



Sporting Code

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This document contains all policies and procedures common to all New Dimension Racing sanctioned events.

This document shall supersede all others, unless explicitly stated to the contrary.

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I. **New Dimension Racing**

1. *Naming*

1. The organization shall be named "New Dimension Racing"
2. The official abbreviation for the organization shall be "NDR"

2. *Mission Statement*

1. New Dimension Racing shall strive to provide a spirited and fair racing environment for all who participate. NDR shall strive to respond to all requests as quickly as possible.
NDR shall strive to process entries, protests, penalties, results, and points within a rapid time frame.

3. *Members*

1. An NDR member shall be considered a permanent member of the organization.
 - a. An NDR member shall be entitled to full privileges to any server operated and owned by NDR, excepting where it can be considered a security issue.
2. An NDR Associate Member shall be considered a freelance / ad hoc member of the organization.
 - a. An Associate Member shall be entitled to privileges appropriate to their role in the organization, excepting where it can be considered a security issue.

4. *Contact*

1. Current contact methods for New Dimension Racing are as follows:
 - a. Website: <http://newdimensionracing.com>
 - b. Email: contact@newdimensionracing.com
 - c. IRC: #ndr on irc.gamesurge.net
 - d. TeamSpeak 3: teamspeak.newdimensionracing.com

5. *Conflict of Interest*

1. No NDR Member or Associate Member shall directly adjudicate an incident in which he is involved or which his team is involved.
 - a. For purposes of this policy, "involved in a team" shall refer to being on that team's active roster for the affected series / event.

2. An NDR Member or Associate Member shall be permitted to participate in an NDR-sanctioned event. A person executing such privilege shall forfeit any administrative rights for the duration of the time participating in the event as a racer.
 - a. In the event that the aforementioned person shall be participating as part of a team in an event in which driver swaps are employed, the aforementioned person shall be permitted to remain in the server and change their racer name in server in lieu of disconnecting and reconnecting, thereby keeping them on the administrator password (if applicable).

II. General Practices and Procedures

1. Knowledge of Regulations

1. When entering an event sanctioned by NDR, the person entering automatically states that they agree to the following statement:
 - a. "I agree that I will become familiar with all rules and regulations pertaining to the event I am entered, and that I will abide by them at all times during the event. I agree that racing is a competitive yet gentlemanly sport, requiring sporting behaviour at all times. It is my duty to adhere to high standards of behaviour all times while I am in an NDR event"
2. Memorization is not required, but a familiarity with all procedures and a significant knowledge of critical procedures is required.
3. All event participants are required to regularly check official information sources regarding their entered event. Official information sources include, but are not limited to, series forums, NDR website, IRC Topic messages

2. Attendance

1. All entrants into a series or event are expected to attend the event, or provide prior notice of an inability to attend.
 - a. All registered entrants to a series must confirm either their plan to attend or inability to attend a given round in that round's confirmation area. An entrant failing to announce a show or no-show for two consecutive rounds or three total rounds in a season will be dropped from the series entry list.

2. An entrant who no-shows while having stated an intent to attend the round may be dropped from the event/series entry list after two consecutive or three total occurrences in a season
 3. Any entrant may be dropped from the series for any reason at any time with or without warning by race administration.
 4. An event may be suspended, postponed, or abandoned at administration discretion should there be less than 25% of the maximum allowable grid size in attendance.
 - a. The decision to suspend, postpone, or abandon ideally should be made before the commencement of qualification. The administration may seek input from event participants as to an appropriate reschedule date.
 - b. An event may be rescheduled to any free date between the original event date and 21 days after the scheduled final round of the season, or 30 days after the original event date for a single event.
3. *Livery regulations*
1. All entrants into an NDR event shall be required to use a car livery conforming to the following regulations:
 - a. The livery must be uploaded to any required source for easy sharing and download, and conform to policies at any 3rd-party site.
 - b. The car number shall be clearly visible in the following places:
 1. For closed-cockpit cars (e.g. tin tops): Doors, and roof and/or bonnet. A number on the roof or bonnet shall be placed so that it is visible from the pit lane side of the track
 2. For open-cockpit, winged cars (e.g. formula cars): Rear wing end plates, nose of car (oriented to be read when facing the car from the front)
 3. For open-cockpit, non-winged cars (e.g. Karts): Side pods, nose of car (oriented to be read when facing the car from the front)
 - c. Compulsory livery elements may be required for an event, and those required elements may be used to replace any of the above mentioned required elements

2. A car's number plate (where available and configurable) is to be considered a part of the livery and regulated as such. A car's number plate must be either blank, or contain the team name or team tag of the team.

4. *Driver Naming*

1. A driver's in-game name is to be considered a functional device and must be formatted appropriately.
2. The prescribed format must contain the car number, driver's first initial, a full stop, then the driver's family name.
xx J. Doakes
3. The car number must be grey or white in color. The driver's name may be in any color that is available.
4. A driver's in-game name must match character-for character the name provided in the entry. Certain systems will not function if, for example, a special character is used in-game but not in the entry.
5. For names that cannot fit in the required format (without colouring), the administration will allow a shortened form of the name upon notification.

