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BadCatzRacing {BCR}

Driver Handbook

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Introduction

BadCatzRacing {BCR} was formed by online racers who have a passion for the sport. It is our goal here at{BCR}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.

{BCR} 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’ Handbook is one of many tools{BCR}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 welcome; 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.

penalty.

Blocking

No blocking until 10 laps to go. Lack of common sense will result in a penalty.

Chat

Chat messages during the race should be kept to race related messages. There will be absolutely no chatting during qualifying. Flaming, swearing, arguing and complaining will not be tolerated. Do not excessively whisper to other drivers to avoid the chatting penalties. If another driver asks you not to whisper please respect their request. If whisper is abused penalties will be assessed by a driver filing a protest and attaching a screen capture of the chat window. Lack of common sense will result in a penalty.

Self Spins

If you cause two yellow flags due to self spinning you will be required to park it for the remainder of the race.

Warp and Server Issues

If you warp during a pace lap move high if in the outside line or low on inside line. If you are told about severe warp by two or more drivers you should fall to the rear of the field until your connection clears up.

If there is major server warp or crash the race may be rained out. If more than 50% of the race is completed and an official standings file can be obtained the race results will stand.

Laps Back

Admins will not give laps back.

Clearing Black Flags

Admins will not clear black flags.

Restarts

Race will not be restarted once the green flag drops, drive accordingly. No exceptions.

Provisionals

Drivers will be allowed 1 provisional per 9 race period. Drivers requesting provisional points will receive last place points for that race up to a maximum of 103 points. All provisional requesters would be awarded the same point total for race.

Scoring

We will be scoring the points race using Points Calculator. It is imperative that you use the same login name throughout the entire season. Using the wrong login may result in loss of points for that race.

Probation and Suspensions

Probation:

1. If a driver causes two incidents during a single race he will be put on probation. Incidents are any infraction resulting in loss of points as indicated on the penalties report. Who is President of the United States? Incidents include but are not limited to: self-spins, causing a wreck by overaggressive driving, failure to hold your line and general lack of common sense.
2. If a driver causes an incident in three consecutive races he will be put on probation.
3. A driver who's league LPI falls below 200 (after 5 races in that series) will be put on probation. League LPI is calculated periodically throughout the season by dividing the number of laps completed by the number of incidents caused in a specific series.

Clearing Probation:

1. The only way to clear probation is to complete one ENTIRE race without causing an incident. Voluntarily sitting out a race or sitting in the pits will not clear probation. The driver must complete the race running. The driver must demonstrate that he can race without causing trouble as well as avoiding trouble.

Recommended Reading

Suspension:

1. If during a drivers probation period he causes a single incident he will serve a one race suspension. This suspension does not clear probation. After returning from suspension the driver remains on probation until he completes one ENTIRE race without an incident.
2. If a driver gets suspended a second time he must serve a two race suspension or may be dismissed from the league at the discretion of league admin.

Appeals/Protests

Drivers may contact the series admin directly if they wish to have an incident reviewed or need clarification. If you prefer a more structured approach you may use the appeals/protest process outlined below.

Drivers may appeal a penalty they receive or file a protest by emailing [appeal @http://badcatzracing.greatnuke.com](mailto:appeal@http://badcatzracing.greatnuke.com) be sure to include a brief account of why you feel the the penalty is incorrect AND attach a replay clip of incident including the lap prior to the incident. Appeals/Protests without an attached replay will not be reviewed.

1. Replays must be YOUR saved replay.
2. Appeals must be received within 7 days of race.

The appeal/protest system is in place to be sure all drivers are treated fairly and penalties are issued in an unbiased manner. All of our league admins typically participate in the series they admin being unbiased and making the correct calls each and every time is impossible. This system is implemented to allow the members to have a say and maintain a system of checks and balances without fear of repercussions.

The Penalty/Appeal/Protest system works much like getting a traffic ticket. Think of the league admin as the police officer, he issues citations. You may simply accept the penalty or you may appeal it and request a "hearing".

A volunteer who is not a league administrator in any series will serve as the "clerk". The clerk will randomly select three drivers who participated in the race in question to be the "jury", to review the incident and make a "guilty" or "not guilty" decision. The drivers selected may not be an admin of any {BCR} series and must not have been involved in the incident. The Jury will simply email back the clerk with a guilty or not-guilty reply. Failure to respond to a jury request may result in your ability to file an appeal or protest being revoked.

The clerk will receive a statement from the person filing an appeal and the admin issuing the appeal. Neither party will see the others statement. The driver and admin statement will be sent along with required replays to the jury. All communications to the appeals department are kept confidential.

If found not-guilty, the Clerk will inform the league admin to make the appropriate adjustments to the penalty and points reports. We don't want this system full of frivolous appeals. Be sure you are correct about your incident, the people reviewing the incident are the ones you race with and suffered through any cautions you may have caused.

Protests will work in the same manner. The league admins typically just jump to caution laps, review the incident and issue the appropriate penalty. If you feel something is missed in the penalty report, a penalty is given unfairly, the series admin has not reviewed an incident in an unbiased manner or the admin overlooked something you may file a protest and request the incident be reviewed by your peers. The process will work the same as an appeal. You do not have to be directly involved in an incident to file a protest, it can be an observation you made and feel needs to be addressed.

