

Gentlemen’s Racing Club Championship

Racing Rules and Required Conduct



**The
Gentleman’s
Racing Club
Racing Rules and Required
Conduct**

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General Rules

Below are the general rules that drivers are expected to be obeyed during their time participating in the GRC Championship. Please make sure you uptake this recommended conduct at all times.

Communications Silence and Server Conduct. There is a communications silence during race and qualifying. Any breakage to this rule will first result in a warning from an Admin, followed by a standard penalty from the resultant race if it is broken again. If you wish to talk to someone in particular use the whisper command. `/w <drivername> <message>`.

In addition there are standard penalties for people using foul or abusive language to others. These penalties are as follows:

- Chat during qualifying session: Relegated to the back of the grid.
- Chat during race session: 5 points penalty.
- Foul Language at any time: 10 points penalty.
- Abusive or intimidating language at any time: Event Disqualification (or 20 point reduction, whichever is the most) and a 1 meeting suspended ban for a duration of 1 season. (i.e. repeat offence with in 1 season results in a meeting ban as well as the above penalty).

Racing Boundaries. Drivers should drive with in the "Racing Boundaries" at all times. In order to do this you must keep your car with in one of the following two areas:

- Two wheels within the white lines is always legal, even if the outside wheels are the wrong side of a kerb.
- Or all wheels are on the kerb, even beyond the white lines.

This means where there are large curbs it is OK to have all 4 wheels on the curb. However you must have two wheels inside the whiteline by the time the curb ends.

Below are a series of images to demonstrate this:



The standard rules as they used to be can use the kerb as long as two wheels remain on / within the white lines.

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The amended rule, suggesting all the 4 wheels can be on the kerb so long as you're other two wheels are back on the racing surface before the end of the kerb



The cutting rule as it applies now - too much kerb or going beyond the kerb to take an advantage



The cutting rule as it applies now - using the kerb and no more, but not returning to the racing surface before the kerb ends

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Overtaking outside of this area is not permitted, should you feel you have done so by accident, it is recommended that you let the driver back through to avoid action at a later time. Any driver consistently making time up by overstepping this will also be risking punishment. These boundaries extend to the pitlane too. Drivers must keep two wheels within the white lines of the pitlane exit and entrance at all times.

These rules are relaxed compared to what we have previously run. As a result we have introduced more stringent penalties for cutting. They are defined as follows:

- First Time Minor Cutting: Warning
- First Time Major Cutting: 3 to 10 Points Penalty
- Second Time Minor Cutting: 3 to 10 Points Penalty
- Second Time Major Cutting: 10 to 20 Points Penalty + Suspended Ban
- Third Time Cutting: 20 Points Penalty + Race Ban

Minor Cutting consists of persistently putting a small amount over the allowed areas. Persistently cutting a minor amount of multiple incidents will be upgraded to major cutting over time.

Major Cutting consists of majorly cutting or overtaking outside the boundaries.

Overtaking manoeuvres. They should be fair, and it is the responsibility of both drivers to give enough space once two cars are side by side. If you are not fully alongside the car in front (up to the driver's door or higher) it is your responsibility to get through the corner without touching the car in front. Once two cars are side by side, you may squeeze the other car but must leave at least one car width worth of track space at all times.

Defensive Line. A lead driver may take a defensive line into a corner to make it harder for a passing move to succeed. You may make one defensive move eg. to the inside of the track or a tighter line. Once you have made the move, you must stay there and take the turn from that position, you may not move defensively again, this is weaving and is not permitted. A defensive move is one that begins before the car behind has moved to begin a passing attempt. If you move after the car behind pulls out, this is blocking and is not permitted. If the car behind gets an overlap with yours at the turn-in point, however small, you are expected to leave room in the turn for that car. If you are leaving room, you may not squeeze your opponent off the track at the exit.

Pit Stops. Drivers entering the pits are expected to move off line early and make it clear they are entering the pits. Drivers who when they can exit their pit stall find a car about to pass them must allow the car to pass before exiting their stall. When exiting the pits the blend line must be respected by all four wheels for its full length. Drivers are strongly advised to use the 'Request Pit Stop' button before entering the pits in order to ensure that their pit bay is correctly reserved for their use.

