League Regulations 2008

V1.01

_____

Table of Contents

Introduction and Definitions

Foreword
This document was written on behalf of the Race Direction of RaceDepartment. If there are any remarks on it or questions about it, the Race Direction can be contacted.
The contents of the document are directed to all drivers, regardless of their gender, even if articles refer to a specific gender.

This document contains important information and must thus be read carefully.

Reproduction
1. It is illegal to copy from, or reproduce this document for purposes outside RaceDepartment without the permission of Yoeri Gijsen.

The Race Direction
2. The Race Direction has the 'legislative' authority in the leagues. They make the decisions and they are the people who can be contacted for remarks and questions.
The Race Direction consists of:
- The Senior Race Directors
- The [Game] Race Directors

The League Regulations and other Documents
3. These are the standard rules and procedures for leagues organised by RaceDepartment. These rules and procedures are the core around which all RaceDepartment leagues are organised. They will be referred to in every RaceDepartment league.
Every league is additionally supplied with a more specific pack of rules and procedures for that league and that league only. This additional pack is displayed in the Format that will be made available for the specific league it is meant for.
Before the start of every event a Briefing will be made available. The Briefing contains specific information for the upcoming event in the league it was made available for.

Conditions
4. Anyone who wishes to drive in a RaceDepartment league must accept and respect the authority of the Race Direction and the documents they provide. Before participating in an event a driver must therefore make sure he has read and remembered the League Regulations, the specific league Format and the Briefing of the event the driver is about to participate in. Drivers that do not respect the authority of the Race Direction and the documents they provide can be removed from the league at any time.

5. All drivers are expected to have some common sense and to have the ability to be reasonable. They are expected to behave properly both on and off track.

Procedures and Administration

League Entry and GPCOS
6. To enter a RaceDepartment league a driver must sign up for it. The moment a driver signs up for a RaceDepartment league he automatically agrees to know, accept and respect the authority of the Race Direction and the documents they provide.

7. Drivers must sign up through the GPCOS league management system. They can only sign up with their real name. No nicknames are allowed at any time.

8. Drivers must sign up with a team. They can choose to join an existing team or create one of their own. If a driver does not wish to join an existing team or create a team all for himself, he can join the **Single Drivers** team, if it is present in the league. Otherwise he will still have to create a team of his own.

9. If a league also supports a team championship then teams can only sign up with a limited amount of drivers and they have to drive the same car. If a larger team wishes to sign up, it has to split into multiple teams (for example: "RD Racing 1" and "RD Racing 2") to not exceed the limit. It will be announced in the league Format whether the league supports a team championship with a limited amount of drivers per team. Otherwise the league does not support a team championship and teams are then free to sign up as many drivers as they like.

10. Once entered, the driver is expected to have updated his GPCOS user profile so that no administrative issues can occur as a result of miscommunication between the driver's GPCOS profile and the results of the league races.

Guest Entries
11. RaceDepartment supports guest appearances in their leagues. This means that a person is invited to drive in the league on a reserved spot. The group in which the spot is reserved is not open in the qualification, which means one less person can qualify for that group.

12. The Race Direction announces guest appearances at the latest when the groups for the event are published.

Schedules
13. Every season of every league consists of one or more events. The complete season Schedule of a season is made available and displayed together with the league Format. It contains the number of events, the location of the event, the date(s) on which the event is held and the duration of the races.

14. The Race Direction holds the right to change the season Schedule at any time if they deem it necessary. This might happen as a result of a technical issue with the track or an error in the schedule itself. The aim is however to keep to the season Schedule as it was initially announced.

Point Distribution and Standings
15. After every event drivers will be rewarded championship points for the league driver standings. The number of points rewarded depends on the how and when the driver finished the race and in what league he drives. If the league supports a team championship the accumulated point rewarded to the drivers of a team count for the league team standings.

16. Every league has its own point distribution system that will be made available with the league Format.

17. A driver can only score championship points for the league's driver standings and team standings if he has covered a certain amount (percentage) of the race distance. The exact amount can be found at GPCOS under the league's "Rules & Points".

