

**THIS UPDATE**

This update covers the rules amendments and (in many cases) rules clarifications and notes that along with the version 2.0 rulebooks for Raceplan Advanced and Raceplan Grand Prix form the version 2.1 rules. Rules changes are shown in normal text, with clarifications and notes in italics.

All of the rules contained in this update are “2003” rules – this means that the rule does not come in until the start of a new season for games already running. The rules under which a league is currently running is shown on the standings page of game reports. If no such rules issue is shown then the 2003 rules are in force.

The paragraph numbers shown below refer to the Raceplan Advanced rulebook. Where a rule applies to Raceplan Grand Prix this is shown afterwards. If the rule doesn’t apply to Raceplan Grand Prix it is shown as NA (not applicable).

**INTRODUCTION**

*By far the most significant change in the 2003 rules for Raceplan is the introduction of “final qualifying under race settings”. Prior to 2003 cars ran in qualifying with special settings – low fuel, engines tweaked for extra power, soft tyres and a number of adjustments to maximise speed over one lap.*

*For 2003 in F1 this has changed, and cars now have to start the Grand Prix on the Sunday with the exact same settings as they competed in qualifying. The Sunday warmup practice session has also disappeared.*

*All of this means a critical change in the start of a Raceplan turn. Whereas pre-2003 the Raceplan turn effectively started “on Sunday, on the grid” just prior to the start of the race, under the 2003 rules the turn now starts “on Saturday”, just prior to the start of the final qualifying session.*

*The only alternative would have been to start the turn **AFTER** final qualifying, but this isn’t a good idea – you’d be choosing your final qualifying setup (and hence your race strategy) based on no information, whereas under this format you have all the practice data to hand and can make your decisions accordingly.*

**1.3 THE CHAMPIONSHIPS (GP, 1.3)**

Ten points are scored for a win, eight points for second, six points for third, five points for fourth, four points for fifth, three points for sixth, two points for seventh and one point for eighth.

**1.11 LOSING POINTS (GP, 1.11)**

The basic income for a driver finishing in 7<sup>th</sup> or 8<sup>th</sup> place under the 2003 rules is 3 LPs.

**1.12 SPONSORSHIP (GP, 1.12)**

Your team sponsorship increases by one for a finish in 7<sup>th</sup> or 8<sup>th</sup> place under the 2003 rules (a “points finish”).

**1.20 SPARE RACE CHASSIS (GP, NA)**

Under the 2003 teams do not have the option of taking a second spare chassis to races.

*Notes: one of the changes to real life Formula One in 2003 is the restriction that teams may only take one spare chassis to races.*

**3.4.1 Qualifying Power (GP, 3.4.1)**

The engine spec Qualifying Power is not included in the 2003 rules.

**3.4.11 Qualifying Tyres (GP, 3.4.11)**

The tyre spec Qualifying Tyres is not included in the 2003 rules.

**3.4.13 Traction Control (GP, 3.4.13)**

A new engine spec, Traction Control (TrC) is included in the 2003 rules. Traction control represents the effectiveness of the engine management system in preventing wheelspin under acceleration. It is most relevant when accelerating from low speeds, and particularly from the grid at the start of a race. When a game converts to 2003 rules the initial level of Traction Control is 0.

**3.4.14 Wet Tyres (GP, 3.4.14)**

A new tyre spec, Wet Tyres (WTy) is included in the 2003 rules. Wet Tyres have the same effect during a wet race that the major spec Race Tyres have during a normal race. Wet tyres are only a minor spec because only 10-15% of races are run under wet conditions, so most of the time they are not relevant. When a game converts to 2003 rules the initial level of Wet Tyres is 0.

*Notes: there is a slight anomaly in Raceplan. As a consequence of the fact that you get given notice of a Grand Prix being run under wet conditions, you could actually rush through a development of Wet Tyres, test and copy them to your race chassis in time to use them. However, as this is the same for all teams and you run the risk of racing with an unsorted chassis there seems no need to complicate the system and disallow this loophole.*

**4.4 DRIVER FORM (GP, 4.4)**

A driver’s form increases by one point for a 7<sup>th</sup> or 8<sup>th</sup> place finish under the 2003 rules (a “points finish”).

