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1.0 General Rules

1.1 Drivers must have a stable internet connection. VOR is not responsible for drivers who are not able to sustain a connection to the server.

1.1.1 Drivers must maintain a minimum ping of 150 (as viewed on the race server). Drivers that are above 150 will be asked to leave the server.

1.2 Patches and Plug-ins are allowed as long as they do not affect the functions of the simulation, create an unfair advantage, or affect other drivers.

1.3 Participation – if a driver knows they will not be able to participate for an extended period, they must notify the leadership via PM or through the forums.

1.4 Drivers must use their full name to participate. If you have a nickname in the VOR forums, please use a signature that contains your real name so we can associate comments with the correct drivers.

1.5 The track closes in Practice session with 1 minutes remaining, and is closed during Warm-up to allow the race server to settle before advancing, unless otherwise notified. All drivers are expected to return to the pits at this time.

1.6 Before the start of the race, the stewards' committee may adjust the track conditions such as the time of day when the race takes place in order to stimulate changes that the teams might encounter during a race.

2.0 Car and Car Number Selection

2.1 Drivers may choose to drive any car listed in the IndyCar Series mod, or they may paint their own.

2.2 Drivers are allowed to change their team car one time per season, and can only be changed during Break Weeks when new Skins are due. To change your team car, you must submit a new skin by the skins deadline, and notify the league you are changing cars by posting our change in the new Skins submission thread.

2.3 Car upgrade packages

2.3.1 Indianapolis Package is used at all tracks greater than 2 miles.

2.3.2 Speedway Package is used at all tracks between 1.0 and 1.99 miles.

2.3.3 Short Oval Package is used at all ovals smaller than 1.0 miles.

2.3.4 Road Course Package is used on all road courses.

3.0 Car Identification and Skins

3.1 The car you drive MUST have the number you picked displayed on it in the appropriate places

3.1.1 These designated places are the Nose and Rear Wing Endplates

3.2 New skins will be accepted for use as follows:

3.2.1 During the preseason after the stewards' committee releases licenses and car numbers.

3.2.2 During the week prior to a race, if you want your skin in for the next race, it needs to be submitted by the Wednesday before the race.

4.0 Pre-Qualifying

4.1 We will limit the grid to 33 at Indy and 28 drivers at all other tracks drivers by pre-qualifying the week prior to the event.

4.2 We will use the Fast Lap Tracker as the basis for determining the top drivers to participate. It is the drivers' responsibility to ensure the FLT is working properly, and they must notify the league as soon as an error condition is found.

4.3 We will allow drivers to pre-qualify until Saturday 8pm EST.

4.4 Cut process (only followed if we exceed 33 drivers at Indy and 28 everywhere else):

4.4.1 Initially we will cut any driver that is not within 107% of the fastest driver.

4.5 Pre-Qualifying Limit not reached –in the event that the field is not filled through Pre-Q drivers outside of the 107% may compete within the discretion of the administrators present.

4.5.1 The remaining spots will be filled as the drivers enter the server.

4.5.2 If there are more drivers in the server than the limit the remaining Non-Pre-Q drivers in the server will be set by points with higher points drivers having priority.

4.6 Exemptions

4.6.1 - The top 3 finishers for the previous race and in the current standings are exempt and do not need to pre-qualify

4.6.2 Exempt Drivers that plan to participate in the race must have a lap time recorded or they will not be included in the pre-qualifying process (and will not be able to race).

4.7 Replays – Each driver must maintain a copy of their fastest lap replay in case it's requested for review. The stewards may request replays for review and validation. Drivers unable to provide this replay may forfeit their qualification.

4.8 Participation – Drivers that will not be participating in the current week race are still allowed to practice on the server. However, they must notify us in advance that they will not be able to participate so they are not included in the evaluation process.

4.9 Probation – drivers on probation will automatically forfeit their pre-qualifying spot if needed for an eligible driver.

5.0 Qualifying

5.1 Qualifying will be one, 45 minute session on ovals, and one 30 minute session on road courses

5.2 Drivers are expected to follow the direction of the Race Steward.

5.2.1 A qualifying order will be announced on Team Speak as well as in the race chat box.

5.3 When the Steward notifies that Qualifying is finished, drivers are allowed to complete that lap and must immediately exit from the track.

5.4 Drivers are only allowed to qualify during their prescribed time on the ovals, or during the full session on road courses.

5.4.1 Drivers however are NOT allowed to weave to warm up tires during their qualifying run.

5.5 Drivers that are present at the beginning of qualifying and are bumped from the server before they turn a timed lap will be moved behind the last qualified car . The driver is responsible for notifying the Head Steward at the beginning of warm-up.

