing. The top qualifier may accelerate at the final turn to officially start the race.

If you accidentally spin out or wreck on the manual formation lap, you **MUST** line up at the rear of the field. Please do not pass other cars to re-take your qualified position.

1.5. Procedure - Starting from pit lane

You can start from pit lane in any rFactor race either by choice or by not taking the grid before time expires. In either situation there are some things you need to know to avoid a disqualification;

- Get in your car and come to the exit of pit lane.
- **IMPORTANT!!!** Do not exit pit lane until the pit exit light is green. If you do exit pit lane under red light, you will be DQ'd by the game (not reversible by Stewards). If there are no lights, count to 30 then leave pits. Basically, you are cleared to go once the leader crosses the sector-1 scoring line, which is normally 20-30 seconds into the lap at normal racing speeds.



2.1 Account and player names

All members of Sim Racing Online must go by their real names. Accounts may not be created using nicknames or tags. In-game player profiles must also use real name.

Members must enter the race servers under game profiles that exactly match their Sim Racing Online member names. If you are "Jonathan Swan" on the site, then you must be "Jonathan swan" in the game and not "Jon". This is how we match your racing results to your Sim Racing Online driving career.

Failure to follow the naming guidelines will result in removal

2.2 Blocking

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

See Appendix for more on this policy

2.3 Appendix

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

The main purpose of the "racing room" rule is not to allow one driver to squeeze the other driver. The main purpose and intent is to alert the mind of the driver that is contemplating a pass that he/she may be "forced" to go two (2) wheels off-course to avoid a collision. Basically, this means that the overtaking driver must be certain that he/she can attempt the pass with room to spare, and must be prepared to take evasive action if necessary.

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

Descriptions of on-track incidences:

Figure 1

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

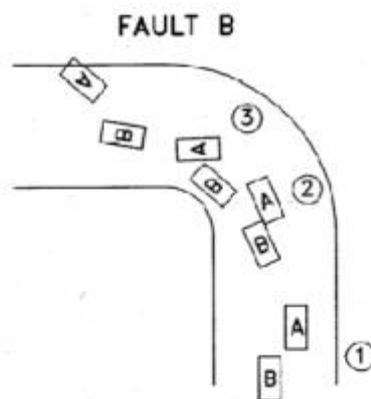


FIGURE 1

Figure 2

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

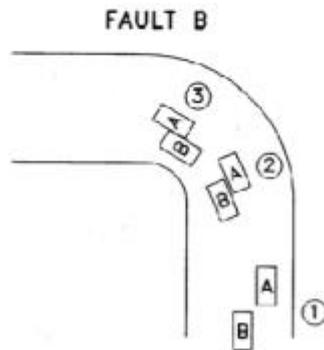


FIGURE 2

Figure 3

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A does not leave Car B more than enough room to make the pass. In this case, "more than enough room" is defined as "at least $\frac{3}{4}$ of one car width." Therefore the fault is placed on Car A.

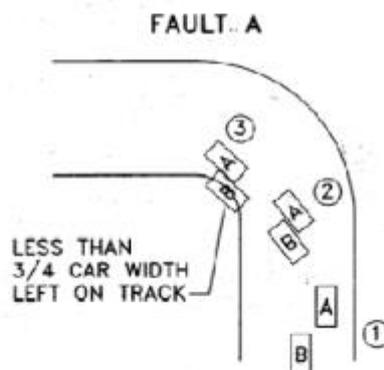


FIGURE 3

Figure 4

Car B is attempting to pass Car A going into a left-hand corner. There is contact between the two cars at point 3. Car B does have its front wheel next to the driver of Car A and therefore does have a right to be there. However, Car A leaves Car B less than one car width but more than $\frac{3}{4}$ of one car width. The driver of Car B should not have attempted to make that pass if he/she was not willing to drive into the dirt to avoid collision. The driver of Car B is at fault, however he/she should report the incident to the Race Director. The Race Director should talk to the driver of Car A for not watching his/her mirrors, as well as the driver of Car B for being at fault in the incident.

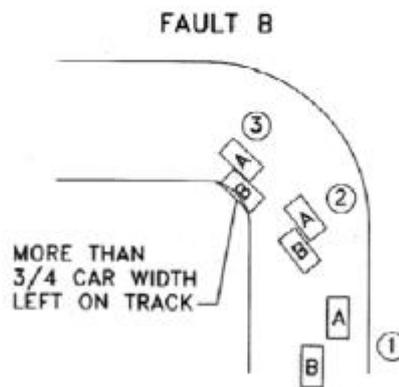


Figure 5

This is the same incident that occurred in Figure 4, however Car A is at fault for not leaving enough racing room. In most cases, $\frac{3}{4}$ of one car width would be considered barely adequate racing room. However, in this case there is "K-wall" to the inside of the corner. Common sense would tell the driver of Car A that there would definitely be a collision if less than one full car width were left for Car B.