5. *Driving View, Controls, and Aids*

1. A driver is expected to use a view which enables the use of mirrors. Exceptions may be made on a case-by-case basis to exempt a driver from this rule. A driver not exempted, found to be using a view that does not enable the use of mirrors, may be requested to change to a view that does. Failure to respond to the request may be considered disobedience of an administrative action and can result in a minimum of a Stop-Go Penalty.
2. NDR shall make no rule prohibiting the use of any control method solely on the grounds of the control method. The prohibition of a control method shall be based on the individual's ability to control their car with the method used.

3. No driver shall use any aid or modification which is not available by default in the simulation or by provision in event format, unless such aid or modification is approved for use by the driver. Any driver found to be using an aid or modification which is not approved for use will be subject to, at minimum, disqualification from the event in which the aid or modification was used.

6. *Event Definitions*

1. An event consists of one or more official sessions. A series consists of two or more events.
2. The following are types of official sessions that may constitute an event:
 - a. Free Practice: Course is open for free-form practice to learn the course, tune the car, and test strategies. Free practices are scheduled and have a time period set for the official portion. An official Free Practice Result may be provided after session conclusion.
 - b. Pre-Qualifying: Timed session to determine eligibility for a forthcoming qualifying or race. To be used when number of qualified entrants is greater than the established qualifying system can handle. An official Pre-Qualifying result shall be provided after the session completes.
 - c. Qualifying: Timed session to determine the grid for a forthcoming race. May take place over multiple servers to allow for more room on track, if necessary. An official Qualifying result shall be provided after the session completes.
 - d. Race: Time-based or lap-based session. May take place over multiple servers to facilitate more entrants if desired or necessary. An official Race Result shall be provided after the session completes.
3. Any time the series or event server is online, it shall be considered an official NDR server. The server shall be available for testing as long as it is not in an official session as defined above.

4. Penalties for the specific session or event may be applied for any occurrence in the event server in the 10 minutes before and after the session, in addition to the time during the official session.

- a. This may include any occurrence in a required communication server in addition to the game server.

7. Personal Behavior

1. All participants in an NDR sanctioned event are expected and required to conduct themselves according to the highest standard of behavior and sportsmanship, particularly in their relationship with fellow competitors and administrators. Conduct must not be in a manner that is prejudicial to the reputation of NDR or the sport.
 - a. While it is understood that arguments may take place, the argument may only attack an action, not a person committing the action.
2. All drivers are expected to race in a safe and considerate manner. Any competitor who drives in a dangerous or overly aggressive manner without showing due regard for fellow competitors may be penalized for unsportsmanlike conduct.
3. Any person found to be deliberately circumventing the regulations, or deliberately impersonating another person in order to circumvent participation restrictions and/or regulations shall be considered unsportsmanlike.

8. Software-Specific Allowances and Software Versions

1. Live for Speed
 - a. All official series server shall run on the currently effective Official Patch, excepting:
 1. If the official patch is released within 72 hours of event start, the previous official patch shall be used for that event, or
 2. If a message has been transmitted stating that another patch shall be used for any reason
 - b. Test patches shall not be used for an official series server unless features in the test patch are deemed vital to series operation.
 - c. Low wind shall be used on all sessions, excepting qualification sessions where it is impossible to offer the entire field the same conditions over the qualification (eg. Session would be restarted)

2. iRacing

- a. All events run by New Dimension Racing in the iRacing Service shall be run on the currently available build.
 1. No event may take place within 72 hours of a new build release in which physics, environment, or another major function of the service is modified that affects the event.
- b. The iRacing Sporting Code shall be used in conjunction with this Sporting Code except where involving racing manners.
- c. No driver in an NDR-sanctioned event in iRacing shall protest directly to the iRacing protest system without first requesting a review of the situation by the New Dimension Racing event officials. We either will personally forward any egregious rules violations to the iRacing Protest system, or instruct you to do so.

3. rFactor and rFactor 2

- a. All events run by New Dimension Racing in either rFactor or rFactor 2 shall use whichever version of the core simulation is current and/or compatible with any modification used. Any use of a modification will require that series to state the currently required modification version.

9. *Restricted Access*

1. Servers that are passworded shall be assumed to be passworded for a purpose. Passwords may only be issued by the league organizer or another NDR member to drivers and/or teams registered at the time. Non-entrants to a series may gain access to a private server only on the permission of NDR or the league organizer.
2. Any person found to be in a server they are not authorized to be in may be banned from that server without warning or question. Any person found to have given out a password in an unauthorized manner is subject to the same disciplinary action.

10. *Administrative Discretion and Rule Enforcement*

1. The administration reserve the right to interpret these procedures and regulations, as well as any regulations NDR are asked to enforce as deemed appropriate.
 - a. A casebook shall be created as feasible to aid in consistent judgments.

- b. Common sense is to be used when enforcing and interpreting regulations – situations may arise that require on-the-spot judgments based on many rules but no specific rule covering the occurrence.
2. Any person who believes they have found a loophole or omission in these or any other NDR regulations shall report them via email or PM to an NDR member as soon as possible so the issue may be investigated.