#### **4.8 DRIVER VALUES (GP, 4.8)**

A driver's value increases by one point for a 7<sup>th</sup> or 8<sup>th</sup> place finish under the 2003 rules (a "points finish").

#### **5.22 TWOSPARE (GP, NA)**

The special action TWOSPARE is not available under the 2003 rules.

#### **8.1 PRACTICE AND QUALIFYING**

The procedures for practice and qualifying under the 2003 rules are rather different.

There remain five unofficial practice sessions (or mini-sessions) in which teams may test race setups (in the 2003 rules you can no longer spend time testing qualifying setups). On the Friday morning there is one 60 minute session which in Raceplan is divided into two mini-sessions (allowing you to test two different setups if you choose). On the Saturday morning there are two 45 minute sessions and there is a further 15 minute session on the Saturday afternoon (immediately before final qualifying).

In addition there are two qualifying sessions. On the Friday afternoon each car has a "one shot" (i.e. only one flying lap is permitted) qualifying run to determine the order in which cars will qualify on the Saturday afternoon. This session is run under standard settings with cars in a "qualifying spec" (low fuel, soft rubber, etc).

On the Saturday afternoon each car has a "one shot" qualifying run to determine the grid order for the Sunday afternoon. However, under the 2003 rules each car must start the race with the same specification as in this qualifying session (same tyres, fuel load, etc) so

#### **8.6 QUALIFYING SETUP**

You may **not** use a practice session to test a qualifying setup under the 2003 rules.

#### **8.8 QUALIFYING SESSION**

Under the 2003 Rules the Friday qualifying session is run using standard setups. However, the Saturday qualifying session is run using race setups although a standard raceplan is used by the computer to determine cornering speeds (so any cornering tactics you may use for the race do not apply in the final qualifying session).

#### **8.13 SPARE CHASSIS**

Under the 2003 teams do not have the option of taking a second spare chassis to races. Chassis 3 therefore serves as the spare chassis for both drivers.

*Notes: one of the changes to real life Formula One in 2003 is the restriction that teams may only take one spare chassis to races.*

#### **8.13 SPARE CHASSIS & 8.14 STARTLINE PILEUPS**

Startline pileups are still possible under the 2003 rules, even though this means you'll have warning of them occurring prior to the final qualifying session. This is slightly anomalous, but as the major consequence of a startline pileup is that one or more of your cars might have to start from the pit lane, the effect on final qualifying isn't significant (it simply renders it irrelevant, so advanced warning of it being irrelevant isn't significant).

#### **9.2 CORNERING SPEEDS & 9.3 CORNERING TACTICS (GP, NA)**

The cornering speeds and cornering tactics you write in your main raceplan are still used to determine your driver's speeds during the race, but they are not used for the final qualifying session, when the computer will write a standard raceplan for you.

#### **9.4 RACE SETUP (GP, 6.3 & 6.4)**

The race setup you specify in your main raceplan (fuel load and tyres) is the setup you will have at the **start of the race**. The computer will auto-adjust the fuel at the start of final qualifying to ensure the fuel at the start of race is what you've ordered.

#### **9.5 START FACTOR/RISK FACTOR (GP, 6.6)**

The start factor is no longer included in the 2003 rules. Instead it has been replaced a **RISK FACTOR**. Whilst the risk factor still has some bearing on a the risks a driver takes at the start of the race (albeit less than before) it's major effect is on final qualifying.

In final qualifying the **RISK FACTOR**, a value from 1 (lowest risk) to 5 (highest risk), determines how close to "the limit" the driver goes in his efforts to set a fast lap. Generally the higher the value the quicker a driver will be, but this increases the chances of making a major mistake which could cost seconds of time.

#### **11.14 START OF THE RACE (GP, 10.12)**

Under the 2003 rules a driver's effectiveness at the start of a race is dependent upon his aggressiveness, the risk factor and the Traction Control Rating for his car.

