

Grand Prix Online Regulations 2011

1. 2011 Competition Entry

- a. Every driver must hold a competition license in order to be eligible to compete in events organised by Grand Prix Online during the 2011 season. A competition license costs just £10.00 and authorises your entry into events held during the 2011 season.
- b. Every team must hold a competition license in order to be eligible to compete in ONE series organised by Grand Prix Online during the 2011 season. A competition license costs just £5.00 and authorises your entry into ONE series held during the 2011 season. Teams wishing to participate in multiple series will require a competition license for each.
 - i. A maximum of fourteen teams per series will be accepted. All teams must be accepted via the application process.
 - ii. Any organisation wishing to have two entries in a series must ensure that they possess unique identities, such as that of Red Bull and Toro Rosso.
 - iii. Any team that is deemed to be absent from participation will be removed from the roster at the discretion of the administration. Competition license fees will not be refunded.
- c. Entry can be obtained by sending the amount required via PayPal to license@grandprix-online.com – please state in the comments box, or in a separate e-mail to this address, the driver and/or team name you are purchasing the competition license for.

2. Race Calendar

Twenty race weekends will be held over the course of 2011 starting on the 12th March 2011 and concluding on the 27th November 2011. Full details regarding the race calendar can be seen by viewing the Announcements forum where the official calendar has been published.

3. Event Schedule

- a. Grand Prix Online World Championship
Held on Saturdays
Free Practice / 19:00 GMT / 20 Minute Duration
Qualifying / 19:20 GMT / 30 Minute Duration
Warm-Up / 19:50 GMT / 10 Minute Duration
Race / 20:00 GMT / 305km Race Distance (100%)
- b. Grand Prix Online Sprint Trophy
Held on Sundays
Free Practice / 09:00 GMT / 20 Minute Duration
Qualifying / 09:20 GMT / 30 Minute Duration
Warm-Up / 09:50 GMT / 10 Minute Duration
Race / 10:00 GMT / 228.75km Race Distance (75%)

4. Race Details

- a. Grand Prix Online World Championship
305km Race Distance (100%)
Formation Lap
No Refuelling Permitted
Change of Tyre Compound is permitted
No Mandatory Pit Stop
Driver Aids: Low Traction Control, Low ABS, Auto-Clutch
- b. Grand Prix Online Sprint Trophy
228.75km Race Distance (75%)
Formation Lap
No Refuelling Permitted
Change of Tyre Compound is permitted
No Mandatory Pit Stop
Driver Aids: Medium Traction Control, Low ABS, Auto-Clutch

5. Live Marshalling

- a. For 2011 all incidents will be reviewed live, during the race, excluding exceptional circumstances. This means that drive through penalties, ten second stop go penalties and disqualification will be enforced.
- b. During the race weekend there will be two admin personnel present; the Race Director and a Race Marshal. All incidents will be reviewed by these two personnel and a decision executed as quickly as is possible.
- c. All drivers should create a quick chat bind in their profile. To do this, go to your PLR file (located in rFactor/UserData/Driver Name) and find Quick Chat #1 =. Change this line to Quick Chat #1 ="/w GPO Race Director Incident". You should bind the hotkey for Quick Chat #1 to a key you can reach whilst driving. This will inform the Race Director that an incident has occurred so that it can be reviewed.
- d. Any incidents that are not reported or seen first-hand by the admin personnel will not be penalised, excluding exceptional circumstances.

6. Safety Car Procedure

- a. For 2011 a safety car will become a part of proceedings at all race events. The car will be driven by an experienced sim-racer to ensure safety.
- b. If you crash out, or are forced to retire for a mechanical reason, stop on a safe place on circuit and use your incident reporting capabilities to inform the Race Director that an incident has occurred. Do not press 'Escape' until cleared to do so by the Race Director.
- c. When the Race Director determines that a Safety Car is required, he will issue a message visible to all drivers "SAFETY CAR DEPLOYED". When this message is displayed, you are to slow to a safe pace and follow the car in front of you.
- d. No overtaking is permitted during the Safety Car period unless specifically instructed by the Race Director.

