

Formula Junior

Formula Junior is a league intended to offer maximum enjoyment with the least amount of pressure involved on the drivers. This is due to the league using a 12% intake restricted and 9/14 degrees fixed downforce Formula XR (FOX) which means that racing will be close and highly competitive. The forgiving nature of the car also makes it a good introduction to single seater racing for inexperienced and/or completely unfamiliar with this class.

The league will consist of 6 rounds, each one being formed by a ~15 minute “hardcore” qualification, a ~15 minute sprint race and a ~30 minute main race.

***Notice that the total duration of a round may differ by up to ~5-10 minutes**

Calendar

Round# **Date** – Track Name @ laps (sprint race/main race)

- 1.7th August - Fern Bay Gold @12/24
- 2.14th August - Aston Cadet @20/40
- 3.21th August- Blackwood GP Track REV@13/26
- 4.28th August - South City Town Course @12/24
5. 4th September - Aston Club @14/28
- 6.11th September- Kyoto Ring National @9/18

Race-day Timetable

Server will be called "Formula Junior ", the password will be PMed to all participants prior to the event starting.

(All times GMT/UTC)

17:40 - All competitors must be on the server

18:00@18:15 - Qualifying

18:15@18:30 - Sprint race

18:30@19:00 - Main race

Rules & Guidelines

General:

-It is the responsibility of competitors to familiarize themselves and abide by the RaceSIM rules and regulations laid out below.

-Car skins should require no vulgar abusive or discriminative content.

-You will require to have your name in the following way:

"00 D.Driver" (all numbers and letter shall be grey colored)

-If you arrive on the server without the appropriate name, you will be notified and will be asked to change it before joining onto the track. Fail to do so will result in a kick.

-At all times, your car must comply with the restriction rules, failing to do so will result in your respective session's result to be cancelled and even to be not allowed to participate for the remaining sessions of the round.

-You must show respect at all time to your fellow competitors and race directors. Failing to do so will lead to a question mark over your place in the series.

Point Scoring System

Sprint race

1st=6 points

2nd=4 points

3rd=2 points

Main race

1st=15 points

2nd=14 points

3rd=13 points

4th=12 points

5th=11 points

6th=10 points

7th=9 points

8th=8 points

9th=7 points

10th=6 points

11th=5 points

12th=4 points

13th=3 points

14th=2 points

15th=1 point

Overtaking

- To obtain right of road position in a corner, the overtakers car must have substantial overlap of the car that is being overtaken, before they reach the corners turn-in point.

Should the overtaking car not have enough overlap, the leading car may resume his racing line without fear of contact.

- The car on the outside has the right to outside room all the way through the corner – right up to the exit point. They should not be squeezed against the outside towards the exit point.

- The car on the inside has the right to inside room all the way through the corner right up to the exit point. They should not be squeezed against the inside towards the apex area. The ahead driver can still battle for the position of course but must do so while maintaining side room for the behind driver. The practice of going up the inside of an ahead car after they have already turned in, and where there was no established substantial overlap before the turn-in point, is sometimes referred to as barge passing, (i.e. you barge your way past). Understand that barge passing is a high risk maneuver for both you and others. You have no rights whatsoever as a barge passer. Should you cause an accident from a barge passing maneuver you'll be in a defenseless position should you be protested!

- Where a leading driver has clearly made a sufficient error to warrant a passing move a behind driver may attack their position, with due caution and care, regardless of whether there was any pre-existing overlap. E.g. - If the leading driver brakes too late and drifts out wide of the apex and then has to reduce

speed etc. This would be a valid passing opportunity regardless of whether there was pre-existing overlap. However, there is still substantial responsibility on the overtaking driver to take all necessary care to avoid contact. Small errors by the leading driver may not be sufficient to justify an attacking passing move however. Just because the ahead drivers gets a bit out of shape at times doesn't give you an automatic right to pass uncontested by them or a right to room. You still have to judge if their error provides sufficient opportunity for a safe pass to take place.

- Leading drivers have the right to choose any line down a straight. The leading driver may make one move to block the opposing car, and one move to return to the racing line before the next corner - Unless the opposing car has overlap.

- Leading drivers have the right to take any line through a corner, unless an opposing car has overlap.

Lapping

- It is a fundamental rule of motorsport and sim racing that when a driver receives a blue flag, this is to let him know that a faster car is about to lap him.

- The leading driver that is lapping the slower car must treat the situation as though he's overtaking a normal competitor - and not assume the lapped driver should leap out of the way at all costs.