BCR reserves the right to boot your sorry ass out of here for any of the following including but not limited to: 1. Not playing nice with others 2. Thinking you're the leagues best driver when u suck llama dick. 3. Repeatedly answering your own posts 4. Disrupting others enjoyment of the league 5. Failing to read, understand and apply the "Racing Smarts" article. 6. Inability to adapt. 7. Having a "whatever it takes to win no matter how many I wreck to get to the front so I can lead and loose all my points in penalties attitude" 8. Just Because we're an unfair, unjust, biased, "totalarilist" dictatorship

League Racing

1. General

a.{BCR}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 {BCR} website. {BCR} reserves the right to suspend or limit driving privileges based on either a lack of experience or pending disciplinary actions based on a 3rd person admin vote.

b. {BCR} 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 website. Most, but not all, begin at 7 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 7:05 PM the drivers meeting will begin. Qualifying will begin at 7:15 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 7:30 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’ 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

8 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

n. {BCR} 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 {BCR} 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’ 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

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 VNC 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

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

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

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.

No keyboard or keypads used in any {BCR} races. You must have a race car wheel, and pedals.

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' 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'e 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

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.

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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 grove 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

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 {BCR} 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 {BCR} 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 {BCR} race league.

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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.

c. Within all {BCR} racing leagues

i. First 5 offenses no action

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ii. Sixth offense 1 week probation

iii. Tenth offense 1 week suspension

iv. Fourth offense 1 week suspension from all {BCR}

races

v. Fifteenth offense 1 month suspension from all

{BCR} races

vi. Twentieth offense 1 year suspension from all {BCR}

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{BCR}

f. Sixth offense 1 year suspension at

{BCR}

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Wensday Night Cup Series

1. We will be using VHR Sprint COT Series cars. No illegal modifications or hacks. Custom skins are allowed. Contact the{BCR} paint coordinator to include a car in the next carpack.
2. This is a closed server race for {BCR} members only and shall follow the rules as set forth in the league racing section of this rulebook.
3. The Sprint Cup 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 {BCR} However, there are still policies in place that must the honored by the racers and enforced by the admins.

1. We will be using any combination VHR Sprint Cup Series cars available for download from the {BCR} website. No illegal modifications or hacks. Custom skins are allowed. Contact the {BCR} 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 {BCR} servers.
 3. TeamSpeak is not required although very highly encouraged.
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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 your 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, thought, 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.

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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 {BCR}

6. When leaving the track for the pits, call your name and car number. i.e. "Dick - racer 46 pitting".

7. Try to arrive at least 45 minutes before a race to allow ample time for getting in and

Administrators

BadCATzRacing {BCR} 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 {BCR}, it is critical that you understand your roles and responsibilities in making {BCR} the online racing league of choice. You were elected and elevated to the post of administrator based on your ability to contribute to the {BCR} 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.

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Admin Specific Rules

1. There will be a mandatory admin meeting held on TeamSpeak each week on Monday at 7 PM EST.

2. {BCR} admins are elected as needed by the existing {BCR} Counsel.

Nominations should be made at the weekly council meetings. Opportunities should be provided to {BCR} 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. {BCR} admins should conduct themselves in a manner that sets an example for the high standards we support here at {BCR}. However, being an admin at {BCR} 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 {BCR} to discourage both unprofessional and/or disruptive behavior in our racing servers.

4. Under no circumstances are admins to use {BCR} computer sites or resources for jokes, fooling around, hacking, threats, promotion of non{BCR}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 {BCR} 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 {BCR} 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 {BCR} racers or admins cannot and will not be tolerated.
 7. A League Admin (LA) may not race for points in his own league.
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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 {BCR}admins for announcements or input that the RA asks for.
 11. League Admins (LA) will be selected by vote of the {BCR} 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

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.

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Roles and Responsibilities

Unregister Driver (U)

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

Registered Driver (R)

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

Licensed Driver (L)

A Licensed Driver (L) is a Registered Driver with {BCR} and has completed the {BCR} racing driver' course and has been issued a {BCR} racing driver' 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 {BCR} 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 {BCR} rules over a season. Banning a driver from {BCR} should be considered an action taken as a last resort. We prefer to work with all drivers to keep them racing with {BCR}. 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 {BCR} requires that the offending racer be nominated to be banned and unanimously supported by three {BCR} admins. This will be a conditional ban that becomes effective immediately. That ban then must come before the {BCR} 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)

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All {BCR} 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 {BCR}. 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 {BCR} 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 {BCR} as their home for online racing or not. You don’ 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 {BCR}. 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 {BCR} 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 {BCR} 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' conduct is outside of {BCR} policy. The boot is for that race and is not permanent unless nominated and supported by other admins as a ban.

Web Administrator (WA)

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Web Administrators (WA) have access to and maintain one or more of the {BCR} websites. WA can assign limited access rights to other {BCR} admins as needed to either upload or modify certain information. However, for accountability purposes, access to {BCR'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.