

**COMPETITION RULES**

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## **COMPETITION RULES**

It was discussed in the clubs' July 2001 General Meeting that it'd be more convenient to members and race directors alike if we had a hierarchy of general competition rules to be used in all competitions. Its hoped that this would make life easier for members who won't need to learn a completely new set of rules for every competition they enter - as well as making life easier for league administrators who won't have to write an entire set of rules every time a new competition series is set up. By practical necessity, some of these will be general rules for all competitions and some will be specific to for each simulation program we support.

Any rules unique to a particular league will be on that leagues' website. Where these rules conflict with those on a leagues' website, the leagues' website rules will prevail. The decision at the meeting was to explore this possibility and maybe attempt to come up with suitable general competition rules to be considered for ratification at a later date. If you have any suggestions or ideas for overall general rules or for general rules for a specific racing program, please post your suggestions here.

These general rules are not yet in force but are in the discussion stage at this time.

## **GENERAL COMPETITION RULES BASICS**

It is the responsibility of drivers to make themselves familiar with all the rules that govern the competition they are entered in.

## **GENERAL CONDUCT**

You must compete in a fair and honest manner.

You must endeavour to drive responsibly in a way that is not likely to ruin the racing enjoyment of your fellow drivers.

You must not indulge in bad general behaviour.

You must not use abusive or offensive language ( including but not limited to swearing ) in any of the chat or voice facilities.

You are expected to behave like sporting gentlemen at all times

## **DRIVER NAME ETIQUETTE**

You should enter events with your plain real name - not your nick name, or a stylised or modified version of your real name. It should also be written in standard form. That is ... Use capitals for the first letter in your given name and surname, and then use small case letters for the rest. Do not use periods at the end of either of your names.

## **GENERAL ELIGIBILITY – MEMBERS ONLY EVENTS**

You must be a paid-up ASRG Inc. member AND be registered on the ASRG Inc. forum system in order to take part in any ...

Official ASRG Inc. leagues and competitions or casual races during general pass-worded server periods.

Drivers who are known to continually cause incidents due to careless and/or deliberate and/or malicious accidents, or who are known to be cheaters in or out of league events will not be given entry into ASRG Inc. competitions.

## **EVENT PARTICIPATION**

Drivers should log onto the race event with at least 10 minutes of practice time remaining. If you are not logged on by then it may be assumed that you are not attending and your place may be given to another driver who, for any valid reason, may be allowed to take part in the race in your stead at the discretion of the League Director or their deputy.

If for any reason you know prior to a race you'll be unable to attend, please advise your League Director as soon as possible. If you fail to advise of your intention to be absent in sufficient time before the start of any two consecutive events, it may be deemed counter productive to everyone's best enjoyment to further allocate you a place.

As a general rule, if there isn't a stated rule, then the rules as they are within a program will apply - both intentional and coincidental. I.e. the way a matter is handled by a racing program is the way that it will be interpreted by the League Director.

### **PIT ETIQUETTE**

Drivers leaving the pits to take to the track should announce their actions by announcing "PO" ( Pit Out ) immediately before taking ground on the track itself.

Drivers should always take to the track with enough care to avoid any interference with those already on the track.

Drivers entering the pits from the track should announce their actions by typing "PI" ( Pit In ) in the GPL chat facility whilst coming up to the pit entrance.

This is obviously more important if there is someone close behind you. You wouldn't be the first to be crashed into because the driver behind was taken by surprise by your unexpected slowing down. You may even rather slow at a safe part of the track to let near-by drivers though before you're at the pit entrance, just to be extra safe. You can't count on other drivers being able to read your chat messages in the tension of a racing moment. When leaving your pit stall, you must immediately, and at as sharp an angle as possible so as not to encroach upon any part of an adjacent pit stall, move out and away from the pit stalls lane and into the pit driving lane, exercising due care not to interfere with anyone already in the pit driving lane. Cars on the pit driving lane have absolute right-of-way over cars in, and coming out of, the pit stall lane.

### **SPECIAL CASES**

If a driver feels that a case warrants special consideration for them, or special compensation to them, they are free to contact all their fellow participants as necessary to solicit votes in agreement to their cause. They will require a positive vote from every participant whose position in the race in question will be affected, and also a positive vote from every participant whose position in the any championship may be affected. In practice this will often require a unanimous or near unanimous agreement from their colleagues.

