

Back Pocket Racing (BPR)

Driver Handbook

First Draft

October 8, 2008

Copyright Back Pocket Racing 2008

Table of Contents

Back Pocket Racing (BPR).....	1
Driver Handbook.....	1
Introduction	3
BPR Policies, Rules, and Procedures	4
All BPR Races.....	4
League Racing	7
Open Server Racing.....	21
Recommended Driving Habits	23
Administrators	25
Admin Specific Rules	26
Roles and Responsibilities.....	30

Introduction

Back Pocket Racing (BPR) was formed by online racers who have a passion for the sport. It is our goal here at BPR to create a fun and fair online racing environment. We are also focused on remaining a leading edge technology organization where the best of racing simulators will be utilized as the means of creating competitive and equitable leagues and open server racing experiences.

Maintaining a structured and orderly race can be a challenge considering that most successful drivers are known to be aggressive on the track. Every racer needs to use a combination of skill and a “go for it” attitude to get to the front of the pack and remain there. However, there are those who will substitute a lack of skill with an overabundance of aggression. It is our goal to keep aggressive driving in check in order to provide an online racing environment where acceptable levels fun, fairness, and discipline are maintained.

BPR operates through a team of volunteers. There is far too much to do for simply one or two people to keep such an organization running smoothly. This requires that we create a lot of structure and boundaries for both our racers and admins to operate within. It is also very important that we provide clear and readily available information to everyone about how we race so that everyone will understand what is required of them. This Driver’s Handbook is one of many tools BPR uses to clearly define how our races and organization is supposed to work. Any guidance, opinions, answered questions, rulings, or incorrect racing calls by admins (even over a lengthy period of time) do dismiss, modify, make obsolete, or dilute in any way the clear stated rules contained in this document.

All input and suggestions are always welcomed; please make them prior to being in the middle of a racing dispute

All racers are required to read and understand these rules. All admins are required to read these rules one each month and will be subject to fines and disciplinary actions for providing to racers any guidance, opinions, answered questions, rulings, or incorrect race calls.

BPR Policies, Rules, and Procedures

All BPR Races

1. All rules are subject to challenge based on a formal process that occurs outside of race night chaos. A rule can be nominated for reconsideration by any racer or admin. The proposed change will be scheduled for discussion at the next admin meeting. After consideration and possible research, a vote will be taken by a quorum of race admins where a majority vote shall decide. A quorum is a majority of the entire membership of the Admin Counsel. If there are vacancies, that fact is not considered. Thus, a quorum is in place when more than 50% of the current admins are present.

2. Be respectful of all drivers at all times!!!

This is definitely subject to interpretation and enforcement and is up to the discretion of the admins. The first level of enforcement should come from the league's Race Administrator.

3. No intentional wrecking or over aggressive driving will be tolerated!!!

- A. First offense you will get a verbal warning.

- B. Second offence you will receive a 25 point loss in the race league you are in.

- B. Third offence you will be booted from the race, loss of any points gained in the race, and banned for a week from all BPR races.

- C. Fourth offence you will be banned from BPR gaming servers, Teamspeak, and shout box for a one month period with a reapplication for readmission as a BPR member subject to a majority vote by the BPR Admin Counsel.

4. No cussing in gaming servers (might be younger people online and/or females so please have some respect).

5. No wall riding, driving backwards, or anything else such as this!!!!

6. Must have cable or DSL to race in our servers that provides and acceptable ping rate that will not result in lagging on the racetrack.

7. No keyboard or keypads used in any BPR races. You must have a race car wheel, and pedals.

8. If you cause an accident or caution you move to the end of the longest line and you do not get option of lucky dog.

9. If you start to lag or have a high ping please move to the end of the longest line till your connection gets settled, this is so you don't affect the outcome of the race due to internet issues. Also, lagging cars cause problems for everyone, including the lagging racer. No one wants to draft near a car that is constantly jumping as it will surely cause damage and wrecks for those trying to race clean.

10. You must be 16 yrs of age or older to join the league. If under 16 you may race in our servers till 10:00 PM eastern unless you have permission from a parent or guardian.

11. BPR operates and maintains the point standings information for several on-line racing leagues. BPR admins do the best they can to post this information on a timely basis. However, your patience is appreciated as this is not always easy to do as our scorekeeper is a volunteer with a job and family and travels from time to time

12. All BPR rules and policies are included in this publication. If it isn't covered in this document, then it isn't a rule.

13. All other business not covered by these rules can be resolved with a vote of 3 or more SA admins. However, if the change affects other admins or racers, an effort should be made to document and make available any changes that could affect either racers or admins. (Note: BPR rules cannot be changed by any means except by nomination and majority vote of a quorum of the Admin Council.)

14. The use of alcohol or other drugs or illegal substances during racing is highly discouraged, especially for admins. Having a drink or two during an evening of racing fun can make for a great way to end an otherwise stressful day. However, becoming impaired from alcohol or any other substance such that your driving or admin abilities become a problem for others is strictly not allowed. This not only can cause wrecks or mishaps on the track, but can lead to nasty verbal retaliations that can ruin everyone's evening. Furthermore, it is unacceptable to have to listen to the ramblings of a plastered fellow racer or admin when we are otherwise trying to concentrate on driving and discussing

this intense sport. Violators of this policy will be moved to another TS channel or booted from the game.

