

# Sim Pro Racing Series

## Official 2012 NASCAR Series Rulebook

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### Introduction

Welcome to the Sim Pro Racing Series, 2012 Edition. As a driver at Sim Pro Racing (SPR), it is vital that you are knowledgeable of all rules, regulations and procedures. You may find this rulebook to be extensive and detailed, much more than any other online league or series, but the rules are created in this fashion for a reason, and you will find the racing here at SPR is better because of it.

For the most part, utilizing common sense and driving within your abilities will keep you out of trouble at SPR. At SPR, drivers are required to not only think of themselves, but to think of their fellow drivers as well. Drive your car as if it were the real thing, as if you were responsible for the maintenance and repairs.

Please note that this rulebook is updated periodically. Though rule changes may take place over the course of the season, it may not be published here immediately. Any amendments to this rulebook will be located in the driver forum, and you will also be notified via email of any changes. These notifications should be viewed as official updates to the rulebook.

All SPR Series, whether NASCAR or DIRT must abide by the General Rules – which apply to all series, and should be viewed as a part of this rulebook. [You can view the Sim Pro Racing General Rulebook by clicking here.](#)

### 1. On Track Racing and Procedures

#### 1.1. Starts and Restarts

- 1.1.1. Double File Restarts – Just like the current NASCAR double file restart.
  - 1.1.1.1. Leader will choose if he/she wants the inside or outside lane on the 3<sup>rd</sup> caution lap.
  - 1.1.1.2. The driver who is in 2<sup>nd</sup> place will then fall into the position next to the leader.
  - 1.1.1.3. The 3<sup>rd</sup> place driver **ALWAYS** fall into the inside. 4<sup>th</sup> place driver on the outside. Rest of the positions will follow suit.
  - 1.1.1.4. Leader still controls the restart; leader must cross the finish line first.
  - 1.1.1.5. Drivers must stay in line till they get to the start finish line, then your free to pass.
  - 1.1.1.6. In the result of 3 straight fail attempts to get race underway under Double File Restart format, Admin will revert back to old format, Lead lap cars to the outside, Lap down cars to the inside, unless its under 10 to go, lap down cars will go to the rear.
  - 1.1.1.7. For further Start and Restart rules, please read **Jumping and Restart** section of the rule book.
- 1.1.2. Initial starts, the flagman controls the start of the race. The pole sitter must not go until the flagman waves the green flag. If the officials determine that the pole sitter went before the green flag was waved, the driver will be subject to a drive-thru penalty if caught during the race or a 30 second penalty if discovered post race.
- 1.1.3. The leader has control of restarts. The leader may opt to get a rolling start if they so choose, but are not required to do so. However, they must go once the green flag is waived.
- 1.1.4. Drivers must maintain a .2-.3 second interval to the car in front of them under caution. Any driver found to be laying back will be subject to penalty.
- 1.1.5. If caution is shown with 10 laps or less or a race restarts with 10 laps left, **ALL** lap down cars will pit 2<sup>nd</sup> time. Drivers option if they want to stop in pit stall or not. This always the leaders to race it out to the end.

#### 1.2. Caution and Pace Laps

- 1.2.1. No Racing back to the caution, at any time, no exceptions. When the caution flies, you must safely roll off the throttle.
  - 1.2.1.1. *Note: In 2010 – we were allowed to race back to the flag when there was less than 5 to go – there is no longer a need for that, as VHR will extend a race for a green white checker finish.*
- 1.2.2. While under caution, cars must stagger low/high, and maintain an interval of .2-.3 seconds to the car in front of them. This is to prevent repeated unnecessary brake checks, resulting in incidental contact/damage.
- 1.2.3. No passing under caution. Anyone who passes under caution will serve the penalty issued by the game.
- 1.2.4. Unlike NR2005, lapped cars behind the leader (between leader and second place) are **NOT PERMITTED** to pass the leader while driving back to the caution flag. This is a game imposed-restriction.
  - 1.2.4.1. Instead – you will be allowed a simulated drive-around if you choose. See Lucky Dog/Wave Around Rules.