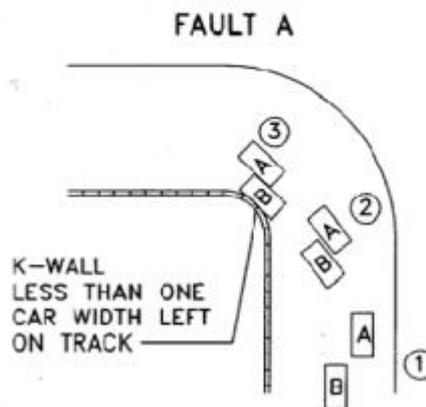


Figure 6

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

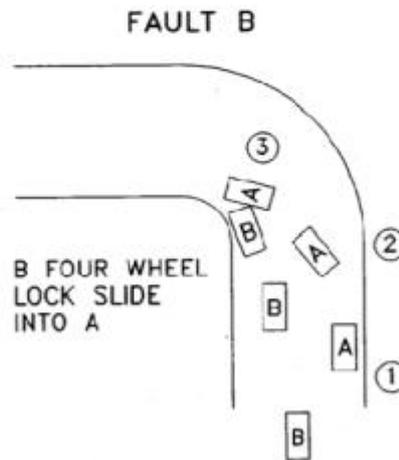


FIGURE 6

Figure 7

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

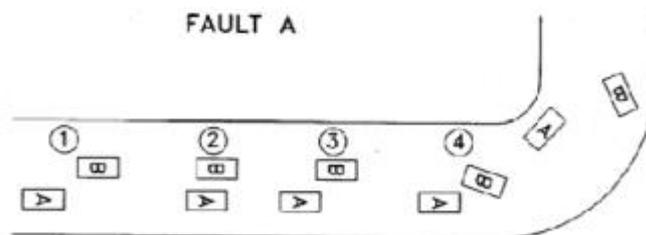


FIGURE 7

Figure 8

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

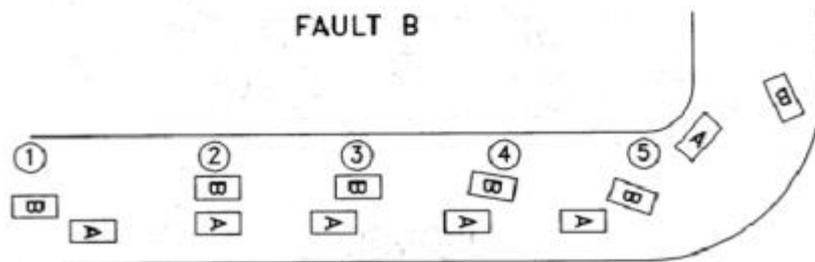


Figure 9

Car B is attempting to pass Car A on the inside of a right hand 180-degree turn. At points 3 & 4, Car B has pulled alongside Car A and clearly has a right to be there. There is no excuse for the driver of Car A not to see Car B. Therefore fault is assigned to Car A.

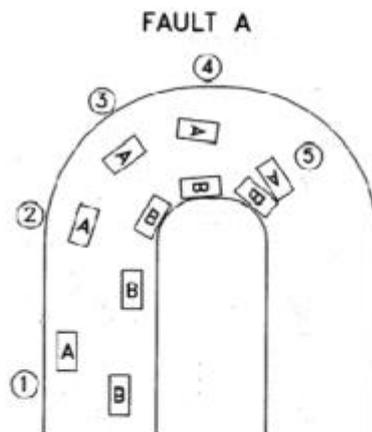


FIGURE 9

Figure 10

This is a similar situation to Figure 9, however Car A regains the lead and control of the line after point 6. Car B makes contact with the side-of-the-nose of his/her car to the side-of-the-tail of Car A, thus spinning Car A. This is clearly illegal contact as described by under section 25 On Course Conduct of the CCR. Therefore fault is assigned to Car B.