15. Cars should expect to start and re-start the on the first try. A restart will normally not be done as we are trying to mirror NASCAR rules. A restart is the sole call of the race admin and he may do them as few or as many time as he deems necessary. Restarts should occur only for admin, game, or network errors.

16. Relax and have fun!!!

League Racing

1. General

- a. BPR league races are open to all paid members who are in good standing. Membership is \$7 per month payable through the PayPal link on the BPR website. BPR reserves the right to suspend or limit driving privileges based on either a lack of experience or pending disciplinary actions based on a 3-person admin vote.
- b. BPR is making every reasonable effort to go by NASCAR rules. Yet, the limitation of our games and the unavoidable issues associated with online racing technology force us to create and enforce policies that do not precisely mirror NASCAR.
- c. All league races will begin as advertised on the official race league scheduled on the www.backpocketracing.com website. Most, but not all, begin at 8 PM sharp – the following relative time structure will apply to that race also). During this initial 5 minutes all racers will be checked for TeamSpeak compliance. At approximately 8:05 PM the drivers meeting will begin. Qualifying will begin at 8:15 PM. We will hold in Happy Hour for 5 minutes immediately following qualifying. The program will rolled over to race after the Warm Up clock reaches 50:00 minutes which should be very close to 8:30 PM.
- d. All league races will qualify. No text chat or talking over TS while qualifying is in progress and specifically until all cars are complete.
- e. All drivers are to remain calm at all times. Stay cool. No profanity. No personal attacks or “flaming”. Stay focused on the current race and the current matter at hand.
- f. Don’t hog the microphone. Give other racers a chance to speak. Speak in single sentences or words. Make your point then shut up.
- g. Over-aggressive driving will not be tolerated. Admins reserve the right to remove any racer who receives 3 or more complaints from other drivers or has 3 or more

serious crashes during the event. All admin boot decisions will be honored immediately but are subject to admin review following the race.

- h. All participants are encouraged to save a screenshot of the qualifying order and finish. Please do not leave the game until the screenshots have been taken and the replay is saved by an admin.
- i. You must be on TeamSpeak to race in any BPR league race.
- j. There is no text chat during the race except when deemed necessary by BPR admins only.
- k. Admins don't need long explanations or verbal beatings when trying to follow or enforce rules and procedures. Computer glitches and unfair situations will happen, and often, there is nothing an admin can do about it without creating bigger problems for the other racers. The good of the many will most often have to outweigh the good of the few.
- l. Please insure your microphone volume level is balanced (not too high or low) and that it is clear during practice and not at race time. Please use a microphone switch versus voice activation as game and breathing and home noises can be distracting.
- m. You should have all game patches and BPR game packs, track packs, and custom cars loaded before or during practice.
- n. BPR League Admins are encouraged to create different and exciting conditions and formats for our racing leagues. Having different admin hosts, with different admin styles, bring a welcomed diversity to our races throughout the week and can be a positive catalyst in variety for the online racing experience. However, no rules or policies can be created within a league that conflict with, override, or counter any other documented BPR policy or rule.

2. Admins

- a. Each race will have one Race Administrator. The RA is the lead authority for that event and racers should listen for

and follow his instructions. A race will more than likely have additional admins assisting the ARAs.

- b. Race Admins have two options as to how cautions are to be called.
 - i. Option 1 – The RA will be the only voice heard by the racers. He will be the only person to call any and all cautions over TS by the loud and clear statement “caution, caution, caution”. One or more assistant admins will be on TS whisper to the RA and will be allowed to say either “cars in trouble in Turn 4 (or whatever location)” or may call an “admin caution” when a caution is absolute. An RA’s decision is final on if or when a caution should be called. Racers may say statements that recommend admin attention to trouble on the track but cannot call cautions and should avoid using the word “caution” in their descriptions.
 - ii. Option 2 – The RA will be the primary voice heard by the racers, but he will have one or more assisting admins who also have the ability to call full cautions over the open channel TS by stating loud and clear, “caution, caution, caution”. Racers may say statements that recommend admin attention to trouble on the track but cannot call cautions and should avoid using the word “caution” in their descriptions.
 - iii. Option 3 (preferred) - All cautions will be called by the game. Admins will be allowed to exercise judgment to shorten the length of a caution period by clearing the caution only if it will not affect any racer who is still pitting.
- c. Admins are forbidden to have open disputes about rules or specific calls in open server as the RA has the final say. Recommendations and explanations may be made to the RA during the race concerning a situation, but never in a negative, confrontational, or criticizing way. All admins are required to know the rules backwards and forward, chapter and verse.

