



2015 Season General Rules

2015 Formula SimRacing General Rules Document

The **General Rules Document** governs the operation and competition of the FSR World Championship, Ace and Pro together with the **Online Rules Supplement** and the **Penalty Guidelines Supplement**, and therefore must be strictly adhered to at all times.

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1. Overview

- 1.1 The International SimRacing Club (hereinafter called "ISR Club") is organizing a PC racing simulation World Championship, i.e. the Formula SimRacing World Championship (hereinafter called "WC") for up to 13 licensed teams.
- 1.2 The ISR Club is also organizing two support divisions for the WC, labeled Ace and Pro respectively.
- 1.3 The 2015 Season will be started using rFactor 2, which is a PC simulator developed by ISI (Image Space Incorporated), updated to competition standard as per the Installation Guide. Patches and modifications announced by the FSR Administration must be strictly followed. In a situation where a new rFactor 2 build is released mid season, FSR Administration is reserved the rights to decide whether or not to update to this build for the upcoming event.
- 1.4 It is the responsibility of the Team Owners/Managers and the Drivers to fully understand the rules, any misunderstanding of the rules should be raised with the Administration before any breach of the rules has happened.
- 1.5 These rules, once approved by the World Championship Team Owners, may only be modified by the Team Owners Association and the ISR Club Board, as specified in the FSR Structure document.
- 1.6 The FSR Administration has the right to broadcast sessions live and publish hot laps, race highlights or any other material. FSR also reserves the right to use the driver's/team's name or likeness including statements or comments made, in the free media.

2. Registration

- 2.1 Drivers (and Team Managers) must register themselves in to the database (GPCOS). They will receive an e-mail, with the purpose of activating the account, which will be then validated by the Administration. After that, the Team Managers will have to register their teams. Drivers will then request to join the team in the database.
- 2.2 Teams will be assigned numbers according to the 2014 Constructors Championship standings. Drivers must register and participate with their real names. Racing under nicknames is forbidden.
- 2.3 A change of division by a team or a driver will require the acquisition of a new license. Exception: each WC team is given a free three-race license for reserve drivers.

3. The Constructors Championship

- 3.1 Each team consists of a maximum of two race drivers who will take part in the Constructors Championship.
- 3.2 Each team is required to use a different team name and livery.
- 3.3 Teams will receive the total points scored by their two race drivers in all of the races.
- 3.4 The team achieving the highest number of points will win the Constructors Championship. In case of equal points, the winner will be determined by:
 - a) Highest number of victories.
 - b) Highest number of 2nd places.
 - c) Highest number of 3rd places, and so on, until a winner is determined.
- 3.5 In the event that a race is rescheduled due to technical difficulties and a driver cannot be present for the rescheduled time, that driver may be replaced, but the spare driver must start in last position of the grid if Qualifying had already taken place. Any spare driver may be used to replace race drivers without penalty, as long as they have a valid license for the division they race in.
- 3.6 In the case of more than one replacement, the drivers will be ranked on the rear of the grid based on their position in the Drivers Championship in first instance and secondly (if both replacements have the same number of points) from their team's position in the Constructors Championship. In the unlikely event that this occurs in the first race of the season, the previous season results' will be considered.

4. The Drivers Championship

- 4.1 Each driver is competing for the Drivers Championship title in the division they race in. The Drivers Championship will include the scores of all races.
- 4.2 The driver achieving the highest number of points will be the Champion in the division they race in. In case of equal points the winner will be determined by:
 - a) Highest number of victories
 - b) Highest number of 2nd places
 - c) Highest number of 3rd places, and so on, until a winner is determined.

5. Team Livery

- 5.1 Your own graphical arts are allowed, but all these graphics are to be added to the carset exclusively by the Administration. The teams must use the car shapes provided by the league mod. All car shape changes are prohibited unless stated otherwise by the Administration.
- 5.2 For copyright reasons, team liveries must not include any trademarked names or use any sponsorship logos without the permission of that company. Teams are fully responsible for the content of their car liveries.
- 5.3 Any other changes in the game installation not covered by these rules are subject to approval by the Administration, and must not be used in an official session without permission.