6.0 Race Start

6.1 Race starts are by far the most likely place and time for incidents to occur and our races are fairly long , so you're not going to win the race by passing a few cars on the first lap. You could however very well risk ruining the race for half the field by taking unnecessary risks on the first lap, so don't do it!

6.2 For each road course race an “Orange Zone” will be in place for the first lap beginning from the Start/Finish line and extending typically through the first timing sector. The Orange Zone will be specified in each week’s race thread.

6.2.1 If a driver causes an incident in the Orange Zone due to aggressive or negligent driving (making a pass, late breaking, misjudging the speed of traffic, falling asleep on the starting line, etc), penalties will be doubled.

6.2.2 Repeat offenders during the season are subject to potentially losing their license to race with us. This will be determined by the SimdyCar Stewards Committee and is not subject to appeal.

6.2.3 Drivers may pass other drivers, however extreme caution is recommended.

6.3 Formation Lap

6.3.1 Our races (except on very long tracks) will all start with a formation (reconnaissance) lap. The goal of this lap is to get everyone settled down prior to the race.

6.3.2 Drivers are responsible for their actions during the formation lap, and are subject to penalties for damaging other drivers.

6.3.3 Maintain a safe but reasonable distance to drivers. Follow the order based on your starting position (alternate with the car to your right/left – you should not be immediately behind the car in front of you on the grid (you will be ahead of your starting position)).

6.3.4 Warming up tires during the formation lap is allowed, but be conscious of the drivers around you.

6.3.5 No brake checking (accelerating and sudden stopping). Drivers are expected to maintain a smooth rhythm of approximately 65 – 80 mph around the track. Drivers are not allowed to stop or dramatically slow down on the formation lap.

6.3.6 Restarts will can be granted, but only under extenuating circumstances.

6.4 Restarts

6.4.1 Restarts will occur due to server malfunction.

6.4.2 Restarts will be granted upon significant server malfunction affecting a minimum of 20% of the starting grid.

6.4.2 Restarts will be granted if there is an incident on the first lap involving more than 50% of the field, on the first lap only.

7.0 Passing and On-Track Behavior

7.1 In general, the passing driver is responsible for being aware of the performance limitations their car as well as others.

7.2 Generally speaking, the passing car is ultimately responsible for making a safe pass at a safe time. However, it is both drivers responsibility to ensure a safe pass is made. Failure to do so may result in a penalty.

7.3 When making a pass on another driver just before going into a turn the passing driver must minimally get his/her front wheels at least even with the rear wheels of the car you are passing before the point of turn-in to have earned the right to hold their line. The driver being passed must hold their current line.

7.4 Leaders are NOT automatically given the right to pass slower cars. All drivers have the right to race on the track, and each person will be involved in their own battles. Faster cars must make passes when it is safe to do so. Cars being lapped (blue-flag) are allowed to race with the leader, but must NOT race the leaders inside of 10 laps to go or risk penalty.

7.5 You are allowed 1 block per race event. Blocking is defined as altering your race line in reaction to another driver in an attempt to prevent a pass. Continuous blocking will be penalized.

7.5.1 Altering your racing line (weaving) to prevent a following car from drafting is considered blocking.

7.6 Bump-passing is not appropriate, and warnings will be issued unless the offending driver gives back the pass, even if it occurs accidentally. Bump-passing is defined as the passing driver nudging the passee to get him loose, and then passing while the other driver is busy recovering.

7.6.1 Bump drafting falls under this rule as well. Bump drafting is strictly prohibited on the ovals.

7.7 If a driver spins while on track, they should immediately lock their brakes and hold it until they are completely stopped - even if still on the track (and then wait for a clear opening on track to resume). When a driver doesn't lock his brakes, they will roll in unpredictable directions and will likely cause an accident. A driver involved in an incident while spinning on track and not locking their brakes completely will be held responsible for that incident.

7.8 On OVALs driving around the bottom of the race track is acceptable, be predictable and know the limits of your car that low on the track.

8.0 Blue Flags

8.1 Drivers being lapped must maintain their current and predictable racing line. Any incidents that occur due to drivers unexpectedly changing their line or speed will be penalized.

8.2 Driver' are allowed to race the leaders until 10 laps to go, see rule 7.4

9.0 Yellow Flags

9.1 Yellow flags will be used in the cases of incident on the track

9.1.1 Full course yellows will be the only form of a yellow flag used on the ovals, but can be thrown on road courses

9.1.2 Local yellows are yellows that are used for a incident on a small part of the track, drivers are to not pass in this zone until the drivers are past the yellow flag.