- d. There is to be only one admin on the VNC at one time...period. Once an admin relinquishes control of the VNC to a new admin, any previous admin's track setups are subject to change if related to open-server racing. However, incoming admins should respect any server setups that were created and configured as practice tracks for later scheduled league races.
- e. The VNC is always controlled by a Race Administrator or in rare cases, his appointed operator. In cases where an RA must leave or is disconnected, only the second admin in the race shall immediately log into the VNC and finish out the race as the new RA with full RA authority but respecting the established format and rules to avoid creating confusion for the drivers. Any race admin or assistant race admin should clearly know the rules and format of a particular league race before the green flag.
- f. Race admins have control of the VNC six hours prior to a scheduled league race. This is to allow ample time to setup a track for practice prior to the event. Race admins retain control of the server for one hour following the event unless specifically transferred to another admin with VNR rights. Only when the VNC becomes open can any other admin take control. If no admin has control, and there are racers present who would like to go to specific track with admin assistance then a choice of VNC control will be made either first by consensus if more than one admin is available or by first come first served if no one wants or can obtain it by consensus. The RA for that evening's league race will always have the final say of who takes the VNC within one hour following a league race.

3. Starts

- a. Cars should expect a clean start on the first try without the need for a restart. A restart will normally not be done as we are trying to mirror NASCAR rules. A restart is the sole call of the Race Admin. Restarts will occur only for admin, game, or network errors.
- b. First and second place cars should set a constant pace lap speed at pit road speed plus 10. All drivers are to remain

focused and make an effort to prevent brake checks. Staggered spacing is highly encouraged with odd position numbered cars on the bottom and even on the top.

- c. Cars should short shift or feather the throttle to prevent power spinouts at the start. Putting your car and position at risk is one thing...putting other cars at risk will not be tolerated.
- d. Do not jump the start.

4. Passing

- a. In passing maneuvers, the general racing rule is the overtaking car is responsible for making a clean, safe pass. If the front tip of the overtaking car is at or in front of the windshield of the car being passed, then both cars must hold their lines until the pass has either been completed (the passed car's front tip falls behind the passing windshield, or the passing car has failed to complete the pass (if the passing car's front tip falls back behind the windshield). Collisions are the fault of the passing car if they occur while the front tip of the passing car is behind the rear axle centerline of the car being passed. If either vehicle faces obstacles ahead during a pass the driver facing the obstacle must slow down and fall into a safer position without hitting or interfering with the other car. Risky passes, especially on restarts, are not justifiable circumstances for collisions with other drivers and should not be done.
- b. If a spin or crash occurs during a pass attempt and the front tip of the passing car is not at or in front of the windshield of the car being passed then the passing car will be considered at fault and will restart at the end of the longest line. If the spin or crash occurs during a pass attempt and the front tip of the passed car is behind the windshield of the passing car then the car passed will be at fault and will restart at the end of the longest line if under caution or, at the discretion of the Race admin, shall serve an immediate pass-through penalty if the race remains under green. If a spin or crash occurs while the two passing cars are side-by-side (within rear axle center lines) and neither driver takes responsibility and an admin cannot make an immediate

documented determination of fault then both drivers will be considered at fault and sent to the rear of the field if a caution has been called, or at the discretion of the Race admin, shall serve an immediate pass-through penalty if the race remains under green. An automatic post-race video review will then be made of the incident and the driver found to be a fault will receive a fine. The driver could also receive an additional 25 point fine for over-aggressive driving if the violation falls within those standards.

- c. The same rules as describe above apply in three or more wide passes.
- d. The above rules may be waived or altered by a Race Admin if he feels that other circumstances such as if other cars are checking up, spinning, or present a potential for problems are in the path of the two passing cars.

5. Blocking

- a. As a general rule, you can defend your position by altering your line-but only once. If you weave down the straight or alter your line two or three times on the approach to a corner, that's illegal blocking, and is subject to a passing flag command by the Race Admin or a stop-and-go penalty called at the discretion of the Race Admin. A bit more leeway will be allowed in the last few laps of a race, but a wise racer will remember that you're not going to win by blocking a faster car if both of you crash out of the race.

6. Cautions

- a. Official cautions will be called by the game based on the flag rules programmed for that event by the RA. However, if the cautions will not be administered by the game then the race admin(s) will call them with a loud and clear triple announcement of "caution, caution, caution". Drivers should reframe from using the word caution unless there is one on the track. Drivers should ignore the word caution unless called loud and three times by the race admin.
- b. Additional cautions may be called at the discretion of the RA. The RA may appoint a non-racing Assistant Race Admin with the ability to also call full cautions by clearly saying "caution, caution, caution" into the open channel. Racing

admins are not allowed to speak as admins if they are racing in the event.

- c. It is recommended that a caution be called if:
 - i. One or more cars lose control while on the primary racing surface. A loss of control is defined as any car that has, as a minimum, rotated 90 degrees or more from the line of direction of the racing field.
 - ii. A collision between two or more cars in front of others cars such that there is a reasonable possibility that other cars could also be wrecked because of the mishap.
- d. Cars will line up as the game instructs or otherwise in the order they were in at the point that caution was called. Cars directly involved with the incident will have to go to the end of the longest line. Cars that spin on the track after the caution is called or were completely away from and separate from the caution causing incident may resume their position.
- e. Cars will immediately cease to race and fall into line at a pace speed that is pit road speed plus 10 mph or at a rate established by the RA. Cars cannot pit until the field is reasonably caught up and the pits have been opened by the admin. If a car pits before they are opened then that car will have to go to the end of the longest line on the restart.
- f. Once all cars are caught up then the pits will be open to lead lap cars only. Cars one or more laps will continue at pace speed (pit road speed plus 10 MPH) but will tighten up without changing order. All drivers are to remain focused and make an effort to prevent brake checks. Staggered spacing is highly encouraged with odd position numbered cars on the bottom and even on the top.
- g. If there are any cars one lap down or more they will be allowed to pit on the second pass. Lead lap cars may pit a second time. There will always be a second pit stop, no exceptions. If this causes the race to end under caution, then that is how it will end.