#### **12.3 RACE REPORT (GP, 11.3)**

The race report now includes a section showing the times from final qualifying. Where a driver made a major mistake during his qualifying lap (see 9.5) this is shown with an asterisk after his qualifying time.

#### **RACEPLAN GRAND PRIX - 7.2 PRACTICE ORDERS**

The qualifying rating in Raceplan Grand Prix no longer applies. However, the Risk Factor (see above, 9.5) will have much the same effect although there is the potential downside of making a major mistake.

**THIS UPDATE**

This update covers the rules amendments and (in many cases) rules clarifications and notes that along with the version 2.0 rulebooks for Raceplan Advanced and Raceplan Grand Prix, plus the version 2.1 update form the version 2.3 rules (and includes all elements of the version 2.2 update). Rules changes are shown in normal text, with clarifications and notes in italics.

All of the rules contained in this update are “2005” rules – this means that the rule does not come in until the start of a new season for games already running. The rules under which a league is currently running is shown on the standings page of game reports. If no such rules issue is shown then the 2005 rules are in force.

The paragraph numbers shown below refer to the Raceplan Advanced rulebook. Where a rule applies to Raceplan Grand Prix this is shown afterwards. If the rule doesn’t apply to Raceplan Grand Prix it is shown as NA (not applicable).

The main two changes in the 2005 rules are the introduction of “one engine, two races”, whereby a driver is supposed to make one engine last for two races, but may change engines if he retires from the first race, and the disallowing of pit stops for tyres (except for punctures, so that a set of tyres is supposed to last the full race distance).

**3.6 ENGINES (GP, 3.6)**

In the 2005 rules engines are designed to last two races. Game reports now show the engine wear at the start and end of each race. The circumstances in which a new, fresh engine is allowed for a race are as follows:-

1. The first race of the season.
2. Any time an engine has been used for the last two races.
3. Any race which follows a race in which the driver concerned retired, whether engine related or not.

In addition a team may choose to change a “worn engine” themselves (presumably because they feel it is unlikely to survive a full race distance). If this choice is made, then the driver concerned is penalised ten places on the starting grid.

*Note that a number of drivers may take this option, so it is possible for a driver to move back ten places, but then be bumped slightly further up the grid as poorer qualifiers move behind him.*

Engine wear in Raceplan can only be sustained during the race, so cars may continue to practice without sustaining engine wear. You should also be aware that under 2005 rules Engine Wear is likely to be more steady and consistent, although there remains a small chance of an engine simply blowing up even on the first lap.

*Notes: clearly engine wear not occurring in practice is unrealistic, but including this in the game wouldn’t add to it. Some F1 teams send out one driver to determine settings and so forth, whilst many now use computer simulations instead. As our game is a computer simulation itself it would be illogical to stop giving you the feedback from practice just because they don’t in real life. So can you continue to run practice stints to determine your setups without needing to worry about engine wear.*

**6.4/6.5 TYRE TYPES AND TYRE WEAR (GP, NA)**

In 2005 Formula One teams are not permitted to make scheduled stops for tyres during races (but may do so in the event of a puncture). As a consequence all tyres are designed to last a full race distance, and therefore the wear rates are significantly different. In Raceplan we have retained the A to E categories, but grip levels are more even, and “lives” are significantly closer.

The revised Tyre Lives for the 2005 rules are:-

A = 300	AB = 275	B = 250	BC = 225	C = 200
CD = 175	D = 150	DE = 125	E = 100	W = 300

Note also that under the 2005 rules Tyre Wear has an increased dependence on fuel load – the greater the fuel load, the heavier the car and the greater the tyre wear. This may be a factor in determining how many pit stops to make (as higher number of pit stops equates to lower fuel loads).

