1. Weekend Warrior Series Details

A general overview of series rules and regulations not directly relating to the racing.

1.1. Schedule, Dates & Times

1.1.a. Season Length

The Weekend Warriors enjoy a 12 race regular season. The best 9 race finishes will count toward the season championship. Champions are determined by the combined scores of the Championship, and Bonus Points.

1.1.b. Day, Dates and Time

Races are Saturday and Sundays starting the first Weekend of each iRacing season. All sessions will be posted in the iRacing Leagues Section. 60 min of Practice followed by 20 min OPEN Qual, then followed by the 40 min race with FV exception noted below.

FV	Practice:	1830hrs GMT – 1930hrs GMT
	Qualify:	1930hrs GMT – 1940hrs GMT
	Race	1940hrs GMT - 2010hrs GMT
	10 min solo (15 min for longer tracks) Qual. 30 min race, no pitstops	
FF1600 schedule:	Practice	1630hrs GMT - 1730hrs GMT
	Qual	1730hrs GMT - 1750hrs GMT
	Race	1750hrs GMT - 1830hrs GMT
SRF Schedule:	Practice:	1840hrs GMT – 1940hrs GMT
	Qualify:	1940hrs GMT – 2000hrs GMT
	Race:	2000hrs GMT – 2040hrs GMT

1.1.c. Participation

Drivers are encouraged to race as often as possible. Nevertheless, series organizers are sympathetic to drivers' real world obligations. Because the series benefits from the participation of top tier drivers, said drivers are welcome to race even on a part time basis.

1.2. Cars

1.2.a. SCCA SRF Gen3/Ray FF1600/FV

1.3. Tracks

1.3.a Track Selection:

SRF Weekend Warriors will use the official SRF series schedule.

FV Weekend Warriors will use a mixed track selection by the Rookie FV series schedule and organizer options

FF Weekend Warriors will primarily follow the FF1600 Iracing Trophy D level series with the option to change less popular or duplicated tracks on the official schedule.

1.4. Car Numbers

To help in scoring and stat keeping, drivers are required to select a preferred number and notify Admin. Admin will update the league roster with the number, and you will automatically be given that number in any league

event. Numbers available are divided by class. Spec 1 (S1) are numbers from 0-199. Spec 2 (S2) has numbers 200-899. MASTERS class has numbers 900-999.

1.5. Custom Paint Schemes

1.5.a. Custom Paint Schemes Optional but Encouraged

Drivers can use Trading Paints (liveries will only be displayed to other drivers on track), Iracing default paints, or use custom paints uploaded to a Google share folder for broadcast display.

1.5.b. **Paints for Broadcasts**

Our broadcaster Slow Motion Broadcasting will use Trading Paints. If no custom paint is loaded in Trading Paints, the default paint in your iracing paint will show. Paints must be family friendly. Logos in the iracing paints folder are already approved. No paints that are offensive, including profanity, Racial, Sexual related, or other inappropriate issues will be allowed.

1.5.c. Copyright Infringement

The Weekend Warriors and its sponsors take no responsibility for any copyright infringement by any league member.

2. Race Details

2.1. Set-Up

Open Set-ups will be used for the Season.

2.1.a. Shared Open Set-ups

In the spirit of sportsmanship drivers with experience with set-ups are encouraged to share their set-ups with less experienced drivers. A special forum section will be set aside for posting set-ups.

2.1.b. Light Fuel Load Regular Season

FV will not have fuel restrictions. No pit stop required.

To make pit-stops necessary in the FF and SRF races, the "MAX FUEL" will be set to: SRF - 50%, FF - 85%. The changes to the starting fuel load and refill option will remain the same for all regular season races.

2.2. Starts

2.2.a. Rolling Starts for All Races

This simulates real world SCCA races. ***Pole sitter should maintain approximately the same speed as the pace car and will start the race after the pace car has pulled off, and when on the main straight. This should help stabilize the gaps thru the field. All grid rows should try to maintain a 1-2 car gap to the next row until green light and avoid sudden acceleration and braking***

2.3 Qualifying scrutiny

2.3.a Scrutiny will be set to permissive for qualifying behavior. This will allow for normal track activity. If you are on an out lap or an invalid lap, please allow other drivers on their qual laps the right of way. Move off line safely and well in advance if you can, lift off throttle and help facilitate a clean safe pass.

