

F1A Season 9 Rules – Revision 1.0

By registering to race in the Formula One Australia (F1A) racing league you indicate that you have read and understood the below rules and are bound by them when competing in F1A League races and participating on the F1A Discussion Forum. It is also acknowledged by any registered driver that these rules may be updated at any time when deemed appropriate by the Administrators responsible for the organisation and operation of the F1A racing league. Any rule changes made will come into effect at the next race run, not the round being reviewed at the time.

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1. General Rules

1.1 Registration

Drivers may register to compete in either applicable F1A Series in the registration thread on the discussion forum. This thread is available from a short time prior to the start of a season right through to its completion and the original post will contain guidelines on the details required to complete registration. All drivers that wish to compete in a F1A Series must register in the registration thread regardless of whether the season has already commenced.

1.2 Team Selection and Driver Changes

Drivers may choose who they will team up with at the beginning of the season and each driver pairing will select a team in an order set out by the Team Selection Table (1.3). A driver may only select the same team for a maximum of 3 consecutive seasons. Drivers may change teams during a season though only if all drivers concerned agree. New drivers that register after a season has commenced may take any available seat.

1.3 Team Selection Table

The Team Selection Table is determined at the end of each Season for both the F1A Championship and F1A Development Series drivers. Each driver is ranked according to the points they scored in the previous Championship plus 3 points for each race the driver attended to determine their total points.

For each driver pairing the highest scoring driver of the two drivers on the Team Selection Table will determine what position the driver pairing is on the Team Selection order.

1.4 Display Names

Drivers must not change their in-game display name from what they have declared it will be when they register. Drivers may only change their in-game name when they register for a new Championship Season. Failure to comply will result in the driver having two or more separate point scores depending on how many times the driver's name was changed, which will not be totalled.

1.5 Driver Absences

All absences from F1A races are required to be announced in the absentee thread on the discussion forum before the start of qualifying. Drivers who fail to do this three times in a season will be removed from the Series they are currently in and placed back on the pre-registered list. The driver will then be required to re-register to race and possibly have to wait for a seat to become available if it is taken in their absence.

1.6 Stand-In Drivers

1.6a Temporary Replacements

Temporary driver changes between teams within the F1A Championship are not allowed, although teams are allowed to source other drivers to substitute for them if they are unable to attend. The driver selected must be in the current top 8 drivers in the F1A Development Series point standings.

Drivers in the top 8 of the F1A Development Series point standings may declare their availability to race on the forum in the lead up to the F1A Championship race and are assigned to vacant seats when and if they become available.

Drivers in the Development Series may source replacements from anywhere outside of the top 8 in the F1A Championship standings. Substitutes for the Development Series may also be sourced from outside the F1A league so long as these drivers fit locale and internet speed requirements. Temporary drivers may be subject to a test session in the F1A Server to ensure they understand the rules before the race.

Drivers outside the top 8 of the F1A Championship Series may race in the F1A Development Series only if they are legitimately unable to race in a F1A Championship race. This is subject to seat availability for the F1A Development Series.

1.6b Reserve Drivers

A team of drivers in the F1A Championship Series may elect to nominate a Development Series driver as their official reserve driver in the event that either driver is unable to attend a race.

Rule (1.6b) overrides (1.6a) when a team elects to use this option, and the reserve driver will have first preference as a stand-in driver for this team over any other Development Series drivers, regardless of their position in the point standings.

Reserve drivers can be nominated at any point in the season however they may only be dropped in the event that they leave the F1A Development Series.

Reserve drivers are free to stand-in for any other absent drivers for other teams or switch on a permanent basis to the F1A Championship Series, however this decision will be subject to rules (1.6a) and (1.7) respectively.

1.7 Switching Series

Drivers may not race in both the F1A Championship Series and the F1A Development Series under two different nicknames.

Drivers fulfilling the Temporary Driver Replacement criteria as specified in (1.6a) may switch Series if a seat has become available in the Series the driver wishes to switch to. Drivers must make this change at least 24 hours prior to the race of the Series they wish to switch to.

