

Codes and Regulations

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About our Policies

The following policies have been adopted from the National Auto Sport Association 2007 Regulations. Policies of safety, participant conduct, and expectations pertaining to simulated motorsports are being adopted to ease any transition from sim-motorsports to participation in your local N.A.S.A. events. The policies are numbered to the exact section and sub-section of the 2007 NASA CC&Rs for easy reference. Policies specific to sim-motorsports are noted as section zero (0.#).

The 10 Cardinal Rules

We understand that some may not have the time to read every word of our policies and procedures. So, we have compiled a list of the "10 Cardinal Rules" to get you through your first couple events here while you read up on the specifics.

- 1) Create a player profile using your regular name. You will not be allowed to race until your player name exactly matches your Race2Play account name.**
- 2) If you spin or run off the track, do not merge back onto the racing surface until all traffic has passed. You are off the track, regardless of circumstance. If you spin and your car remains on track, stay put until all traffic has passed.**
- 3) Do not attempt U-turns on the racing surface. You will cause an accident, and even if you do not you will be removed (booted) from the event.**
- 4) Two tires must remain within the painted white lines (Marked Course) at all times. Course cutting is considered to be all 4 wheels beyond those lines, and is not allowed.**
- 5) Do not use the ESC key unless you are retiring from the session. The real-world equivalent to the ESC key is unbuckling from your car and leaving it on track. Applies to Qualifying and Race sessions.**
- 6) Do not text-chat during Qualifying or Race sessions for any reason. This includes calling 'Pit-in', 'Pit-out', 'Sorry' and 'Thank You'. It is a distraction to drivers on track, and will have to wait until after the session.**
- 7) Be a good sport. Drive hard, but be a sportsman. Don't go cussing another driver for spinning you ... It was not intentional.**
- 8) Follow all safety rules as if you were in a real car on a real track: pit speed, all flags, lights, etc.**
- 9) Practice patience. Punting another warrants an automatic drive-through penalty. This is your responsibility ... Should you not take it, you will receive a one-lap penalty after the event.**
- 10) Do not alter your line or braking for a faster car behind you. Unpredictable moves have a way of ending the race for both of you. Let the faster car dictate when and where to initiate a pass, and only then you are free to assist by easing off the throttle.**

Sim-racing related policies

0.0 - User and Player names

Race2Play does not allow nicknames to be used when creating a new account. All new members must use a valid first and last name upon account creation. However, you are allowed to enter a nick-name in your profile settings which will be displayed to the community. Players who race with an invalid name will be removed from race results.

Furthermore, for the Race2Play results to track all the necessary stats and such for each user, your in-game name must exactly match your member name here at Race2Play.com.

- No underscore ("_") or hyphens ("-") between the first and last names, it must be a space (" ").
- If your R2P account is your full name (ie; "Timothy McArthur") then you can not use "Tim McArthur", it must read the entire "Timothy...".
- No Team or clan initials before or following your actual name.

0.1 - Race Steward Instructions

During an event you may receive an instruction from one of the Race Stewards. Any instruction issued to you may be due to a severe situation that, left unchecked, would degrade the integrity of the event. These instructions should be followed immediately and without question or comment. If you choose to ignore or argue with a Steward, you will be removed from the server without any further warning and very possibly removed from the Race2Play service all together. In most cases, the Steward will issue any such instructions when you first enter the main pit-straight. This should allow you time to glance at the instructions.

NOTE: Ensure that you receive "in-car messages" or you will not be able to hear Steward instructions which will result in your removal from the server.

0.2 - Chat / Voice

Chat in game

No chat is allowed during the Race and Qualifying sessions. This includes any Pit-in or Pit-out quick-chat messages. Chat during Practice and Warmup sessions is allowed, but please keep the chat on topic to the event at hand.

Chat via voice

Chatting via voice communications is allowed during the Race session (not during qualifying please). Anyone connected to the voice communication servers are under the assumption that they do not mind voice chat during an event. Voice chat during a race session should be in regards to the event at hand, only.

Exceptions

Oval racing series allow Pit-in and Pit-out quick-chat messages for safety reasons. While you are not required to announce your pit intentions, it may be prudent in some situations. No other chat during the race session is allowed.