### 1.3. Lucky Dog/Wave Around

- 1.3.1. Lucky Dog – Whoever is the first lap down car or has the least amount of laps down from the leader, when the caution is shown, will receive the “Lucky Dog” award.
  - 1.3.1.1. Recipient of the “Lucky Dog” will pit 2<sup>nd</sup> time by.
  - 1.3.1.2. Admin will issue EOLL (End of Longest Line) to “Lucky Dog” recipient.
  - 1.3.1.3. Recipient will get their lap back when field receives the 1 to go message from their spotter.
  - 1.3.1.4. No lucky dog will be given out if caution is shown with 10 laps to go, or restart of race is 10 laps or less.
- 1.3.2 Wave Around – Rule is designed for the drivers who are on the tail end of the lead lap, just ahead of the leaders, **OR** is 1 or more laps down and wants to get a lap back when a caution is brought out, may take a “Wave Around”
  - 1.3.2.1. Eligible drivers cannot pit under caution if they choose to take “Wave Around” option to catch the back of the field and gain their lap back instead of trying to race to stay ahead of the leader.
  - 1.3.2.2. When 1 to go (1 lap till green flag) is shown, eligible drivers of the “Wave Around” will drive past the pace car and speed up to catch the tail end of the field. They will fall into line before the green flag is thrown.
  - 1.3.2.3 “Wave Around” is not enforced if a caution is shown with 10 laps or less or the race restarts with 10 Laps to go.

### 1.4. Use of Autotext and Voice Chat

- 1.4.1. You must use autotext as well as voice over Teamspeak when entering pit road under green flag conditions, with enough notice to the drivers behind/around you. A good rule to follow – about half the track distance away from pit road entry. For example, announce you are pitting off turn two, and once in turn 3...as this will give drivers two notifications. Simply view this as what real drivers would use hand signals for – to communicate to other drivers.
  - 1.4.1.1. Failure to announce that you are pitting – resulting in an incident – will result in a penalty.
- 1.4.2. You must use autotext when exiting under green flag conditions.
- 1.4.3. You are required to use autotext when pitting/exiting under caution flag conditions.

### 1.4. Pit Road Rules

- 1.4.1. Fake Pitting / Fake Not Pitting is permitted – **WITH LIMITATIONS, AND ON A TRIAL BASIS. THIS RULE MAY BE CHANGED AT ANY TIME.**
  - 1.4.1.1. You **MUST** still abide by the commitment cones.
  - 1.4.1.2. You **MUST NOT** make drastic/unsafe swerves onto/off of the racing surface. For example, don't go from outside wall to the commitment cone, or go from commitment cone to outside wall. You must perform this safely – as if there is an incident – it will be called on you.
  - 1.4.1.3. Drivers **MUST NOT** force a driver's hand – by pulling alongside a driver to prevent a driver from entering pit road or prevent them from returning to the racing surface before the commitment cone. If there is an incident caused by this – the driver who forced the hand will be penalized.
    - 1.4.1.3.1. Best way to avoid incident – stay single file.
    - 1.4.1.3.2. If you cannot do this safely – don't do it at all.
- 1.4.2. **Drivers must use outside lane of pit road, when available** until they are 4-5 pitstalls away from their pitstall. At this time, the driver may drop to the inside lane. This is a sign to other drivers they are pulling into their pitstall, specifically those who may be looking in their rear view mirror trying to pull out.
  - 1.4.2.1. If an incident is caused by a driver diving into their pitstall from the outside lane, that driver will be responsible.
  - 1.4.2.2. If an incident is caused by a driver pulling out while a driver is entering their pitstall properly from the inside lane – the driver pulling out will be responsible.
    - 1.4.2.2.1. If a driver drives down the inside line, when outside lane is open, trapping other drivers in their pitstall until they pass – they will be responsible for any incidents, or be issued a penalty for not following the rules.
    - 1.4.2.2.2. Racing on pit road (at pit road speed) is of course permitted – if two cars are in a race on pit road – and unfortunately a driver is trapped in their pitstall until they pass – it is just racing. If the driver pulls out of the pitstall and causes an incident – it will be that driver's fault.

