



Formula BMW World Trophy



RULEBOOK

draft v1.0
28/02/2007

1. General Concept

The BeRacing Formula BMW World Trophy (further referred to as FBMW) is a virtual racing car competition, which uses the rFactor simulation game. The FBMW tends to be a simulation, and will try to reflect the real life Formula BMW as best as possible.

The FBMW is an organisation of the BeRacing community (<http://www.beracing.be>).

2. Requirements to join the FBMW

- a) You must be a member of the BeRacing community. Membership is free of charge and you can apply for membership by signing up on our website (<http://www.beracing.be> , Active Drivers section) **and** our forum.

- b) You must own a valid and legal copy of rFactor. The only way to obtain this game is by downloading it from the website <http://www.rfactor.net>, where you will also have to buy a license in order to unlock the game.
- c) You must install the latest patch for rFactor, which to date is patch v1.250 and can be downloaded from the rFactor website. If, at any point during the league, a new patch would come out, the next race in the league will be run with this patch applied if it proves to be reliable.
- d) The Formula BMW mod is not a standard mod of rFactor, and therefore has to be downloaded and installed. You can find it here: <http://www.rfactorcentral.com/detail.cfm?ID=Formula%20BMW>.
- e) By entering the FBMW trophy drivers and teams are supposed to have read, understood, and acknowledged this rulebook.

3. Technical regulations

Like in real-life FBMW, no driving aids will be allowed, except for auto-clutch for practical reasons.

- Traction Control: not allowed
- Braking Help: not allowed
- Stability Control: not allowed
- Launch Control: not allowed

4. Sporting regulations

- a) A race-event consists of two heats.
- b) Race entries

Only the drivers registered by their team managers for a specific event will receive the server's password and will be allowed to race. The password will be sent out just a few hours before the start of the event so be sure to check out your emails regularly. **Passing the password on to someone else who was not registered to race will not be tolerated and will be strongly penalized !**

Drivers must join the server either with their real name, or with the nickname they are registered with at the BeRacing website / forum. Drivers joining with unknown names and failing to identify themselves on the admin's request, will be kicked from the server.

Drivers are allowed to take part in heat 1, without having to take part in heat 2 of a race-event. However, taking part in heat 2 without racing in heat 1 will not be allowed, unless the admin rule an exception due to circumstances. With "taking part" we mean: take the start when the green lights go on. The formation lap is not

part of the race.

If a driver should grab pole position during qualifying, but decides not to take part in heat 1 (and consequently also not in heat 2), he will lose his bonus point he won for the pole position. The pole bonus point will then not be rewarded at all, meaning that P2 in qualify will NOT receive the point.

c) Race Format

- Qualifying: 20 minutes open qualifying with an unlimited amount of laps.
- Warmup: 5 minutes to get the car in race trim.
- Race format:
 - HEAT 1 : +/- 60 km. Grid as from best times in qualification
 - HEAT 2 : +/- 60 km. Grid as from **second best time** in qualification.
 - Race start format: formation lap + standing start
 - Time acceleration: normal
 - Damage multiplier: 100%
 - Pitstops are NOT mandatory, but of course allowed

d) Eligibility for points

In order for a driver to score race points in a heat, he must have travelled at least 90% of the total laps completed by the race winner of that heat, rounded down. Example: the race winner has completed 15 laps. $15 \times 90\% = 13,5$. Rounded down, this makes 13. This means you must at least have completed 13 laps to score race points for that heat.

e) Race restarts

A race will be restarted on following occasions:

- If $\geq 40\%$ of the field has been eliminated (i.e. due to a mass crash) by the end of lap 1. With eliminated we mean not being able to make it back to the pits for repairs, or the pit crew not being able to repair the car to a reasonable level.
- In case of a server crash during the race --> the full race will be restarted but it could be shortened. In case of a server crash during qualifying --> the full qualifying session will be restarted. Thus even drivers who already have set a time, will be allowed to do so again, and all previous times will be disregarded. In case of a server crash after all

drivers have set a qualification time --> qualification results will be maintained.