III. **Race Operations**

1. *Active Operations*

1. Race Director: Has control of all active operations. May initiate incident reviews. Assigns penalties.
2. Race Marshal: Observes activities in the race. May substitute as Race Director if necessary. Can assign penalties. Can recommend incidents for investigation. Can assist in incident reviews.
3. Safety Car Driver: Drives the designated Safety Car. Must be experienced with the course.
4. Rescue Car Driver: Operates vehicles to rescue cars stranded, or alert continuing cars to a disabled vehicle.
5. Race Steward: Reviews incidents that are protested or initiated for investigation by the Race Director. May initiate incident reviews independently. When not reviewing protests or incidents, acts as a Race Marshal

2. *Stewarding Panel*

1. There shall be maintained a pool of persons who are deemed by NDR to be suitable to be on a stewarding panel at any time, as needed.
 - a. Applications shall be accepted at any time for review, or invitations may be issued.
 - b. A potential steward pool member must take a test to determine knowledge of rules and racing, confirm a knowledge of the official rules interpretation, and assess attitude to become a member. This test shall be reassessed as needed to ensure accurate stewarding.

2. A stewarding panel for a race shall include three persons from the steward pool, and one alternate.
 - a. At least one of the stewards shall be on the stewarding panel through an entire season of a series.
 - b. The stewarding panel shall be announced 48 hours prior to event start.
3. Any steward found to violate the conflict of interest policy stated above shall be removed from the stewarding pool and be ineligible to rejoin the stewarding pool for no less than 9 months after the conflict of interest violation.
4. No person who has served an NDR probation or exclusion for any period of time in the preceding 12 months shall be a steward.

IV. Protests and Appeals

1. Protest Filing

1. A protest may be filed by a driver or team involved in an incident in any NDR sanctioned event or server
 - a. The driver or team must be directly involved in the incident or the protest will be rejected
2. For a protest to be heard, the protestor must file at minimum, the following details:
 - a. Session or Server of Incident
 - b. Replay Timecode (or session elapsed time, or time of day)
 - c. Track location of incident
 - d. Car(s) involved in incident
3. A protest must be filed prior to a time between 3 and 48 hours after the completion of the last session of the day
 - a. Events spanning multiple days may have different deadlines for each session
4. Repeat filing of protests that are deemed frivolous may result in penalties to the filing person or team

2. Protest Processing

1. The protests filed shall be adjudicated on as quickly as is feasible.
2. No protest review may remove all persons from active Race Directing – one person must remain watching the live action at all times.

3. No protest shall have a penalty applied during the race, should there be less time remaining in the race than the required time to allow to serve is.
4. An incident not involving unsportsmanlike conduct, intentional wrecking, illegal software modifications, or circumventing entry requirements may only be protested no greater than 48 hours after event conclusion, and may only be retroactively penalized more than 14 days after event conclusion.

3. *Protest Response*

1. A protest may not be discussed by event participants in a protest thread or area – discussions must take place in a race discussion thread or (preferably) in private.
2. Notification of protest result will take place in the appropriate venue (usually where the protest was filed at). Protest results are to be public record; but the protestor may be kept private upon request.

4. *Appeals*

1. A driver or team may appeal a protest decision that they do not agree with to attempt to change the result.
2. Appeals shall be sent to appeals@newdimensionracing.com
3. An appeal must contain the protest decision being appealed, as well as justification from the appellant's point of view as to why the initial protest result was incorrect.
4. Appeals for result-affecting penalties must be filed within 48 hours of decision announcement or the result will become final 48 hours following the latest protest decision announcement.
5. Appeals for probation or exclusions may be heard any time, but may have no retroactive effect.

V. **Penalties**

1. *Authority to Issue*

1. Stewards and other adjudicators assigned to any NDR-sanctioned event have the authority to issue penalties as deemed fit or standard for an offense or incident. The penalties that may be issued are categorized in this Sporting Code, and grouped by issuance point.

2. *Penalty Levels*

1. The following penalties are classified as session or event penalties:
 - a. Caution (CN): A caution is issued when the offense or foul is not considered severe enough to formally penalize, but a corrective notice / action is deemed necessary. Cautions may not aggregate.
 - b. Warning (WN): A warning is issued when a higher level penalty does not fit, but a caution also does not fit.
 - c. Drive-Through Penalty (DT): A DT requires that a driver enter the pit lane, and pass through it at pit lane speed before returning to the course.
 - d. Stop-Go Penalty (SG): A SG requires that a driver enter the pit lane, and stop in a pit stall for 10 seconds before returning to the course.
 - e. Holding Penalty (HP): An holding penalty requires that a driver enter the pit lane, and stop in a pit stall until released by the race administration.
 - f. Stop Scoring Order(SS): A Stop Scoring Order indicates that any laps completed while the Order is in effect will not be counted. This is issued and in force as a last resort for penalty escalations, or if a specific driver is excluded due to conduct or other reasons.
 - g. Time Penalty (TP): A Time penalty is a specific amount of time added or deducted to a driver / team result. A DT or SG penalty level offense that must be penalized post-race shall be converted into an appropriate time for that track.
 - h. Lap Penalty (LP): A Lap Penalty is a specific number of laps added or deducted to a driver / team result.
 - i. Custom Placement (CP): A Custom Placement is the driver / team being placed in a specific position in the classification.
 - j. Grid Placement (GP): A driver / team has their grid position amended as a penalty.
 - k. Pit Lane Start (PS): A driver / team must start from the pit lane.
 - l. Points Penalty (PP): A certain number of points are deducted from a team or driver on a specific points table(s).