2.4. Pits Stops

2.4.a. Fuel Only / Tires Optional

FF and SRF: **Pitstop is required for fuel. You MUST take a min of 1L /.3 gal of fuel. The intent is that you must take time to connect for fuel.** Drivers may choose to change tires if they desire.

2.5. Fast Repairs

2.5.a. Enabled

This league is about a fun competitive environment, so we will enable 1 (one) "Fast Repair". Drivers may choose to escape off the track and wait in the pits while iRacing counts down before beginning repairs, or limp back to the pits. Cars limping back to the pits must stay well off the racing line. Failure to do so could result in a penalty.

2.6. Track Specific Rules (TSR)

2.6.a Posted & Enforced

Each week "Track Specific Rules" (TSR) will be announced when needed. Drivers can receive post-race penalties for excessive abuse of a TSR. For example Charlotte roval inside line restriction.

2.7. Max Incident Cap

2.7.a Enabled

Drivers will be Disqualified when reaching the max incident limit set by the league each season. Current season has a 18 incident limit. There is also a drive thru penalty at 13 incidents. There are also bonus points based on zero and one incident during a race.

2.8. Weather

2.8.a. Practice, Qualifying and Race Sessions = Real World environment conditions.

Weekend Warriors will use the Tempest weather Realistic setting to accurately represent the real world weather at the scheduled track. That means the FF race can possibly have rain now.

Vee's will typically have sunny or partly cloudy days, with rain scheduled in advance for selected races and noted on the WW FV schedule.

2.9 Track Condition

2.9.a. Practice, Qualifying and Race Sessions

Open Practice
Automatically clean marbles: Check
Starting Track State: Varies, depending on weather conditions and time of year

OPEN Qualifier
Starting Track State: Carried over

Race
Starting Track State: Carried over

2.10. Post-Race Celebration:

2.10.a. Post-Race Celebrations

One of the traditions of the Weekend Warriors is a demo derby after each race. Because bonus points are awarded for zero and the lowest incident races, ***it is IMPERATIVE that the demo derby is not started***

until the last car has passed the start finish line. DO NOT drive in the wrong direction on the track prior to the last car finishing as this will also be a iracing DQ.

2.11. Chat, Verbal and Text

2.11.a. Practice/social hour Chat

Social chatting is allowed and encouraged during practice. The Weekend Warriors is a community. The more familiar drivers become with one another, the more fun the racing can be. ***The last 30 min of practice will be more restricted to allow more concentration.*** Drivers who find the chatting during practice distracting should consider muting chat during the practice session.

2.11.b. Qualifying and Race Chat

During the Qualifying session chat is not allowed. Prior to the race, and the race itself, chatting should be limited to short, on track communications such as, "Pass left", "Pitting out", or "Sorry about that". As specified in rule 2.11.d., arguing about race etiquette is forbidden.

2.11.c. Post-Race Chat

Post-race verbal conversations SHOULD NOT BEGIN until all drivers have crossed the finish line. Often the last lap can require high concentration for battles anywhere in the finishing order. While not encouraged, a quick congratulation text is acceptable. Drivers down the finishing order can expect radio silence until everyone has crossed the finish line, but should also be prepared to ignore any late race congratulatory texts.

2.11.d. In-Race Debating Prohibited

Discussions of driver etiquette should never take place during qualifying or race. Drivers are welcome to **have a respectful discussion** in post-race iRacing chat or in the appropriate forum thread. When a driver chooses to complain and start a discussion anyway, penalties CAN be applied by the Admins.

3. Points System

3.1. Class Championships

3.1.a. Spec 1 (S1), Spec 2 (S2), and Master's class

The Weekend Warriors features S1, S2, and Masters classes. New Drivers with a ***3500*** or above iRating will be placed in S1. S2 class will be for those drivers below 3500 irating. Master's class is for those age **60+**

FV S1-S2 dividing line will be 3k irating

3.1.b. Promotion From S2 to S1 Class / Movement from S1 to S2 class

Any driver has the option to voluntarily be classified in the S1 class. A driver will not normally be moved between classes once he/she has completed 3 races. This allows for some consideration of pace, etc on initial classification.