18. When the season has finished the driver with the highest amount of points wins that particular season of that particular league. If the league supports a team championship then the team with the highest amount of points wins that particular season of that particular league.

19. If at the end of the season two or more drivers tie for the top spot, then the race results will count. The driver with the highest number of first places wins. If there is still a tie after that, there will be looked at the number of second places, then the third places etc. until a winner comes up. If the league supports a team championship, this procedure will also be used the teams, accumulating all the team's driver results.

Weight Penalties

20. A league might support weight penalties for successful drivers to balance the field. Not every league will support this system though.

21. If a weight penalty system is used in a league it will be made available with the league Format. The way the system functions will also be explained there.

The Event

22. Every league event consists of a number of sessions. The exact layout of sessions deviates per league and possibly per season. The event will consist of some of the following sessions:
- Pre-Qualification (prior to the actual event)
- Practise 1
- Practise 2
- Qualification 1
- Qualification 2
- Warm Up (or Happy Hour)
- Race 1
- Race 2
The exact layout will be provided in the league Format.

23. Drivers can only enter the event server during *practise or warm up sessions* if they are present in the league and if the game allows it. Drivers may join *pre-qualification* at any moment within the designated timeframe. No one is allowed to join during *qualification sessions*, to avoid collisions with invisible cars during qualification hotlaps.

24. Pre-qualification is used in leagues that have to deal with multiple groups as a result of a great amount of sign ups. The pre-qualification is held prior to the actual event and its result determines who drives in what group for that event. It can be used as a one-time session prior to a league to determine the groups for the entire season, or as a session prior to every event to determine the groups for that specific event.

25. If a pre-qualification is held in a league, all drivers that wish to drive must participate in it and set a laptime. Drivers that do not participate and set a laptime in the pre-qualification do not qualify for the league or event.

26. Non-qualified drivers can request to participate in the league or event. To do this they must contact the Race Direction. If they are allowed to participate, they will be put on the back of the list, meaning they will participate in the last group.

28. The Race Direction can decide to inflict a certain weather condition on the event (wet, dry, changeable, etc.). In case this happens it will be announced prior to the event. Whenever there is no announcement the weather is set to 'Sunny' or 'Dry'.

29. The Race Direction holds the right to postpone an event at any time in case they deem it necessary. If this happens a new season schedule will be released shortly after postponing the event.

Absence

30. If a driver has signed up for a league but cannot be present at a certain event he is kindly requested not to qualify in pre-qualification. If the driver has already qualified for the event, or if there is no pre-qualification, he must report his absence to the Race Direction at least 24 hours before the event.

31. If, for whatever reason, the driver could not report his absence in time he is requested to do this as soon as possible after the deadline, but always before the next

event. In the meantime the driver is automatically disqualified for the next event, until he reports his absence for the previous event.

Downloads
32. If a certain league or season requires a driver to download certain files he is expected to do so. If the driver is unwilling or unable to do this he will be removed from the league. Downloads can be:
- Game updates and patches
- Mods
- Tracks
- Carskin templates or layers
- Skinpacks

33. Downloads will be made available whenever they can be made available. The Race Direction can not guarantee they will be in the Format from the very moment it is made available, but the aim is to provide the drivers with them as soon as possible.

Cars, Skins and Numbers
34. Drivers are allowed to use only one car per league or season. What cars a driver can choose from for a certain league or season is displayed in the Format when it is made available.

35. Drivers do not have to report their choice of car. The driver enters the first pre-qualification with the car of his choice and will not change it after that. In case there is no pre-qualification the car in which the driver enters the first event counts.

36. If a driver enters an event in a different car then he entered with in the first pre-qualification (or first event) he will be removed from the league.

37. In some leagues drivers are allowed to enter their car in a custom made livery or carskin. If this is the case it will be displayed in the Format.