### 1.5. Bump Drafting

- 1.5.1. Bump Drafting is permitted on Superspeedways (Daytona and Talladega)
- 1.5.2. Officials reserve the right to remove these privileges at any time.
- 1.5.3. No Bump Drafting in corners/doglegs.
- 1.5.4. If an incident occurs as a result of bump drafting, the driver who performed the bump will be held at fault.

## 2. Penalties / Incident Reviews

### 2.1. Incident Review and Integrity

- 2.1.1. It is a known fact that accidents will occur in racing, mistakes made, etc. It is all a part of racing. However, in this form of racing, it is necessary for there to be consequences for causing an incident, to prevent “intentional mistakes” from happening that have become all-too familiar in the sim-racing world. It is necessary to maintain the quality of racing you should expect at SPR. Note, that *penalties do not indicate in*

any way that an official views an incident as intentional – but is merely a consequence to prevent open-server style racing.

2.1.2. In years past, there has usually been someone to review incidents in race. Even if it were an administrator in the race itself – incidents could be reviewed. This no longer is the case, however, this does not mean that penalties will not be issued. Incidents just cannot be viewed at in real-time. This means, that some penalties, will have to be issued post-race, if responsibility is not accepted in-race. The penalty post-race will always be more severe – as there is no way to rebound from a post-race penalty, so *if you know you caused an incident – step up to the plate and accept responsibility.*

2.1.2.1. *This means – SPR will rely on driver integrity much more than in years past.* If you cause an incident – accept responsibility. If no one accepts responsibility – the incident will be reviewed post-race, and the decision made will be final, there will be no protests.

2.1.3. If a driver accepts responsibility for an incident – the driver will receive an End of Longest Line Penalty for the first incident (no others damaged), and a black flag penalty for the second. For a third incident, the driver will be required to park the car.

2.1.4. If a driver is found at fault during post race review whereas the driver fails to take responsibility (and the driver is clearly *without question* – at fault) – the driver will receive a 1 lap penalty for the first incident, 2 lap penalty for the second, and scoring will be stopped after the second incident, with exception to dual fault incidents, where the scoring will stop if there is a third incident. (2 Dual Faults = 1 Individual Fault)

## 2.2. Serving Penalties

2.2.1. **EOLL / End of Longest Line Penalties** – An EOLL Penalty is served under caution and will be issued by a race administrator.

2.2.1.1. *Note: Unlike years past – you do not have to enter pit road to receive an EOLL Penalty. The race administrator will issue the penalty and you should simply follow the game directions*

2.2.2. **Drive-thru Penalty** – This penalty is served under green flag conditions. You will enter pit road normally, maintaining pit road speed, and exit pit road without stopping at your pitstall for service. If the driver stops in the pitstall for service – they will be required to perform another drive-thru penalty.

2.2.3. **Black Flag Penalty** – Served under green flag conditions. The driver will enter pit road speed, maintain pit road speed, and will stop in their pit stall and serve a 2 second stop and go (or additional if applicable), the driver exits pit road at pit road speed and rejoins the race.

2.2.3.1. Drivers who receive a black flag penalty (for an incident) will be issued an EOLL in addition to the black flag for safety reasons.

2.2.3.2. Drivers must take the green flag on track (cross the start/finish line) – and enter pit next time by.

### 2.2.4. Clearing of Penalties (Game imposed)

2.2.4.1. If you are issued a penalty by the game that you feel is an error, or unjustified – you may request it be cleared.

2.2.4.1.1. **HOWEVER**, if under review – you were issued a black flag penalty for a justifiable reason – you will be issued a 1-lap penalty post-race. So if you know why the game issued the penalty – and ask for it to be cleared – we clear it, and the penalty was for jumping a restart – you will be issued a 1-lap penalty.