3.1.c. Race Points

Weekend Warriors will employ an overall race point system, meaning every position is worth more, regardless of the class of driver ahead. The overall podium positions start at 100 pts, 90, pts, 83 pts, and rationed down to 12 pts for 60th.

3.1.d. S1, S2, and Masters Class Championship Points

Each class drivers will be scored based on their overall finish each race. Having a single championship points table will allow drivers to know where they stand in the overall standings.

3.1.e. BONUS points

The following are Bonus points available for each race regardless of class:

1. Safe Driver 1: ***4*** points awarded to any driver with a zero incident race no more than 1 lap down to the leader.
2. Safe Driver 2: ***2*** points awarded to the driver(s) with 1 incident not more than 1 lap down to the leader

3. Lead a Lap in class: ***1*** point awarded to each driver who leads a lap within each class, recorded at start/finish line

4. Lead most laps in class: ***3*** points awarded to the driver who leads the most laps in each class.

5. Complete Race: **2** points awarded for completing 80% or more of the race. This allows for cars being a couple laps down.

3.1.f PENALTY points

Currently not used. A drive thru penalty is used at 13 inc limit in lieu of penalty points

3.1.g. Season length and Drop Races

Weekend Warriors will use the Official series 12 week schedule.
A detriment to Weekend racings is every Warrior member will fall victim to the demands of the week-end. To allow for week-end responsibilities the Weekend Warriors allows for 3 drop races, taking the best finishes of 9 races of the 12.

4. Incident Review Team (IRT)

4.1. The Incident Review Team

There is a review team set up for the season. We are trying to formalize this procedure. We will have a review team after each race. ***The review team is open to anyone who would like to participate***. Jason Greene will head up the Team. The Team will review together in the Discord Voice channel. Invites may also be sent to drivers who would benefit. The team will review incidents, and recommend penalties to admins if warranted. Generally, it will be increasing in severity with repeated incidents. Warning, next to probation, next to suspension and probation will be normally the path, unless the incident is egregious. ***Sample*** of penalty path:

Warning

2 race probation

2 race suspension + 4 probation

4 + 8

8 + season

Probation will be the next events attended. IE if a driver decides to skip the next week, it doesn't count as a probation week. Only weeks with the driver on track count will count as probation weeks.

The FF and FV series will also use session reviews when possible. We continue to depend on driver protests and notices to admins regarding any issues experienced that should be reviewed.

SPECIAL NOTE: Any retaliation, intentional wrecking or attempts to influence the outcome of the race (ie intentionally blocking a leader) in any Weekend Warriors League will result in Automatic

DQ with possible further action. Our intent is to keep the leagues as fair and respectful as possible, and that issue is something that not allowed in any form of motorsports

If you feel you have a grievance or protest against another driver, email Stevie@RayEsportsRacing.com or contact any admin. Admins reserve the right to impose penalties judged appropriate for rules infringement.

5. Penalty System

As of now, the only in-race penalties used in the Weekend Warriors are current iracing penalties, ie track slowdowns, speeding in the pits, etc. Also a drive thru penalty will be assessed at 13 incidents.

6. Rules of the Road

Drivers are expected to maintain a level of competency required in the official series. Any intentional incidents between drivers can be reviewed by organizers and penalties assessed ranging from warning to suspension.

6.1. Racing Behavior Guidance

Because some unsporting behaviors are not flagged in any iRacing result they are often overlooked and therefore not subject to penalization. Questionable or unsporting racing behavior brought to the attention of the organizers will be handled on a case by case basis and outside of the usual penalty system process. The organizers preferred method is counseling first, penalty second, and suspension as a last resort.

6.1.a REJOINS: This is typically one of the biggest problem subjects in racing as a whole. When a driver spins or loses control, he/she should hold the brakes until stopped AND a clear space is available to maneuver. If off track, do NOT rejoin the active racing surface until a proper opening is available. This could be a frustrating long time especially if in the first few laps. Your haste and pride is not worth ruining the race for one or more other innocent drivers. A stopped vehicle is much easier to avoid rather than approaching cars guessing which direction that car will move. Drivers should have the Relative box up at all times, and keep a close eye on that as well as the track to determine a safe time to move and rejoin.

6.1.b. Blocking

In any single passing opportunity, the leading car defends his/her position more than once; weaving in a manner that is clearly intended to stop or block a passing maneuver of the trailing car.

