

iRacing Service Advice for New Drivers

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Prepared for Western Canada Club

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1) Read the sporting code

Read the sporting code. Sounds boring but since iRacing is doing this much differently than any other sim to date it makes sense to understand the structure.

- a. The sporting code indicates how licenses work, how you graduate through the system.
- b. It also explains championship point system.
- c. Safety rating calculation basics.
- d. iRating calculation basics.
- e. How fields are split when there are more drivers than allowed max field size.
- f. And lots more, just read it, it won't kill you!

2) Safety Rating(SR)

- a) SR is all that is used to advance a license level so be mindful of it. I have noticed a number of drivers become obsessed with it and it ends up ruining all of their fun. These people work hard to increase it and then are crushed emotionally when they have a bad race and "because of someone else's fault" they loose a bunch of SR points and get discouraged.
Maintain it but don't dwell on it.
- b) It is supposed to fluctuate a bit.
- c) SR will automatically increase if you can drive a stable and predictable line and if you race smart and use common sense.
- d) It does get fairly tough on you as you advance license levels. Incidents cost you more later in your career, get used to avoiding them.
- e) You will likely take a SR hit at some point and want to blame another driver for something they did on track that was "stupid" in your opinion. If the event is in violation of the sporting code and frowned upon, then protest. But no matter what always think of a way how that incident could have been avoided if you had changed your role leading up to the incident (even as innocent bystander of course, wink).
- f) SR bottom line, you need a 3.0 at the end of the season to advance. If you have less than 2.0 you are demoted. So you really only need to keep it just above 3 (if you desire to get promoted).
- g) When you are promoted at the end of the season you will loose 1 full point of SR (1.0 -1.5 loss) and then have to build it back. You have 13 weeks to get it to a level of 3.0 if you are

happy with your current license level and are not trying to advance you need to maintain a 2.0 and that's it.

- h) SR only displays up to 4.99. You can however go higher it just won't show in your stats etc.
- i) Don't disconnect from races. Discouraged because of a first turn wreck? Stay in the race, you would be surprised how many positions you might gain over the course of the rest of the race. (especially in higher level races that lack the ability to "reset" the car). SR is calculated by incidents and number of turn/corners. Staying in a race and running clean to make up for early race incidents will ease the damage to your SR.
- j) Incidents are "no fault". Sucks sometimes but get used to it (see point b).
- k) As your SR increases and the number approaches the next whole number (2.0, 3.0, 4.0 etc) you get an approx 0.4 bonus. That will explain what is happening when one day you see a crazy jump in SR in a single race. The bonus prevents you dropping back below say 3.0 in the very next race. If you do eat up that bonus SR and drop below a whole SR number, the system takes back the 0.4.

3) iRating(iR)

- a. you **cant** see it as a rookie but it **is** being calculated.
- b. you start at 1600 as a rookie (but hidden from view).
- c. as a general rule top half of field will gain iR and bottom half will loose iR at the end of a race (but there is more to it than that). Overall each race is a "net zero situation" so for all the points the top finishers gain, the others in the race have to lose some points.
- d. In theory you should NOT have to worry about your iR. As more members join and race fields split, you should end up with drivers of your skill level and your iRating should reach a level where it levels off and then just varies slightly around your current skill level. As you get faster and more consistent you can increase your SR by finishing well in races.
- e. iR Is used to seed you into split races. High iR drivers are seeded into the higher/highest SOF races. (see strength of field below).
- f. Don't disconnect from races. Last place loses the most iRating so stay in it and try and gain as many positions on track as possible.
- g. Don't register for a race and then not show up, that is the same as finishing last.

4) Race Splits and Strength of Fields

- a. The home page of each series lets you know details on number of drivers per field etc.
- b. Rookie races need 6 drivers to be official.
- c. Rookie maximum is 12 drivers.
- d. More than 12 and the race "splits".
- e. People close to you in rank (iRating) will usually end up in your race.
- f. Points are paid out based on strength of field (SOF).
- g. A field with drivers with high iRating will have a high SOF.

- h. A win in a high SOF race pays more points than a win in a low SOF race.
- i. Races with no split (less than 13 drivers) can have a huge range of driver skill.

5) *Disconnecting from Races*

- a. Don't do it.
- b. It hurts your iRating and SR.
- c. Remember you can't see your iRating as a rookie so it's easy to not know you are killing it by disconnecting or registering for a race and then not starting.

6) *Minimum requirements to advance*

- a. Get in 4 official races OR 4 official time trials.
- b. Not a mix of two of each, 4 of one or the other.
- c. Time trials require incident free laps. If you have to run 10 laps at Lanier for an official session to be scored and you get a 1x on lap 9, you need to start over. Unless you finish all the required laps incident free, the session is not official and won't count towards your advancement requirement.
- d. You DON'T have to finish a race for it to be official, as long as it has the minimum required number of drivers (6 in rookie) and you take the green flag, that is good enough.
- e. Racing in a series (or TT) up one license level also counts.
- f. You need a SR of 4.0 to race up one level.(ie a Class D driver with SR 4.0 CAN race the Class C car).