- m. Disqualification (DQ): A car is excluded from the session. A Disqualified entry will be placed behind all other entries in the results. In the event of multiple Disqualifications, they will be ranked in order of laps completed or time, dependent upon session type.
- 2. The following are classified as penalties to affect a range of events.
 - a. Series Probation (SP): The driver or team is placed on a probationary period for the specific series, for any amount of time. This placement allows penalties to automatically be escalated for any incident.
 - b. Series Exclusion (SE): The driver or team is excluded from a specific series for a specific amount of time. A driver or team placed on series exclusion shall automatically be placed on NDR Probation as defined below for the period of the series exclusion.
 - c. NDR Probation (NP): Identical to Series Probation, excepting that it is applied to all NDR events.
 - d. NDR Exclusion (NE): A driver or team is excluded from all NDR events and servers for the defined period of time. A driver on NDR exclusion may be permitted to access public racing servers run by NDR, but under no circumstances be allowed to access an official league server during the exclusion.
- 3. *Serving a Penalty*
 - 1. A driver issued an in-race penalty such as a DT or SG must serve the penalty prior to the 4th pass of the First Safety Car Line (Three Laps). Failure to serve a penalty in time will result in the penalty being escalated to the next available level. A SG escalated to a Holding Penalty shall result in a hold of one lap. The holding penalty shall be escalated to a Stop Scoring penalty.
 - 2. No penalty may be served under Safety Car Conditions. Should a Safety Car be deployed before a driver begins to serve the penalty, the time to serve the penalty will be reset and start new after the safety car restart.
 - a. A driver must cross the start-finish line on the race track to take the green flag before the penalty will be reissued to be taken.
 - b. A driver already in the pit lane to serve a penalty when the safety car is deployed may complete serving without having to serve after the race restarts.

3. Should the race end under Safety Car, and before a penalty can be issued or served, the time penalty for an incident taking place prior to the safety car deployment shall be applied to the time gaps at the last lap completed by all cars while the track was still green.
 - a. Any incident that takes place after the safety car is deployed in this case, shall be handled by a penalty that is not time-based.
4. A penalty that carries over to a future round (e.g. Grid Penalty, Pit Lane Start) shall follow the driver who earned himself or his team said penalty, except in team-based events (e.g. multiple drivers per car). Team-based events shall see the penalty follow the team to which the penalty was issued, regardless of being a driving action or a procedural action . The penalty shall then be applied at the first available event during the same season the penalty was issued.
 - a. Should the season end and the grid penalty not been served, that penalty shall be converted into a points penalty using the following formula:
 1. 1^{st} Place points – Position points for the position of the number of grid spots (e.g. 5 grid spots = 5th place) = Points Difference \times 0.25 = Points penalty (rounded up to next whole number Working example: 1st place worth 30 points - 5th place worth 20 points = 10 points \times 0.25 = 2.5 points = 3 point penalty
 2. The penalty shall be applied to the last team that the penalized driver raced for during the season
 3. A pit lane start penalty shall convert as above, except automatically using the difference in points between 1^{st} and 10^{th} place multiplied by 0.25, rounded up to the next whole number.

VI. Courses and Track Markings

1. *Measuring the Track*

1. In the event that there is no known official measurement of the track length, either of the following methods are acceptable to determine track length:
 - a. Driving a car at a fixed speed along each edge line of the track, then determining the length along each edge line. The average of the two lengths shall be considered the official track length, or;

- b. Driving a car with a trip odometer built in, and either following the center line of the track, or along each edge, then averaging the distances together for the length along the center line

2. *Track Maps*

1. Ahead of every event, NDR shall publish an official track map with the course layout, pit lane location, turn numbers, start/finish line, and intermediates marked. The map may also mark longer straights into segments. These are the official numbers to be used when reporting turn numbers in an official capacity.

3. *Track Markings*

1. The finish line, grid spaces, and intermediate lines shall be marked with white lines if not already properly marked. If the white color does not stand out sufficiently, the alternate color shall be yellow.
2. The pit lane entry and exit blend lines may be additionally marked apart from the default marking. Should there be a modified pit lane blend line marking, the modified line shall be the official blend line, not any already marked line.
3. The first Safety Car line shall be a line running perpendicular to the course, and intersect the pit lane entry blend line at some point along its length
4. The second Safety Car line shall be a line running perpendicular to the course, and intersect the pit lane exit blend line at some point along its length.
5. There shall be a Red Flag line placed on the start-finish straight, between the finish line and the first safety car line, preferably entirely behind all grid spaces. Where the pit lane is not adjacent to the grid area, the red flag line shall simply be behind the finish line.

VII. Classification and Points

1. All entrants which start a session shall be listed in the session results.
 1. Attending a session but not joining the track for even a partial out lap shall be considered a "Did Not Start"
 2. Entrants participating in a race session shall be classified as follows: By laps completed then time; or time, as appropriate. All entrants who start and are not disqualified will be ordered without considering current race status. Any entrant who is disqualified will be placed behind all other starters. Any entrant who does not start will be listed as such behind all other entrants who started the session.
 3. Entrants who enter the circuit during any other session type will be listed in the result; no other entrant will be listed in the session result.
2. All series shall follow a common points issuing scheme. Specific point allocations may vary by series.
 1. Any driver or team which starts a race shall be eligible for points, provided both of the following conditions are met:
 - a. The driver or team completed 75% or more of the race leader's laps (or class leader, where applicable), and
 - b. The driver or team is not disqualified from the race
 2. The 75% calculation shall be done with actual laps completed, disregarding any lap deductions.
 3. A driver or team is eligible for bonus points and participation points as defined on a per series basis regardless of distance completed, provided that the driver or team was not disqualified.