9.2 On ovals there is a "Wave Around," the only way to achieve this in game is to throw a secondary yellow.

9.2.1 When a wave around is announced and the first yellow goes to green, drivers are not to race each other but continue in the pace lap speed.

9.2.2 The pits are CLOSED during the wave around, this is an honor code because rFactor will open the pits.

9.2.2.1 Any driver driving into the pits during this period will be given a 5pt penalty for each occurrence

10.0 Pit Entry and Exit

10.1 Drivers must exit and enter the pits at a safe speed

10.1.1 On ovals pit entry constitutes of entering the apron at the beginning of Turn 3. The Pit Speed does not start until you are on Pit Road

10.1.2 On Road Courses pit entry is the natural point of entry.

10.2 Drivers exiting the pits must follow the blend lines and may not cross the blend line to exit the pits earlier.

10.2.1 The blend line on ovals will be the exit of turn 2, a driver must stay on the apron until then.

10.3 Drivers on track are not allowed to use the pit blend lane as part of the official racing surface. This area will follow the 2-wheel rule (2 wheels must remain on the racing surface at all times – or in this case, 2 wheels must remain outside the pit blend lane).

10.4 Drivers will be notified (in the weekly pre-race thread) if there are any deviations for the current week (either allowing you to use the full blend area, or that no wheels are allowed in the blend area).

10.5 Drivers in pit lane must adhere to pit lane speed limits at all times in all sessions (Practice, Qualifying, Warm-up and Racing) of an official race event and any time they are on the official VOR Race Server.

11.0 Chat

11.1 Drivers are allowed to use in-car chat during Practice, Warm-up, post-Qualifying, and Post-Race.

11.2 Drivers are allowed to use the quick key, “Pit-In” only when they are pitting. This is the ONLY chat allowed during a race unless otherwise specified by the race stewards.

11.2.1 The Race Steward will notify drivers when they are allowed to resume chat functions post-Qualifying and post-Race.

11.3 The Race Steward will make posts that must be read in ALL CAPITALS. Drivers are responsible to read these messages and are subject to any penalties associated with not following them (“I didn’t see it” is not an acceptable form of defense).

12.0 Track Surface and Shortcuts

12.1 Drivers must keep a minimum of 2 wheels inside the solid white lines on the race track at all times.

12.2 If there are any exceptions to this rule, they will be posted in the weekly race thread pre-race notes.

12.3 Drivers are allowed to go off more than 2 wheels to avoid an accident or to avoid another car. Drivers are not allowed to go off to improve their lap time. If a driver does go more than 2 wheels outside the white line, they can immediately lift off throttle and apply brake for 1 second to eliminate this instance of being off from counting against their total.

12.4 Drivers who exceed 8 offs in an event will automatically be disqualified from the race.

12.5 During qualifying on Road Courses, drivers must ensure they don't go more than 2-off on their fastest lap. Failure to do so will result in an 8 point penalty being applied in the post-race review. If you go more than 2-off, it is suggested you immediately slow down to ensure it's not your fastest qualifying lap.

12.5.1 During qualifying on OVALS, drivers must ensure they don't not cross the line on their fastest lap. Failure to do so will result in an 8 point penalty being applied in the post-race review. If you go more than 2-off, it is suggested you immediately slow down to ensure it's not your fastest qualifying lap.

12.6 Examples

12.6.1 This is [acceptable](#), 2 wheels inside the white line

12.6.2 This is [marginal](#). It appears all 4 wheels are off the racing surface. It's possible the driver will get a penalty if found.

12.6.3 Clearly a [penalty](#), driver has all 4 wheels off the racing surface.

13.0 Driver Responsibility

13.1 VOR Drivers are responsible to follow all rules as specified in this document.

13.2 VOR Drivers are expected to review the weekly race thread for any pertinent rules revisions for the current week

13.3 Cheating in any form will not be tolerated in any way.

13.4 VOR Drivers are expected to participate in an ethical and sportsmanlike manner. Taunting, trash-talking, and berating other drivers for any reason will not be tolerated and may lead to expulsion.

13.5 Pre-race preparation: We expect all drivers to prepare in advance for a racing event. If a driver attends an event and is clearly unprepared, the Stewards may ask that driver to not participate. Stewards may use the Top Lap times log to verify driver practice times. The Stewards may opt to post a minimum race time for drivers to achieve in qualifying to participate in the current week's race. This is to ensure drivers have prepared for the event properly and that they not be a danger to those drivers who have put significant time into preparing for the event.