- h. All cars entering the pits need to either get in the lower groove or on the apron or call their name and number if not in one of these groves. Pit fakes are highly discouraged, and any collisions caused by such will be treated as over aggressive driving. Cars must pit within the defined pit commitment lines as defined by the Race Administrator.
- i. Cars will maintain pit road speed. Black flags will be served at the games discretion i.e. however and whenever the game allows your first opportunity. The race will not be delayed for black flags penalties or those serving them and are exiting from the pits.
- j. After the second round of pit stops is complete the “lucky dog” recipient will proceed around the bottom groove of the track and come to a stop at the end of the longest line of cars. Lucky dogs are not to proceed until told to by the admin. All other cars will be asked to circle in a straight line at the top of the track until the field is caught up including the lucky dog recipient. All other non-lead lap cars will follow the lucky dog to the front to form a second line for restart. The second line of lap down cars will not be done when there are 10 laps or less left to go. It is the responsibility of lead lap cars to stay in a straight line and not veer towards the bottom of the track for any reason. Collisions cause will be assumed the fault of lead lap cars getting out of line.
- k. All cars involved in the caution incident shall go to the end of the longest line for the restart. The lucky dog will fall behind them.
- l. When the field is caught up we will go to green if a minimum of a quarter-lap can be completed before the start finish line. The admin will announce, “Going to green”. At that point, there should be complete radio silence until after the start. If there is a dedicated admin, he will call the green start. If the admin is driving then the green flag start will be called by the second place car.
- m. Please try to remain in starting position and order until the start finish line. No passing allowed until a car has crossed the start-finish line. All instances of jumping the start or

aggressive passing will be subject to review and disciplinary action including a possible immediate stop and go penalty.

7. Disputes

- a. All disputes will be settled after the race through the use of video replays. If you have a dispute, make sure you save your own replay. Quite often, a replay will show situations and circumstances that neither the drivers nor admins can see during a race and especially during a heated debate.
- b. All drivers are to remain calm at all times. No profanity. No personal attacks. Stay focus on the current race and the current matter at hand.
- c. Lengthy chatter will not be tolerated for any reason. First offense you will be moved to another room. Second offense you will be muted for the rest of the race. Third offense you will be muted for the rest of day. Fourth offense is subject to suspension.
- d. No ganging up on admins or other racers. A room should have no more than two drivers who are in dispute with one or more uninvolved admins present to help facilitate a solution. If the problem is with a single driver with an admin then only that driver and that admin with one or more non-involved admins are allowed in that room. Non-involved admins are authorized to pull in other drivers as deemed necessary to hear information that my help setting a dispute. But under no circumstances will ganging up on either admins or racers be allowed.

8. Finishes

- a. There will be no more lucky dogs after the lead lap car crosses the start finish line beginning 10 laps to go. (Example: when leader crosses line to start lap 41 of a 50 lap race).
- b. The “escape rule” will not be used in league races. Cautions will be called up until the end of the race. The VHR/RFACTOR game has no provision for adding laps so there will be no green/white/checked flag finishes. Drivers must realize that poor or over-aggressive driving in the final

laps will cause wrecks and yellow flag finishes. Clearly, this is not an admin problem, but a driver issue. Drive clean and with respect. NASCAR has decades of yellow flag finishes when the technology was not in place to provide otherwise.

- c. All racers are encouraged to get a screenshot of the final results.
- d. If you have a dispute, save the replay.
- e. It is the goal of BPR to have race points updated on our website prior to the next race or hopefully even faster. We are an organization of volunteers so please understand each of us have other obligations.
- f. Please feel free to pull any admin into another room after the race has settled to discuss any issues concerning the race.

2. Over-Aggressive Driving

1. Driving a race car competitively requires that a driver operate an automobile in a manner that is aggressive as compared to driving on a public highway or street. Just as there are rules, regulations, and strict laws that govern vehicle operations on public roads, there are also rules for racing. In both cases, over-aggressive driving will get you in trouble with the authorities and there will often be fines or other penalties. Enforcement of driving rules is mandatory to have a safe and enjoyable driving experience.
2. Any racer in any BPR server may be accused of over-aggressive driving by anyone participating in the race. However, a driver or admin must speak with the lead race admin (RA) and ask for an official review of one or more incidents based on a suspected violation of a specific car(s) number(s) and a specific lap(s).
3. Once a review request is issued by a "requestor", RA must review the incident using the video race replay. The RA must make a decision based on the accusation within 24 hours. If the incident is deemed not a violation of rules, the RA will verbally confirm this result with one other admin and verbally inform the filer that no further action will be required. If the requestor does not agree with the call, he may ask for a second review by any other RA from any other BPR race league.