VIII. **Safety Car Periods**

1. Should a series employ the use of a Safety Car, it shall be called by Race Control when there is an incident on track in which the driver(s) affected cannot self-recover to the course or pit lane, if there is a major incident affecting a significant majority of the field or that temporarily blocks the course while the drivers recover, or for any other reason where race control feels the race needs to be neutralized.
 1. A driver who cannot self-recover to the track or pits must not leave the course of his own volition by using a game command to spectate or otherwise leave the session. The stranded driver must use an appropriate message bind to alert administration to their situation should it not be evidently known already.
 2. A driver who leaves the track before being directed to by race administration may be subject to any penalty defined in that particular series' rulebook.
2. The deployment of the Safety Car shall be announced in-game by a message "SAFETY CAR DEPLOYED" and the track status indicator turning to "YELLOW"
3. When the Safety Car is deployed, all drivers are to cease racing for position, and gently slow down and be alert for any situation on track while proceeding around to catch the Safety Car queue.
 1. There is to be no overtaking between the time the Safety Car is deployed and the start/finish line on the restart, excepting:
 - a. If told to overtake the Safety Car or any other car(s) by Race Control;
 - b. Cars entering pit lane may overtake cars still on the track after passing the first Safety Car line;
 - c. Cars exiting pit lane may be overtaken by cars still on the track before they cross the second safety car line;
 - d. When the safety car is returning to the pits, it may be overtaken by cars on the track once it has passed the first safety car line or another designated point;
 - e. If a car spins or otherwise cannot maintain safety car speed, they may be overtaken and must rejoin the queue in the position in which they recover.

4. The pit lane will remain open at all times during a Safety Car period on a road course, excepting if there is an incident that blocks safe entry into the pit lane.
 1. On Ovals, the pit entry will close until the field is caught up behind the Safety Car.
5. The pit lane exit will close each time the Safety Car queue passes the pit exit.
6. The leader shall be the first car behind the Safety Car. Any cars between the leader and the Safety Car at any time shall be ordered to overtake the Safety Car by Race Control.
7. When the course is deemed suitable for the race to resume, race control will notify teams that the Safety Car will be leaving the circuit at the end of that lap.
 1. At this point, the Safety Car will extinguish its lights and begin to accelerate away from the leader as it heads towards its standby position. Once the SC is clear of the First Safety Car Line (or other designated mark), the track status will change to "RESTART" and a message stating "SAFETY CAR IN PITLANE" will appear.
 - a. On Road courses, the leader may accelerate at any point after the indication of intention to restart is given, provided he does not slow down again except for natural slowing points AND does not overtake the SC before it clears the track (either crossing the first safety car line or another designated mark).
 - b. On Ovals, the leader must maintain SC pace until any time after a marked restart point, or when the green flag is displayed.
 2. Overtaking is not permitted before the start/finish line on road courses. Overtaking is permitted at the green flag on all initial starts, and restarts on ovals.
 3. A restart should be considered waved off should any of the following occur:
 - a. The green flag signal is not given;
 - b. A "Safety Car Deployed" message reappears;
 - c. The "RESTART" signal is given again
 - d. There are no messages from Race Control after the initial Restart call.
 4. In all cases where a start is waved off due to bad formation or jump start, the restart shall take place the very next time by. In the event a start is waved off due to an accident, there may be more laps added to the safety car as needed.
8. If the race ends under safety car, the result will be taken from the order on track at the moment of caution, excepting the position loss exceptions above.

IX. Red Flags

1. A red flag shall be issued in the event that conditions are deemed unsuitable for racing, an incident involving a significant majority of the field.
2. Upon issuance of the red flag, all drivers are to immediately begin to slow from racing speeds and stop at the red flag line (or other stated point on course) in track order, single-file on the pit lane side of track and await further instructions.
 1. Drivers shall return directly to pit lane in a practice or qualifying session.
 2. During a race, the administration will make every effort to have the field under Safety Car control before issuing the red flag.
3. During a race, all work on a car shall cease during a red flag period.
 1. A car already in pit lane may carry out pit stop-level service during the red flag.
 2. A car that enters the pit lane after the red flag is issued and takes service before exiting the pit lane will be issued a stop-go penalty after the race resumes.
4. A red flag during a race is handled differently depending on the point in the race which it is called:
 1. If less than 2 laps are complete, the race shall be null and void and restarted from the beginning.
 2. If more than 2 laps and less than 75% race distance are complete, timing and scoring will not stop, and the race will be resumed from the point of interruption behind the safety car, as per a standard safety car deployment and restart. If the race cannot be restarted at this time, the result shall be taken from the last lap completed by all cars prior to the red flag, minus any cars who caused the red flag.
 3. If more than 75% race distance is complete, race administration reserve the right to declare the race complete at that time, and take the result from the last lap completed by all cars prior to the red flag, minus any cars who caused the red flag.
5. Any cars that would be waved around the safety car during a normal safety car period shall be released to move around the safety car a time (between 25% and 75% of the average lap time of the race) deemed appropriate by race administration prior to the race resuming.

