



RFACTOR RACERS WORLD FORMULA ONE LEAGUE SEASON 3 - RULES AND REGULATIONS

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GENERAL LEAGUE RULES AND RACE REGULATIONS

1) GENERAL RULES

All drivers and admins participating in the league undertake to observe all the rules in all parts of the league rule book.

Each driver must accept and understand the rule book, and inform the LAT, before they can compete in the league.

A driver's presence at a league event is an implicit statement of acceptance of the rule book.

2) LEAGUE ADMINISTRATION TEAM (LAT)

The LAT is in charge of the league, and all of the league events.

The LAT are responsible for the following aspects of the league:

- Drivers, driver roster, driver applications
- Server, mod, tracks, rules
- Calendar of events
- Penalties

The LAT are responsible for the following at each league event:

- Server - moving from session to session on time; server settings
- Drivers - driver adherence to the rules (chatting, behaviour, etc)
- Results - Grid order; grid editing; recording of results - **times from each qualifying session and the final race times must be recorded by an LAT member (at least screenshot)**
- Running - Starting and/or stopping a race
- Communication - communicating to drivers what is happening, and what will be happening

3) DRIVERS AND APPLICATIONS

League events are only open to drivers on the current driver roster.

Applications to compete in the league must be submitted the LAT. Applications are only open to registered members of the official league forum.

The LAT will study all applications and accept or reject.

A successful application will be placed on the regular or reserve list dependent on 'free seats'.

The LAT will decide which teams drivers are assigned to. This is to ensure fair teams.

A driver may change teams if there is an open seat or he/she can agree a swap with another driver.

Drivers who were competitors at the final Event of the previous season have first refusal of the seats for the next season.

If in the opinion of the LAT a driver fails to operate himself/herself within the standards of the League or the R&R, the LAT may ban such competitor from the League forthwith.

Any driver who leaves the League loses the right to their seat and must go through the application process again.

Reserve drivers:

- Reserve drivers are drivers who will fill empty seats at a League Event
- When a driver confirms that he is 'out' of a race, the LAT will contact a reserve driver to ask him to fill the empty seat for that race
- Reserve drivers will be contacted in the order that they were registered as reserve drivers until all empty seats for any League Event are filled

New drivers:

- Reserve drivers that are new to the league must start their first race from the pit lane.
- There is a two race probation period for all new drivers (including their first race). Stewards will examine new drivers closely in this period.
- Any collisions caused in the probation period will result in a 'back of the grid' penalty for the next race.

4) LEAGUE EVENTS

League events will take place on the league server, using the current league modification and track list.

The modification and track list is decided by the LAT.

The calendar of league events is decided by the LAT, and may be modified at any time.

An event may be cancelled if fewer than 10 drivers are available for it.

Participation rules:

- If a driver cannot participate in a race he must post a clear message in the 'opener' thread for that race stating to the LAT that he is 'out'. If he does not, he will receive a warning (for Unexplained Race Absence - URA).
- Drivers must confirm they are 'out' of a race no later than 24 hours before the start of that race.
- If a driver declares he is 'out' less than 24 hours before the start of a race, it will be treated as a URA.
- A driver's confirmation that he is 'out' of an event is final and may not be changed. This is to ensure fair treatment of reserve drivers.
- If a driver misses consecutive races without notifying the LAT he will receive a penalty point.
- If a driver misses a third consecutive race without notification he will lose his seat, and be added to the reserve driver list.
- If a driver misses six races, consecutively or non-consecutively, with or without notification, he will lose his seat, and be added to the reserve driver list.

5) CHAMPIONSHIP

The rFactor Formula 1 Racers League driver's championship title will be awarded to the driver who has scored the highest number of points across all events.

The title of rFactor Formula 1 Racers League Champion Constructor will be awarded to the team which has scored the highest number of points across all events; results from the two highest placed cars at each event taken into account.

Points scale for both titles:

1st :	25 points
2nd :	18 points
3rd :	15 points
4th :	12 points
5th :	10 points
6th :	8 points
7th :	6 points
8th :	4 points
9th :	2 points
10th :	1 point

There is no point for pole position, and no points are awarded in qualifying.

If two or more constructors or drivers finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded to:

- a) The holder of the greatest number of first places.
- b) If the number of first places is the same, the holder of the greatest number of second places.
- c) If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.
- d) If this procedure fails to produce a result, the League Administration will nominate the winner according to such criteria as it thinks fit.

6) RACE WEEKEND

Stewards may award penalties or warnings for actions and incidents that occur in any session on the league server.

OFFICIAL PRACTICE

Official Practice begins at approximately 13:00 UK time on the day of the event.

- 2 hours
- No pit lane speed limit
- Chatting allowed

QUALIFYING

The official Qualifying session begins at 15:00 UK time on the day of the event.

- 2 sessions
- No chatting
- Pit lane speed limit in force
- No Parc Fermé

Qualifying 1:

- Open to all drivers
- 15 minutes
- Unlimited laps

Qualifying 2:

- Open to the top 10 drivers of Qualifying 1
- Drivers may complete 1 timed lap only
- Drivers may only drive when called to the track by the LAT
- Drivers will be called in Qualifying 1 order from p10 to p1

Any timed lap started before the end of the session (when the clock reaches 0:00) may be completed.

If a driver is deemed to have stopped unnecessarily on the circuit, or in any way impeded another driver during qualifying, he may receive a penalty.

In the event that qualifying cannot take place at all, the grid order for the race will be the current championship positions, with any tie positions determined by best finish.

WARM-UP

- 5 minutes
- No pit lane speed limit
- Chatting allowed

➤ No Parc Fermé

If a driver disconnects during the warm-up they lose the right to participate and to their grid position. If they can reconnect before the end of the warm-up session they may race from the grid position rFactor decides. The race will not be delayed for any disconnected driver.

RACE

Race distance is 50% of the real life counterpart grand prix, or a distance decided by the LAT.

Restarts are only permitted in case of server failure, if grid order has been incorrectly set, or if all but one driver is DNF before 5 laps have been completed.

Drivers who lose their connection lose the right to race. Only in the event that more than 50% of drivers lose connection between the end of the Warm-Up and the start of the Race, the Warm-Up session will be restarted, and will be run for its duration or until all disconnected drivers have returned.

Chatting is strictly forbidden until all drivers have finished the race. Drivers may chat to each other using the */w name message* command. Communications may however be made by the stewards. Chatting will be penalised. Any driver who does not stop chatting may be kicked from the race and penalised further.

