Regulations

Revision 1 – 17 December 2021

This document contains regulations for the Master Race car BF1 League. The NDR Sporting Code is in force with this document. Any conflicts between the two, unless explicitly stated herein, defer to the Sporting Code.

This series is sanctioned by New Dimension Racing, and promoted by Master Race car.

Contents

I. General Series Information

1. The Master Race car (MRc) BF1 League (BF1L) series is defined as a series running a minimum of four events in the Live for Speed simulation software using the BMW Sauber F1.06 (BF1).

2. Each race meeting will be one day in duration, with a free practice, knockout qualification, and race session. A pre-qualifying session may be employed if the number of entries exceeds the number of grid spots available.

3. New Dimension Racing (NDR) are the sanctioning authority of this series. The sporting regulations are designed and enforced by New Dimension Racing, with input from the Master Race car team.

II. Sporting Code Clarifications / Notes

1. The Safety Car Procedure and the Virtual Safety Car Procedure, as stated in Sporting Code Article VIII, are in use during the events.

2. All open configuration courses are to be measured using the method prescribed in Article VI.1.1.a.

3. Please ensure you are aware of the Red Flag and Server Failure Procedures in the Sporting Code. (Articles IX and X, respectively).

4. Traction control is permitted to be used in this series.

III. Entry Procedure

1. A maximum of 37 cars may start each race.

    a) Each entry is a single-driver entry.

        1. Drivers may select a number from 2-99, inclusive. Car 1 is reserved for the defending series champion.

2. Entry information must be sent in the required format, or it will be ignored. Any application update may be ignored if incorrectly formatted.

3. A driver may represent a team, and that named team will score to the Teams Championship.

    a) No more than two drivers may represent one named team.

        1. For the avoidance of doubt, a team may append a number, a color, or other appropriate name to differentiate squads from the same team.

IV. Car Skins and Driver Naming

1. All skins for a car must contain the provided, required elements.

    a) Placement of car numbers must follow the NDR Sporting Code, Article III.3.1.c.2.

2. A driver's name shall be formatted as per NDR Sporting Code III.7.1.d, with the following exceptions:

    a) A pipe character "|" must be between the car number and driver's name. This pipe is to be coloured to match the primary colour of the driver's livery.

    b) The driver's number and name should be in white.

    c) The 'pipe' should be coloured to match the primary colour of the driver's livery.

3. Failure to meet any requirement may result in referral to the stewards.

V. Confirmations Procedure

1. All drivers are required to confirm their attendance for a round by posting in the appropriate thread prior to 16:30 UTC on the day prior to the race meeting.

    a) A proper confirmation must include the number and driver's name. Failure to confirm attendance prior to the deadline will result in a 10-place grid penalty.

b) Should a driver withdraw from a round prior to the race starting, their slot will be surrendered to any driver who is confirmed and attempted qualifying (or pre-qualifying, if held). A driver may reestablish entry to the round and still have priority on entry, provided the re-entry comes prior to 23:59 UTC the night before the race meeting. After this point, the driver may only re-enter if there is space available.

    1. If held, the drivers that pre-qualify on positions 38, 39, and 40 shall be on "Active Standby" for that race. Those drivers should be fully prepared to race in the event they need to fill in for a driver that withdraws or fails to confirm.

    2. No driver will be called in to race if there is less than one hour until race start.

VI. Pre-Qualification Procedure

1. If more than 37 drivers are entered for a round, there will be a pre-qualifying session held.

2. Pre-Qualification shall run from 18:00 UTC on the Thursday prior to a race meeting, and run until 18:00 UTC on the Saturday prior to a race meeting.

3. Drivers may telepit and rejoin freely during pre-qualification. Drafting is permitted, bump-drafting is strictly prohibited.

4. Protests regarding the Pre-Qualifying session must be lodged within 60 minutes of session conclusion.

VII. Free Practice Procedure

1. Each round will have one 20 minute free practice session.

2. There may be a Virtual Safety Car deployment during the Free Practice, to test the system and give drivers a chance to practice the procedure.

VIII. Qualification Procedure

1. Each round will have a knockout-style qualification session held immediately prior to the race session.

    a) Qualifying 1 will have all entered cars on track, and run for 20 minutes.

    b) A break of five minutes, to start after the last car has entered the pit lane.

    c) Qualifying 2 will have the top 10 fastest cars from Qualifying 1, and run for 10 minutes.