2.2.4.1.2. **KNOWN ISSUE** – *Speeding on pit road will sometimes issue you a black flag stop-n-go. We will clear this Black Flag Penalty – and issue an EOLL as long as you tell an administrator. It is YOUR responsibility to let us know – not our responsibility to find out.*

## 2.3. Penalty System (Incidents where responsibility is accepted in race)

2.3.1. SPR operates on a three strike rule. This means if you receive three admin imposed penalties, you will be required to park your car and retire from the race. The following is a list of incidents with their appropriate penalties. Keep in mind, this is a progressive process, and the first incident of one type, may be the second incident, resulting in a second tier penalty.

### 2.3.1.1. Self-Spin (No Others Involved)

2.3.1.1.1. 1<sup>st</sup> Incident – EOLL Penalty

2.3.1.1.2. 2<sup>nd</sup> Incident – Drive Thru Penalty

2.3.1.1.3. 3<sup>rd</sup> Incident – Park the Car

### 2.3.1.2. Self-Spin (Others involved)

2.3.1.2.1. 1<sup>st</sup> Incident – Drive Thru Penalty

2.3.1.2.2. 2<sup>nd</sup> Incident – Black Flag Penalty

2.3.1.2.3. 3<sup>rd</sup> Incident – Park the Car

### 2.3.1.3. Incident Causing Caution / Single Car Cause / More than One Driver Involved

2.3.1.3.1. 1<sup>st</sup> Incident – EOLL/Black Flag

2.3.1.3.2. 2<sup>nd</sup> Incident – EOLL/Black Flag

2.3.1.3.3. 3<sup>rd</sup> Incident – Park the Car

### 2.3.1.4. Incident Causing Caution / Dual Car Cause

2.3.1.4.1. The fact that an incident is DUAL FAULT will usually mean either neither driver will accept responsibility, or that both drivers will claim responsibility.

2.3.1.4.1.1. If drivers accept responsibility – they will be issued an EOLL Penalty.

- 2.3.1.4.1.2. If they do not accept responsibility – they will be both be issued a 1-lap penalty post-race.
- 2.3.1.4.1.3. If one driver accepts responsibility in race, and the other doesn't – the driver who did not accept responsibility in race will be issued a 1-lap penalty.
- 2.3.1.4.1.4. However, if a driver accepts responsibility in race – and it is determined not to be of this drivers fault – there cannot be a reversal (as there is no true fair way to do so).

#### **2.3.1.5. Incident Causing Caution / Racing Incident**

- 2.3.1.5.1. Please note that this is rarely used. In the event that neither driver performed any action in which can be viewed as a cause of an incident, it will be called a racing incident. Unfortunately, this may result in damage to other cars. We will not penalize a driver or drivers, just for that reason.

#### **2.3.1.6. Incident Under Green / Single Car Cause / Others Damaged**

- 2.3.1.6.1. 1<sup>st</sup> Incident – Drive Thru Penalty
- 2.3.1.6.2. 2<sup>nd</sup> Incident – Black Flag Penalty
- 2.3.1.6.3. 3<sup>rd</sup> Incident – Park Car
  - 2.3.1.6.3.1. Please note: Just because two cars make contact, does not automatically justify penalty. If two cars make contact, and both drivers continue without contact with wall or obviously any damage, there will be no penalty.
- 2.3.1.6.4. If Green Flag Incident is reported in-race and reviewed post-race and a driver is found at fault – the driver will be put at the end of the lap in which the driver was on at the end of the race and subtract 1 lap for any incident thereafter.
- 2.3.1.6.5. GREEN FLAG INCIDENTS MUST BE REPORTED DURING THE RACE. GREEN FLAGS REPORTED POST-RACE WILL BE IGNORED.
  - 2.3.1.6.5.1. This is so a driver does not go back, review replay, and then decide to report a insignificant event – to hopefully improve their own finishing position. By reporting the incident in-race, it expresses that the driver feels it was significant enough to review. By not saying anything, it expresses the driver feels it was simply a racing incident.
  - 2.3.1.6.5.2. A driver may accept responsibility for a green flag incident – but is not required to do so in-race. If they do not feel as if they were responsible for the incident – they may simply not say anything – and the call will be made post-race.