6. General Game Settings

- 6.1 The use of any kind of bandwidth-consuming software, such as instant messengers, peer-to-peer clients, web browsers, etc., during online sessions is not permitted and may lead to penalties.
- 6.2 Any kind of utilities, editors or other tools not indicated in the Installation Guide which alter game performance, F-Key Aid usability, etc., are not allowed. Modifications, other than those mentioned in the Installation Guide, of any of the game files are considered cheating and shall be heavily penalized: exempt are modifications, which do not in any way alter the performance of the simulation, such as graphical elements. If you have a special request for a file edit, you must submit it to the Race Director for approval before use. **The running of any software linked with cheating is forbidden and will be deemed equal to cheating, regardless of the purpose of use.**
- 6.3 Penalties for violation of rule **6.2** include banning from competition of drivers and teams and cancellation of driver and constructor points scored as a consequence of illegal actions.
- 6.4 Teamspeak/Ventrilo and applications of this nature are allowed to be used. The Cockpit view is the obligatory default view. Changes to steering wheels and the cockpit viewpoint are prohibited unless stated otherwise by the Administration.
- 6.5 Drivers who use a steering wheel & pedals as a driving device must set it up with the split pedal axis setting.
- 6.6 Make sure that your .PLR/multiplayer.ini (JSON files) has these settings in it:
 - Virtual Rearview In Cockpit="1"
 - Rearview="1" or "2"
 - Record Replays="1"
 - Save All Replay Sessions="1"
 - Replay Fidelity="3" or "4"
 - Allow Chat In Car="1"
 - Net Connection Type="6"
 - Upstream Rated KBPS="256"
 - Downstream Rated KBPS="256"
 - New_Prediction_Algorithm="0"

7. Driver Transfers

- 7.1 For every driver transfer where two or more drivers swap teams directly (involving 2 or more teams), those drivers will not be eligible to score constructors points in their first race for their new team(s).

8. Team Limitations

- 8.1 Each WC team can have one additional WC sister team. Any public (FSR forum, FSR server, FSR website, team's website, FSR's Facebook and team's social site channels: Facebook, Twitter and other) affiliation with any other independent team is prohibited. An independent team is a team with an unrelated livery, name, unrelated team managers, owners and representatives (having no position in the other team), unrelated drivers, different team website and social channels. An independent team must present themselves as independent both on and off the track. A team must comply with the independent team definition on ALL points, otherwise the team is related. In case of more than 2 related teams, penalties will be applied. Repetitive driver swaps back and forth from 1 independent team to another will be subject to an investigation. Team orders among independent teams are strictly forbidden and will be investigated.

9. Driver Allocations

- 9.1 Allocation will be open from the end of the previous race and will end as follows:

PRO: 23:59:59 GMT on the Saturday of each race weekend

ACE: 23:59:59 GMT on the Friday of each race weekend

WC: 23:59:59 GMT on the Saturday of each race weekend

- 9.2 Submitting an allocation is not just a routine process, it's a confirmation of your participation in the Qualifying and Race sessions. If you submit an allocation and then due to other appointments you cannot participate, you should remove your allocation. For penalties regarding allocations, check section **2.10** of the Penalty Guidelines Supplement.

10. Tracks

- 10.1 Tracks will be used as specified in the 2015 Calendar (see section **17**). The Administration will provide a public or private download source for each track, after they are correctly developed, tested and declared to be in racing condition. This will be done at the earliest possible time, to give teams and drivers enough time to do their preparations.
- 10.2 Each track will feature two of the four tire compounds from the 2015 mod. The administration will announce the available compounds for each track at least two weeks before the event.
- 10.3 The Administration can replace a scheduled track for a replacement track if the track in question is not available for the game or does not meet quality expectations.

11. Weather

- 11.1 rFactor 2 supports fully customizable weather. However, the Administration has learned that there are several issues with rain in rFactor 2 at the time of writing. This includes poorly optimized rain spray, heavily accelerated drying of road and minimal grip on full wet due to aquaplaning not yet implemented. Should some of these aspects improve during the season, the Administration together with TOA will decide about a possible rule amendment regarding weather. Until then, no rain will be used in the official events.