0.3 – Headlamps & Horns

Headlamps may ONLY be used by a class or race leader. Others may flash head lamps to show intention to pass, but may not keep them on after. During sessions in which it is raining or after sunset, all cars may use headlamps. Harassment of another competitor with your headlamps is not tolerated. Horns have no use in motor sports. Their use in any Race2Play event will be considered harassment.

0.4 - Racing to a caution (This policy is specific to the oval racing series.)

Simply put, the moment a yellow flag is waived the running order is frozen. You should not attempt to pass any other vehicle unless that vehicle is clearly off the race-pace due to an accident.

0.5 - Re-joining the racing surface

No driver may rejoin the track until all traffic has passed and your car is facing the exact racing direction.

Any instances of a driver using the racing surface as a place to make a U-turn or an unsafe re-entry to the racing surface **will result in an automatic disqualification.**

0.7 - Smoking Vehicles

Car Smoking during Qualifying

If your car begins to smoke/overheat during the Qualifying session, you will have two choices; 1) Enter pit lane on that very lap to fix the issue, or 2) Finish your lap and press ESC (off the track please) and forfeit the rest of your qualifying session.

Car Smoking during Race

If your car begins to smoke/overheat during the Race session, you may continue with your race as planned. Be warned, that a smoking car usually means that the lifespan of your engine is very near, so it may be wise to enter your pits to attempt to fix the problem.

0.8 - Use of ESC key in Qualifying

During the qualifying session, you may not use the ESC key. You must drive your car back into your pit stall. You may go out for another qualifying run directly afterwards if time permits. If you **MUST** use the ESC key in any location other than your pit stall, the remainder of your qualifying session is forfeit, and you may not return to the track.

0.9 - Miscellaneous items

The following are some miscellaneous policies

Removal from race results

No participant will be removed from race results once the green-flag is taken. Situations in which a driver does not take the 'green' will be the only acceptable reason for removal from race results.



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Clearing server issued penalties

No penalties issued by the race servers will be cleared by the race stewards during an event.

Restarting of a race

An event will not be restarted under any circumstances. However, if the situation is so severe, an event may be stopped and rescheduled for another date. The decision to stop an event may come some time after the cause for the stopping of an event, so everyone should continue racing until told otherwise.

Event “no-show”

Upon registering for an event, you are committing to participation in that event. If, for any reason, you are unable to attend the event, you are required to un-register from the event ahead of time. While it is understandable that this may not be possible from time to time, repeated no-shows will result in your entries to future events being filled by participants with a better reliability record.

0.9.9 - Self-spins

A "self-spin" is any single-car spin or wreck that brings out a full-course caution. You may be allowed only a limited number of self-spins before you are asked to park your car for the remainder of the event. Stock Car (Oval tracks only) races will use an 'end of the longest line' penalty for each self-spin.

National Auto Sport Association Codes and Regulations

23.0 - Participant Conduct

23.1 - Participant Conduct - Expectations

It is expected that every participant and driver (entrant) at any event shall conduct themselves according to the highest standards of behavior and sportsmanship, particularly in their relationship with other drivers and Officials, and in a manner that shall not be detrimental to the reputation of Race2Play. Failure to do so may result in harsh penalties.

23.1.1 - Good sportsmanship

Good sportsmanship is the very essence of the sport, and the basic foundation of any competition. Competitors are expected to hold the qualities of fairness, honesty, courtesy, and justice to be more important than the outcome of the race. Real sportsmen/women may have an intense desire to win, but not at all costs. A person that has won by cheating, or by any means less than honorable, has simply found a way to acquire a trophy, but not a victory. The actual winner is the true sportsman/woman that might go home with nothing in his/her hands, yet his/her heart is overflowing with satisfaction. This satisfaction comes from the understanding that the value of winning is not found in a trophy, but rather in the sheer pleasure of playing the sport with honesty, fairness, and integrity.

23.1.2 - Unsportsmanlike Conduct

Any unsportsmanlike conduct, on any scale, is not welcome at Race2Play events. Acts of unsportsmanlike conduct have many forms such as arguing, yelling, intimidation, and losing without grace. No form of unsportsmanlike conduct will be tolerated. Competitors that show poor sportsmanship due to a mistake in judgment will be educated. However, competitors that commit repeated acts of unsportsmanlike conduct will be excluded from all future events.