2. Drivers may telepit and rejoin freely during the qualifying sessions. Drafting is permitted, bump-drafting is not.

3. Any driver who misses qualifying completely will start from the pit lane in order of pre-qualifying time (if held; if not held, number order for round 1, else points, then number order). A driver who attends qualifying but sets no time, or has all times deleted, will start from the back of the grid in order of pre-qualifying time (if held; if not held, number order for round 1, else points, then number order).

IX. Race Procedure

1. At 10 minutes until race start, the server will be sent to the lobby screen for grid stacking to begin. There is to be no chat while the grid is being stacked.

    a) All drivers will be requested to be in the session before the game is sent to the lobby, which should minimize time to stack the grid.

    b) Drivers will be given any last-minute briefing instructions during this time.

    c) Drivers must click "ready" when instructed.

2. The race shall start with one unscored formation lap.

    a) Drivers are to depart the false grid in grid order, and follow in line through one formation lap.

1. Drivers who spin, or otherwise are detained on the formation lap, must start from where they rejoin.

b) Entering the grid area, drivers should slow their pace. Drivers are to stop in the furthest available grid spot.

c) After all cars are observed to be formed on the grid to the starter's satisfaction, a 5 second warning will be given. A head up display will show five darkened lights.

d) After 5 seconds have elapsed, each light will illuminate in succession, one second between each light.

e) After all, 5 lights are illuminated red, there will be a hold of between 2 and 5 seconds. When the lights extinguish, the race begins.

f) Should the start be aborted, all lights will turn yellow and a message saying "Start aborted! Immediately begin another formation lap!" will be displayed. All cars shall repeat the formation lap and return to the grid.

1. The race distance will be shortened by one lap for every aborted start.

g) The start lights system will report any detected motion, all such reports are forwarded to the stewards for investigation.

h) The race time limit starts at the first start attempt – whether it is a start or aborted start.

3. Drivers may not retire from the race session from outside of the pitlane without race control permission.

4. Drivers are required to use two compounds of tyres during the race.

a) All tyres must match on the car – no mix of tyre compounds are to be fitted.

X. Safety Car Wave-Around

1. During a safety car deployment, all cars that are a lap or more down between the leader and the last car on the lead lap will be waved around to gain a lap back so that all lead lap cars may be together for the restart.

    a) Cars that are not being waved around must stay on the pitlane side of track. Cars waved around must use the side of track opposite the pitlane side. It is the responsibility of cars still in the SC queue to stay on their assigned half of track while tyre warming.

2. Drivers called around must do so safely; likewise, all cars not waved around must be mindful of cars coming through to regain a lap.

3. The safety car's pace may be reduced during this procedure to facilitate quicker catch-up of waved-around cars.

XI. Official Classification

1. All drivers which start a BF1L session will be classified in the results.

    a) Drivers who qualify but do not attempt the race start, will be shown, but not classified in the race results.

2. A driver must complete 75% of the race distance in laps, rounded down, to earn points.

3. Bonus points are awarded even if a driver has not completed the 75% distance.

4. Drivers who time out or lose connection during the race may rejoin the race in progress and will be credited with completed laps once they rejoin the race.

XII. Championship

1. There are two official championships of the BF1 League.

   a) The BF1 League Drivers Championship is awarded to the driver that scores the most points on the season.

   b) The BF1 League Teams Championship is awarded to the team that scores the most points on the season.

      1. Each team car scores to this championship.

2. The top 10 are awarded points, as follows:

Position	Points
1st	25
2nd	18
3rd	15
4th	12
5th	10
6th	8
7th	6
8th	4
9th	2
10th	1

3. The driver with the fastest lap in each race will earn one point.

4. If the race cannot be completed for any reason, and is less than 75% complete, half points will be awarded.

XIII. Communication

1. All drivers are required to be in the declared voice chat server for all official sessions. Failure to be in the voice server will result in a black and orange flag to pit and join the server.

2. Blocking of in-game messages is prohibited and will result in a warning to the driver to unlock messages. If messages remain blocked, a drive-through penalty will be issued to the driver.

3. Chat is prohibited during the qualification and race sessions. Chat may incur a drive-through penalty in the race, or a loss of lap time(s) in qualifying. Excessive or repeat offences may result in a stop-go penalty.

XIV. Penalty Points

1. The stewards may elect to give a driver penalty points for breaches of the regulations. A driver is excluded from the following round if they achieve 3 penalty points.