38. If custom made carskins are allowed RaceDepartment might want their sponsors and logos on it. In this case all participants are provided a basic template which they can further 'paint' as they like. The RaceDepartment provided features on the basic template may however not be touched. Drivers that do not wish to customise a skin will drive with a standard RaceDepartment provided carskin. In some cases, however, this is no option and drivers will have to send in a customised carskin in order to be able to participate in the league.

39. All custom made carskins are to be send to a designated place or address before the deadline. The deadline is displayed in the Format when it is made available. Carskins that are received after the deadline has expired will not be present in the skinpack and cannot be used in the league.

40. Only one carskin per driver can be used. It has no use to send multiple carskins for one driver.

41. The received carskins will be put into one or more skinpack(s) and will be uploaded for all drivers to download. All drivers must have this skinpack before they enter a pre-qualification or event.

42. If custom-made carskins are allowed in the league, all drivers will be assigned a startnumber and they have to display it on their carskin. Each driver must have a unique startnumber and thus no two drivers can have the same (with the exception of Single Drivers).

43. The startnumbers must be displayed clearly on the car. The startnumber must be displayed on at least two spots of the car and must be of significant size. If the startnumbers are too small or too few (less than two) the carskin will not be put in the skinpack.

44. If the default game carskins are used, drivers do not need to send in a carskin, do not have to pick a startnumber and their startnumbers do not have to be unique.

Guidelines on the Behaviour of the Drivers

The following articles are guidelines. They can help drivers to understand how to drive and to understand the point of view of the Race Direction. These are not necessarily rules and they can therefore not always be broken. However, the Race Direction finds it important that drivers try to keep to these guidelines and therefore excessive or structural deviation away from these guidelines might results in penalties. In the end some of these guidelines will be treated like rules.

General
45. All drivers must behave properly on the track. This means that they do not ram each other, that they don't swear at each other and that they try to avoid heavy contact between their cars if they can. All drivers are expected to make good use of their mirrors and to stay aware of their environment as much as possible, especially when they are in battles or when they re-enter the track after an accident. Furthermore, there is no room for violent vengeance in our leagues, only redress in a sportive way is allowed.

46. Drivers that do no show (enough) respect can be removed from the leagues, either temporarily or permanent.

47. Drivers are expected to be able to handle their cars properly and to know the tracks well enough to avoid accidents. They also need to know the rules of the game (the software) and respect those. Drivers that lack these abilities and knowledge will be removed from the league.

The Track
48. Drivers must respect the boundaries of the track at all times and thus stay on it with at least the two left or the two right wheels, unless an exception on this article is announced in the Briefing.

49. The track is the tarmac between the (white or yellow) lines and the curb stones. Grass, sand- and gravel traps and tarmac behind the lines are not considered part of the track.

50. Drivers are allowed to use the tarmac behind the lines with the two wheels that do not necessarily have to stay on the track.

51. Drivers are not allowed to use the grass or sand- and gravel traps as a part of their racing lines, not even with the two wheels that do not necessarily have to stay on the track.

Flags
52. Drivers are expected to answer to flag signals that are shown to them. Usually these rules are already integrated in the game, but just for the clarity of things the most common flags in online racing are reviewed here as well:
A) <u>Yellow Flag</u>: Danger! Slow down and be cautious. Do not hasten at the location of the accident. Be careful and avoid new accidents.
B) <u>Blue Flag</u>: A faster driver approaches you. Let him pass without resisting as soon as possible. The slower driver is advised grant the faster driver some space for a proper

overtaking manoeuvre and then to wait him to make it. The faster driver is expected to remain calm and patient and wait for the slower driver to grant the space necessary for a clean pass. Both drivers are to respect each other. Mind that both are driving a race and that the interests of the one are not more important than the interests of the other, even if it is about the lead.

C) <u>Black Flag</u>: You are disqualified and must drive to your pit box immediately. In the games the black flag is usually signalled when a driver is given a Stop and Go. In this case the driver must simply redeem the penalty.

D) <u>Green Flag</u>: The track is free and the race continues. Drivers may *not* accelerate, and must thus keep a steady slow pace, *before* the green flag is shown.