- If an accident occurs during the formation lap (see below).
- In case of a driver unintentionally losing his connection to the server on the formation lap or just before, the admins can rule to delay the start of the race if that driver is able to reconnect in an appropriate delay of time. In any case of a race restart, the starting grid for the new race will be the same as for the interrupted race.

f) Event dates and timings

Race-days will be on Sunday evenings (Central European Time, = GMT + 1 during the winter season) The race-dates can be found on our website: <http://www.beracing.be>.

Timing of the event will be as follow (all times in CET):

- 19:15 → Server startup
- 19:20 – 19:35 → Practice session
- 19:35 – 19:55 → Qualifying session
- 19:55 – 20:00 → Warmup session
- 20:00 – 20:30 → Heat 1 (formation lap + 60 km (+/- 30m))
- 20:35 – 21:05 → Heat 2 (formation lap + 60 km (+/- 30m))
- Please note that some minor delays in the timing are possible.

g) Point scoring system

Points are scored after each heat of a meeting.

1st: 45
2nd: 40
3rd: 37
4th: 34
5th: 32
6th: 30
7th: 28
8th: 26
9th: 24
10th: 22
11th: 20
12th: 18
13th: 16
14th: 14
15th: 12
16th: 10
17th: 8
18th: 6
19th: 4

20th: 2

1 point for pole position in heat 1.

5. Teams, car numbers and skins

There will also be a team competition. Teams will score points according to their driver's point-rewards. Pole position point will also count for the team's championship.

There will be a maximum of 30 cars allowed in the league, thus a max of 15 teams if all teams line up 2 cars, which is the maximum allowed per team.

Drivers are free to form a team at the beginning of the season. Teams will have to designate one team manager. The manager will be responsible for administrative stuff for his team throughout the season. In the days leading up to a race-event, he will be contacted by the series admin to give the names of maximum two drivers that will race for his team during that event. This filled in "entry blank" will have to be returned to the admin before a given deadline. Failing to do so will result in the default lineup being taken for the team.

Keep in mind that all drivers wishing to take part in an event, must be registered and approved on the BeRacing website and forum. A team manager may also be driver for his own team. However, being manager for one team and racing as a driver in another team, is not allowed.

The defending open wheel cup champion Joeri Brootacker will be assigned number 1. His teammate will have number 2. Other teams may freely choose their numbers (from 3 to 99) but the numbers in the same team must be adjacent. The number of the first car in a team is the odd number up until 11. Starting from number 14, the number of the first car is even. Number 13 may not be used.

BeRacing will provide a template of the Formula BMW cars, with BeRacing partner logo's on them at a specific place. These logo's must be kept at their original position. Other from that, teams are free to paint the cars in their desired colours and schemes, and may add real or fictional sponsors too, taking into account that they may not be from a rival company of the official BeRacing sponsors.

6. Race calendar

The race venues are a mixture from real life tracks used by Formula BMW UK, USA, Germany and ASIA.

25/03/07, Testrace, TDB
01/04/07, Shanghai, China
15/04/07, Zhuhai, China
29/04/07, Lausitzring, Germany
13/05/07, Hockenheim, Germany

27/05/07, Brands Hatch, UK
10/06/07, Snetterton, UK
24/06/07, Montreal, Canada
08/07/07, Road America, USA

7. Driver's behaviour

a) General

Each driver has to commit to a gentlemen's driving style. Hard and tough racing is allowed, but banging each other off isn't. Please note that an incident will NEVER be investigated unless a complaint is filed. If a complaint (see point 8) is received about a driver and this driver is found to be "guilty" by the admins, the admins will rule what the penalty is, in accordance to the severity of the infraction. This can be a warning, a time penalty, a points deduction or a disqualification. Please note that in case of a point deduction, the driver's possible bonus points for that specific race will also be scratched. These bonus point or points will NOT go to the "second driver in line for those points".