- e. Backmarkers that find themselves between the leader and the Safety Car will be waved past at a time indicated by the Race Director. Do not overtake the Safety Car unless specific instructions to do so are received.
- f. Backmarkers that find themselves out of position will be asked to move to the pack in order to regain the correct relative order – no positions will be won or lost through this procedure.
- g. The pits will remain open during the Safety Car period, you are permitted to enter the pit lane at any time – however, drive through and stop go penalties cannot be served under Safety Car conditions.
- h. The Safety Car will be on track for a minimum of two laps, or longer if the queue has not entirely formed.
- i. When the Race Director determines that conditions are safe, he will issue a message visible to all drivers “SAFETY CAR IN THIS LAP”. When this message is displayed, be prepared to restart the race.
- j. Overtaking before the Start/Finish line is not permitted and will result in a drive through penalty.
- k. Anyone stopping on circuit without a valid reason in order to cause a Safety Car period will receive instant disqualification from the race event.
- l. The safety car period should be treated in the same manner as a formation lap, with safe but reasonable gaps behind maintained by all cars.
- m. Weaving in order to ‘warm the tyres’ is discouraged and the locking of tyres to warm brakes is entirely prohibited. Penalties may be applied for lack of consideration and care in this area.

7. Driver License Points

- a. In an attempt to further improve the standard of driving within a race environment we will be issuing points against each driver’s license should they become involved with an incident during the race.
- b. Minor Incident / 1 Point applied to offending Driver’s Competition License.
 - i. *Any incident resulting in a drive through penalty.*
 - ii. *Loss of control resulting in retirement.*
- c. Medial Incident / 2 Points applied to offending Driver’s Competition License.
 - i. *Any incident resulting in a stop go penalty.*
 - ii. *Loss of control resulting in retirement of offending driver and any opponent.*
- d. Major Incident / 3 Points applied to offending Driver’s Competition License.
 - i. *Any incident resulting in a disqualification.*
- e. Acquiring points on your Competition License will result in the following;
 - i. *3 Points on License / 5 Place Grid Penalty at Next Event*
 - ii. *5 Points on License / Back of Grid Penalty at Next Event*
 - iii. *8 Points on License / 10 Points deducted from Driver’s Championship score*
 - iv. *10 Points on License / One Race Suspension*
 - v. *15 Points on License / Three Race Suspension*
 - vi. *20 Points on License / Suspension of Competition License for 2011*
- f. Any incident of blatant and irrefutable cheating will result in instant suspension from Grand Prix Online in its entirety.

- g. A penalty point will be removed for each clean race that the driver completes; three successive clean races will result in any penalty points being wiped from the record.
- h. We understand that lag can be a contributing factor with sim-racing and this will be taken into consideration when viewing footage.

8. Qualifying Procedure

The qualifying session for both Grand Prix Online World Championship & Sprint Trophy will run as follows;

- a. Phase 1 / 30 Minutes remaining / All Cars on track for 15 minutes.
Phase 2 / 15 Minutes remaining / All Cars return to pits for 5 minute interval.
Phase 3 / 10 Minutes remaining / Current fastest 10 cars return to the track.
- b. Qualifying will be run in a non-private session. Anyone who is not in the server when qualifying begins must start from the rear of the grid; anyone who disconnects from the server during qualifying must wait until warm-up to re-join, regardless of their position on the timing boards.
- c. Cars must run in full race setup. Parc-ferme will be enabled. All you will be able to edit post qualifying will be the brake bias, front wing, engine settings, starting fuel and tyre compound on your car.
- d. Starting fuel is not locked in parc-ferme and as such you will be able to edit this throughout the qualifying and warm-up sessions, enabling you to qualify on low fuel.
- e. You can change tyres and tyre compounds during the session and will be given fresh tyres for the start of the race
- f. You will be able to change your tyre compound prior to the start of the race.
- g. The use of the escape function is prohibited whilst cars are on track. You may use the escape key at any time whilst you are in pit lane.
- h. Drivers on an in/out lap must pay attention to those cars that are on flying laps. Any driver on an in/out lap that holds up a driver on a hot lap will be subjected to a five place penalty on the grid.