#### **2.3.1.7. Jumping the Restart**

##### **2.3.1.7.1. Starts**

- 2.3.1.7.1.1. If a driver on the front row of the start of a race goes prior to the green flag by the flagman, the driver will be required to do a drive thru penalty.
- 2.3.1.7.1.2. No passing anyone ahead of you, in your line, before the start finish line.
- 2.3.1.7.1.3. Exception – to avoid incident.
- 2.3.1.7.1.4. In most cases, the game will issue the penalty, however if it is observed post-race, you may be issued a time penalty. If you realize you jumped a start and the game does NOT issue you a penalty – you may simply give the position back (nose to tail) prior to the completion of that lap.
  - 2.3.1.7.1.4.1. Note: You must fall back to behind the individual in which you jumped – regardless of where that driver is – even if it means sacrificing 3-4 positions.

##### **2.3.1.7.2. Restarts**

- 2.3.1.7.2.1. If a driver fails to go when the green flag is thrown, you may pass to the outside
  - 2.3.1.7.2.1.1. This does **NOT** mean that you can pass to the outside freely (as in get a running start, this will be considered jumping!)
  - 2.3.1.7.2.1.2. You may pass to avoid incident – within reason.
- 2.3.1.7.2.2. Damaged cars may opt to pull low to allow faster undamaged cars to pass to the outside without penalty.
- 2.3.1.7.2.3. No passing before the start/finish line. Meaning, your front bumper cannot be pass the rear bumper of the car lined up ahead of you.
- 2.3.1.7.2.4. In most cases – the game will issue the penalty...but in the case that it does not, and it is seen during post-race review...you may be issued a time 1 lap down penalty. If you realize you jumped a start and the game did not issue you a penalty – you may simply give the position back (nose to tail) prior to the completion of that lap.
  - 2.3.1.7.2.4.1. *NOTE: You must fall back to behind the individual in which you jumped – regardless of where that driver is – even if it means sacrificing 3-4 positions.*

#### **2.3.1.8. Failure to Slow for Caution**

- 2.3.1.8.1. Any driver found to not have slowed to an acceptable speed and becomes involved in, or creates an additional incident, will receive a penalty. It will be a black flag penalty in race – or a 1 lap penalty post-race. A second occurrence will result in a second black flag penalty in race – and a 1 lap penalty and scoring will stop after second incident post-race. A third incident will result in parking the car – and if a 3<sup>rd</sup> incident is discovered post-race the driver will be forced to start at the rear of the next series event.
- 2.3.1.8.2. Any driver found not to have slowed to an acceptable speed and drives into an incident area, and

makes it through without incident – will not exempt the driver of penalty. If discovered during race – driver will receive an EOLL Penalty for first incident, and a Black Flag for second, and park for third. If discovered post-race – the driver will be issued a tail of lap for first, 1 lap penalty for second, and 2 lap penalty for third incident.

#### **2.3.1.9. Passing Under Caution**

2.3.1.9.1. This should not be a problem in VHR, as the field will freeze when the caution flies. But if it does – and we clear a penalty once it is reported – you will receive the appropriate penalty post-race.

#### **2.3.1.10. Intentionally Blowing a Motor/Causing a Caution**

2.3.1.10.1. Any driver who intentionally blows a motor or wrecks instead of simply parking their car, causing a caution, is subject to race and series penalties.

2.3.1.10.2. Any driver who intentionally wrecks or causes a caution for any reason, will be issued a 5-Lap Penalty.

#### **2.3.1.11. Clearing of Game-Imposed Black Flags**

2.3.1.11.1. If you are issued a penalty by the game that you feel is an error, or unjustified – you may request it be cleared.

2.3.1.11.1.1. **HOWEVER**, if under review – you were issued a black flag penalty for a justifiable reason – you will be issued a 1-lap penalty post-race. So if you know why the game issued the penalty – and ask for it to be cleared – we clear it, and the penalty was for jumping a restart – you will be issued a 1-lap penalty.