X. Server Failure / Driver Losing Connection

1. In the event of a server failure (e.g. mass disconnect, inability to reconnect, etc.) the race shall be red flagged, or assumed red flagged in the event the server disconnects majority of drivers and administrators and the message cannot be directly relayed.
2. A server failure that requires a restart of the service or a move to a new service shall permit all drivers to make any setup changes to their car that they wish.
 1. No practice will be allowed on-track during a server failure, or any other red flag.
3. If the race cannot be restarted, results shall be taken as per standard red flag procedure.
 1. The order and laps complete shall be taken from the last lap completed by all cars prior to the first sign of server failure.
 2. If the race is less than 75% complete at the point of the declaration of results, half-points shall be awarded.
4. A race restart after a server failure shall take place per a standard safety car restart, after either one or two laps behind the safety car.
 1. A laps-based race shall resume with the number of laps remaining from the back-count point
 2. A time-based race longer than one hour shall round off to the nearest hour based on the time remaining at the back count.
 - a. Example 1: A 4 hour race that is 3 hours 15 minutes complete at the back-count shall restart with one hour remaining.
 - b. Example 2: A 4 hour race that is 2 hours 45 minutes complete at the back-count shall restart with one hour remaining.
 - c. Example 3: A 4 hour race that is 3 hours 30 minutes complete at the back-count shall be declared complete, as the rounding would have no time remaining.
 - d. A time-based race 1 hour or less shall follow the following procedure:
 1. If the race is less than 15 minutes complete, the race shall be completely restarted.
 2. If the race is between 15 and 45 minutes complete, the race shall be restarted and a distance in laps remaining. This distance shall be based on the number of laps estimated to be remaining in the time remaining based on whichever of the following criteria is valid:

1. If the average of 3 green-flag laps (not counting pit out laps, pit in laps, and the first lap after a rolling start) can be taken, that time shall be used to calculate the laps estimate.
2. If a suitable 3-lap average cannot be taken, the estimate shall be calculated based on a lap time that is 101.5% of the pole time for the event.
3. If the race is greater than 45 minutes complete, no restart shall be taken and the result shall be taken from the standard 75% red flag back-count procedure.
3. The decision on what to do with the remainder of the race shall be posted in the primary server (if available), TeamSpeak, IRC, and the league's forum.
 - a. If a restart is decided, the restart shall take place no less than 10 minutes after the announcement of an intended restart.
5. Any driver who times out or loses connection during a race which permits rejoins from such an occurrence may be relieved from another team driver. The replacement driver may enter the server before the connection drops, but may not join the track until after the connection has actually dropped.
6. In a series which uses a tracker, the tracker data shall be amended such that it displays accurate data from the earlier part(s) of the race.
 1. Wave-around procedures shall be applied by leaving extra lap records after the rollback lap for cars that would be waved around if the suspension were simply a Safety Car.

XI. Driver Licensing

1. Drivers who wish to participate in NDR events may be required to apply for a license. This license will denote what level of events a driver may participate in, and be a tracking point for all career records and penalties.

XII. Entry Fees, Prize Funds, and Donations

1. Drivers who wish to participate in NDR events may be requested or required to pay entry fees. Entry fees collected shall be split between an operations fund for NDR and a prize fund. All fee collections and allotments shall be recorded in the public realm.
2. Prize funds, if implemented, will be open to all only if entry fees are compulsory, OR there are no entry fees and the prize is sponsored from an outside group. Prizes for optional entry fee events will be limited to those who submit the entry fee.

3. Participants and other persons who follow NDR events are welcome and encouraged to fund the operation of NDR by submitting a donation at any time and for any value. Donations may be made either by way of the donate button on the NDR website, or contacting us via email directly to make a donation.

XIII. Flag and other Signal Meanings

1. Flags

1. Flags shall be used by the race administration to be a rapid signal device to racers. Flags may be displayed by text message generated automatically or manually, as a system message or standard chat message, or displayed as a graphical animation where available.
2. The flags shall have meanings as follows:
 - a. *Green Flag*: Session start / Course is clear;
 - b. *Yellow Flag*: Unsafe condition ahead, such as an incident. Drivers are to reduce speed and/or prepare to quickly yet safely change direction. Overtaking is expressly forbidden. Administration cannot actively monitor this due to personnel limitations, but racers are encouraged to protest this action.
 - c. *Red Flag*: The session has been stopped. Chat is expressly forbidden during a red flag period. Drivers are to stop according to red flag protocol.
 - d. *Blue Flag*: Used to warn a driver that a faster car is approaching from behind. If the blue flag message includes “waved” or animation is a fast wave, the signal shall be taken to be a more urgent or required yielding message.
 - e. *Black Flag*: A solid black flag is used as a summons to pit lane for consultation or disqualification.
 - f. *Meatball Flag*: A meatball flag is issued to order a driver to pit lane for repairs on a car deemed unsafe to continue racing with damage. A driver has two laps to respond to a meatball flag.
 - g. *White Flag*: The white flag is used to warn approaching cars that there is a slow moving vehicle ahead on the course.
 - h. *Chequered Flag*: The session has ended. Drivers must complete an in lap and return to pit lane or other designated area.