All drivers must make at least one pit stop in the race. This pit stop must be before the last lap.

7) SUSPENDING A RACE (RED FLAG RULE)

In the case of a server failure resulting in disconnection of all drivers, the race is suspended and the LAT will call a Red Flag.

If less than 2 laps have been completed, there will be a complete race restart.

If more than 2 laps but less than 50% of the race distance has been completed, the race will be resumed at a later time.

If more than 50%, but less than 75%, of the race distance has been completed, the race will be ended and half points will be awarded.

If more than 75% of the race distance has been completed, the race will be ended and full points will be awarded.

In the event that a race is red flagged for a second time - regardless of race distance completed - the race will not be restarted. The above articles are then applied.

RESUMING A RACE

The time and date of a race restart or race resumption is at the discretion of the race director and server director, but they should follow these guidelines:

- a) If all qualified drivers (except those already DNF) are still online, and the server (or backup server) can be prepared for the race within 20 minutes from the server failure, the race will be resumed the same day. All qualified drivers (except those already DNF) must be present at the restart or Article b) will be applied.
- b) If all qualified drivers are not still online, the race will be resumed at the next available Sunday (at 15:00 UK time), and this will be announced by the LAT on the official Forum. Drivers must confirm their participation again.

If the race is to be completely restarted, the race distance will be the total race distance defined for the specific Event, and the grid order will be the same as the original start. Practice, Qualifying and Warm-Up will not take place. Drivers who were DNF in the original start may take up their original grid position again however their presence is not essential.

If the race is to be resumed, the race distance will be the number of laps remaining for the leader, at the moment of server failure, less one lap. The lap the lead driver was on at the moment of server failure is assumed to be completed. The grid positions will be the exact race positions at the moment of server failure. Drivers who were DNF at the time of the server failure will not be allowed to race.

8) FINISH, CLASSIFICATION AND RESULTS

In the case that a race is finished before the scheduled race distance (red flag rule) the race will be deemed to have finished when the leading car last crossed the start/finish line.

If a race is suspended and cannot be resumed:

- no points will be awarded if the leader has completed less than two laps
- half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance
- full points will be awarded if the leader has completed 75% or more of the original race distance.

Provisional results will be published immediately after the race by the LAT.

Official results will be published after stewards have completed all investigations into event incidents and amended the classification accordingly.

PENALTY SYSTEM

1) INCIDENTS

Incidents in a league event will be investigated by three stewards appointed by the LAT as soon after the event as possible, and before the next race.

For an incident to be investigated by the stewards, it must be reported to the stewards within 24 hours of the end of the Event or Race.

Incidents must be reported to stewards directly via private message on the Official Forum with the following information:

- Lap of incident
- Drivers involved
- What happened

The stewards may impose any penalty (or warning) set out in the rule book for any incident if 2 of the 3 stewards agree.

2) PROTEST AND APPEAL

A protest or appeal may only be made against a penalty imposed for a driving infringement:

- a) That causes a driver to lose championships points.
- b) Where the stewards have missed a significant fact that may have led to an incorrect penalty.

Drivers must submit their appeal, including evidence (complete and intact race replay) to the stewards within 24 hours of the penalty being published or received.

Stewards will only consider appeals for incidents that may have been caused by circumstances outside of the control of the driver.

3) PENALTIES

Penalties may be awarded as punishment for incidents as described in Article 1. There are 9 penalties. The penalty scale is as follows:

1) Warning - This will be sent as a private message to the driver. If it is because of a race incident, it will be published with the other penalties for that race.

2) Start from the back - Driver starts their next race from the back of the grid. **They may take part in Qualifying 1 only. This is to determine grid order if there are multiple drivers serving this penalty. If a driver serving this penalty is in the top 10 of Qualifying 1, their time will be ignored and their place in Qualifying 2 will be taken by a driver not serving any penalty.**

3) Start from the pits - Driver starts their next race from the pit lane. The order of drivers starting from the pit lane is determined by the order they arrive at the end of the pit lane.

4) Drive-through time penalty - Driver has the time equivalent of a drive-through penalty added on to their race time (15 seconds).

5) Stop-and-go time penalty - Driver has the time equivalent of a stop-and-go penalty added on to their race time (25 seconds).

6) Disqualification (DQ) - Driver is disqualified from the race.

7) Race ban - Driver will not be able to take part in the next race (can be multiple).

8) League ban - Driver is banned from the league and may no longer take part in any events or use the RRL servers.

9) (Qualifying) Lap time(s) cancelled - If a driver cuts and gains an advantage on a qualifying lap, that lap time will be cancelled. If a driver blocks and hinders another driver during qualifying, all his lap times will be cancelled.

4) PENALTY POINTS SYSTEM

When a driver receives any penalty (excluding warning) he will also receive a penalty point.
Receiving 3 warnings will result in 1 penalty point being awarded.

Multiple points lead to additional penalties.

- 3 points - start next race from back
- 4 points - start next race from back
- 5 points - start next race from pits
- 6 points - start next race from pits
- 7 points - race ban
- 8 points - meeting with LAT

The penalty for incurring 3 points will be applied to the race following the imposition of the 3rd penalty point. The penalty for incurring 4 points will be applied to the race following the imposition of the 4th penalty point, and so forth.

Penalty points and warnings are recorded for each driver in a table, and will only be revoked at the discretion of the LAT.

Any grid drop penalty must be announced 72 hours before the start of qualifying for the next event, otherwise it will be applied at the following event.

There is a maximum of 1 penalty point and 1 warning for each event.

5) TYPICAL INCIDENTS AND PENALTIES

The following is a list of typical incidents and the penalty they will incur. This list is not definitive however and the stewards may award other penalties for incidents not included on this list.

GENERAL

- 5.1 Chatting during qualifying or race - **WARNING**
- 5.2 Speeding in the pit lane during qualifying - **WARNING**
- 5.3 Jumping the pit lane queue before qualifying - **WARNING**
- 5.4 Jumping the queue of cars starting the race from the pit lane - **DRIVE THROUGH**
- 5.5 Blocking another driver's hotlap in qualifying - **START FROM THE BACK**
- 5.6 Not making a pit-stop during the race - **DISQUALIFICATION**
- 5.7 Speaking disrespectfully to other drivers - **ANY PENALTY (DEPENDENT ON SEVERITY)**

CUTTING

- 5.8 Cutting to gain track position during qualifying (outlap) - **WARNING**
- 5.9 Cutting to gain an advantage during qualifying (hotlap) - **LAP TIME CANCELLED + WARNING**
- 5.10 Passing another car outside of the track limits and not giving position back - **DRIVE THROUGH**
- 5.11 Consistently cutting a corner, or going outside track limits to gain an advantage during the race - **ANY PENALTY (DEPENDENT ON SEVERITY) from WARNING to DISQUALIFICATION**

COLLISIONS

NOTE - Collisions can be caused by the driver in front (shutting the door unfairly) or from behind (careless braking or bumping).