Slower Cars. During qualifying and practice conditions unless a driver is on an out or in lap there are no blue flags and drivers are not expected to move over for faster cars. It is down to the faster car to overtake cleanly. During race conditions cars that are being lapped should stick to a consistent line and allow the faster following cars through by lifting off slightly where possible allowing the following cars to pass easily on a straight or under braking. Faster cars should be patient and wait for the correct time to pass and not force the slower cars off the road under any circumstances.

During the race drivers of slower cars should do their up most to allow leaders through with minimal incident. Blue flags will show but you will not be penalised at any point. However drivers who excessively cause issues for leaders will be giving them grounds for complaints.

The recommended conduct for backmarkers during a race is to keep a consistent line and be clear about what you are doing. Never twitch to go one way and then go the other. If you are in a battle be sure to let the leaders through as quickly and cleanly as possible, especially if you are chasing the car in front as it will offer you a chance to make time up.

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Server Failure. If we suffer a server failure during an event and more than 50 percent have been completed, the race will be called as complete. If we suffer a server failure before 50 percent have been completed the race will be postponed and the admin team will make a decision after the event of what action will be taken.

Complaints, Grievances, & Penalties

Discussion of poor driver conduct, accidents and other forms of unsporting behaviour is strictly forbidden on the race server and in the forums. If you make a race report after the race then ensure that any incidents are sketched over so it can be dealt with through proper channels.

This may seem harsh, but incidents have occurred in the past, arguments have been started and red-mist has settled over subsequent races because things were allowed to get out of hand. Sometimes, the accused party had done nothing wrong and bad feelings start spreading around

To this end, you may describe that you were involved in a tangle but under no circumstances should you publically identify anyone, directly or indirectly, who you feel has disadvantaged you.

The correct course of action upon closure of the track, should be to carefully review the incident(s) you feel caused your race to go out of shape and only if you feel that the incident was completely unavoidable, should you then raise it with a member of Race Control who will then assess the situation and contact all parties involved before ruling a final decision.

Ensure that your complaint is justified. Should the incident be reviewed and we find that you were equally to blame for a crash or that at some point you had behaved in an unsporting manner, your case may be affected.

This is not meant to dissuade you from placing incident protests, but merely to make you think before doing so, 'is it necessary'? Decide for yourself if you were able to make back places that were lost to you or did the driver stop and wait showing genuine remorse for the incident. Do you honestly feel that the event was avoidable? Alternatively if you were merely a spectator and these points apply to another victim of the incident then do feel free to report the incident.

If you can answer yes to those questions, then you may raise an incident report via League Control. To do this you have 48 hours from the results being posted on League Control. View the event results, and there will be a link provided from there to raise a report. Be sure to enter the form fully and accurately. All drivers involved will be notified and provided an extra 48 hours to add feedback before admins view the case and take a judgement.

Please note that if a complaint is not raised then it is highly unlikely that an incident will be reviewed or any action taken.

Clarification on Terms: Racing Incident

If an incident is deemed by Race Control to be a racing incident, there will be no penalties. Racing incidents are the unfortunate but very real occurrences that happen when you put lots of vehicles on one piece of road. There will be contact, there will be some accidents and there will be some who fare worse than others.

Clarification on Terms: Minor Incident

A 'minor incident' may be an accidental, but none-the-less avoidable nudge or tap that causes another car temporary loss of control. Two cars turning into the same corner, one tags the other and pushes it wide. The driver at fault could have avoided the incident with a little foresight and perhaps checking the view out the sides of the car before turning. To avoid being reported, drivers at fault could hang back to let the affected car re-pass.

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Clarification on Terms: Major Incident

If the claimant has their car reduced to an unusable condition as a direct result of another driver's carelessness, or if several vehicles are involved, causing bunching up of traffic and damage to multiple vehicles, the incident is considered as 'major'. There is little a driver can do to redeem him/herself from a major event so use special care to avoid causing one.

Clarification on Terms: Dangerous Event

This is less serious than an incident as no contact needs to be made to qualify. An example of this is rejoining the track in a carefree manner which can cause disruption to other drivers. If this has happened to you then you will appreciate how terrifying it can be to have a slow moving car swerve out in front of you.