b) Formation Lap procedure

As stated before, when an incident occurs on the formation lap, the race will be restarted. This is to give everyone a fair chance of taking part to the race. BUT: the incident will be investigated afterwards in the replay, and a 10sec time penalty will be handed to the causer of the incident. If several parties are at fault, they will each receive this penalty. In most of the cases though, it will be the driver behind that will get penalised. It is thus of a great importance that you leave enough space between you and your front runner during the pace lap. The driver following the other will in most cases be responsible for any accidents with the driver in front of him. On the other hand, deliberate brake testing will not be tolerated. It's up to the polesitter to set a decent pace, not too fast but not too slow either. Once on the final straight and approaching to the grid, please stop swerving around, carefully come closer to your fellow competitors and move to your grid position. This is for not losing too much time between the moments the polesitter and last runner line up their cars on the grid.

c) Position defending

Drivers are allowed to make 1 (ONE) change of race-line on each straight to protect their position. Changing lines is of course only allowed if the front of the car behind is not yet at the same level as the rear end of the defending car. Mistakes and race incidents can happen, but bumping someone out intentionally is not allowed and will be penalized severely (at least a DQ for the entire event).

d) In game chatting

Chatting ingame outside the free practice and warmup sessions will only be allowed in certain occasions (server or connection problems). During practice and warmup,

chatting will be allowed. If you want to tell the admins something during the qualy or race session, please use the rFactor whisper function:

Format is "/w <sendee> <chat message>". <sendee> can just be the first few letters if they are unique.

Please also don't post "np" or "sorry" messages and so on, as it can take drivers out of their concentration.

No "chat-penalty" will be written in this rulebook but keep in mind that admins can decide to hand an appropriate penalty to anyone not obeying this rule.

e) Disturbing other drivers

It is of course not allowed to deliberately disturb other drivers on track. One thing we surely cannot tolerate is the use of the horn. A horn does not belong on a racecar and I still wonder why rFactor has implemented that anyway, but that's another discussion. So be warned: **anyone who uses his horn while nearby other competitors during the race will be DQ'd from that heat.** Same thing applies during qualifying. Using your horn during qualy will relegate you to the back of the grid or you'll receive a time penalty if the infraction is discovered in the replay after the event. So I really suggest you to unmap your horn from your steering wheel and even your keyboard if you want to be really safe. Only very little toleration will be applied whenever you should use your horn. You might get away with it if you have no-one nearby, but I strongly suggest you don't use it at all for your own good...

Second thing to be careful with is your headlights. These of course are necessary on a racecar, so rules will be a little softer here. You are allowed to use your headlights to make it clear to a **car one or more laps down** that you are faster and want to pass him if he doesn't make room when he is blue flagged. Use common sense though, and don't start flashing from the first moment you come up to him, allow him some time to choose the best moment for letting you pass. However, **it will not be allowed to flash lights to a competitor battling for position with you, or one or more laps up on you.** It will be penalized the same way as with the horn.

8. Complaints and issues not covered by this rulebook

All complaints about an on- or off-track incident, must be filed to one of the admins (Sloeri or Tjeuten) maximum 48 hours after the incident took place. Any complaints received after this deadline will not be investigated. If an admin is part of the complaint (either "prosecutor" or "defendant"), he will not take part in the investigation. Please always mention the event and the lap number in which the incident took place, and give a short description of your point of view.

If an incident cannot be handled by applying the rules in this rulebook (we don't tend to write the whole motorracing regulations here ☺), the incident will be investigated by all the admins, and a uniform decision will take place. This decision will be final and irreversible. Keep in mind that the rulebook can than be adapted to cover the handling of this incident from the next race onwards.

HAPPY RACING, AND KEEP IT FAIR !!!



Main admin and author of this rulebook: Tjeuten
Other admins in charge: Sloeri