If a number of drivers wish to switch series then the highest or lowest placed driver that wishes to do so depending on series has preference:

From Championship Series to Development Series: Lowest Placed Driver
From Development Series to Championship Series: Highest Placed Driver

2. Event Procedure

2.1a Sessions (Championship Series)

A single round of the F1A Championship Series consists of the following sessions:

- 1x 15 minute knock-out qualifying session commencing at 19:00 EST
- 1x 2 minute interval
- 1x 10 minute top 10 qualifying shoot-out
- 1x 5 minute interval
- 1x 50% Scaled Race Distance Grand Prix

2.1b Sessions (Development Series)

A single round of the F1A Development Series consists of the following sessions:

- 1x 15 minute knock-out qualifying session commencing at 20:30 EST
- 1x 2 minute interval
- 1x 10 minute top 10 qualifying shoot-out
- 1x 5 minute interval
- 1x 50% Scaled Race Distance Grand Prix

2.2 Session Descriptions and regulations

A pre-qualifying practise session of varying length will begin at a time determined by an Administrator and will end at the time scheduled for the beginning of Qualifying Session 1. This session will be deemed unofficial for the purposes of timing and incident review.

Qualifying is run in an unlimited lap, two session format. Qualifying Session 1 is a knockout process where drivers are able to complete laps without any restrictions to fuel load, tyres and general race setup.

Any driver outside the top ten fastest times at the completion of Qualifying Session 1 will be knocked out and are unable to participate in Qualifying Session 2.

The top 10 drivers at the end of the 5 minute interval are the only drivers permitted to take to the track in Qualifying Session 2. Drivers that set a top 10 time in Qualifying Session 1 but were not present at the end of the 5 minute interval will not be permitted to participate in Qualifying Session 2.

Qualifying Session 2 is run under Parc fermé conditions so drivers must begin Qualifying Session 2 with their race fuel load and final race setups. As per the 2008 Formula 1 Regulations fuel is not returned to the cars at the end of the qualifying and drivers must therefore also begin qualifying with additional fuel to complete their qualifying laps.

The Race is run to 50% distance of the actual Formula One World Championship's equivalent Grand Prix. Each race is preceded by a formation lap whereby drivers can heat their tyres and brakes.

3. Racing Settings

3.1a Driving Aids (Championship Series)

The following is a list of all permitted driving assistance options:

- Traction Control
- Clutch Assistance

3.1b Driving Aids (Development Series)

The following is a list of all permitted driving assistance options:

- Traction Control
- Clutch Assistance
- Automatic Gearing
- Anti-Lock Braking

3.2 Race Settings

All races are conducted with the following settings:

- 2x Tyre Wear
- 2x Fuel Usage
- Normal Mechanical Failures
- 30% Damage Multiplier
- All Flag Rules On

4. Points System

4.1 Distributing Points

For a driver to be awarded points the driver must complete at least 75% of the first placed driver's total race distance if less than 14 drivers are present at the start of the race. Points are awarded to the following finishing positions after any relevant post-race inquiries:

- 1st = 10
- 2nd = 8
- 3rd = 6
- 4th = 5
- 5th = 4
- 6th = 3
- 7th = 2
- 8th = 1

5. Anti-Cheat System

5.1 Plug-in Installation

All drivers in both the F1A Championship and Development Series must install the F1A anti-cheat plug-in to the „Plugins“ folder of their rFactor directory. The Plug-in is available to download from the „Getting Started“ page on the F1A League Website.

5.2 Post-Race File Submission

All drivers that finish a race in a points scoring position must submit their automatically generated FAC file at the following location within 24 hours of the start of qualifying:

<http://www.pnp-racing.com/f1a/incidents/>

The latest file can be found at **C:\F1A\F1A-<yourname>-<date(YYYYMMDD)>-<time>**. Each player must exit out of rFactor completely after a race before submitting file.

Drivers that fail to upload their anti-cheat file will be excluded from the race results.

Drivers found to be cheating will be banned from competing in F1A Series races and their subsequent points revoked.

6. Race Incidents

6.1 Reporting Race Incidents

Any incidents that occur during the race can be reported for review using the Incident Reporting System located at <http://www.pnp-racing.com/f1a/incidents/>. Incidents will be reviewed according to the rules set out in (8.2). Incidents must be reported using the Incident Reporting System within 24 hours after the start of qualifying.

Drivers who have been reported will be automatically notified via the email address they used to sign up to the Incident Reporting System, in order to be given the opportunity to defend their actions.

6.2 Incident Report Format

When Submitting an Incident report on the Incident Reporting System all of the form's details must be accurately completed or the incident will not be reviewed.

Each report should only contain one incident. As a result a separate report must be submitted for each separate incident.

Multiple infractions of rule (8.2o) for a single corner may be referenced and contained in a single report. Drivers should submit a separate report for infractions at different corners.

7. Driver Behaviour

7.1 Behaviour Guidelines

Drivers are expected to maintain respect both on and off track with other competitors.