6.1.c. Bump Drafting

Bump drafting is a delicate skill and NOT to be done with the formula cars. The small pointy contact points on the nose coupled to the small contact blocks on the rear will usually just turn the lead driver. Intentional bump drafting in the FV or FF can be a protestable incident.

The SRF works because of the wide nose and the square back. HOWEVER, it does AT LEAST give a 0x even if very light contact is made and invalidates a qualifying lap. Bump drafting during SRF qual is not allowed. It also has to be a cooperative effort. If the receiving driver in front does not want it, and states it, you must not attempt. If not done with care and properly, it will wreck one or both drivers and can be protested as avoidable contact, especially if in a close battle.

6.1.d. Blue Flag

Lapped traffic has been a frustrating part of auto racing ever since Henry Ford beat Alexander Winton. Different interpretations of the "Blue Flag" rule have been the cause of many heated post-race discussions between and amongst WW members. The following definition and guidelines should allow all WW members to have a common understanding of what is expected from both lead and non-lead lap cars when the "Blue Flag" is displayed.

1) **Blue Flag During Technical Section; Lapping Car Must Wait:**
   A driver shown the "Blue Flag" during a technical section of the track should be aware that a faster car is close behind but the slower car IS NOT REQUIRED to assist the lapping car in making the pass.

The lapping car must remain patient until the leading car finds a safe place on the track to assist the lapping car in making the pass. The slower car is responsible for determining if a track section is technical. The manner in which the slower car is racing should communicate to the lapping car if and when it is safe to pass.

2) Blue Flag Non-Technical Section; Car Being Lapped Must Yield:
A driver shown the "Blue Flag" during a non-technical section of the track should be aware that a faster car is close behind and the slower car IS REQUIRED to assist the lapping car in making the pass by using the techniques outlined in section 6.1.c. (3): Blue Flag Guidelines for a Car Being Lapped

3) Blue Flag Guidelines for a Car Being Lapped:

I. Stay on the Preferred Racing Line: The car being lapped should stay on the preferred racing line and force the lapping car to go around. If the car being lapped pulls off the preferred racing line it becomes an unpredictable obstacle.

II. Lift on the Straight: The car being lapped should assist the lapping car to pass safely by **GENTLY** lifting on the straight, allowing the lapping car to go around. This can be accomplished by an early move off line and lift. DO NOT make a last second move off line, as that may be the overtaking car's plan as well.

III. Yield the Apex: If the corner allows two wide racing, the car being lapped should assist the lapping car to make a pass safely by yielding the inside line allowing the lapping car to make an inside pass.

IV. Avoid Forcing the Lapping Car to Pass on the Outside: The inside line is considered a defensive line. Forcing the lapping car to make an outside pass is dangerous, and slows both the lapping and lapped car.

V. Cars Battling for Position Must Yield to Lapping Cars: Battling for position is not an excuse for not assisting a lapping car to make a pass when safe. Proper etiquette between slower cars would be for there to be a short truce between the battling slower cars to allow the lapping car or cars to pass. Good sportsmanship would be that once the faster cars have passed the battle would resume with the slower lapped cars in the same running order as before the truce.

4) Blue Flag Guidelines for a Lapping Car:

I. Be Patient: When catching traffic at a technical section of the track, lapping cars should remain patient and trust that the slower traffic will allow them to pass at the first safe opportunity. Forcing a pass is courting a penalty or worse, disaster.

II. Avoid Following Traffic Too Closely Through the Corners: Going nose to tail behind slow traffic through the corner ruins the exit speed of the passing car and making it more difficult for slower traffic to allow for an easy pass.

6.1.e. Unsporting Conduct

Other unsporting behavior such as Private Messages, Forum Posts, Intentional Wrecking or otherwise creating a negative environment between drivers. On track actions are not limited to race sessions and includes hosted practice sessions. Pertinent information should be submitted for review.

6.2. Presentation (presented for guidance)

At corner turn-in, a car passing on the inside that advances its nose into an area alongside and parallel to the green, yellow or red area of the pictured car below will be considered to have "Good", "Questionable" or "Poor" Presentation.