- 5.12 Causing an avoidable collision AFTER LAP 1 that results in another driver losing time (spin) and places, but letting them recover position - **WARNING**
- 5.13 Causing an avoidable collision ON LAP 1 that results in another driver losing time (spin) and places - **DRIVE THROUGH** - (do not slow to allow driver to recover position on lap 1. This is dangerous)
- 5.14 Causing an avoidable collision AFTER LAP 1 that results in another driver losing time (spin) and places, and not letting them recover position - **DRIVE THROUGH**

5.15 Causing an avoidable collision that results in another driver receiving damage (front wing, rear wing, wheel, or puncture) - **STOP AND GO**

5.16 Causing a deliberate crash with another driver - **RACE BAN**

FORCING ANOTHER DRIVER OFF THE TRACK

5.17 Forcing another driver off the track - **WARNING**

5.18 Forcing another driver off the track and causing them to lose time (spin) or lose places - **DRIVE THROUGH**

5.19 Forcing another driver off the track and causing them to crash and/or damage their car (front wing, rear wing, wheel, puncture) - **STOP AND GO**

DANGEROUS OR ERRATIC DRIVING

5.20 Blocking and weaving (dangerous driving) - **DRIVE THROUGH**

5.21 Blocking and weaving that leads to a collision - see collisions (above)

5.22 Erratic driving with a damaged car that causes other drivers to stop, slow or swerve - **WARNING**

5.23 Erratic driving with a damaged car that causes a collision with another driver - **DRIVE THROUGH**

5.24 Erratic driving with a damaged car that causes another driver to crash and/or damage their car (front wing, rear wing, wheel, puncture) - **STOP AND GO**

UNSAFE PIT-BOX RELEASE

5.25 Unsafe pit-box release causing another driver to stop, slow or swerve - **WARNING**

5.26 Unsafe pit-box release causing a collision with another driver - **DRIVE THROUGH**

5.27 Unsafe pit-box release causing a collision that results in another driver receiving damage (front wing, rear wing, wheel, or puncture) - **STOP AND GO**

CROSSING PIT EXIT LINE

5.28 Crossing the pit exit line - **WARNING**

5.29 Crossing the pit exit line and gaining any advantage - **DRIVE THROUGH**

5.30 Crossing the pit exit line with other cars nearby - **DRIVE THROUGH**

5.31 Crossing the pit exit line and causing another driver to stop, slow or swerve - **STOP AND GO**

5.32 Crossing the pit exit line and causing a collision with another driver, or causing another driver to crash or damage their car (front wing, rear wing, wheel, puncture) - **DISQUALIFICATION**

REJOINING THE TRACK

5.33 Rejoining the track unsafely causing another driver to stop, slow or swerve - **WARNING**

5.34 Rejoining the track unsafely causing a collision with another driver - **DRIVE THROUGH**

5.35 Rejoining the track unsafely causing another driver to crash and/or damage their car (front wing, rear wing, wheel, puncture) - **STOP AND GO**

IGNORING BLUE FLAGS

5.36 Ignoring blue flags - **WARNING**

5.37 Ignoring blue flags and causing driver to lose time (spin) or places - **DRIVE THROUGH**

5.38 Ignoring blue flags and causing a collision with driver on a different lap - **STOP AND GO**

5.39 Ignoring blue flags and causing a driver to crash and/or damage their car (front wing, rear wing, wheel, puncture) - **DISQUALIFICATION**

DRIVING REGULATIONS (RACING CODE)

1) CONDCUT

Drivers must follow the Racing Code during all Events and also during Free Practice. The Racing Code is the rules of conduct, setting out responsible and respectful behaviour that all drivers should follow, to ensure that everyone has a fun and enjoyable experience.

This involves adopting a 'simulation' mindset - do not do anything in the game that you would not do in real life, and be aware of your limits as a driver - you are not racing alone, show care to your opponents.

Do not cause damage or danger to any other driver on the circuit or in the pit lane. Be respectful to other drivers in the server chat; do not try to offend or defame others, or use cursing or swearwords

A race is not won at the first corner - to finish the race first, first you must finish. Please take extra care into the first corner, as tyres and brakes are cold, and fuel loads are at their maximum. You may also be receiving a slipstream effect from the car in front. It will therefore take a longer than normal distance to stop. Crashing at the start ruins yours' and others' races.

When making a pass or overtake, take great care to not make contact with the car you are passing. Be aware that if you are behind another car in the braking zone, due to the slipstream effect and resulting speed differential, your braking distance will be longer. Do not make wild lunges that could result in both you and your opponent losing time, positions and receiving damage.

Please respect faster drivers in all sessions, official or not. If you see a blue flag, please move over at the first available opportunity. Check your mirrors!

If you do cause a collision, please allow the driver to retake his place within one lap, and you will not receive a penalty. Do not attempt to do this on the opening lap however.

2) GENERAL DRIVING

2.1 Drivers may use only the following aides:

- a) Traction control (Full)
- b) Anti-Lock Brakes (Full)
- c) Automatic transmission/gear changes (Full)
- d) Auto-clutch

2.2 Technical settings for the league:

- a) 35% damage multiplier
- b) Tyre wear - x5
- c) Fuel consumption - normal
- d) Fixed setups are not required

Refuelling is not allowed. Drivers must ensure that they have adequately fuelled their car to complete the race distance.

Drivers may change tyres as many times as they like. Tyre compounds for each Event will be announced in the opening thread on the official League Forum for each Event.

Drivers are encouraged to reduce graphics levels to as low as they can. This is in order to reduce FPS rate and increase video card performance, which helps to lower ping and lag, leading to a better racing experience for all drivers.

Drivers must make at least one pit stop in the race. This pit stop must be before the last lap.

2.3 Drivers must use the track at all times. For the avoidance of doubt the white lines defining the track edges are considered to be part of the track but the kerbs are not.