12. Qualifying Procedure

- 12.1 Qualifying 1 will be a free setup, unlimited lap, 10 minute session.
- 12.2 Qualifying 2 will be a Parc Ferme, single lap, low fuel session. Only the top 10 from Qualifying 1 will be allowed to take part in Qualifying 2. **Check WC/ACE/PRO Supplement for more detailed rules.**
- 12.3 All Drivers will have their fastest Qualifying laps checked for cutting after the race. If the Race Director finds that the lap claimed legal by the driver breaks the cutting rules, penalties will be applied, according to the severity of the cut.
- 12.4 The game must be run through the 'FSR Manager' software provided by the Administration in the Installation Guide. Drivers must correctly set their rFactor 2 folder, their driver name, track they are participating at and type the server password. This software must be left running during the complete event (Practice, Q1, Q2, Warmup and Race). If your game crashes during an event, make sure you close the manager, make a copy of the created logfile and then restart the manager before rejoining.
- 12.5 In case several drivers achieve the very same lap time, the driver(s) completing their fastest lap first will be positioned on the grid in front of the other driver(s) with the same lap time.

13. Race Procedure

- 13.1 Drivers are required to periodically check the FSR website, FSR-GPCOS website and the FSR forum for details of possible changes to the race schedule.
- 13.2 The use of Launch Control is mandatory for the 2015 season.

- 13.3 The 2015 mod will feature DRS. One or two DRS zones will be available for each track as decided by the administration. The use of DRS is limited to these zones in each session.
- 13.4 Refueling is not allowed during the race.
- 13.5 Drivers who set a laptime in Q2 must start the race on the same compound that they used in Q2, failing to do so will result in disqualification and in repeat occurrences, a race ban.
- 13.6 Drivers must use both available dry tire compounds for at least 1 complete lap during the race, failing to do so will result in disqualification and in repeat occurrences, a race ban.
- 13.7 If you retire at any point during the race or DNS (did not start), you must leave the server as soon as possible to avoid creating any unnecessary lag for the other competitors.
- 13.8 No driver can score Championship points unless classified as finished or lapped in the official results of a Championship event. Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.

14. Post-Race Procedure

- 14.1 After the game is closed, you may close the FSR Manager software, a 'YourName[Race#].fsr' logfile will be created inside the 'FSR Manager\Logs' folder. Make sure you do not lose this file.
- 14.2 After completing your Race, you must send the Administration your 'YourName[Track].fsr' logfile, and the replay .VCR of your fastest Qualifying lap - as saved by rFactor 2 in the 'ReplayFridge' folder. Do **NOT** send full session replays, these will be rejected. To submit files, please use the provided FSR FileSubmit software, or in case of problems, send them by e-mail to the Race Director of the division in question.
- 14.3 It is the driver's full responsibility to submit the correct files for each race, in the correct location.
- 14.4 Failure to send the required files to the Administration before 23:59 GMT on the Sunday of the event in question, will result in a penalty and/or disqualification.
- 14.5 Drivers who do not finish the race must also submit their files. If the driver did not take part in Qualifying or failed to complete a timed lap, submitting a qualifying replay is not necessary.

15. Post-Race Comments

- 15.1 As a way of helping the Press Department and contributing to the professional look of FSR, drivers are encouraged to submit comments about their race on GPCOS and league forums after each race.
- 15.2 Comments must be written in a serious and professional manner. That excludes the use of smilies (eg. :-D), dotted lines (eg.), and vulgar, emotional or sarcastic expressions (eg. hey!, cya!, yeah!, lol, etc). If you have doubts on how to write serious looking comments, look at press releases from real life teams. Also, avoid going off-topic.
- 15.3 The top 3 drivers and 1 representative of the winning team are requested to be available after the race to provide written post-race comments to the Press Department (WC only).