7) *The cost to advance*

- a. Each license level requires you to race in a certain series (or race up a level if you have a SR4.0 or higher).
- b. Each new series will require a car purchase.
- c. Most series above rookie will require tracks that you won't own.
- d. You only need 4 sessions and you can do these all in one week if you want at one track that way you don't NEED all the tracks unless you WANT all the tracks.
- e. You also do not have to fulfill the license promotion requirements if you are happy with where you are and the cars and series that you can currently run.

8) *Qualifying.*

- a. Some people don't qualify so they can start at the back which is a decent strategy if you are seeing lots of first turn wrecks or feel more comfortable at the back etc.
- b. Once you get quicker it is advantageous to run the best qualifier you can to start near or at the front.

- c. Starting mid pack can be a work out so it is up to you on how to approach qualifying.
- d. Your single best qualifier seeds you for the entire week at that track so you can try and improve as often as you want, therefore there is no worry about running a slower qualifier than your pervious attempt.

9) *Don't be afraid to protest*

- a. If you see questionable ethics do not be afraid to protest, there is a system in place and a dedicated employee to handle protests. Refrain from bitching in the forms if you are not prepared to protest
- b. All violations of the sporting code are worthy of protest if it is ruining the competition and fun

10) *Forums*

- a. ***Stay away from the General discussion board LOL*** Just kidding but take all of the chat there with a grain of salt!
- b. There is a Regional forum that only drivers in your region can see
- c. There is a club forum which only club members can see
- d. These are good for discussion you wish to keep to the club or region.
- e. PLEASE drop by the forums and say hello
- f. The Club forums are slowly growing please participate
- g. There is a forum for each car type and these have the best content of all so have a read.
- h. To stay on top of new news the forum is often more informative than the iRacing main website, I have learned who the iRacing admins are and have added them to the "forum watch list" so I see notifications when they post in the forums.

11) *Watching stats and adding friends*

- a. When you see a friend or someone of interest in a race result, if you hover your mouse over their helmet you get a menu to add friends (or "studied") this allows quick access to these peoples info on the stat page.
- b. Adding friends is one way to help seed you both ion the same race in case of a split but you still have to be close together in iRating as well.

12) *Customize your cars, helmet and suit*

- a. Go to "myRacing" on the main site
- b. From there you can paint using templates, the possibilities are actually very good
- c. No white cars allowed, not true actually but new drivers are assigned white cars so liven yours up.

13) *Join iRacing World*

- a. We are trying to establish a community and this is a good place to start.
- b. There is a link to this site on the main page.
- c. It is like facebook to some extent.
- d. Make contributions.

Racing Advice

A lot of this advice was taken from posts in the general forum. I have tried to cite/reference the people I have taken direct comments from when possible.

- 1) Don't worry about being fast....be smooth
- 2) concentrate on keeping the car on track
- 3) pay attention to the cars around you
- 4) use the F3 Key to see where others are on track and who is close to you
- 5) Put in a lot of laps so you can get smooth in the corners
- 6) Start with a "slow in, fast out" method of cornering
- 7) Safe overtaking is the responsibility of the OVERTAKING driver
- 8) Holding a consistent line is the responsibility of the SLOWER driver
- 9) http://www.drivingfast.net/techniques/track_corner.htm
- 10) Most important thing by far is.....HAVE FUN!

"1st step, turn off anything that tells you your lap times. Don't worry about them or how fast you're going. Instead, go out on the track for this week's race and work on running consistently. For ovals, 1st practice the low line and once you can string some laps together where you're in control the entire lap, work on the high line. You'll need to run both. Specifically the high line for times when you need to let the leaders pass.

Once you can handle both lines consistently, jump into a race and watch how other folks are racing...not the ones that are spinning out, but specifically the leaders. This may entail only being behind them for a few laps at a time as they go by, but watch how they handle the turns and the different lines. You do have to take it with a little grain of salt because of latency, but you'll get the general idea.

After a few races and whatnot, then turn back on the lap time indicators and start working on getting your times lower. But remember, fast lap times don't mean a damn thing if you can't keep the car from spinning."

Doug Gegenheimer

“When learning a corner, always start by taking a late apex. This will prevent you from driving off the road at the exit. Once you learn the corner you can start to move the apex as appropriate.

If a corner is followed by a long straight then you want to be on the throttle asap. For example, at Road America the final turn leads onto a very long straight. If you are not on full throttle by the apex of that turn you will lose a lot of time down the straight.