4. If a review request is filed and a determination is made by the RA that a violation of the rules indeed occurred, that RA must speak with both parties involved to get both sides of the story. The RA will then have two (2) additional admins review the facts of the incident(s) and video replay and will then make a recommendation. Any recommendation for any sanctioned penalty must be presented to the BPR Admin Counsel and approved through a majority vote.
5. After a vote is issued, the results of the review and the resulting disciplinary action(s) will be communicated to the driver by the RA and one other admin present. In most cases, that should be the end of it. However, if the driver wishes to appeal, he may receive such an appeal. However, any appeal must be made in writing stating specific grounds to have the decision over turned. The ground for overturning a decision is:
 - a. The decision is not consistent with published BPR rules.
 - b. The decision was
6. Sanctioned Penalties
 - a. Within a race
 - i. First offense – 25 point deduction
 - ii. Second offense – addition 50 point deduction
 - iii. Third offense – addition 75 point deduction
 - iv. Fourth offense – disqualified (no points awarded)
 - b. Within a league
 - i. First offense – points deduction
 - ii. Second offense – points deduction
 - iii. Third offense – points deduction and probation
 - iv. Fourth offense – 1 weeks suspension from league
 - v. Fifth offense – banned from league
 - c. Within all BPR racing leagues
 - i. First 5 offenses – no action

- ii. Sixth offense – 1 week probation
- iii. Tenth offense – 1 week suspension
- iv. Fourth offense – 1 week suspension from all BPR races
- v. Fifteenth offense – 1 month suspension from all BPR races
- vi. Twentieth offense – 1 year suspension from all BPR races

7. Acceptations

- a. There are certain situations that will warrant an acceptance to the above rules.
 - i. When a driver participates in a racing league that is three or more races into the season.
 - 1. All drivers with less than 50% participation in a league will be considered a visitor/rookie.
 - 2. Any violation shall carry normal sanctioned penalties plus the additional consequences of:
 - a. First offense – additional 25 points
 - b. Second offense – one week suspension from that league
 - c. Third offense – one month suspension from that league
 - d. Fourth offense – 1 year suspension from that league
 - e. Fifth offense – 1 week suspension from BPR
 - f. Sixth offense – 1 year suspension at BPR

Tuesday Night Short Track and Superspeedway Series

1. We will be using VHR Final Version 1.6 cars. No illegal modifications or hacks. Custom skins are allowed. Contact the BPR paint coordinator to include a car in the next carpack.
2. This is an open server race and shall follow the rules as set forth in the open server racing section of this rulebook.
3. The COT racing evening will normally include two separate races at two different tracks.

Iron Man Series (Thursday)

1. We will be using default only VHR/rFactor Sprint Cup cars. No illegal modifications or hacks. Custom skins are not allowed.
2. The format for the Ironman Series includes three unannounced tracks with varying conditions as decided by the RA and LA. The racing will begin at 8 PM EST every Thursday except when otherwise scheduled.
3. Prior to the Ironman Series races we will have a “wreckfest”. This is a no rules crash session for fun. Once the Race Admin calls for the end of the wreckfest, there will be no further wrecking or inappropriate driving. Wreckfests are only held at the beginning of the Ironman Series and is strictly forbidden at any other time on BPR servers.
4. Racers are not required to register to participate in the series and are allowed in on a first come first served basis.
5. Cars must be default that came with the VHR/RFACTOR game under the 2005 Cup Series directory. Cars and numbers are not assigned or reserved and are available under a first come first served basis. Drivers may respectfully request a swap but no one is required or should be pressured into giving up a certain car.
6. The race field is restricted to the first 43 drivers to come in. There are no provisional starting positions. If we have more than 43 cars in attendance, the participation in each race will be determined by qualifying.

7. Lucky Dogs will be provided as per NACAR rules. There will be no lucky dogs awarded once the leader crosses the start-finish line with 10 laps to go (example: when leader crosses line to start lap 41 of a 50 lap race).
8. The escape rule will be in effect once the leader crosses the start-finish line with 5 laps to go (example: when leader crosses line to start lap 46 of a 50 lap race).
9. Passing on the first lap prior to the start-finish line is allowed on the outside only. After the start-finish line is crossed, all passing is allowed. Drivers should be highly encouraged to take it easy on starts. Restarts are at the discretion of the RA. In some races, no passing is allowed until after turn two.

Friday Night Truck Series

1. We will be using VHR Version 1.6 Craftsman Truck Series. No illegal modifications or hacks allow. Custom skins are allowed. Contact the BPR paint coordinator to include a truck in the next carpack.
2. This is a closed server race for BPR members only and shall follow the rules as set forth in the league racing section of this rulebook.
3. The Truck racing evening will normally include one race at one track.
4. Points will be awarded and tracked and a champion will be crowned at the end of the season. The seasons will vary, but will run about 10 to 12 weeks with a champion crowned at the end of each.
5. This will be a fixed setup racing series. Drivers are encouraged to join the server as early as possible that day and to work as a team to build setups that all the other racers would like to use. Based on a vote, the best setup will be selected and used as the designated fixed setup for that evening's race. The goal is to provide an atmosphere of cooperation and learning so that experienced setup builders can teach newer sim racers how to build setups. There is also great value in being able to race in a certified level setup field.