16. Track Definition and Racing Lines

- 16.1 The race "track" is considered the main asphalt surface generally bounded by white lines, grass, walls or curbing. Curbs are usually painted in blue/white, green/white or red/white colors. Curbs are considered part of the track. The green, white or grey solid/grasscrete surfaces on the inside of the curbs are NOT to be considered as part of the curbs. It is pretty clear and self explanatory using common sense at most tracks, but if you do have any doubts then don't hesitate to clear it up with questions to the Race Director. The aim of the league is competition on a fair and level playing field. So all aspects of rules and definitions must be respected and obeyed by all drivers so that the competition does remain even to all. On corners where the inner edge is cut across, at least two wheels must remain continually in contact with the defined "track" during their entire passage through the curve. The same basic outline is used to measure running wide. The Race Director may

set up exceptions of the above mentioned rules for certain corners which will be announced on the forums.

17. Penalties

- 17.1 Penalties imposed by the simulation (stop and go penalties, drive through penalties, disqualifications) are final unless removed live during the race by the Race Director. Simulation penalties will not be subject to further actions post-race.
- 17.2 Any given penalties will directly affect the driver's safety rating, which is updated after each race. For details, refer to the Penalty Guidelines.
- 17.3 Penalties will be administered following the Penalty Guidelines, but these are intended as guidelines only. In the end, the Race Director will be responsible of reviewing each incident independently.
- 17.4 The Administration has the right to ban drivers or teams (or give any other penalty) for a certain number of races in case of serious and/or repeated violations of rules or generally offensive behavior such as repeatedly using offensive language, threatening other competitors or administrators of this league in any kind and accusations of cheating/corruption to other competitors and/or administrators while having no evidence, no matter if this happens private or public. Banned drivers can be replaced by the team, unless the ban expressly includes the team. Strong penalties will also be applied against teams which have neglected their obligations to ensure, that cheating by their drivers or other team officials is not happening.
- 17.5 If you have problems with your game, computer, steering device, or others; if you cannot obtain a connection to the internet, or your e-mail does not work, etc, we will not be in a position to accept excuses. Consider your equipment as a part of your car and "enjoy" the thrills of real drivers. This also includes software provided by Formula SimRacing, like FSR Manager.

18. Timetable and Schedule

- 18.1 Formula Simracing 2015 schedule:

Round 1 – Australian GP – April 4th-5th
Round 2 – Malaysian GP – April 11th-12th
Round 3 – Chinese GP – April 25th-26th
Round 4 – Bahrain GP – May 16th-17th
Round 5 – Canadian GP – May 30th-31st
Round 6 – Austrian GP – June 13th-14th
Round 7 – German GP – June 27th-28th
Round 8 – British GP – July 11th-12th
Round 9 – Italian GP – August 29th-30th
Round 10 – Luxembourg GP – September 12th-13th
Round 11 – Singapore GP – September 26th-27th
Round 12 – Japanese GP – October 3rd-4th
Round 13 – United States GP – October 17th-18th
Round 14 – Brazilian GP – November 7th-8th

- 18.2 The FSR administration holds the right to make small changes to the schedule and timetable at any time.



2015 Season General Rules

2015 FSR Online Rules Supplement

The **Online Rules Supplement** governs the operation and competition of the FSR World Championship, Ace and Pro together with the **General Rules** and the **Penalty Guidelines Supplement**, and therefore must be strictly adhered to at all times.

Content of Online Rules Supplement

1. Online Etiquette
2. Session Procedures
3. Server Failure
4. Race
5. Formation Lap
6. Blocking and Waving
7. Right of Way in Bends
8. Caution Flags
9. Blue Flags
10. Red Flags
11. Safety Car