The Start and First Laps

53. During the start sequence and the first few laps drivers are expected to handle their car and the situation they are in with extra care and precaution. These are the laps where the most accidents happen, because the car responds differently with the still cold brakes and tyres and a full tank of fuel. We expect drivers to take it easy on those first laps and avoid (causing) accidents.

54. The start can be 'standing' or 'rolling'. The Format displays which procedure will be used.

The Formation Lap

55. It is possible that a race starts after a formation lap, instead of having no formation lap. There are two possible procedures:

A) <u>Game controlled formation lap</u>: The game deals with the formation lap itself. Instructions are provided by in-game mechanisms and drivers are to follow these.

B) <u>Manual formation lap</u>: No in-game mechanisms are used and the leader acts as the pace car. During the formation lap drivers must stay at a constant low speed of 80-100 km/h and drive in a single line (single filed). The formation lap ends in the last turn. The leader may then choose to hit the throttle. No one is allowed to overtake another driver or the safety car before they enter the main straight.

If there is a formation lap prior to the race it will be announced in the league Format when it is made available.

56. It is forbidden to make sudden moves during the formation lap. This means no excessive swaying (zig-zag) or sudden, unnecessary stops (brake tests etc.).

57. If at any point a driver crashes or spins during the formation lap he must wait for the whole field to pass and join the queue all the way at the back.

Overtaking

58. The overtaking driver must respect the presence of the defending driver. He must therefore try to avoid hitting him and is not allowed to use the defending car physically to make the pass possible.

59. The overtaking driver can make as many manoeuvres on the defending driver as he deems necessary, but has to respect the fact that the defending driver is allowed to defend his position to some extend.

60. When overtaking on a straight, the overtaking driver must move his car alongside (not through!) and then past the defending car. The pass has succeeded when the overtaking car's nose is past the defending car's nose and is clean if the overtaking driver did not push the defending car aside.
The roles then switch!

61. When overtaking through the inside of a corner, the overtaking car's nose should be about halfway past the defending car at the turn-in point of the corner and must be at

proper speed to make it through the inside of the corner, without hitting the defending car. If both conditions are respected the pass is clean.

62. When overtaking through the outside of a corner the overtaking driver has two options
A) He moves his car around the defending driver and stays on the outside, respecting the defending driver on the inside. The pass succeeds when the overtaking car's nose is past that of the defending car and is clean if the overtaking car kept a proper line, without hitting the defender.
B) The overtaking driver let's the defending car pass and tries to move past him on the inside without hitting the defending car. The pass succeeds when the overtaking car's nose is past that of the defending car and is clean when he has not hit the defending car while moving his car through the corner.

63. If a pass was not clean the overtaking driver can be held responsible for possible accidents and risks a penalty.

Defending
64. The defending driver must respect the presence of the overtaking driver. He must therefore try to avoid hitting him and is not allowed to use the overtaking car physically to avoid the pass from happening.

65. When defending on a straight, the defending driver may change the race line he chose out the exit of the previous corner only once per straight. However this changing of the race line must not force the overtaking driver to brake or move off the track. If these conditions are respected the defence on the straight is clean.

66. When defending on the inside of a corner (with the overtaking car on the outside) the defending driver must make sure he can make it through the corner without forcing the overtaking car to go off track. If these conditions are respected the defence on the inside of the corner is clean.

67. When defending on the outside of a corner (with the overtaking car on the inside) the defending driver must respect the overtaking car's presence, but is allowed to keep to his regular racing line, regardless of the overtaking car, until the overtaking car has moved about halfway past the defending car. In the latter case the defending driver has to grant the overtaking car enough space to make it through the corner and has to take a wider race line. If these conditions are respected the defence is clean.

68. If a defensive manoeuvre was not clean the defending driver can be held responsible for possible accidents and risks a penalty.

The Pit lane and Pit stops
69. When a driver enters the pit lane he is expected to be on the maximum pit lane speed and is expected to have his pit limiter switched on. Drivers are not allowed to speed in the pit lane and are not allowed to switch the pit limiter off before exiting the pit lane. If not pit limiter is present in the game drivers must take care of not exceeding the pit lane speed themselves.