A driver will be judged to have left the track if no part of the car remains in contact with the track.

Should a car leave the track the driver may rejoin, however, this may only be done when it is safe to do so and without gaining any advantage.

Leaving the track and gaining an advantage will be deemed 'cutting' and may be punished.

If however, a driver cuts through a chicane or takes a shortcut either to avoid an impact or through a genuine error, he/she will not be penalized. In doing so, the driver must not take a shortcut at full speed but reduce his speed so as not to gain advantage from the manoeuvre. Any positions gained from such a manoeuvre must be given up within 1 lap, unless the position was gained due to a crash, or the other driver has DNF.

2.4 More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

- 2.5** Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.
- 2.6** As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake. Failure to respect blue flags will lead to a penalty.
- 2.7** Drivers must drive within the Racing Code, and show that they are in clear control of the vehicle, having done at least some basic driving with the car at the circuit.

2.8 OVERTAKING

- Overtaking should be without any contact. Do not make 'lunges' from many car lengths behind.
- Overtaking drivers should be spatially aware of their car and not cause a collision, or force another driver off the track (from behind) with their overtaking move.
- Drivers that are being overtaken should also be spatially aware of their car. If a driver is alongside you at the braking point and still alongside you at the turning point for a corner, do not turn in on them. Know when the corner is lost.

3) PIT ENTRY, PIT LANE, AND PIT EXIT

3.1 Drivers must not follow another car into the pit entry, unless they are intending to pit.

3.2 The pit lane is divided into two lanes:

The 'fast lane' is the lane closest to the pit wall. Drivers must use the fast lane to drive through the pit lane to their pit box when making a pit stop.

The 'slow lane' is the lane closest to the garages. Drivers may only drive through the slow lane when moving in to a pit box from the fast lane.

3.3 Drivers may only move from one lane to another when it is safe to do so. Drivers must ensure that when they leave their pit box in the slow lane, and return to the fast lane, that they do not endanger another car.

3.4 Drivers must not cross over the white line that defines the pit exit lane. Failure to stay within the pit exit lane will result in a penalty. Cars may only cross the white line to avoid an accident either from in front or from behind. In the case that a circuit does not have pit exit lane, the stewards and race director will define a safe pit exit before the Event.

3.5 When leaving the pit lane and rejoining the circuit, drivers must not endanger drivers already on the circuit.

4) GENERAL SAFETY

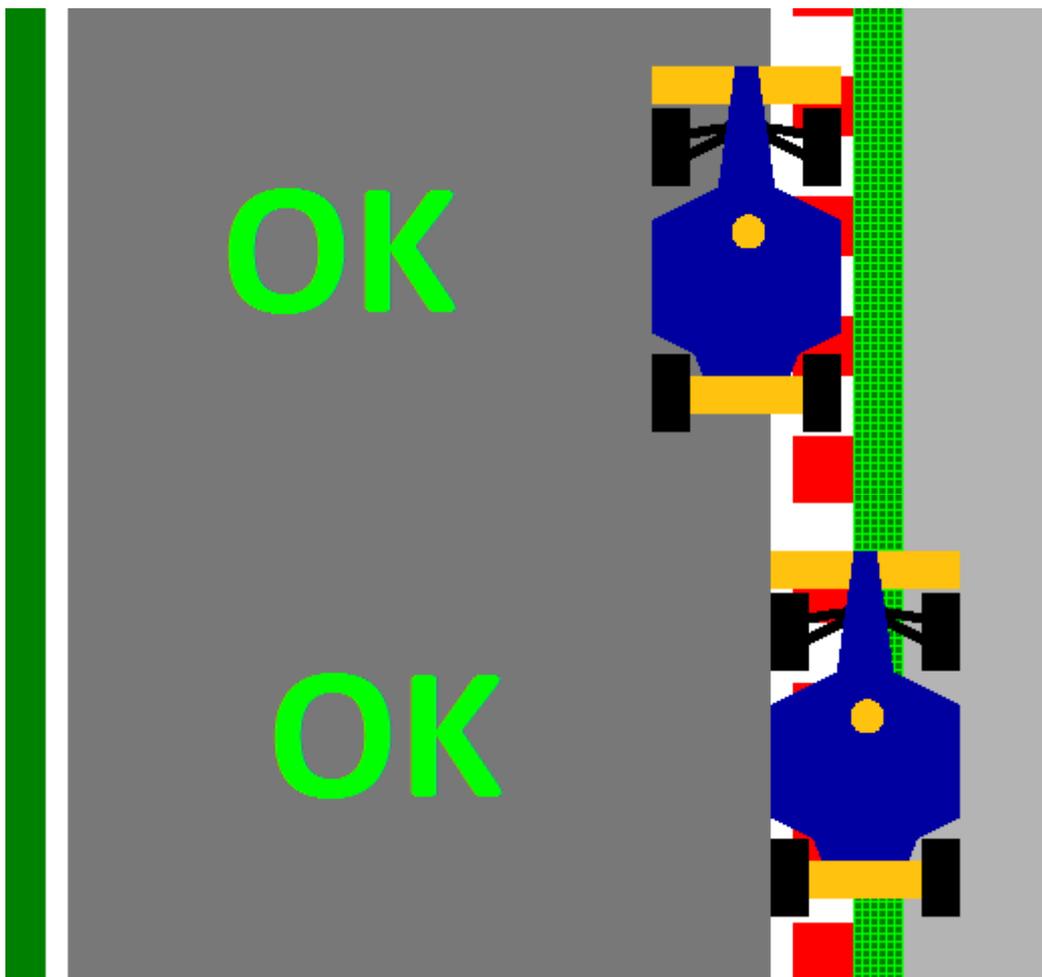
- 4.1** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position.
- 4.2** If a driver's car has stopped, is moving slowly, or is not facing in the direction of the course, due to mechanical fault (engine or otherwise) or due to accident or incident, they must move it to safe position, whilst not endangering any other drivers, as quickly as they can. If the driver must retire, they must exit to the monitor as quickly as possible to avoid interfering with another driver's race.
- 4.3** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