### **RACE GENERAL**

No careless driving. Always show respect for your fellow racers. Be careful. Show some patience. Understand the limitations of your program and drive accordingly. Driving online in a racing sim is NOT the same as real life racing, and in many respects online racing requires more care.

### **RACING INCIDENTS - CONTACT CONCESSIONS**

If there is contact between drivers that doesn't put either out of the race but results in the guilty driver making up places on the innocent driver, we expect the guilty driver to allow the innocent party to pass freely to re-establish their respective positions as they were before the contact. Even if the guilty driver has to let other non-incident-related drivers past while waiting for the innocent driver to regain their lost respective position - then tough luck.

If there is contact between drivers that puts the innocent driver out but allows the guilty to carry on, the guilty driver can concede his guilt by retiring from the race as soon they can safely do so.

If the above is done by the guilty party then they may avoid, or reduce the severity of, any penalties from protests etc that might otherwise usually apply and frankly, it would be the sporting thing to do in any case - which is why we apply the rule of course.

If the above is not done by the guilty party then at the very least their finishing position may be, and probably will be, adjusted to put them behind the finishing position of the driver(s) they unfairly passed via the incident. Also, if they are protested over the matter, there will be no mitigation of the usual penalties that would apply.

### **CORNER RIGHTS**

You must establish substantial overlap with the car ahead before they reach the corner's turn-in point to have the right to drive up the inside and/or for room to be left for you by the ahead driver. Substantial overlap means at least that the front of your car is up to say the driver's position in the ahead car - and that's at the very least. You probably should have more overlap in many circumstances. The ahead driver has ever right to be fully committed to the racing line of his choice without any interference if there was no overlap before he turned in.

If sufficient overlap is established before the turn-in point, then the behind driver has the right to

sufficient inside room. The ahead driver can still battle for the place of course but must do so from a wider-out position, leaving room for the behind driver.

The practice of going up the inside of an ahead car after they have already turned in, and where there was no established substantial overlap before the turn-in point, is sometimes referred to as barge passing, ( i.e. you barge your way past ). Understand that barge passing is a high risk manoeuvre for both you and others. You have no rights what-so-ever as a barge passer. Should you cause an accident from a barge passing manoeuvre you will be in a defenceless position should you be protested.

An exception to this is where an ahead driver has clearly made a sufficient error to warrant a passing move. Eg - they brake too late and wash out wide of the apex and have to reduce speed etc. This would be a valid passing opportunity regardless of whether there was pre-existing overlap. However, there is still substantial reasonability on the overtaking driver to take all necessary care.

Small errors by the ahead driver may not be sufficient to allow a safe passing move however. Just because the ahead drivers gets a bit out of shape at times it doesn't give you an automatic right to pass uncontested. You still have to judge if their error provides sufficient opportunity for a safe pass to take place.

In general , while going through a corner beside another car ...

The car on the outside has the right to the outer half of the track all the way around - right up to the exit point. They should not be squeezed against the outside towards the exit point.

The car on the inside has the right to the inside half of the track all the way around - right up to the exit point. They should not be squeezed against the inside towards the apex area.

### **DEFENSIVE DRIVING**

The leading car has the right to choose their own line down a straight. They may make one move to block an attacking car to protect their position while on the straight. Then, naturally, as they approach the next corner, they can of course return to the racing line of their choice for the corner.

Leading car has the right to take their line of choice through corners. They may drive a defensive line around the inside of a corner to protect their position, thereby forcing an attacking driver to try to pass around the outside. This is not blocking and is part of normal racing etiquette.

In fact, apart from the restrictions of rule 735 A, a leading driver can choose any line that they feel is the most inconvenient for any following car to pass them.

### **DRIVING A DAMAGED CAR**

The onus is entirely on the driver of a damaged car to take all necessary care, hazard minimization, and responsibility not to interfere with any other car. A damaged car has no rights what-so-ever over other cars.

A damaged car in this sense means a car that for whatever reason is performing substantially below its normal performance expectations. The damage may be a mechanical breakage or failure of some kind on the car, or it may be an input control device failure, or whatever.