Derogatory, obscene comments aimed specifically towards other competitors, officials or persons must not be made at any time while in the server or on the discussion forum.

7.2 Incidents Involving Driving Behaviour

Incidents involving incorrect driver behaviour should be reported as per (6.2), omitting lap and replay times and instead providing the session the incident occurred in.

Intolerable behaviour will be dealt with based on the severity and frequency of its occurrence based on rule (8.2p).

8. Infractions and Penalties

8.1 Section Overview

The following in (8.2) is a list of various driving and racing rules that all drivers must abide by. Incidents that involve the possible infraction of any of these rules should be reported as per (6-6.2).

Listed in section (8.3) are the corresponding penalties that are given to a driver if they are deemed to have infringed upon these rules.

8.1a Incident Points

Throughout the season, drivers who offend and are penalised as a result will accumulate Incident Points. Once a driver accumulates a total of 100 incident points they will be issued a race ban which overrides any lower level penalty that they were due to receive for their next offense. Every subsequent 100 points gained after that will also result in a race ban.

If a driver receives a warning for an offense, they are not penalised for the incident but will receive half the amount of incident points normally issued for that offense.

The points allocated for each of the offenses outlined in section 8.2 have been listed in the F1A Rules Quick Reference Chart.

8.1b Repeat Offenses

Repeat offenses over the course of separate races result in a harsher penalty being assigned to the offender (if found guilty) each time. These penalty levels have been outlined in the "F1A Rules Quick Reference Chart".

If a driver is on a penalty level higher than the base level as a result of previously being penalised, he or she has the ability to reduce their level by successfully racing 5 races in a

row where they are not penalised again for the same offense. The reduction in the repeat offense level will be by 1 for every clean 5 races attended as described above.

8.2 Incidents and Penalties

8.2a)

Drivers must not block other drivers during a qualifying session. If a driver receives a blue flag, they must move out of the way of the driver that is completing a hot lap. If both drivers are on hot laps, then rule (8.2a) does not apply.

PENALTY = Exclusion from qualifying session at next race the driver participates in.

8.2b)

Drivers that have failed to qualify in the top 10 fastest times of Qualifying Session 1 must remain in their pit garage for the duration of Qualifying Session 2. **PENALTY = Back of grid if no timed lap was started. Temporary ban from the server until after the race if a timed lap was started.**

8.2c)

Drivers must not cross the pit lane exit blend line during qualifying and race sessions.

PENALTY = 15 seconds added to total race time for each offence.

8.2d)

Drivers must obey the pit lane exit lights during qualifying sessions. If a genuine mistake is made and the driver immediately exits to correct the error, the penalty for this offense may not apply. **PENALTY = Exclusion from race results (0 race attendance points).**

8.2d. 1)

When lining up to exit the pitlane at the start of a qualifying session, drivers must refrain from jumping the queue. Each car must line up in the order they arrive at pit exit. Cars must not change order until fully exiting pits at which time the standard rules apply for passing cleanly.

PENALTY = Driver starts race from rear of grid.

8.2e)

Drivers must obey the pit lane speed limit during qualifying sessions. **PENALTY = Exclusion from qualifying session at next race the driver participates in.**

8.2f)

Drivers must not interfere with any other driver during the formation lap. This includes contact with other drivers, brake testing and driving excessively slow. Any visible, LCD-displayed damage resulting from incidents on the formation lap will force a restart of the race and the offending driver penalised. **PENALTY = Back of grid on restart. Kicked from Server on repeat offence (0 race attendance points).**

8.2f.1)

Drivers must not report an incident on the formation lap unless they have been affected by another driver and taken visible, LCD-displayed damage.

PENALTY = Back of grid on restart. Kicked from Server on repeat offence (0 race attendance points).

8.2g)

Drivers must keep in-game chatter to a minimum during Qualifying Sessions and the race. No chatter is permitted in qualifying sessions until every driver has taken the chequered flag.

Exceptions to this rule may be allowed if the chat is deemed to be of a valid or understandable nature. Whispering should be used where possible. **PENALTY = Exclusion from qualifying session at next race the driver participates in.**

8.2h)

Drivers must take care when being lapped. Any driver that receives a blue flag must allow the leading cars to pass them by moving off the racing line and slowing down or maintaining their line and slowing down gradually where appropriate. Drivers must not slow down on the apex of corners, change their line while being passed or attempt to race the cars lapping them.

PENALTY = Exclusion from qualifying at next race the driver participates in. Pit lane start if rule (8.2i) or rule (8.2l) applies to the incident.