9. Race Procedure

- a. Formation Lap
 - i. *A formation lap will be run prior to the start of every race.*
 - ii. *Whilst the cars will be travelling at a low speed, accidents are still possible and therefore you must allow a safe distance between you and the car in front; whilst maintaining a reasonable speed.*
 - iii. *If for any reason you spin on the formation lap, you must wait for the field to pass you and re-join at the tail end of the line; when the field begins to line-up in their grid boxes, you may carefully regain your position on the grid.*
 - iv. *Do not attempt to regain your position before the cars have begun lining up on the grid.*
 - v. *If you have an accident on the formation lap that damages your car in any way, you should pull to the side of the track when it is safe to do so and restart in the pit lane. Doing this will repair your car and allow you to start from the pit lane.*

b. Race Starts

- i. *It is critical that you take care on the first lap of a race. You cannot win the race on the first lap. Give each other racing room as your tyres and brakes are lower than their standard operating temperature at this point.*
- ii. *There will be no restarts for incidents occurring on the first lap. If necessary the Safety Car will be deployed.*

c. Blocking

Drivers are only permitted to make one move across the race track in order to defend their position. Any additional line changes by a defending driver will be deemed as blocking and penalties will be applied as deemed necessary by the Race Director using the live marshalling system.

d. Blue Flag Situations

If you are about to be lapped, allow the leaders through safely by pulling off of the racing line when it is safe to do so. Whilst it is the backmarkers responsibility to place their car safely, it is equally as important that the leader is patient and does not attempt to force their way past. Any incidents occurring under a blue flag situation will be heavily penalised by the Race Director using the live marshalling system.

e. Track Cutting

Drivers must keep two wheels on the racing surface at all times. The racing surface is defined as the area within the white lines at the edge of the track, however, curbing is also considered a part of the racing surface and so the white lines may be ignored when there is curbing present.

Persistent cutting whereby a driver gains an advantage will be penalised, however, any cutting that is deemed non-intentional and/or disadvantages the offending driver in any way will not be penalised. These infringements will be categorised at the Race Director's discretion and penalised using the live marshalling system if deemed necessary.

10. Championship Points

The points scoring system for both the Grand Prix Online World Challenge & Sprint Trophy is as follows;

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 Points

Pole Position / 1 Point

Fastest Lap / 1 Point

11. Chat

- a. All chat is prohibited during the qualifying and race sessions.
- b. Any chat during a qualifying session will result in an immediate back of the grid penalty.
- c. Any chat during a race session will result in a drive through penalty being awarded by the Race Director using the live marshalling system.
- d. There will be times throughout the race weekend whereby the Race Director asks you not to talk so that instructions can be conveyed. It is vital that you follow this instruction so that you do not miss any information being given to you.
- e. In extreme circumstances chat is permitted; but only under safety car conditions and only when directed towards the Race Director.
- f. Circumstances when this will be allowed only include instances whereby you need instruction as to what action to take behind the safety car or if you need a penalty clearing for blue flags for example. General chat is still strictly prohibited.
- g. It is imperative that you do not just start chatting, if you have something to communicate in this stage of the race, first draw the attention of the Race Director and wait for permission before engaging in conversation.

12. Dropped Races

- a. Each driver will drop their worst three results from the season; this will include races whereby the driver either did not start, or failed to finish.
- b. Deducted points will only affect the Driver's Championship and will have no bearing on the Team's Championship.

Good Luck,
Grand Prix Online Admin Team