Saturday Night Busch Series

1. We will be using VHR NASCAR National or Nationwide Series cars. No illegal modifications or hacks. Custom skins are allowed. Contact the BPR paint coordinator to include a car in the next carpack.
2. This is a closed server race for BPR members only and shall follow the rules as set forth in the league racing section of this rulebook.
3. The Busch racing evening will normally include one race at one track.
4. Point will be awarded and tracked and a champion will be crowned at the end of the season.

Sunday Night Cup Series

1. We will be using VHR Nextel Cup or COT Series cars. No illegal modifications or hacks. Custom skins are allowed. Contact the BPR paint coordinator to include a car in the next carpack.
2. This is a closed server race for BPR members only and shall follow the rules as set forth in the league racing section of this rulebook.
3. The truck racing evening will normally include one race at one track.
4. Point will be awarded and tracked and a champion will be crowned at the end of the season.

Open Server Racing

This is the most lenient racing environment offered through BPR. However, there are still policies in place that must be honored by the racers and enforced by the admins.

1. We will be using any combination VHR/RFACTOR Final Version 1.6 cars, VHR/RFACTOR Craftsman Truck Series trucks, VHR/RFACTOR NASCAR Nationwide Series cars, and VHR/RFACTOR Sprint Cup Series cars available for download from the BPR website. No illegal modifications or hacks. Custom skins are allowed. Contact the BPR paint coordinator to include a car in the next carpack.
2. Open-server racing is open to all drivers who have not been banned from BPR servers.
3. TeamSpeak is not required although very highly encouraged.

4. Cautions will not be called as there may be racers participating without being on TeamSpeak and therefore will have no way of knowing a caution has been called.
5. These races will be short, often with no pit stops. There will be no caution flags and escape rule will be in effect at all times.
6. Aggressive driving rules will be less strict but always in place. Over aggressive driving and intentional wrecking will result in a boot from the race. Consistent bad driving will result in a boot for the evening.
7. Restarts are available at the sole discretion of the race admin with control of the VNC, or otherwise with the majority willing or not willing to vote through to a new session.
8. The “escape rule” will go into effect when the lead car crosses the start finish line beginning 5 laps to go. (Example: when the leader crosses the line to start lap 46 of a 50 lap race).
9. The “escape rule” means that if you should lose control of your car and will potentially cause other problems for any other car then you are to immediately hit the “escape” key and acknowledge with a “Y” (for yes) key. Racers are encouraged to practice or mark such keys so as to efficiently execute.

Recommended Driving Habits

1. Always enter and exit pits using the deceleration and acceleration lanes. Although you are allowed to get onto the track if traffic is clear, it is a risk that should be avoided as racing speeds will have you in the thick of traffic in no time. You do not want to be the cause of leaders or other cars to have to break, lose their momentum, or abruptly have to change race lines to avoid hitting you as a slower car. Getting on the track too soon will be treated as a serious matter of aggressive driving if problems occur. Get in the habit of doing it right.
2. Don't talk at all during the last lap before the start. Period.
3. Passing, being passed, and dicing for position is what racing is all about. Some drivers can drive fast but can't race. Others can race but aren't particularly fast. To win, obviously, you must be good at both. And the techniques used to good at both do not always complement each other.

It's important to be aware of everything and everyone around you- especially in a pack of cars. Train yourself to be very focused, and yet be able to notice other things around you. Practice this on the street. Concentrate on where you are going, but try to make note of all the other cars around you-especially the ones you can't see directly in the mirrors. This ability can make the difference between being just a fast driver and being a great racer.

No matter what, you are going to have to modify your line when passing and being passed. It's part of racing. Hopefully, though, you can do this to your advantage, not you disadvantage. The goal is to deviate from your "Ideal Line" as little as possible while passing and being passed.

A good habit to get into during practice sessions is to try driving "passing lines," that is, where you think you may be able to pass competitors in the race. Practice sessions are the time to test the track for grip "off line."

In passing maneuvers, the general racing rule is the overtaking car is responsible for making a clean, safe pass. If the overtaking car is approximately halfway or more past the slower car and on the inside when entering a turn, it is the overtaking car's line. I repeat, though, this is a general rule. The "approximately halfway" is a bit of a gray area.

4. During the race, race chatter only. That means using single words or sentences. Responses are not required. Disputes will be settled after a race. If you cannot wait, move to a different channel.

5. Please do not make personal attacks against other racers. Keep the conversation focused on racing. Threats of any kind are grounds for being banned indefinitely from BPR.
6. When leaving the track for the pits, call your name and car number. i.e. "Joe-racer 37 pitting".
7. Try to arrive at least 45 minutes before a race to allow ample time for getting in and properly setup. Last minute arrivals create race delays when you have problems with loading the game, finding setups, adjusting microphone levels, etc.
8. If you don't know how to setup your game, wheel, or any support software please ask an admin for help. They will try to get you to the best source for a solution. The same goes with building or asking for setups. Many of our veteran racers will have spent hours helping out new racers who act and race with respect. Driving a competitive racecar, whether on a real track or in a simulator, requires years of experience. Don't think you can to win races in a matter of months, even if you are a former NASCAR driver. There are dozens of things that must be fine tuned to become a leader at the front of a BPR race. Never forget that many of our front runners are seasoned veterans who will either work with you or demand you be removed from the track until you can learn to hold a line.