8.2i)

Drivers must take care after going off track. Drivers must ensure the track is clear before rejoining to avoid potential incidents. Unsafe recovery to the track and attempting to maintain track position by rejoining directly in front of other drivers is not permitted.

PENALTY = Single Position demotion and exclusion from qualifying at next race the driver participates in. Pit lane start if rule (8.2h) or rule (8.2l) applies to the incident.

8.2j)

Drivers must complete one mandatory pit stop. **PENALTY = Exclusion from race results (0 race attendance points).**

8.2k)

Drivers may not under any circumstances deliberately crash into another driver.

PENALTY = 3 Race Ban

8.2k.1)

Drivers may not under any circumstances deliberately impede another driver as in (8.2h)

PENALTY = 3 Race Ban

8.2l)

Drivers must avoid crashing into or spinning other drivers.

8.2l.1)

Avoidable racing incident.

PENALTY = Three Position demotion and exclusion from qualifying at next race the driver participates in.

8.2l.2)

Avoidable racing incident causing noticeable suspension damage or loss of bodywork

PENALTY = Three Position demotion and pit lane start at next race the driver participates in.

8.2l.3)

A driver that has caused an avoidable racing incident (8.2l.1) and has gained a position as a result, may carefully redress the position by allowing the affected driver to overtake them within 1 lap of the incident occurring if no additional incidents or mistakes affect the original offending driver. Rule (8.2l.3) does not apply on the opening lap of a race and drivers should refrain from attempting to redress when the field is running close together. Drivers must wait until 1 corner after a redress to attempt to overtake.

Redressing after causing an *Avoidable racing incident* negates the penalty for such an occurrence. The penalty for the offending driver therefore becomes the time loss associated with redressing and the additional positions potentially lost while performing the action.

However, if the incident in question causes damage to the recipient (e.g. lost wing, punctured tyre, etc), redressing does not negate the penalty and the *Avoidable racing incident causing noticeable suspension damage or loss of bodywork* penalty will apply if the driver is found guilty.

8.2l.4)

Drivers should not deliberately slow down to make a redress difficult.

PENALTY = 15 seconds added to total race time.

8.2m)

Drivers may defend their position by moving from and returning to the normal racing line on only 1 occasion. Drivers must not change their driving line dramatically whilst braking.

PENALTY = 15 seconds added to total race time or reference rule (8.2l) if appropriate

8.2n)

A driver may manoeuvre their car carefully to dictate the line of the opposing driver while defending a position but the driver must not force their opponent off the circuit, the driver must not make sudden violent movement causing significant contact, and their movement must comply with rule (8.2m).

PENALTY = 15 seconds added to total race time or reference rule (8.2l) if appropriate

8.2o)

Drivers must keep a minimum of 2 wheels within the confines of the track at all times in both qualifying and the race. The track boundaries are defined by the painted lines on both the left and right sides of the tarmac and therefore the 2 wheels must be at least touching these boundaries. Curbing is counted as part of the track and can be used in place of the painted lines, however 2 wheels must be at least touching the painted line immediately after leaving the curbing.

Note: Any exceptions to (8.2o) will be outlined in a driver's briefing on the discussion forum by an Administrator. The intention of the driver and frequency will be considered when determining the ruling on this offense. **PENALTY = Three Position demotion and exclusion from qualifying at next race the driver participates in.**

8.2o.1)

Drivers must redress any positions gained as a result of a breach of rule (8.2o). Failure to do so within one lap will result in a penalty being awarded to the offending driver.

PENALTY = Single Position demotion and exclusion from qualifying at next race the driver participates in.

8.2p)

Drivers must maintain appropriate behavioural standards and respect for all other competitors, officials and persons both in the server and on the discussion forum.

8.2p.1)

Drivers must not use obscene language in the server or discussion forum.

PENALTY = Single Position demotion and exclusion from qualifying at next race the driver participates in.

8.2p.2)

Drivers must not make derogatory or otherwise offensive comments to other competitors, officials, or persons in the server or discussion forum.

PENALTY = Single Position demotion and exclusion from qualifying at next race the driver participates in.

8.3 Penalty Reference Table

A quick reference chart has been created which lists the rules in a tabular format and also describes the penalties for repeat offenses of the same rule (when they occur in different races). Please refer to the "F1A Rules Quick Reference Chart" for this information.

8.4 Conflicting penalties

If a driver receives multiple penalties for the same race which conflict with each other (e.g. Start from rear of grid next race and Pit lane start next race), the harshest penalty applies. In this example a Pit lane start penalty would be applied.