23.1.3 - Knowledge of the Rules

All drivers must know all of the rules. Ignorance of a specific rule is not a defense.

24.0 - Paddock and Hot Pit Areas

The speed limit in the paddock and "hot-pit" (a.k.a. "Pit lane") is no higher than that of the pit-speed-limiter for that track. The speed-limiter must be used in all sessions (Practice, Qualifying, Warm-up, and Race) for safety reasons. NOTE: Cars that may not be equipped with a limiter must follow the track's speed limit

You may not leave the pit lane before instructed to do so by one of the following; 1) Pit exit lights display green, or 2) a Steward communicates that the track is open. This applies in all sessions (Practice, Qualifying, Warm-up, and Race). During any session other than the Race session, participants will line up and exit pit lane in single file formation.

25.1 - Flag Observance

All flag rules must be obeyed at all times. Full-course cautions are observed immediately; do not continue at racing speeds to 'race back to the caution'.

NOTE: Race2Play does not observe mandatory blue-flags, but all other flags are observed.

25.3 - Rough Driving

Any driver, deemed by the Race Steward, displaying rough or unsportsmanlike driving may be penalized. The Race Steward shall determine the course of action, which will be final.

25.4.1 - Passing / Being Passed

General Passing

The responsibility for the decision to pass another car, and to do it safely, rests with the overtaking driver. The overtaken driver should be aware that he/she is being passed and must not impede that pass by blocking.

Once the trailing car has its front wheels next to the door/side-pod of the other vehicle, it is considered that the trailing car has the right to be there and that the leading driver must leave the trailing driver enough "racing room". "Racing room" is defined as 'at least three quarters of one car width'. In most cases, incidental side-to-side contact is considered to be "just a racing incident."

Being Lapped

Slower cars are not to move over for faster cars approaching. If you wish to assist; Hold your normal racing line (entry, apex, and exit of all corners) until a long straight. On that long straight allow the faster car to move off-line to initiate the pass at which time you can lift off the throttle to assist an easy and clean pass. Do not lift off the throttle until the faster car has initiated the pass by moving off-line.

This is not permission for a car being lapped to contest lead-lap cars, or cars in a different class. This policy is in place so slower cars stay predictable when a faster car approaches. Altering your normal racing line is unpredictable and the faster cars are unaware of your intentions. Allow the faster car to make the decisions.

The Exception

The exception to this policy is for Oval racing where it is more common to move off the racing line to allow faster cars to continue on. While it is not mandated that you move off line it shows good sportsmanship.

25.4.2 - Punting

The term "punting" is defined as nose of car (or side-of-the-nose to the other car) contact, where the leading car is significantly knocked off of the racing line. The "nose" of the car is defined as the area from one front wheel, around the front of the car, to the other front wheel **including the wheels themselves**.

Any driver who "punts" another car, either off track or into a spin, **at any time during the race**, must serve **an immediate** drive-through penalty (in addition to any stop for repairs) for each instance. You may not be informed of this penalty by the Steward, but you are still required to serve the drive-through. Failure to serve the penalty will result in a **minimum** of 1 lap deducted from your finishing position.

Stock Car (Oval tracks only) races will use an 'end of the longest line' penalty as opposed to a drive-through.

Use the proper protest procedure if the person who punted you did not complete a drive-through penalty.

25.4.3 - Right to the Line

The driver in front has the right to choose any line, so long as not to be considered blocking. The driver attempting to make a pass shall have the right to the line when their front wheel is beside the door/side-pod of the other vehicle.

Once the trailing car has its front wheels next to the door/side-pod of the other vehicle, it is considered that the trailing car has the right to be there and that the leading driver must leave the trailing driver enough "racing room". "Racing room" is defined as 'at least three quarters of one car width'. In most cases, incidental side-to-side contact is considered to be "just a racing incident."

25.4.4 - Blocking

A driver may choose to protect his or her line so long as it is not considered blocking. Blocking is defined as two (2) consecutive line changes to "protect his/her line", and in doing so, impedes the vehicle that is trying to pass with each of the two (2) consecutive movements.