Administrators

Back Pocket Racing (BPR) was formed by online racers who have a passion for the sport. Maintaining a structured and orderly race can be a challenge considering that most successful drivers are known to be aggressive on the track. Every racer needs to use a combination of skill and a “go for it” attitude to get to the front of the pack and remain there. However, there are those who will substitute a lack of skill with an overabundance of aggression. It is our job as administrators to provide an online racing environment where acceptable levels both fun and discipline are maintained.

As an admin for BPR, it is critical that you understand your roles and responsibilities in making BPR the online racing league of choice. You were elected and elevated to the post of administrator based on your ability to contribute to the BPR team. You have been empowered with certain authorities that both allow and require you to take certain actions in support of this organization.

The word empowerment is the key. It is often misunderstood, so it is important that we define it clear and that you understand what that imposes on you. The three keys to creating a successful empowered organization is:

1. We work as a team. Our power is that we all bring strengths to the organization. We utilize our individual strengths through a team concept to create synergy where, "The whole is greater than the sum of the parts". The bottom line is that teams are more effective than individuals in complex situations.
2. Create a structure so that both the admins and the racers clearly understand the boundaries that they should operate within.
3. Share information so we all understand what we are supposed to do.

Admin Specific Rules

1. There will be a mandatory admin meeting held on TeamSpeak each week on Monday at 8 PM EST.
2. BPR admins are elected as needed by the existing BPR Counsel. Nominations should be made at the weekly council meetings. Opportunities should be provided to BPR racers who are interested in becoming an admin. The opportunities can range from providing support in doing paperwork, maintaining the website, running open server races, etc.
3. BPR admins should conduct themselves in a manner that sets an example for the high standards we support here at BPR. However, being an admin at BPR does not require that you have to endure personal attacks or a hostile environment when trying to either conduct a race or meeting. All admins should make a concerted effort to support each other and BPR to discourage both unprofessional and/or disruptive behavior in our racing servers.
4. Under no circumstances are admins to use BPR computer sites or resources for jokes, fooling around, hacking, threats, promotion of non-BPR sponsors, political messages, or harassment of any kind. Violations will be strictly enforced.
5. No admin may consume alcohol or debilitating drugs while acting as an admin, in any capacity, during a BPR race. This includes leagues and open server. Any admin suspected of not being completely sober may be removed by any other admin and the incident will be reviewed automatically at the next admin meeting.
6. When an admin establishes a hostile relationship with other BPR racers or admins it cannot become a problem for the organization. Our first priority is to create a place have fun and race in an environment based on fairness. Admins cannot carry over conflicts or hold grudges. If a member or admin is breaking our rules and policies we are all responsible to correct the problem and then move on. Grudges will destroy our ability to work as a team. Consistent fights, disagreements, and racetrack disputes between two or more BPR racers or admins cannot and will not be tolerated.
7. A League Admin (LA) may not race for points in his own league.

8. The Race Admin for any league race will not be driving on the track during the race (other than parked in spectate). The Race Admin (RA) may receive points gained as a finisher in spectate mode. Any Assistant Race Admins (ARA) have the option to race and receive points for any race they admin, but if racing, cannot speak as an admin in open channel and must be on whisper to the RA. However, if that ARA should have to take over the game as RA he should immediately go to spectate mode, dismiss himself as a driver in the race, and will then be authorized to speak in open channel.
9. Any admin taking over a game either as a pre-scheduled guest RA or as a last minute substitute (who is already a racer in that league), will be allowed 150 points for that race.
10. If you are not the RA or the ARA you should not speak as an admin on the open channel. If you must say something as an admin it must be as a whisper to either the RA or ARA. During the drivers meeting, and following the race, each RA has the option to open the floor to other BPR admins for announcements or input that the RA asks for.
11. League Admins (LA) will be selected by vote of the BPR Admin counsel. An LA will select and appoint their Race Admins (RA) and in most cases, the LA and RA will be the same person. The RA must then select, appoint, and schedule in advance who will be his ARA. Having an ARA is not mandatory, but is highly encouraged, especially with large race fields.
12. You are an admin for a race or you are a driver and never both. If you are driving in a league race, you cannot speak in the channel as an admin or exhibit any authority as an admin. The only exception is in open server racing.
13. No admin shall be a League Admin, Race Admin, or Assistant League Admin in more than one place. Any RA or ARA can substitute for another RA or ARA that is will be or is absent for one race. A second planned race substitution must be approved by three non-league admins.
14. Under no circumstances is an admin allowed to step into a race and advise, dispute, or correct any other admin in an open channel. Any admin may be removed by from a channel or race with the consensus of two or more admins. Admin movements such as this are subject to an automatic review by the Admin counsel.