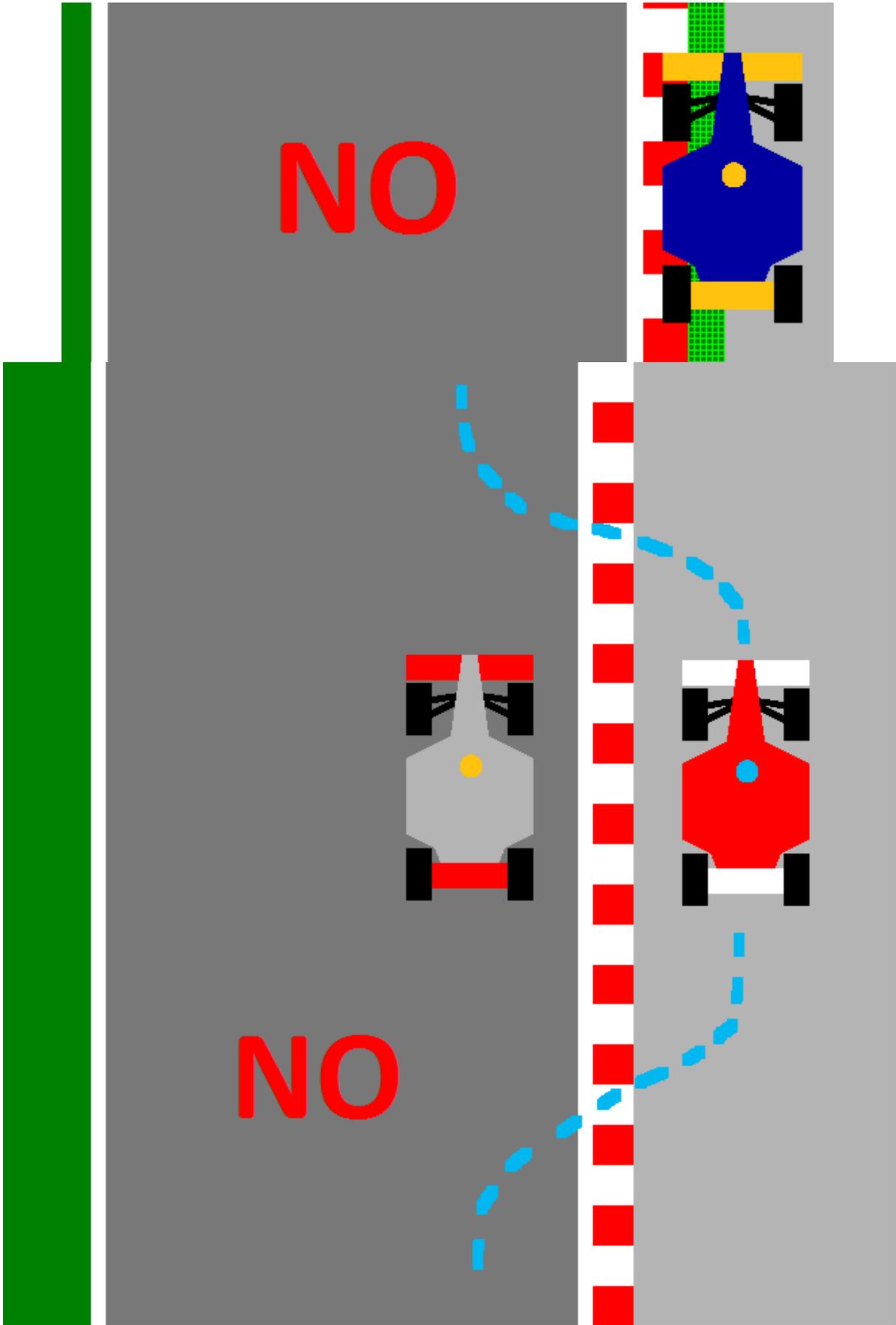
RACING CODE DIAGRAMS

Track limits (Article 2.3):