XIV. Driving Conduct

1. General Comments

1. This section is intended to serve as the guide for judgment on protested incidents, as well as give the methods expected of participants for certain driving actions. This section is based generally on the Clean Racers' Club Rules, and those rules may be considered as a part of this section in incident judgments.

2. Racing Surface

1. The racing surface is defined as the marked course and its curbing only. Pit lanes, runoff areas, grasscrete sections, et al are expressly excluded from the racing surface.
2. Positions or time gained by leaving the racing surface should be yielding back or a penalty appropriate to the advantage gained may be levied.
3. The area of the track marked by the pit entry and pit exit blend lines is generally on the racing surface and shall be considered part of the racing surface unless otherwise stated. All drivers on the track must be aware of cars entering and exiting pit lane in this blend area. The onus is on drivers entering or exiting pit lane to avoid contact with cars still on the track.
4. No driver is to drive against the natural direction of the course except to rejoin from the incident, and in that case drive against the direction as little as possible; or by order of race control. Driving against the direction of the course for any period of time apart from the time permitted will result in immediate disqualification and potential further actions.

3. Car-to-Car Contact

1. It is the responsibility of all drivers to avoid excessive or unnecessary physical contact between cars.
2. All competitors have the right to "racing room" on the marked racing surface. "Racing room" is defined as sufficient space to allow a competitor to safely maintain control of his/her car in close quarters during racing conditions, and stay on the racing surface.
3. Bump-drafting is prohibited at all times in open-wheel cars, unless expressly permitted. Bump-drafting is permissible on all cars with covered wheels, except where expressly prohibited.

4. *Pit Lane*

1. All cars, while traveling through the pit lane and not in the process of entering or exiting a pit stall shall stay in the "Fast lane" - the lane furthest away from the pit stalls.
2. Cars in the "fast lane" have right-of-way over cars stopping and starting from pit stalls.
3. Drivers exiting the garages or pit stalls shall do so in a safe manner, ensuring the pit lane is clear for insertion.
4. Drivers serving Drive-Through penalties shall stay as close to the outside edge of the fast lane while serving the penalty. Any driver who crosses over one or more pit stalls while serving the penalty may be considered to have shortcut the pit lane and may see the penalty re-issued.
5. If you miss all pit boxes by more than 3 car lengths, you must exit pit lane and return the next lap. Heading in the wrong direction in pit lane without race control permission will result in a minimum of a Stop-Go Penalty.

XV. **Overtaking Conduct**

1. This section shall cover overtaking conduct on any non-oval circuit.
2. *Overlap*
 1. When overtaking another car, you must achieve any measure of overlap with the car you are overtaking in order to have the right to racing room.
 - a. "Any measure of overlap" is defined as the front nose area of the car (wing or bumper area) being level with or beyond the rear wheel of the car being overtaken.
 - b. To have rights to "racing room" for a corner, the overlap must be achieved before the normal turn-in point for the corner.
3. *Blocking / Defending a Position*
 1. You may move once per track segment (between corners) to prevent an overtaking maneuver. You may then make one move to return to the racing line after the move. No further moves may be made to defend the position until the next track segment.
 - a. If a driver has achieved overlap, you must consider your defensive maneuver to have failed and must allow room for that car on the course.

4. *Incidents While Overtaking*

1. Any driver who causes an incident as a result of not establishing overlap, or by turning in on a car which had the right to racing room, is expected to wait for the other car to pass, even if the action involves losing several positions. Yielding by this method can be taken into consideration in the event the incident is protested.

5. *Inter-class Overtaking*

1. The onus is on the faster class car to initiate a safe overtake by being clear in approach and intent, and shall not force the overtake where it is unsafe or from too distant. The onus is on the slower class car to allow the faster class car around with minimal impedence, and where it is safe and prudent to do so.
2. No faster class car shall offer a draft to a slower class car significantly above and beyond what the slower class car could get during a normal overtake.

XVI. Oval Racing

1. This section shall apply to racing on an oval-track or any racing which occurs on a segment of track that is also an oval.
2. It is the responsibility of all drivers on an oval or oval-section, regardless of track position, to be aware of their surroundings and not perform any untoward actions that may cause an incident.
3. Sudden maneuvers must be avoided where possible, especially when in a group of cars.
4. Defensive maneuvers such as low-lining or draft breaking should generally not be employed until the last 10% or so of a race.
5. All drivers are expected to be highly alert of the situation on the course ahead and be prepared to rapidly slow or take evasive action at any moment to avoid an incident. If possible, gently slow down and avoid slamming on the brakes. Do not worry about what is behind you, the responsibility to avoid incident is on any following driver to avoid what is happening ahead.
6. You may only move to defend your position provided that it is safe to do so. If you are unsure about where a car is in relation to you, you must maintain your line and not attempt a defensive move or lane change.

7. You may select any line entering, traveling through, or exiting a turn or down a straightaway, provided that you hold your line and make only one blocking move per straight.
8. The apron areas of oval courses are not considered racing space, and are not to be used as such. Penalties may be issued to a driver who gains position by driving down on the apron. A driver who forces another driver onto the apron may be penalized for that action.

XVII. Driving a Damaged Car

1. Still Drivable

1. When your car is damaged to the point where you cannot continue at a racing pace in a safe manner, you must stay well off the racing line and drive safely to the pit lane. Continue under extreme caution to the pit lane. You have no right to racing room when your car is in this state.