1. Online Etiquette

- 1.1 The timetable will be strictly adhered to. Drivers arriving late or causing delays to the timetable may be penalized or not allowed to take part in the race.
- 1.2 No chat during Qualifying and Race sessions. Autochats are disallowed. Drivers will listen to the race marshal when requested. If you have any questions during Qualifying or Race session, please use the whisper function: **"/w <name of director> <message>"**. It is not allowed to use whisper function in a official session between competitors, this will be seen as chatting and will be heavily penalized. You can only use whisper mode to talk with the race Marshal.
- 1.3 Use your mirrors.
- 1.4 No reversing or driving around the track the wrong way. This will be heavily penalized, including permanent bans. This league is intended for professional drivers.
- 1.5 Only rejoin the track after checking it is clear.
- 1.6 Pit lane red light and speed limit to be adhered to at all times.
- 1.7 White/yellow line when exiting the pits to be obeyed at all times. A pit exit will be considered to have been "cut" if the driver touches the white/yellow pit exit line at all with his car.
- 1.8 When exiting the pits, give way to traffic on track. Be aware of the blue light at end of pits warning of incoming traffic.
- 1.9 If you have a damaged car which requires repairs, drive to the pits off the racing line.
- 1.10 The only signal to indicate a stopped race will be the MARSHAL typing "RED FLAG" three times.
- 1.11 If you have lost a wheel or have any other terminal damage, retire immediately. Do not attempt to return to the pits. Press ESC as soon as possible.
- 1.12 At all times, all drivers should behave toward their fellow drivers and marshals professionally and respectfully. Any such behavior that is construed as being less than professional and/or respectful by any driver may be heavily penalized.
- 1.13 Drivers will generally not have to take drive-through penalties by themselves. Instead, penalties will be given by the Administration post-race. However, if a driver wants to take a drive-through penalty after an accident caused by him, he may do so. This might reduce or completely eliminate

the post-race penalty.

- 1.14 Collisions which are caused by LAG at the nonexistent point of the touch might be penalized the same way as collisions where LAG did not play a role at all. The Race Director has the ultimate say on this matter and makes the decisions in such situations.
- 1.15 Pushing other cars is not allowed, a car with technical problems such as an empty fuel tank, stalled engine or a car that is trapped in a gravel bed is not allowed to be pushed by another driver. Breaking this rule will be viewed as a Major online etiquette breach and will be penalized likewise.
- 1.16 After crossing the finish line, the drivers can drive a parade lap back to the pits or press ESC as soon as they want. Drivers are not allowed to crash in to other cars or walls while celebrating/mourning the happenings of the race.

2. Session Procedures

- 2.1 The server will be up at the scheduled start of the Practice session.
- 2.2 Please avoid leaving and rejoining unless totally necessary. Have your game and controller ready before joining the session. Switching without director permission to another car during/after a parc ferme session will result in disqualification if the driver took part in Q2.
- 2.3 Drivers not present at the start of the Drivers Briefing may be excluded from the event.

3. Server Failure

- 3.1 If an online race is unable to start due to server problems the race will be re-scheduled by the Administrators.
- 3.2 If the server fails during an ongoing race for any reason, the following rules will apply:
 - Less than 15% race distance run = re-start.
 - Less than 50% race distance run = re-scheduled race.
 - Less than 75% race distance run = classified result with half points awarded (results taken from the last completed lap).
 - 75% or more = full points awarded

4. Race

- 4.1 Any kind of dangerous driving may be penalized by the verifiers.
- 4.2 Drivers must have the in-chat display activated. Race marshals have the right to type warning messages to drivers, alert them of blue flag situations, give them drive-through and stop-and-go penalties during the race if necessary or disqualify them.

5. Formation Lap

- 5.1 Drivers will do a formation lap, with the Pole Position driver leading the field. Please keep a prudent distance to the car ahead, but remain within a reasonably close distance. Formation lap incidents will be treated as any other, but penalties will be more severe if that is not respected. When the cars come back to the grid at the end of the formation lap, they will stop on their respective grid positions.
- 5.2 No overtaking will be allowed during the formation lap, unless a driver loses positions because of an incident, spin, or other factors. In that case, the driver will be able to carefully regain his starting position.
- 5.3 No practice starts are allowed during the formation lap.
- 5.4 Drivers who sustain car damage during the formation lap may press ESC and start from the pitlane or enter the pits for repairs at the end of the formation lap. The driver will then wait until he is shown the green light at the end of the pit lane, once the last car on the grid has passed the pits.