6.2.a. Good Presentation

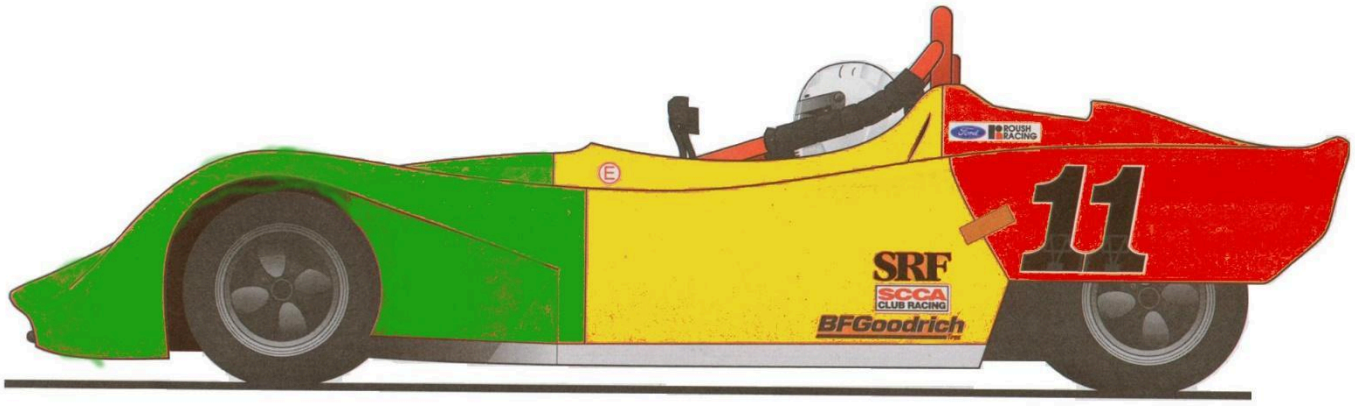
The ownership of the apex belongs to the inside car when the inside car has good presentation. The outside car must yield.

6.2.b. Questionable Presentation

The ownership of the apex is undetermined when the inside car has questionable presentation. Any contact that occurs while passing with questionable presentation will be ruled as a racing incident.

6.2.c. Poor Presentation

The ownership of the apex belongs to the outside car when the inside car has poor presentation. The inside car must yield. Zones are basically behind driver, even with driver, and in front of driver)



7.1. Good Driver Etiquette

7.1.a. Be Patient

The longer race lengths afford drivers time to wait for good passing opportunities. Take it very easy on the first lap and be aware that other cars are very close. If you are fast, you'll have plenty of time to catch any slower cars ahead.

7.1.b. Know Your Competitors. Study the Charts

Penalty ratings are made public for a reason. The charts are there to help a driver understand who he/she is racing against. Make a mental note of those drivers with dangerous reputations. That way you can decide if you want to be "In the right and in the trees" or suffer a loss of time to finish the race.

7.1.c. Don't Compound Your Mistake

If you've had an "off", ensure there is enough time to re-enter safely. Don't underestimate how quickly cars at racing speed will be at your location. If you've spun and are stopped on the track in front of on-coming cars, stay on the brake. It is much easier for on-coming traffic to avoid a stationary target in the racing line than a moving one off of it.

7.1.d. At Your Own Risk

Some things are risky by nature. Try to pass a less experienced driver on the outside, don't be surprised when he/she panics and slides up into you. Try to out-break a fast driver who is committed to the apex, once again you should not be surprised by the outcome.

7.1.e. Serving a Cutting the Course Black Flag iRacing gives drivers plenty of time to give back the time. It can be done quickly over a short period, or slowly over a longer period. Wait and choose a track location that is safe for you and drivers behind you.

7.1.f. Everyone Make Mistakes

Watch any real world race and even at the highest level you will be almost guaranteed to see driver blunders. It is unrealistic to expect WW racers to be any less stupid. So try to cut yourself and your competitor some slack.

The MAIN thing to get from all of this is that the Weekend Warriors is a fun, competitive league that rewards clean driving without the cumbersome detailed rules for penalties etc of many leagues. The SRF community and the Weekend Warriors are known for a friendly and fun environment. As long as the league can enjoy this camaraderie, we will enjoy the few rules we have. Organizers reserve the right to add to or change these rules as deemed necessary with proper notification of all members.

Many THANKS to Quality Racing Simdicate and Travis Schwenke for development of the original rule book "with help from Soup for the first one" and allowing us to use it as a template for our rule book.