Work on the turns that will give you the most time gain first. These are usually the ones that lead onto long straights”

Taken from forum, if you see from who let me know

“Finding the correct line is not rocket science like people may think, it is relatively straight forward.

First things first. You NEED to find points of references for all corners. What you use as your references could be anything. Trees, advertising billboards, barriers, track surface texture changes, bumps, corner markers. etc. etc. If you race in the real world, you should not make your markers as something that could move in time, such as spectators and shadows.

How many markers do you need for each corner? Its usually 3 - one for braking, one for turn-in, one for apex. You will find, that if you get the turn-in and apex right, the exit will take care of itself. At some tracks you may even need navigation markers, e.g the blind chicane at VIR.

What’s the point of these markers? Quite simply, it allows you to drive consistently, every single lap. To do the same thing every corner of every lap is incredibly important during a race, and should not be taken lightly, once you get the references down, and are in a race, THESE REFERENCES ARE NOT FLEXIBLE, stick to them like your life depends on them.

References are also used for judging things too. If you find that for example, the turn in marker is too early, you can adjust the entrance slightly by turning in slightly after the marker, which means, you don’t have to have accurate markers, but ones that can be used as references. For races, for example, i try and brake slightly before my braking marker, because i know if i pass the mark before braking due to slow reactions, i will be arriving at the turn in marker too fast, and ruining the entrance to the corner.

Now, the line:

First rule, DO NOT turn/straighten the wheel as fast as possible! You should be transitioning smoothly. At turn in, you turn the wheel smoothly, until the trajectory passes the planned apex. As soon as you get to the apex, smoothly start unwinding the wheel up until the exit, where the car should be traveling in a

straight line again.

Now, when considering the line to take, you must consider the type of corner it is. If the corner is SLOW and the following straight is LONG, you must do what is called, 'advancing the apex'. What this means is, you must apex later, which will make your exit line straighter, ensuring that you can put the throttle down harder, and come out of the corner faster. With this type of corner, you will have to brake, slightly later than normal, turn in slightly later than normal too, and exit faster than if you would take a geometric apex (an apex which is exactly half way round the corner).

What is the best way of getting a Apex marker? Imagine a line, cutting the car in half along the longitudinal axis of the car (rear to front) imagine this line going straight up the screen to the top. Now, when you get the car to the closest point of the apex, look where this line is. E.g i am at the inside of the track, the car is pointing straight at a tree, EXACTLY at the closest point i get to the apex. But, you think to yourself, 'That apex is too early'. So, next lap, you do the same again, but this time, when you get the car as close to the apex as possible, your imaginary line should be PAST the tree, indicating a later apex. Of course, to change you apex location, you must change your turn-in location, but, because most people understand turn-in, exit, i am ignoring the details of those, as most people have difficulty with finding a good apex.

The only thing i would like to point out about the turn-in/apex/exit is, if you turn in too early to a corner, and apex too early, you will not be able to unwind the steering wheel smoothly as soon as you get to the apex marker, you will have to hold the steering at the same angle until the car is right on the exit. THIS IS WRONG, its killing your exit speed, you must be able to smoothly unwind the wheel after apex, if you can not do that, YOU ARE DOING IT WRONG.

Now, the problem is, how do i know i am apexing at the right place? simple. Look at your exit speed at a reference point at the exit of a track. Personally i use the end of the verb on the outside at the exit, if there is one, if there is not, i try and find another reference, such as a tree for example. If you figure, that the exit speed is as high as it will ever get at the exit, then, that is the best turn-in, apex combo. But, use different lines for the same corner, until you can establish, what is a fast/slow exit.

Take a look at the last corner at Road America, in the Mazda, for example.

A reasonable exit speed would be roughly 100MPH. A good exit, only if you get the line correct is 105MPH. Don't expect you to exit at 105MPH lap after lap, that will only happen if you can do the whole phases of the corner picture perfect.

If there is a slow corner, followed by another slow corner, in the opposite direction (NOTE: NOT a chicane, but 2 corners separated by a very small straight) Then you must sacrifice the first corner, so you can take the second one faster. If you take the first corner like normal, you will be on a wrong line to take the second, which if there is a long straight following, will cost you a great deal of time. Exit the second faster, at all costs, regardless of how much time you 'think' you are losing in the first. As everybody will have the same idea, you really don't lose any time at all in the first.

As for corners that are almost flat out, near maximum speeds, you will need to take a more geometric apex. This type of line does not need much explanation really, except you want to take the entire corner

as fast as possible from turn-in all the way to the exit, because, advancing the apex here has no use, because you exit at very high speed, so acceleration will be significantly reduced at the exit. So the higher your average speed around these fast corners the better.

I think thats about it.”

Frank Stewart