14.0 Teams

14.1 In the SimdyCar series the maximum cars on a team allowed is 3 cars.

14.2 "Junior" teams are frowned upon but not prohibited

14.3 You are NOT allowed to use team tactics in order to boost a teammates points.

15.0 Points

15.1 Points will be assigned;
50,40,35,32,30,28,26,24,22,20,19,18,17,16,15,14,13,12,12,12,12,12,12,12,10,10,10,10,10,10,10,10

15.2 Drivers must start the race in order to earn full points in an event.

15.2.1 Bonus points will be awarded as: Most Laps Lead: 2 pts, Qualifying on Pole: 1pts. At Indy your attempt to qualify guarantees you 6pts, this includes pre-qualifying. All other tracks your attempt to qualify guarantees you 3pts.

15.3 Team points are scored the same way driver points are, but with only the highest finishing car on a team scoring points.

16.0 Incident Review

16.1 VOR has established a non-biased system called the SimdyCar Stewards Committee. This committee reviews each race looking for aggressive and rough driving, and drivers not conforming to VOR rules and regulations. This committee has the responsibility of reviewing incident and determining the driver(s) at fault and shall apply penalties accordingly.

16.1.1 Admins are not allowed to make a decision without having consultation with the Stewards, this is limited to ONLY on racing incidents. Forum decorum is one situation in which an Admin can make an immediate ruling.

16.2 The SimdyCar Stewards will automatically review the Orange Zone (specified pre-race) and any potential areas drivers may cut on the track.

16.3 The Stewards will also review any incident that meets a specific contact level severity based on rFactor race log (catches majority of significant contacts). The Stewards will not guarantee we catch every incident, but will catch the majority.

16.4 Drivers may also submit requests for review by submitting an Incident Request Review form (posted in the forums) to the **SimdyCar Stewards** PM box by Monday at 6pm following the race.

16.4.1 Drivers must submit the following information: Drivers involved and time of incident

16.4.2 Drivers should carefully review the race replay before submitting a request.

16.5 The SimdyCar Stewards will review all race incidents by Friday 6pm and announce their findings.

16.5.1 The weekly points chart will be updated with any associated penalties and the membership will be notified of the penalties.

16.6 All decisions made by the Stewards are appealable, but the parties involved need to submit evidence concerning the decision within 24 hours, of the original decision being made public.

17.0 Penalties

17.1 Avoidable Contact – assigned when a driver hits another driver resulting in a spin, going off-track, or significant damage.

17.2 Short-cut – when a driver puts more than 2 wheels off the track other than in an accident/ significant mistake or to avoid an accident. Penalty is 2 points per incident after 3 incidents in an event. If a driver exceeds 8 cuts in an event, they will be disqualified from the event.

17.3 Blue Flag – when a lapped driver does not give way within 10 laps remaining.

17.4 Qualifying Session penalty – drivers that enter or remains on the track when not allowed will start at the back of the grid.

17.5 Qualifying Track Cutting – if a driver cuts the track (more than 2 wheels outside the white lines), they must ensure it does not happen on their fastest lap. If it does, they will be moved to the end of the grid (if caught during qualifying) or be penalized 8 points if discovered during post-race review.

17.6 Blocking – Altering your race line in reaction to another driver in an attempt to prevent a pass. This is penalized if the driver is exceeding their ONE move.

17.7 Pit Lane Violation – Driving in excess of the pit speed limit, entering or exiting unsafely, entering a closed track, or violating the pit lane blend area rules will be penalized.

17.8 Orange Zone penalties are doubled. Drivers found guilty of aggressive driving may start the next race from pit lane at the stewards discretion.

17.9 Purposeful Contact – Going after another driver and making contact with intent will result in an immediate 1 race suspension. The penalized driver may try to appeal the ruling within reason.

17.10 Chatting, besides “Pit-IN” during a “no-chat” session may penalized 2 points per comment.

17.11 Penalty points will be deducted from the current week’s event points, and the final race results will become official after the Stewards have completed their incident review.

17.12 Qualifying sessions may be reviewed for the same penalty scenarios with the same penalty points being applied.

17.13 Penalty points may be waived by the Incident Review Committee at their discretion.

17.14 Probation: Any driver with a trend of rough, careless, or aggressive driving may be put on probation by the Stewards (official notice will be given). A driver on probation may have his license suspended if another penalty occurs while on probation at the discretion of the stewards committee.

17.15 Typical incidents will fall into 4 classes:

17.15.1 Racing Incident - typical racing incident, no penalty involved;

17.15.2 Warning - a driver needs to be warned of an action that caused problems, but it does not warrant a penalty;

17.15.3 Infraction - drivers violated a rule and caused an issue on track, but not enough for a full penalty.

17.15.4 Penalty - a driver violated a rule resulting in damage or significant lost time for another competitor, and points will be deducted. 2 Infractions in 1 race will yield a penalty. Penalties are worth an 8 point deduction from the current week race.