15. Any admin may be removed by a three-quarter majority vote by the admin counsel.
16. During the admin meeting, we have many issues to cover so please keep it short. Make sure that each admin has an equal amount of mike time.
17. It is the responsibility of the Race Admin to get a screen shot of the final finishing positions and points after the race. It is wise to get several copies by the ARA and for other racers and admins (most are happy to assist and can save you when something goes wrong and your shots are missing). It is also necessary to get a copy of the replay in case there was a race incident or complaint filed either during or after a race. Please be warned that if you should fail to get a good screen shot then you will have to build one yourself. This is a very labor intensive process as you have to not only watch the replay to establish a finishing order but you will also have to determine who led a lap (extra 5 points) and who lead the most laps (another 5 points). It is much easier to insure that a good screenshot is taken versus having to recreate one that is missing. Encourage all racers to remain in the room and not to leave before the final scored screenshot is taken as they will not receive any points if they depart prior to the shot.

Roles and Responsibilities

Unregister Driver (U)

An Unregistered Driver (U) is any driver that comes to a BPR server to participate in a race and is neither registered nor licensed with BPR to drive. These racers will typically show up in open server racing and should be welcomed and treated as a potential new member for BPR. They should be afforded a reasonable level of ignorance to online racing and BPR rules and encouraged to become better educated by becoming both registered and licensed to drive in BPR races.

Registered Driver (R)

A Registered Driver (R) is a racer who is both registered, current on dues, and in good standing with BPR.

Licensed Driver (L)

A Licensed Driver (L) is a Registered Driver with BPR and has completed the BPR racing driver's course and has been issued a BPR racing driver's license that is in good standing.

Suspended Driver (S)

A Suspended Driver (S) is one who has had his license revoked based on a violation of BPR policy. A suspended driver cannot drive in a league or leagues he has been suspended from. Suspensions are as follows per season:

1st offense – verbal warning and written citation through email

2nd offense – removed from the current race and loss of all points from that race.

3rd offense – two race suspension that includes the current race that the violation occurs.

4th offense – suspension from the league for the season

Banned Driver (B)

A Banned Driver (B) is one that has committed a serious violation or has consistently violated BPR rules over a season. Banning a driver from BPR should be considered an action taken as a last resort. We prefer to work with all drivers to keep them racing with BPR. Education and counseling can go a long way toward correcting inappropriate behavior.

No driver can be immediately banned by any single admin. A ban from BPR requires that the offending racer be nominated to be banned and unanimously supported by three BPR admins. This will be a conditional ban that becomes effective immediately. That ban then must come before the BPR Admin Counsel that has a quorum and obtain a majority vote to become an indefinite ban. Dues for that current month will not be refunded but all dues paid in advance shall be returned to the racer for the future banned period.

Administrator (of any kind)

All BPR administrators (referred to from here as an “admin”) are elected by the currently elected administrators as needed. Each admin has the responsibility to assist in creating a positive and fun atmosphere for online racing at BPR. This responsibility can be summed up by helping out where needed and when necessary. Being an admin requires careful and professional level conduct and interaction with BPR members and guests. You need to be friendly and welcome all to race with us. But, you need to be clear and often firm about the policies and required conduct from all of our guests. Your communication skills and abilities to deal with people (some of them difficult) will be tested. This is a tremendous responsibility. Each interaction with a racer could determine whether that individual will remain with BPR as their home for online racing or not. You don’t have to be a jerk to implement and enforce structure and rules. Good racers demand fairness and structure if they are going to participate in your race.

Channel Administrator (CA)

This is the entry level administrator at BPR. A channel admin is provided with the ability to move racers to and from specific rooms. Each channel admin will be assigned access rights to rooms as assigned by the Admin council.

Race Administrator (RA)

All Race Administrators (RA) are also System Administrators (SA). An RA is the Chief with the highest authority during the event and is empowered to run a race based on adherence to BPR policy. To be clear, this mean that an RA has many options and choices as to where we race, what the environmental settings will be such as far as weather, laps, fuel, tire wear, etc. An RA has the right to boot any racer from that race for any conduct deemed as inappropriate. The racer can appeal to a higher admin after the race. Obviously, the racer cannot be readmitted at that point; however, if during the appeal the driver is found to be cleared of fault the admins have the option of awarding points equal to the established minimum for that race.

League Administrator (LA)

A League Administrator (LA) is responsible for establishing the format and general structure of how a particular BPR racing league will proceed. An LA will most often act as the RA, and is responsible for the selection and proper preparation of a substitute RA in the case of an absence. An LA can impose that his format be followed in any league race that he has established, even in his absence.

System Administrator (SA)

A System Administrator (SA) has rights to access and operate the controls of both the VNC racing game console and TeamSpeak. An SA has the right to boot individual racers from either system based on his judgment that the racer’s conduct is outside of BPR policy. The boot is for that race and is not permanent unless nominated and supported by other admins as a ban.

Web Administrator (WA)

Web Administrators (WA) have access to and maintain one or more of the BPR websites. WA can assign limited access rights to other BPR admins as needed to either upload or modify certain information. However, for accountability purposes, access to BPR's webs servers should be strictly controlled as the potential for either permanent data loss, introduction of malware, or system crashes are extremely high with current web authoring technology.