6. Blocking and Weaving

- 6.1 Strictly no weaving allowed.

6.2 You are allowed to block cars that are on the same lap as you, with the following restrictions:

- a) You may only change line ONCE on each straight. This means, that if you have the outside line approaching the turn, you are allowed to switch to the inside line, but then you are not allowed to switch back to the outside line to give yourself a better line through the bend (and vice versa).
- b) If you block the inside line on the straight and in the braking-zone, you must be prepared to take the bend from there (and thus brake earlier than normal). This rule is the same in real life.
- c) You are not allowed to change your line at all when you are alongside another car. Alongside means any part of the other car is alongside ANY part of your car. Even if the other driver has only got his front-wing in front of your rear wing, you are not allowed to block.
- d) Block in time, or don't block at all. Any excessive/illegal blocking and waving will be penalized.

7. Right of Way in Bends

7.1 The car on the inside line has right of way in a bend as long as they are under control, all situations will be judged on their own merits. When going two-wide through a bend, both drivers must give the other driver room for (a) their car (b) warping (connection lag) and (c) margin of error. In reality, this means that each driver must give the other driver a fair and sporting amount of space. So squeezing the other driver wide is not allowed. When overtaking a competitor, the attacking party should only attempt to overtake in a corner if at least the front of his car is alongside the defending party when they arrive at the **turn-in point** of the corner. If the attacking party tries to make a move from further back and makes contact with the defending party, the attacker will be held accountable. Conversely, if the defending party does not give enough room for the attacking party when they arrive at the apex of a corner side-by-side, ending in contact, the defending party will be held accountable.

8. Caution Flags

- 8.1 Yellow caution flags must be adhered to at all times. If an accident is caused by a driver re-joining the track, and the oncoming driver did not slow down under the yellow flag, it will be deemed 50-50 responsibility. That is, the rejoining driver will not bear 100% responsibility for the accident.
- 8.2 Cars re-joining the track or recovering from a spin must check if the track is clear. Recovering cars must give way to cars already on track.

9. Blue Flags

- 9.1 It is the driver's, who is receiving the blue flag, responsibility to move out of the way, off the racing line. Backmarkers are obliged to give way to frontrunners at the earliest possibility.

10. Red Flags

10.1 The red flag shall only be used in these following circumstances:

- a) Mass Disconnect of Drivers from the server (only used in extreme cases).
- b) Mass DNF of Drivers before the startline (LC incidents)
- c) Broadcast suffers a disconnection on the Formation Lap.
- d) Commentator suffers a disconnection on the Formation Lap.

11. Safety Car

- 11.1 FSR will not use a safety car in the 2015 season, computer driven or otherwise.



2015 Season General Rules

2015 FSR Penalty Guidelines Supplement

The **Penalty Guidelines Supplement** governs the operation and competition of the FSR World Championship, Ace and Pro together with the **General Rules** and the **Online Rules Supplement**, and therefore must be strictly adhered to at all times.

Content of Penalty Guidelines Supplements

1. General
2. Penalties

1. General

- 1.1 Drive Through penalties, Stop & Go penalties and disqualifications applied by the simulation cannot be appealed and are final.
- 1.2 An official warning may be given under any circumstance at the Race Director's discretion. An official warning implies that should a similar incident or other specified condition occur a second time during the season, the maximum penalty allowable for that offence must be enforced. Official warnings will clearly specify which offense or breach of the rules the Race Director is referring to.
- 1.3 Grid position penalties can only be applied to an upcoming race.
- 1.4 Racetime penalties can be given post race to an existing race result. The racetime penalty can be converted into laps using the penalized driver's fastest legally recorded lap as a basis for relegation behind already lapped drivers. The full scale of the racetime penalties are 5, 10, 15, 20, 25, 30 and 60 seconds respectively for a single incident.
- 1.5 Points can be deducted from a driver or team under special conditions. The maximum penalty per offence is equal to 1 race win for a driver or 2 race wins for a team.
- 1.6 Race Bans can be applied to drivers or teams in the event of major rule breaches. The minimum penalty for race bans is one race. The maximum race ban penalty is a season ban, except for cheating which equals to a lifetime ban.
- 1.7 In some special situations, penalties may be given *conditionally* for a number of races. This means that the penalty will be applied if the driver repeats his rule breach during those races.