70. When a driver exits the pit lane he must respect the (white or yellow) line that is an extension of the pit wall. He may however turn the pit limiter off.

71. Drivers may enter the pit lane and make pit stops as often as they deem necessary, as long as it is after the first lap and before the last lap and as long as the game allows it. Only when a driver needs to repair damage he may enter the pit lane during the first or last lap.

72. In some races pit stops are mandatory. If this is the case it is explicitly announced in either the Format or the Briefing, or both. Either one or both documents will also display what the pit stop requirements are, if there are any. If a mandatory pit stop is ignored the driver in question will be disqualified.

When the Car Stops Running
73. If at any time a car is no longer able to continue on its own, either because of damage or a lack of fuel, the driver is expected to move the car off the track and avoid accidents. He must then press the ESC-key to exit the race.

74. A car may in no way be helped to continue to race if it can no longer run on its own. Cars that help such cars will be disqualified.

Chatting
75. To avoid drivers being distracted from racing chatting must be reduced to the minimum. This means that no one is allowed to chat during qualification and race session, unless he has important information. During pre-qualification, practise and warm up sessions chatting is allowed.
When a race has ended and all drivers have finished, drivers are allowed to chat again.

76. To ensure safety driver are allowed to use the following messages:
- "Entering Pit Lane"
- "Leaving Pit Lane"
- "Slowing to the Pit"
- "Damaged and Off Pace" (Advised when you are severely damaged)
- "Pass Me", (Also allowed in combination with directions and a driver's name)
- "CAUTION!" (In case of a major incident that is potentially dangerous for other drivers)
We advise drivers to preset these as quick-chat messages in the game.
This article is an exception to the previous article.

Incidents and Complaints

Incidents and Reports
77. In case a driver was involved in or witnessed an incident or violation of the rules he can call upon the Race Direction to investigate the matter. He can do this by sending an incident report through e-mail to one of the Race Directors. The e-mail address will be displayed in the Format. The reporting driver must watch the incident on replay before reporting it to the race direction

78. An incident report must contain the following information:
- Group number
- Race number
- Involved drivers or car numbers
- Time of the incident (the replay time in seconds)
- Short description of the incident
The incident report is expected to be written in a calm tone. Offensive and frustrated reports will be discarded.

79. Incident reports can only be sent in the first 48 hours after the event has finished, but not in the first three hours.
After they have investigated the incident the Race Direction will issue penalties and announce on who and why they were inflicted, before the next event of the league.

80. If the amount of incidents is too big to write a proper explanation of all of them, only the penalties and penalised persons will be displayed. Anyone that then wishes an incident to be explained can contact the Race Direction about it and will receive an explanation.

81. Decisions by the Race Direction concerning incidents are final and stay final. Communication that is aimed at the alternation of inflicted penalties is therefore useless.

Penalties
82. The Race Direction can inflict the following penalties on drivers after the race:
- <u>Official Warning</u>: Next penalty will be heavier.
- <u>Points Deduction</u>: Points deducted from the race in question.
- <u>Time Penalty</u>: Added time to the total race time of the driver in question.
- <u>Disqualification</u>: Disqualification for the race in question.
- <u>Exclusion from the league</u>: Driver is no longer welcome in the league.

83. In some occasions one or more Race Directors can be present in the server (as Race Directors, not as drivers) and inflict penalties on drivers during the race. Drivers are to respect these penalties. Drivers that ignore their penalties will be disqualified for the race in question. These are the possible penalties inflicted by the Race Direction during the race:
- <u>Stop and Go Penalty</u>: A driver must enter the pit lane and stop at his pit box for 10 seconds. This penalty cannot be combined with pit stop activities.
- <u>Drive-Through Penalty</u>: A driver must drive through the pit lane with the pit limiter on and may not stop at his pit box.

Final Word

On behalf of RaceDepartment the Race Direction wishes you a pleasant league racing experience.