In the case of rejoining the track you must take care to rejoin safely. Any driver found to have caused an incident as a result of not taking an appropriate level of care there can be claims for a protest. However drivers who see others rejoining must also take due care and make sure to try and go around any rejoining car where possible.

Penalties here may range from a verbal warning upwards dependent on severity and past incidents.

Clarification on Terms: Unfair Tactic

A driver who pushes the rules too far can end up in trouble. Blocking, nudging, door rubbing, corner cutting and using run-off areas to your advantage will all be frowned upon. Deductions will be made for each unfair tactic that takes place in the race. Keep the racing clean, honest and within the boundaries of the track to avoid losing points.

Please note that the legal track consists of the road within the white lines if they exist, unless specific exemptions are specified before the event. Rumble strips are also valid, however crete strips are not valid on the race track. Drivers must keep two wheels on the legal racing surface at all time.

Penalties here may range from a verbal warning upwards dependent on severity and past incidents.

Clarification on Terms: Poor Conduct

This covers more or less everything else and has more to do with you than your driving. The server allows people to chat to each other in real-time and is a useful tool for relaying information and conversing with fellow drivers. It is also very effective as a distraction for many people. Therefore, use of the chat-box is **absolutely forbidden** during qualifying and racing conditions.

The chat-box may only be used by Race Control to communicate vital race information to the drivers if Qualifying or a race is in session. No text messages are to be relayed in the chat-box until after **all** drivers have officially passed under the chequered flag or retired from the race back to the pit-garage. Any and every infraction of this rule will be strictly upheld.

During practise sessions and breaks when use of the chatbox is unrestricted, please conduct yourself in an appropriate manner. Light hearted and witty banter is often warmly received but obscene and coarse language will not sit so well and in championships will result in an instant points penalty. Try to keep it light, polite and clean.

Teamspeak or Ventrilo servers are often used by drivers in these events. You are permitted to use Ventrilo as you see fit as drivers have the option to mute their channel or switch to a private section for team-only communications. Please use some caution though and again keep it light, polite and clean, even if you are in

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a private channel. Some people may not be using headphones and young ears may be listening in some households.

Headlights may only be used in three instances:-

- The ambient light is low (ie: late sunset, night)
- Your vehicle is moving slower than others may expect (ie: damaged and en-route to pit-lane, end of qual/race victory lap)
- Only the lead driver may use headlights when approaching back markers. The lead driver should also switch these off when there are not any back markers approaching.

At no time should the headlights be flashed or switched on and off repeatedly in a race. This will be interpreted as aggressive and will be marked against you.

The horn serves no purpose what-so-ever on the racing circuit and therefore does not really need to be used during racing laps. Using the horn only as in a positive manor will be accepted. (i.e. Thanking a back marker for allowing you past).

Penalties here may range from a verbal warning upwards dependent on severity and past incidents.

Any driver who receives 3 points penalties in one meeting will automatically receive a 1 meeting ban.

Conclusion

Thank you for reading this document. I know it's long, and possibly boring, but it should cover all the various aspects of driving in a points truck championship with the GRC. If anything in this document is unclear or has been omitted, please contact Rob 'Stargazer' Wheatley with the details and a new revision of the handbook will be released.

Lastly, I feel it is important to point out that the GRC operates on a unique philosophy of 'respect above all else'. The following piece of text is a quote from the founder of the GRC, Mike 'Drifter' Wrightson:-

"Any driver wanting to become a member of the rF-GRC should aim to put good on-track behaviour first and winning second. In this way, we should be able to enjoy regular races that are a lot of fun."

Please remember this every time you join a GRC server, whether it is a championship or a club race. If you can take the win, or gain some positions but you need to do some bumping to get there, **do not go for it!** If you can take the win or gain some positions and you can do it cleanly and in an honest manner, **go for it** and you will look like a driving God for having pulled it off cleanly.

But don't take chances. Silly risks are what cause crashes. If you feel that driving cleanly is impairing your ability to succeed, then please do not continue to reduce the standard of driving we continually strive so hard to achieve in GRC events.

Thank you again for your time, and for your interest in racing at GRC.