2. Penalties

- 2.1 Minor file irregularity which does not advantage player - Warning
- 2.2 Minor file irregularity which may advantage player – Disqualification
- 2.3 Major file irregularity which definitely advantages player - Disqualification & Race Ban Penalty
- 2.4 Minor cut in qualifying - Back of the Grid Penalty for the next race
- 2.5 Major cut in qualifying - Race Ban Penalty
- 2.4 Minor online etiquette breach - Race Time Penalty
- 2.5 Major online etiquette breach - Race Time Penalty / Disqualification & Race Ban Penalty
- 2.6 General careless or disruptive driving or behavior - Race Ban Penalty

Please note these are maximum advisable penalties for known breaches of rules in the first instance. Subsequent instances may incur a stronger penalty than listed above. Some discretion may be used by officials in cases where special consideration is required and reasoning shall be presented to explain penalties where these guidelines are not clearly applicable.

2.7 List of the penalties that will be used for the FSR 2015 Season

- 1) Official warning
- 2) Back of the grid
- 3) 5, 10, 15, 20, 25, 30 & 60 second race time penalty
- 4) Point deduction
- 5) Disqualification
- 6) Race ban

2.8 If a driver's qualifying lap is deemed as a cut lap, the driver will receive the Penalty Points as mentioned in section 2.16, along with having to start from the back of the grid in the next race. If a driver fails to submit his qualifying laps for verification before the deadline, the penalty will be the same as if the laps were cut.

2.9 A cut lap shouldn't bring an advantage or the same time as an average race lap without a cut. A cut lap will be considered illegal if that lap is faster than 101.5% of the fastest clean lap of the stint the cut happened in. If a cut is made during a pit-in or -outlap, that lap will automatically be considered a cut lap, regardless of the laptime.

- 1) If driver has up to 10% illegal cut laps - no actions
- 2) If driver has more than 10% illegal cut laps - +30 sec race time penalty
- 3) If driver has more than 20% illegal cut laps - +60 sec race time penalty
- 4) If driver has more than 30% illegal cut laps - DQ

2.10 If you allocate for a race and then fail to attend for whatever reason, the penalties will be as follows:

WC: 1st offense = warning, further offenses = 0.5 Penalty Points

ACE & PRO: **Check ACE/PRO Rules Supplement**

2.11 Any protests post-race that are deemed to be a drivers fault, the driver will be penalized with penalty points which will be deducted from the [Safety Rating] of the driver.

2.12 Every official driver regardless of the division will have an [Safety Rating] starting at 3.0. For every clean race a driver participates in they will gain 0.5 [Safety Rating]. The maximum [Safety Rating] a driver will achieve is 5.0. In the instance where a driver gets to null [Safety Rating] (0.0) there FSR license will be revoked.

2.13 When a driver reaches beneath 1.0 [Safety Rating] they will receive a back of the grid penalty for the following event.

2.14 In the occurrence of losing the initial license, the driver can purchase a second license and will get a base [Safety Rating] of 1.5. The same procedures will take place in gaining and losing [Safety Rating] with the second FSR license.

2.15 In the occurrence of on-track incidents, the guilty driver can deal with a clear incident to reduce or negate a post-race penalty by

- 1) Letting the other driver through in case the other driver has lost no more than three positions.
- 2) Serving a drive-through penalty within three laps of the incident.

2.16 Penalty Points are universal. For example:

If a driver receives Penalty Points in Ace and the driver then does a race in WC (as a substitute or moves there permanently), then the Penalty Points gained in Ace will be applied in WC as well.

Rule infringements will convert to license Penalty Points according to the following scale

- Minor file irregularity: Warning – 0.5 Penalty Points.
- Minor qualifying or race incident: Warning – 0.5 Penalty Points
- Major qualifying or race incident: 0.5 – 2.0 Penalty Points

- END OF DOCUMENT -

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