### **3. Points System**

3.1. The Points System for the NASCAR Series will have its own rulebook. Not that it is complicated – but simply for ease of reference.

3.1.1. In a nutshell – the series' will follow the existing point's series schedule...but they will be tracked in a variety of ways. Full Season, Season Segments – Chase, non-chase, etc.

### **4. Provisional's/Driver Substitutions**

**4.1. Definition of a Provisional** – A provisional at SPR is a “buy” night. If you are not able to attend a race and still want to receive points to stay close in the point's battle, you can ask to use a provisional.

4.1.1. Each driver will have 3 provisional's per race season half. Season is split into A half and B half. Total of 6 provisional's for the whole 2012 race season.

4.1.1.1. Six NASCAR CUP provisional's, 3 for 2012A and 3 for 2012B.

4.1.1.2. Six NASCAR CUP provisional's. 3 for 2012A and 3 for 2012B.

4.1.1.3. Admin must be notified no later than 2 hours **BEFORE** the scheduled race event.

4.1.1.4. Aero88 will not have any provisional's for its 12 week season.

#### **4.2. Driver Substitutions**

4.2.1. In the event that a driver is unable to compete in a race, they may hire a substitute driver.

5.2.1.1. Must be current member of SPR and have a valid E-License card.

5.2.1.2. Must be registered to the NASCAR divisions at SPR.

5.2.1.3. May only be used once per half season.

5.2.1.4. Must use a teammate first, if no teammate available – they may go outside the team to find a driver.

5.2.1.5. Substitute must not be in the top 10 in points.

5.2.1.6. All points earned will go to driver being substituted for.

5.2.1.7. Driver must drive car normally driven by driver being subbed for.

5.2.1.8. Driver will not take a qualifying lap.

5.2.1.9. Driver will receive a 1 lap penalty upon getting green flag to simulate driver change.

5.2.1.10. Admin must be notified no later than 2 hours **BEFORE** the scheduled race event.

5.2.1.11. No substitute drivers for any chase races for drivers inside the chase.

### **5. Post-Event Inspection**

5.1. All drivers are required to save their weekly qualifying replays as well as their event replays. These replays must be kept for at least 48 hours after the event.

5.2. All drivers are subject to replay review. Some may be random, some may be event specific.

5.3. Replays requested may be of specific laps, and reason for review may not be of meaning to you – but to review an incident around you.

5.4. Drivers who fail to submit replays upon request, will be required to submit replays for a minimum of two weeks for post-event inspection

5.5. Qualifying replays must include the entire qualifying session! – they may not be edited/trimmed in any way.

5.5.1. Failure to provide replay for qualifying will result in Time Being Disallowed with no AQP eligibility, and must start at rear of lowest series run.

5.5.2. Pending Points Penalty – If a driver submits replay as required for probationary period the driver will not be issued a points penalty. If they fail one or more times during the probationary period – the driver will be issued a points penalty – and the process will restart. Exact amount – will be included in points rulebook.

5.6. Race Replay

6.6.1. Failure to provide race replay on request will result in a 2 lap penalty as well as a point penalty.

### **5.7. Official Policy Regarding “Technical Issues”**

5.7.1. In the past – we have been told “I don’t know why the replay didn’t save”. With VHR, it is simple. They need to be turned on and they save automatically. It is the drivers responsibility to ensure their replay system is operational. If you have a problem with yours – you need to post the problem in the forum – it is likely someone else has experienced the same issue.

5.7.2. Remember to clean out your replays folder every couple weeks.

5.8. Replay Results – We will not disclose results unless infractions are found.

5.9. Results become official the Saturday following the event.

## **6. SPR Membership**

6.1. All memberships must own 2012 Sim Pro Racing E-License Card.

6.2. No Refunds or Credits.

6.2.1. If a driver quits – or is banned, no refund will be issued.

6.3. Please note that SPR is not for profit. Which means every penny that comes in is used towards SPR in some way or another. With leftover funds, we use them to fund prizes, broadcasts, or other means which benefit the series.