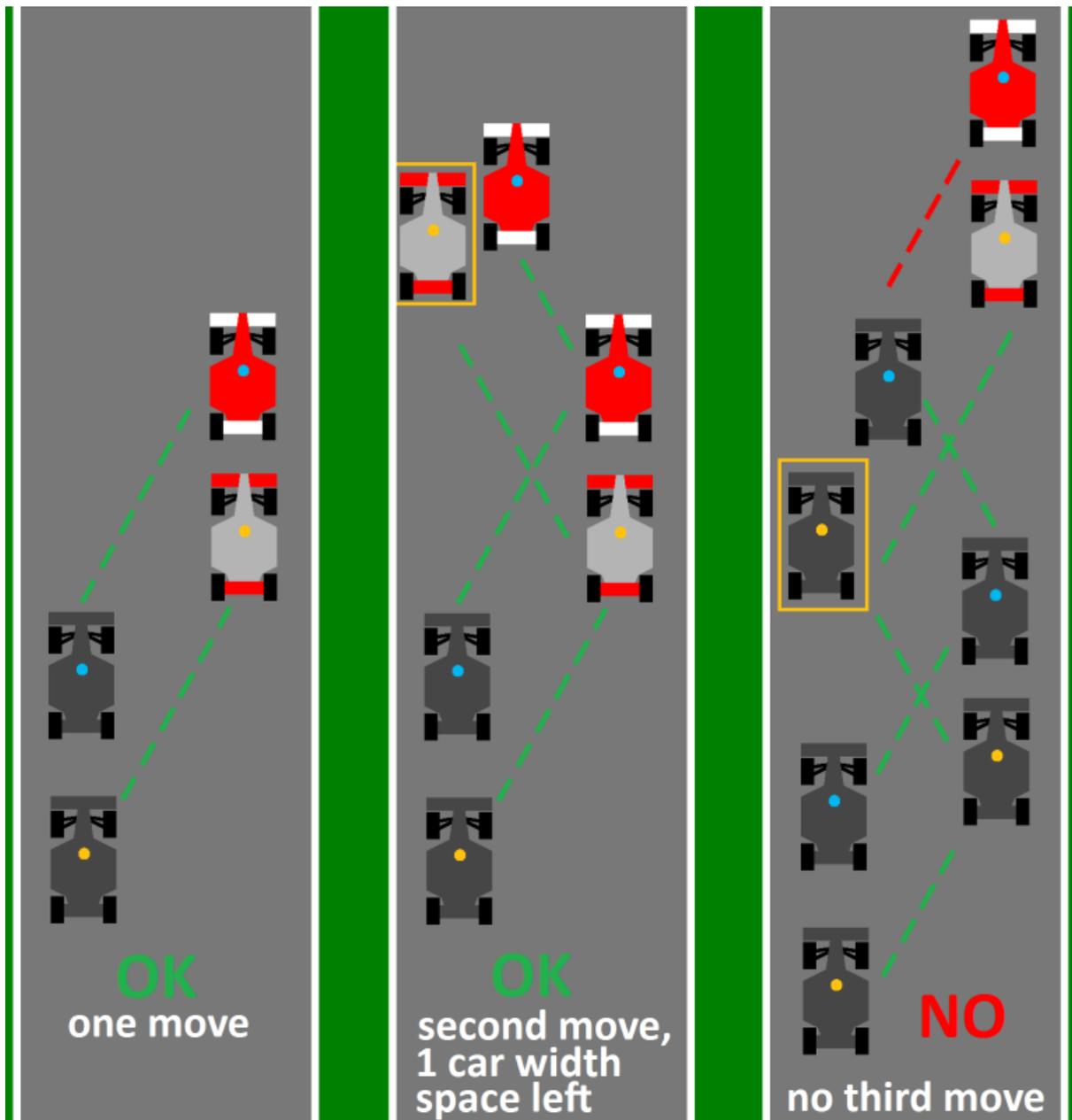


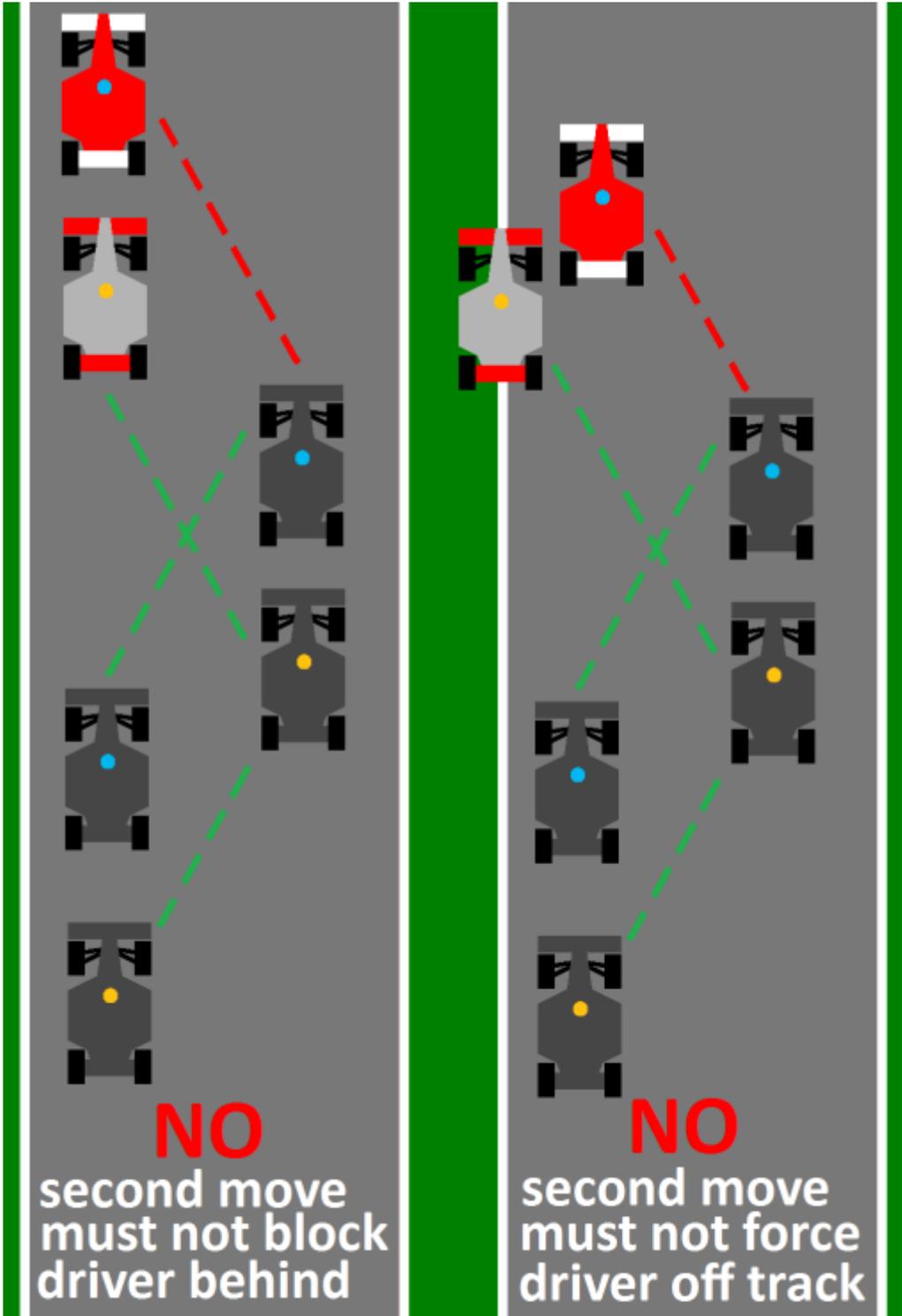
Going outside the track limits (Cutting)(Article 2.3):