You'll have no defence if you cause an accident while driving a damaged car. The onus is entirely on the driver to assess if they believe the risk of an accident to others is high enough that they should retire rather than continue. If they choose to continue then the risk of receiving a severe penalty, should they cause an accident, is entirely theirs.

If while driving a damaged car you drive off the track at any time then the rules on Returning To The Track After An Off apply.

If the damage entails a missing wheel then see also Driving a Car with a Missing Wheel.

### **DRIVING A CAR WITH MISSING WHEELS**

It is not permitted to drive a car with less than 4 wheels other than to complete your current lap. Once you have crossed over the finish line once with a less-than-4-wheeled car you must retire quickly and safely.

A car with a missing wheel constitutes a damaged car under the Driving a Damaged Car rule and all those rules also apply.

**INITIAL FAULT**

If you make a driving error and another driver attempts to capitalize on it then you will have reduced rights to counter their attack. If one or the other has to give way, it should be the driver who made the initial error.

If you go a bit wide at a corner and a close behind car tries to take advantage of this by moving up the inside, you must leave room for them, whether or not they had pre-existing overlap going into the corner. They must leave you room as well of course.

This is a bit of a grey area and requires good judgment. Small errors that don't materially much effect the speed or direction of a car wouldn't count here. Eg Simply going a little wide but maintaining race speed while still half on the racing line would not be enough of an error to expect this rule to apply. If in doubt - don't. You can always protest after the race if you think you've been wronged - but once you're in the wall with 2 wheels gone that's you race done - and the other guy might just then protest you and win. So ... Don't push your luck with this rule.

**RECOVERING FROM A SPIN OR INCIDENT - WHILE ON OR OFF THE TRACK**

The onus is entirely on the driver, recovering from any incident that leaves them in any way an obstacle or a hazard to other drivers, to take all necessary care, hazard minimization, and responsibility not to interfere with any cars still on the track and not part of the incident.

If you are off the track then the rules on Returning To The Track After An Off apply.

If you are on the track but in incident recovery mode, perhaps spun out, facing the wrong way, perpendicular to the track, going abnormally slow for where you are on the track, whatever, ... You have no rights what-so-ever. You must give way to all non-incident-affected cars until you are fully recovered if recovery is possible.

Whether or not recovery is possible, you must do everything you can to minimize the hazard your car may be as soon as possible. This may mean driving fully off the track if you are half on it, it may mean moving as fast as you safely can to the non-racing-line side of the track, it may mean retiring from the race as fast as you can.

You will have no defence if you cause another incident whilst recovering from an incident, or being unnecessarily slow at removing the hazard your car may constitute after an incident. Even if the incident was not your fault. All non-incident-affected drivers have an absolute right-of-way over anyone recovering from an incident.

**RETURNING TO THE TRACK - AFTER AN OFF**

The onus is entirely on the driver returning to the track after an off to take all necessary care and responsibility not to interfere with any cars still on the track.

For these purposes being hard up against and/or 'stuck' to a railing may constitute an Off.

You can have very little defence if you cause an incident whilst returning to the track. If you leave the track you lose all rights. Even if you leave through a not-you-fault event. All on-track drivers have an absolute right-of-way over anyone returning to the track.

The no-rights-at-all returning-to-the-track period includes the recovery period after the actual Off when your car may be physically on the track but still constitutes a hazard to oncoming race-speed traffic while you get up to speed and orientate yourself.

It's probably always desirable to re-enter the track parallel to the road, slowly and gently, and always with great care. This gives you the best opportunity to see what's coming up the track behind you, and it also gives drivers coming up on you the best chance to orientate themselves to your situation.

Do not reverse back onto the track.

Special care applies when returning to the track from being stuck against a railing. You may be steering extremely trying to get unstuck. But what keeps you stuck is your speed. As soon as your speed reduces to a level where you're able to get un-stuck, if you're still steering to an extreme trying to get off, you will probably suddenly swing out onto the track and maybe even spin. If you do this in front of other drivers you will be held at fault.

To get off a wall or railing ... Slow down first to a very slow speed, possibly even steering into the wall to be sure of keeping yourself out of the way. Then ease off the railing, very gently, and always give way to all other cars on the track proper.