2. Not Drivable

1. When your car is damaged beyond a drivable state, you must make every effort to move your car to the safest off-line location. A rescue car (if available) may be ordered to attempt to push you to pit lane if your car can move but cannot steer properly.

3. Minimum Speed

1. If you attempt to continue with any level of damage and are not ordered to pit for repairs, you must maintain a pace within 107% of the current average pace on road circuits, and 103% of the average pace on oval circuits. If you cannot maintain the minimum speed, you will be ordered to pit for repairs.
2. This provision may apply to any driver's pace during the race, even if the car is undamaged.

4. Outside Assistance

1. A rescue car (if employed) may be used to help recover a car back to the pit lane that has either run out of fuel or has severe, still mobile but difficulty steering damage, or another condition which prevents the driver moving under his own power.
2. Another driver may perform a pushing action on a stranded car in lieu of a rescue car.
3. No car that has flipped may be intentionally returned to a wheels-down position and return to the race. Any car that flips and lands on its wheels while the incident is still in progression will be permitted to return to the race.

4. No car may receive outside assistance once on their final lap. A car which completes any of their final lap with outside assistance will not receive credit for that lap. The driver will be considered on their final lap if they are ahead of the finish line, and behind the leader who is on their final lap.
5. Unless otherwise stated, a car reset functionality shall not be used by a competitor during an event. Should a car reset functionality be left on or accidentally enabled during a session which prohibits use of it, the driver which uses it shall be penalized accordingly: A minimum of a Stop-Go issued if the reset is simply of "free" damage repair type; excluded from the remainder of the race if it is to circumvent a retirement-forcing situation.

XVIII. Incidents

1. Recovering From

1. The onus is entirely on the driver recovering from an incident to take all necessary care to not interfere with any cars still on track.
2. A spinning or crashing car must hold their brakes as much as possible in an effort to keep the car in the same general area of track – a stationary car is easier to avoid than a moving car.
3. A driver who ignores yellow flags while arriving upon an accident scene, and hits a car behaving properly while in or recovering from an incident shall be at fault.

2. Returning to the Course

1. The onus is entirely on the driver returning to the course to do so safely when the track is sufficiently clear to rejoin the racing line.

3. Ahead/Behind Responsibility

1. The onus is on the behind driver to take all necessary care and responsibility to not cause an incident with an ahead driver.
2. The ahead driver must not do any malicious or inappropriate braking or slowing.

XIX. Tie-Breaking

1. In Qualifying and Practice Results

1. Driver(s) who are on the same lap time shall be ordered by the session elapsed time that the lap time was set, ascending.
 - a. In a session where the field is split into groups where the sessions run for the same length of time but in either succession or on separate servers, the sessions shall be considered to be concurrent.

2. In Race Results

1. Drivers involved in a close finish – either a tie on timing or close visual finish – the race administration will use visual evidence to determine the order of finish. The reference point shall be the leading edge of the finish line.
 - a. This visual review will override the timing and scoring result.
 - b. Should the visual review yield a tie, the position will be awarded to the driver who started higher on the grid.

3. In Championship Standings

1. A tie on points shall be awarded to the driver with higher first-place finishes. If first-place finishes are tied, second-place finishes shall be used. This process will repeat as necessary until either a position difference is achieved or if no race positions are left available.
 - a. If the tie cannot be broken by a position tally, the position in the championship remains tied.

XX. Teams and Team Management

1. All teams which register their team with New Dimension Racing shall have a Team Manager, a minimum of one Team Vice-Manager.
2. At all times, no matter the context, the following permissions apply:
 1. A Team Manager may edit all aspects of a team, including replacing themselves, as well as adding and removing the team vice-management, and drivers.
 2. A Team Vice-Manager may edit all aspects of a team, excepting the Team Manager.
 3. A Team Member may edit only their team membership.

3. A Team Member may be active on only one team at a time. Managers and Vice-Managers may manage multiple teams, but may only be listed as a “Member” of one team.
 1. Being a Team Manager or Team Vice-Manager does not automatically add that driver to team membership, that must be done separately.
4. No team may withdraw from an event or from the New Dimension Racing record without the action of both the Team Manager and ANY other team Member.
5. The Team is responsible for the actions of its members in an event where that member represents that team. As such, the team may be subject to penalties for infractions committed by a member representing their team.

XXI. Document Scope, Versioning, and Update Frequency

1. This document shall be effective in all NDR-sanctioned events. Specific rulebooks are permitted to override / amend sections of this document as need be.
2. Other series or organizing bodies may be permitted to use this Sporting Code with the written permission of New Dimension Racing.
3. There shall be a one-week period after the initial release of each version of this document in which errors (such as typographical errors or bad references, etc) may be corrected without declaring the document a new version.
4. The version shall be primarily the Month and Year in which the copy was published. Should there be a second revision in a month, a -X shall be appended to the year, where the X is the number of the intra-month revision, starting at 1.
 1. Example: February 2012 version first released on 1 February, called “February 2012”.
Revision released on 18 February shall be called “February 2012-1”
5. This Sporting Code should attempt to remain as static as possible, and save updates for times between seasons of series, or at the very least, between rounds of a series.