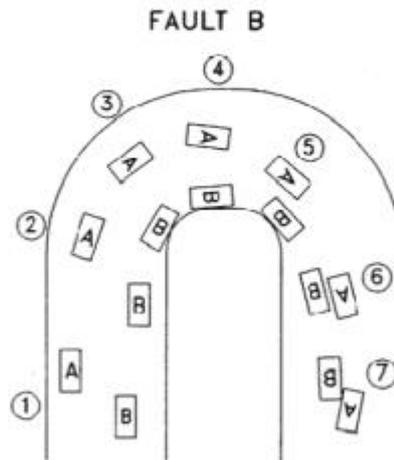


FIGURE 10

Figure 11

Car B attempts to make a pass on Car A. At Point 2, Car B now has a right to occupy that space and Car A must leave Car B racing room. Both drivers leave adequate racing room for each other. However, at Point 3 the driver of Car B loses control of the rear of his/her car. The rear of Car B makes contact with the side of Car A. This is not an uncommon occurrence, and in some circles this may be considered a racing incident. However, NASA considers the driver of Car B to be at fault for failing to properly control his/her vehicle.



FIGURE 11

Figure 12

Car B attempts an inside pass. Car B misses the turn-in point and continues straight. The driver of Car A is expecting the pass and allows the driver of Car B plenty of room. Car A makes the assumption that Car B will turn in at the normal turn-in point. Car B does not turn in at the normal point, but Car A does, and thus Car A makes contact with Car B at Point 3. This is not an uncommon situation. Car B may have entered the turn too fast, or perhaps he/she chose not to turn in at the normal point. The turn-in point is up to each driver. The driver of Car A must not make assumptions and realize that the driver of Car B may turn in late, or may never turn in at all and simply drive straight off the track. Therefore the driver of Car A is at fault.



2.4 Blue Flags

A blue flag displayed warns the driver that he is about to be lapped by a faster car and must let it pass. A driver may incur penalties if he ignores displayed blue flags.



2.5 Counter-Course Driving

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

2.6 Flag Observance

All flag, light, pit-lane, and course-marker rules must be obeyed at all times.

Local-caution flags - Any straight or corner with a visible accident ahead is considered a no-passing area until the EXIT of the next corner that is not the corner or straight in which the accident occurred.

By default blue-flags are regarded as information-only, not as a mandatory move-over, within Sim Racing Online events. However, if the Blue Flags rule is in place for the specified event, the lapped driver must move over for lead lap cars as soon and as safely possible.

Yellow flag means there has been an incident take car and be prepared to stop if necessary.

Blue flag means there is a faster car approaching.

Black flag means your race is over enter the pits within 2 laps

When you see a blue flag stay on your racing line it is up to the faster car to pass you.

Try to be as predictable as possible.

Moving over is ok if it is only safe for you to do so.

Avoid making unnecessary manoeuvres be predictable.

Flashing of head lights is only permitted no more than 3 times when approaching a car to let them know you are there (constant flashing is not allowed) when you see lights flashing that is not the car behind you telling you to get out of the way stay on your racing line.

2.7 Off-Course Excursions

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

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

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

2.8 Participant Conduct – Expectations

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

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

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

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

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

2.9 General Passing

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

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

See 2.3 - Appendix for more on this policy

3.1 Punting

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

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

Any driver who "punts" another car, either off track or into a spin, at any time during the race, must serve an immediate drive-through penalty (in addition to any stop for repairs) for each instance. You may not be informed of this penalty by the Steward, but you are still required to serve the drive-through. Failure to serve the penalty will result in a minimum of 1 lap deducted from your finishing position.

See 2.3 Appendix for more on this policy

3.2 Right to the Line

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

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

See 2.3 Appendix for more on this policy

3.3 Text and Voice chat

Text chat

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

For oval racing events, Sim Racing Online does allow the use of the quick-chat messages for Pit-In and Pit-Out during the race session.

Voice chat

Voice chat is allowed during the Race session (but not Qualifying). Anyone connecting to the voice communication servers during events does so under this assumption. Please keep voice chat related to the event itself.

3.4 Use of ESC key in Qualifying

Use of the ESC key during Qualifying is the equivalent of stopping your car and getting out. This may be done only in your pit stall. If you do this in any location other than your pit stall, your Qualifying session is ended and you may not return to track.



3.5 Driver Swaps

Driver swaps are allowed but only recommended for races of 180 minutes or more.

Races that require driver swaps will need each driver to register for the race.

Always practice driver swaps whenever possible.

When doing a driver swap the driver only needs to be on the server 5 minutes before the swap to prevent server crashes.

When your driver swap is complete you will be expected to leave the server within 2 lap's failure to do so will result in a 10 second stop & go

Spectators are not permitted on the server at any time unless authorised by admin or moderator.

3.6 Race for Cash

Single race winner only receives cash prize multiclass race each class winner receives cash prize.

If it a multiclass series you must complete 75% off the races to qualify for a cash prize.

You must have a PayPal account to receive your cash no PayPal no cash.

All prize money will be paid up to 30 days after the event single or multiclass series or single multiclass race.

Register for races for cash the same way you do for all other events.

Check race length or amount of laps before you register.