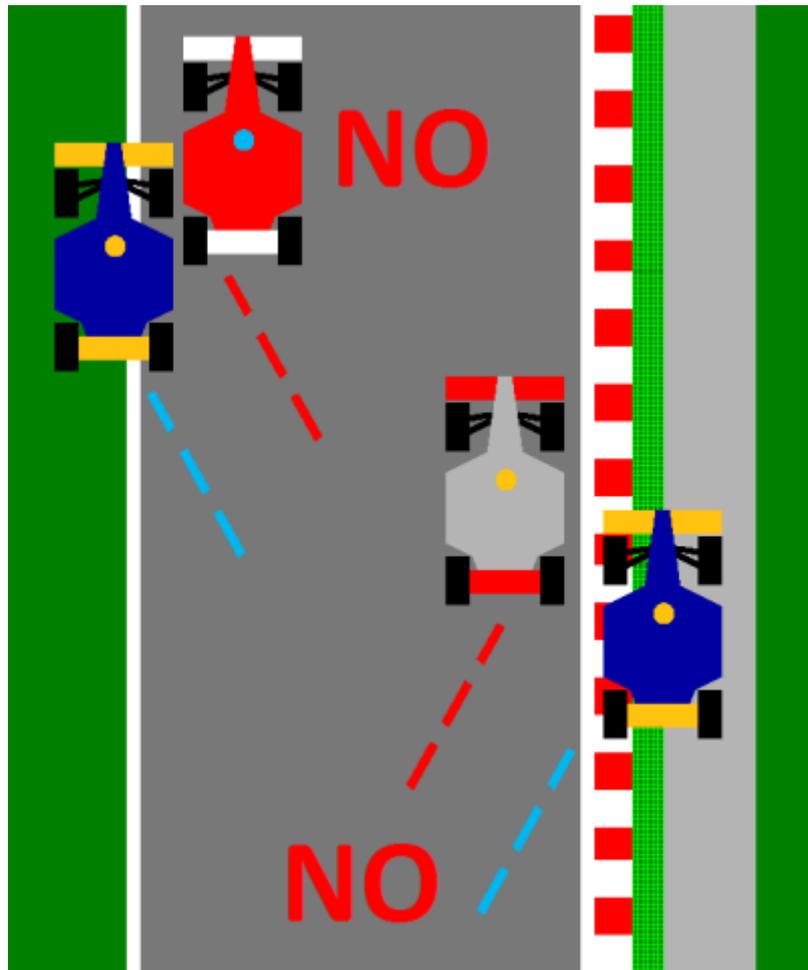


Defending position; change of direction (Blocking) (Article 2.4):

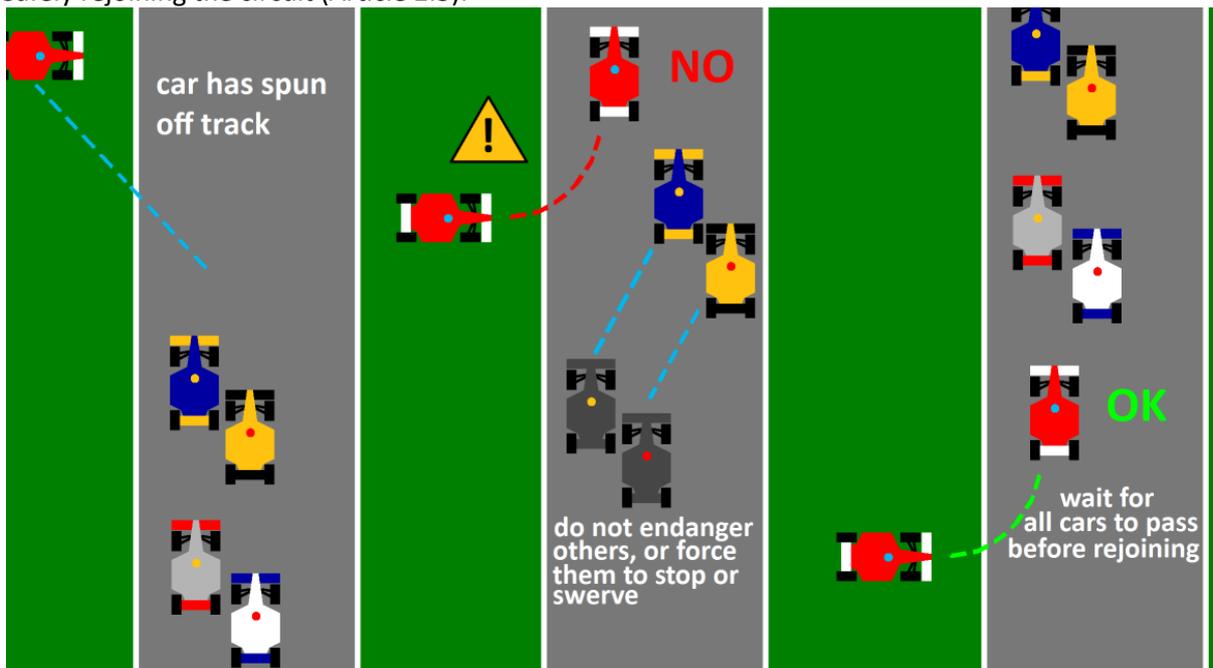




Crowding cars off the circuit (Article 2.5):

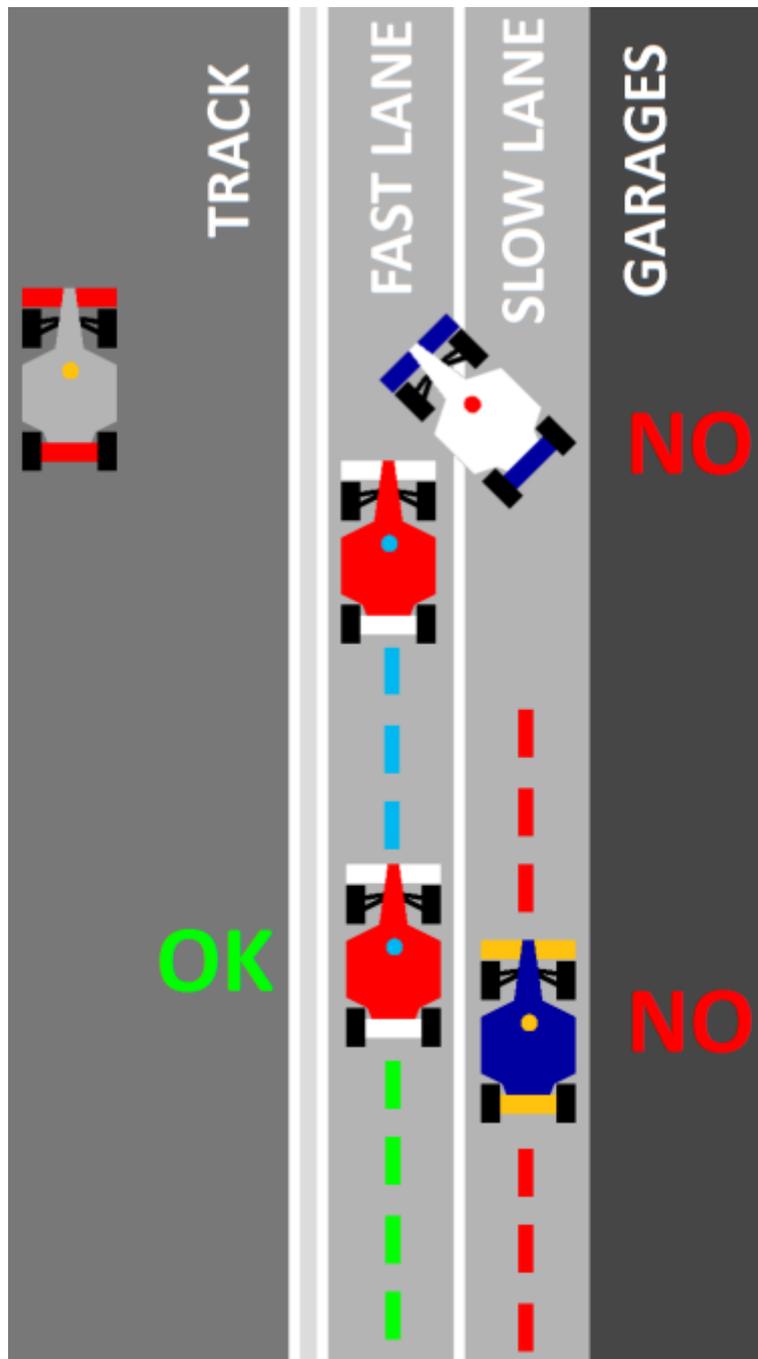


Safely rejoining the circuit (Article 2.3):