*Notes: Under the 2005 rules you are likely to run tyres much closer to 100% wear than before. You’re still taking quite a risk if you rely on completing the last few laps with 100% wear, but you have a reasonable chance of getting away with it.*

**8.1 PRACTICE AND QUALIFYING (GP, 7.1)**

During the 2005 season Formula One has (at time of writing) used two separate formats for qualifying. The first saw a qualifying session held on the Saturday, with low fuel and cars in “one lap trim”, followed by a second session on Sunday morning with cars in race trim. The times of these two sessions were aggregated to form the final qualifying time (hence “two lap qualifying”).

Midway through the season this system had proved so unpopular that they reverted to a “one lap qualifying” system, with the single qualifying session held on the Sunday morning, with cars in race trim.

Raceplan has both systems programmed, but we shall (unless real life F1 changes its mind again) use the “one lap qualifying” system. The order in which cars take part in this qualifying session is based on the reverse order of their finishing positions in the last race (or in the case of the first race of the season, in reverse order of their teams finishing positions in the previous season’s teams’ championship).

The qualifying format in use is shown on the Actions Report, the Qualifying Report and on the Race Report.

*Notes: The newer, “one lap qualifying” is effectively the same system as used under the 2003 rules, except that instead of the order of qualifying being determined by a “pre-qualifying session” on the Saturday, it’s determined by the final grid positions. Do not be surprised if this system is changed for the 2006 season – they clearly didn’t like it during 2003 and 2004, but thus far haven’t managed to work out a better alternative! Doubtless they will keep trying.*

#### **8.14 STARTLINE PILEUPS (GP, NA)**

The repair cost to chassis for damage during practice, qualifying, or start line pileups has now been deleted (this rule takes immediate effect even during 2003 rules). However, a driver may still be forced to start in a spare chassis, and if he does, may still have to use a worn engine.

*Notes: the rationale for the repair costs was to penalise teams who elected not to take two spare chassis to races under the 2000 rules. Given that this option is no longer available there’s no sensible reason to add insult to injury by penalising teams further when their race preparation is disrupted by an accident!*

#### **11.8 PUNCTURES (GP, 10.7)**

When a driver stops to replace a punctured tyre, he is only allowed to replace the tyre concerned. Therefore his tyre wear is only reduced by a maximum of 25% (depending on the wear on the tyre when it punctured).

*Notes: remember that in Raceplan tyre wear is uniform, all four tyres wear at the same rate. If we followed real life and messed around with some tyres wearing quicker than others, because of varying loads etc, it’d rapidly become pointless complicated.*

#### **11.9 PIT STOPS (GP, 10.8)**

A driver is still permitted to take on fuel at the same time as he changes a punctured tyre. If he is due to stop for fuel within the next six laps the fuel stop is still brought forward.

#### **12.3 RACE REPORT (GP, 11.3)**

If the “two lap qualifying” (see 8.1) system is in use, then final qualifying shows both the second time set by the driver, plus in brackets the first time, and the combined time – otherwise the single qualifying time is shown. Underneath final qualifying the final grid is shown. A driver using a fresh engine for that race is shown with a \* after the version number, and a driver whose fresh engine incurred a ten place penalty is shown with a \*P.

#### **12.4 RACE RESULT (GP, 11.4)**

The race result page shows the final tyre wear for each car (the tyres will be very visible in “Parc Ferme”). If a car changed tyres during the race this is shown with a \* after the tyre wear. Cars that started the race with a Fresh Engine (regardless of whether a “free change” or a “penalty change”) are shown with a \* after the version/variation number on the result.

#### **12.5 RACE SUMMARY (GP, 11.3)**

The race summary now shows engine wear and tyre wears, the latter still for each pit stop.

#### **12.11 TURNSHEET (GP, 11.9)**

The turnsheet now contains a space for you to put YES if you want a new engine for a driver for that particular race. If a new engine is automatically allowed for the next race (see 3.6) then this will have **AUTO** pre-printed in there (although not on the internet site, but you can take it as default) and you do not need to fill this box in. You should only put YES in here if the engine you are due to use is supposed to be on its second race and you wish to change it, accepting the ten place penalty.

The turnsheet also no longer contains a space for you to specify which tyres to put on at a pit stop, because tyre changes have been banned!