- The driver that is being lapped should let the lead driver past and/or resist to be overtaken if the lead driver has sufficient overlap. Only move out of the way for a lapped car when you believe it is safe to do so. For example, not on the apex of a corner.

Contact

- Even if the above rules are adhered to at all times, contact between cars is always a possibility.

- If a driver has breached one of the rules, and has resulted in contact and/or a time or position advantage. That driver must apologize, and forfeit his position to the affected driver. If the affected driver is unable to continue, sufficient action should be encouraged at the Server Admin's discretion.

- If a driver who has breached one of the rules is most affected by the incident. He has no right to claim any form of position or compensation for this error.

- Behind drivers are expected to anticipate the possibility that leading drivers may have longer braking zones, and can make mistakes. Leading drivers should drive accordingly, always maintaining separation.

- The following driver has a responsibility to not run into the back of a leading driver. The leading driver does not have to try to avoid you. If all else fails, the following driver should run their own car off the track to avoid such a collision.

- Malicious or inappropriate braking or slowing is strictly prohibited.

After an incident

- Any driver rejoining the track after a spin/crash/off, have the responsibility of not driving into other competitors - regardless of position or situation. Being stuck on the barriers is regarded as a crash.

- On-track drivers at racing speed always have right of way over anyone returning to the track. Even if the incident was not your fault.

- Your right of way does not exist until you are up to racing speed on-track.

- Always use your mirrors, look buttons and mini-map (if available) to check for oncoming traffic. Not doing so is highly dangerous.

- If a competitor's car has come to a halt on the track, either through spinning or crashing. Then that driver must apply the brakes and not move whatsoever. This helps oncoming traffic find a route through the incident as a moving chicane is a lot harder to avoid and will result in a collision.

- The stationary driver must either spectate as soon as possible, or if safe to do so, return to racing speed once all oncoming traffic has passed.

- If a racer's car is severely damaged either through contact or a driver's own hardware. It is highly recommended that they retire as soon as possible. If however the driver attempts to return to the pitlane for repair, they should remain off the racing line at all times, and drive at a vastly reduced speed whilst being fully aware of approaching traffic.

- A damaged car recovering to the pits has no right of way whatsoever.

Qualifying:

-For qualifying you must be on the server at least 20 minutes before the start of the session or else you are not guaranteed a place. If you join late you will not be allowed to participate in qualifying, and you shall start from the back. It is your responsibility to get there on time.

-Remember that if you're on a OutLap/InLap, get off the racing line as there will be other drivers coming at speed doing their timed laps and you will be punished for causing an un-necessary collision.

-Qualifying will last a total time of 15 minutes. It will be run under "harcore" rules thus if you require to change your tires and/or to refuel, you'll have to do so by pitting. Fail to comply with this rule by telepitting will result in not being able to continue the session and your final result being cancelled thus needing to start from the back of the grid in the sprint race.

- On your OutLap of your session you must drive safely back to the pits and park in your pit garage.

-When an official will ask you for your setup, you will comply by sending him your setup. If your setup is in par with the restriction rules, the admin will allow you to pit. If not then the official has the right to cancel your final result thus needing to start from the back of the grid in the sprint race.

-If anybody doesn't obey these rules for qualifying, they will be warned , spectated , kicked and possibly banned. These are not hard guidelines to follow so we expect them to be done correctly.

Sprint Race:

-For the start of this race you must stop talking immediately. If you talk during the race you will get one warning only, then it will result in a drive through penalty.

-You are not allowed to telepit during the race,if you do so, you will be spectated when you'll try to join.

-When the race is over you must return as safely as you can to your pit garage and remain there for further instructions .There will be other drivers on track so under no circumstances you can stay idle on track or driver the wrong way. If so you will be spectated automatically and your grid position will not be guaranteed.

-When an official will ask you for your setup, you will comply by sending him your setup. If your setup is in par with the restriction rules, the admin will allow you to pit. If not then the official has the right to cancel your final result and disallow you from starting in the main race

Main Race:

-The grid will be determined on your finishing grid position so do not question your position as the Race Directors can do nothing about it and you will only get a

penalty for talking.

-This race will be longer so you will be warned about fuel levels.

-When the race is over you must return as safely as you can to your pit garage and remain there for further instructions .There will be other drivers on track so under no circumstances you can stay idle on track or driver the wrong way. If so you will be spectated automatically and your grid position will not be guaranteed.

-When an official will ask you for your setup, you will comply by sending him your setup. If your setup is in par with the restriction rules, the admin will allow you to pit. If not then the official has the right to cancel your final result and disallow you from starting in the main race

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