25.6 - Off-Course Excursions & Spins

The competitor is required to follow the marked course during the competition and shall not gain an advantage by an off-course excursion. An off-course excursion is defined as leaving the marked course with all four wheels. The definition of the term "advantage gained" will be left up to the sole discretion of the Race Steward(s).

Any positions in close competition (both forward and rear) are automatically forfeit if you go off-course. Once off-course, your only goal is to slow to a reasonable pace, gain full control of your vehicle, and merge back onto the marked-course in the safest possible way. **An unsafe re-entry onto the racing surface is grounds for automatic disqualification.**



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If your car spins and comes to rest on the racing surface facing any direction other than the exact racing direction, you are required to stay exactly where you are until all race traffic has passed. Only then may you pull your car off the track and work on re-joining the race.

25.6.1 - Marked Course

The "marked course" or "racing surface" is defined by the asphalt or concrete between the two painted lines. Anything outside those lines is considered off-course (this includes curbing). You are allowed to drive no more than two wheels off-course at any time. Exceptions are made for accident avoidance and/or spin avoidance.

As of September 2007, this policy is only enforced on the inside white line. While you may be allowed to run drive beyond the outside white lines, you are still considered outside the marked course. Policy 25.6 (Off-Course Excursions) must still be followed upon re-entering the marked course.

25.8 - Counter-Course Driving

Operating a vehicle in the direction opposite to the normal traffic flow is strictly prohibited, unless ordered to do so by a Race Steward.

Any driver using the racing surface as a place to make a U-turn is grounds for automatic disqualification.

25.9 - Stopping On Course

Stopping on course is expressly prohibited unless in the event of an emergency. "Stopping" includes abrupt and/or unexpected slowing to a near stop. An emergency, for the purposes of this section, is defined mechanical failure or damage from an incident that renders the vehicle unfit to continue.

However, if your car spins and remains on the racing surface facing any direction other than the exact racing direction, you are required to stay exactly where you are until all race traffic has passed. Only then may you pull your car off the track and work on re-joining the race.



Procedures

Procedure – Filing a protest or complaint

Protests and Complaints regarding another participant must be filed no earlier than 24 hours after race completion and no later than 72 hours after race completion. Any filings outside that window will not be reviewed.

Protest / Complaint must have the following information;

- 1) Name of event in question
- 2) Participant or incident in question
- 3) Exact time-stamp of incident from server-provided replay
- 4) Exact policy violation
- 5) Explanation in your own words.

The above information must be transmitted to the Lead Steward (Tim McArthur) via the Race2Play message center. The filing will be reviewed and completed within a few days. Both parties will be informed of any Penalties and/or discipline upon its completion. Excessive unsubstantiated protests or complaints will be grounds for penalty/discipline.

Procedure - Formation Lap with Rolling Start

All software: (Also known as 'Manual Formation Lap') All drivers have 120 seconds to get their car to the grid. Once all drivers are on the grid this timer automatically expires and the start-lights will display green to signify this beginning of the Manual Formation Lap. During this lap, all cars should maintain a safe speed in single file order for the entire lap. Use this time to heat tires and brakes, but be aware that other drivers will be weaving and braking during this lap. The top qualifier may accelerate at any time following the final turn to start the race. No visual or audio cue will be given by the software or stewards.

Procedure - Formation Lap with Standing Start

rFactor - Formation laps will be done automatically via the software itself. All drivers have 30 seconds to get their car to the grid. When the timer expires, a message will appear in on screen releasing all drivers on the formation lap. During this lap, all cars should maintain a safe speed in single file order for the entire lap. Use this time to heat tires and brakes, but be aware that other drivers will be weaving and braking during this lap. As you approach the grid at the end of your formation lap, your grid spot can be easily located as it is highlighted. Stop in your grid spot and await the start-lights to begin the race.

Procedure - Straight-up Standing Start

rFactor & GTL: All drivers have 30 seconds to get their car to the grid. When the timer expires, the start-lights will display red lights in succession until all 4 red lights are lit. When the red lights turn to green, the race has begun.

GTR & RACE: All drivers have 120 seconds to get their car to the grid. Once all drivers are on the grid, the timer automatically expires and the start-lights will display red lights in succession until all 4 red lights are lit. When the red lights turn to green, the race has begun.