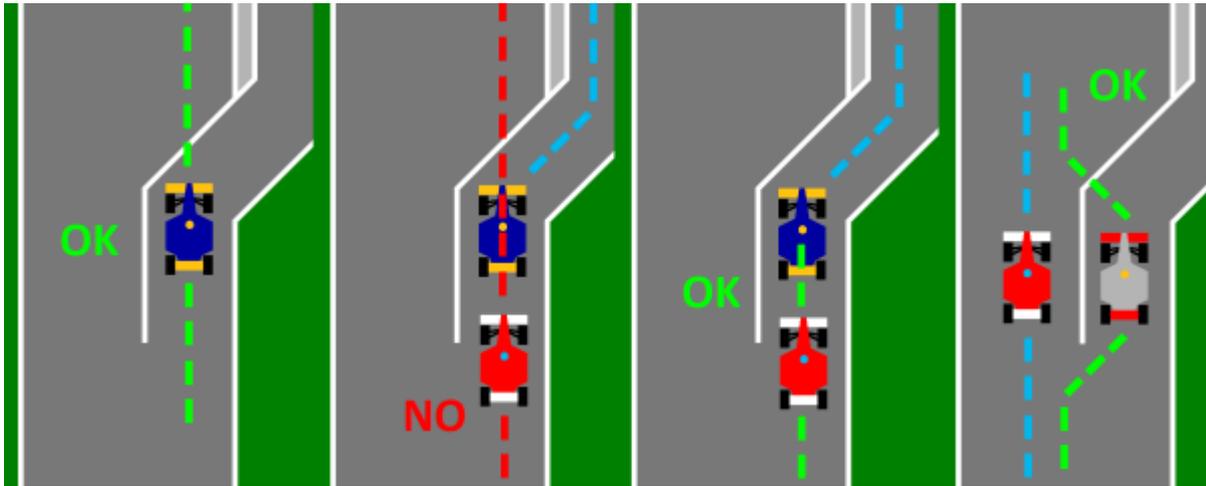


Pit entry, pit lane and pit exit (Article 3):

PIT LANE:

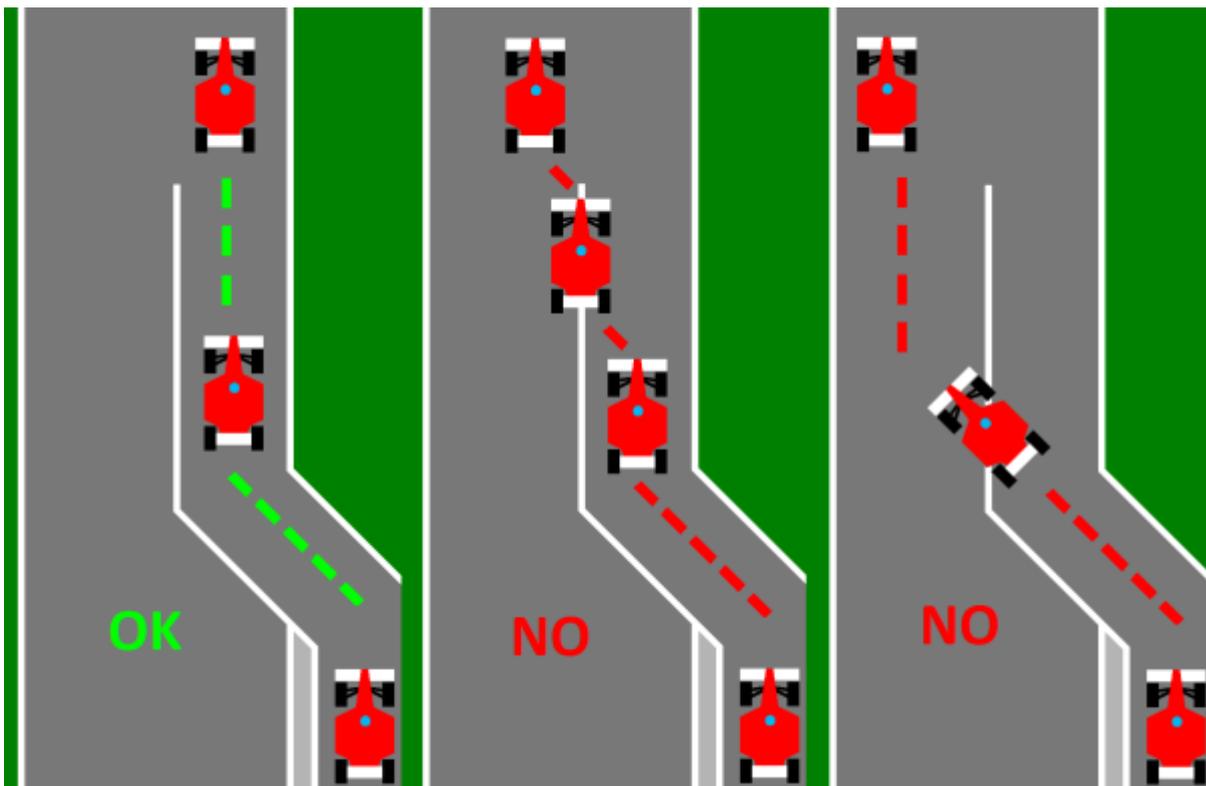


ENTRY:



Cars may not follow another car into the pit entry, unless they are intending to pit.

EXIT:



The white line must not be crossed. The white line may only be crossed to avoid an accident, either from behind, or from in front. In the case that a circuit does not have white line, the LA will announce how to exit the pits safely. Use common sense and do not endanger other cars already on the circuit.