Regulations

Revision 1 – 14 January 2022

This document contains regulations for the Master Race car E-Challenge. 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 Event Information

1. The MRc E-Challenge is defined as an event series in the Live for Speed simulation software using the single-seater car with technical specifications very close the the Gen2 Formula E cars, running at the various street circuits and city-like layouts.

    a) The eligible marques are the following:

    1. E-Challenger (FA2989)

2. There is no NDR licence grade requirement for the MRc E-Challenge. The LFS S3 licence is required as the series utilise vehicle mods and S3-licence environments.

3. Due to the nature of the event, test patches can be used and enforced, assuming they are stable, and all race administration software works as intended. In such case Race organisers will announce in advance the version that will be used.

II. MRc E-Challenge Car Restrictions

1. Car setups are open for the MRc E-Challenge event.

2. The maximal power output is unlimited (250 kW) during Free Practice, Qualifying and Super Pole sessions.

3. In the Race the maximal power output is reduced to 200 kW for every competitor.

4. In the Qualifying the success ballast system is introduced – see XIII.1. for more details.

5. All cars shall use the 'Halo' or 'Transparent halo' configurations at all times in all official sessions.

III. Sporting Code Clarifications / Notes

1. The Safety Car and Virtual Safety Car Procedure as stated in Sporting Code Article XIII is in use in this series.

2. All open configuration courses are measured using the method prescribed in Article IV.1.

3. All series participants must be aware of the Red Flag and Server Failure Procedures in the Sporting Code. (Article XIII, Sections 3 and 4, respectively).

IV. Car Skins

1. All skins must fulfil the requirements as specified in the NDR sporting code, Article III.3, with the following additions:

    a) Cars of the same team need not be substantially similar in design.

    b) If two or more cars of a team have substantially identical liveries, drivers should run with significantly different helmet liveries.

V. Entry Procedure

1. There are 30 start positions available for the MRc E-Challenge competitors. Additional slots are reserved for a Safety Car and course car(s). Organisers reserve the right to decrease (or increase in special cases) the amount of grid spots.

2. Car Number 1 is reserved for the defending MRc E-Challenge Driver's Champion. All numbers 2-99 inclusive are available for any other drivers.

3. All cars are single-driver cars. A "Team" is a grouping of at least one car.

4. No sign ups or sign up edits (Entry Lockout) may be made after the last midnight UTC prior a race meeting.

   a) An entrant in need of urgent edits during the Entry Lockout period must appeal to race administration to request a waiver to make the change

   b) No changes shall be allowed or accepted from 45 minutes prior to meeting start.

VI. Confirmations Procedure

1. All entrants should confirm their attendance at the MRc E-Challenge in the appropriate thread no later than 2 hours before event start.

   a) A confirmation post must include car number, driver's LFS name, and status for the round (YES or NO).

2. **Confirmations are not mandatory**, however in case of too many drivers showing up for the event, the confirmed drivers will be clearly prioritised.

VII. Pre-Qualifying Procedure

1. In the event that more drivers are eligible for a round than that round has qualifying spaces available, a Pre-Qualifying session will be held.

   a) The Pre-Qualifying will be held at the **[MRc] E-Challenge** server in specified time interval, where drivers will be free to set their lap in as many attempts as they want.

2. Top 40 registered drivers at the time of the Pre-Qualifying deadline will proceed to the Qualifying round.

   a) Three additional drivers will be notified to be on standby in the event of a last-minute withdrawal before the Qualifying session.

VIII. Free Practice Procedure

1. A 20-minute free practice session will be held at the beginning of the event, officially timed.

2. Drivers are free to telepit and spectate from anywhere on circuit during this session and may rejoin at their will.

3. At the conclusion of the free practice session, drivers are to return to pitlane.

IX. **Qualifying Procedure**

1. The session will be held as a "one-shot" session, each driver after being called will be permitted to perform 1 outlap and 1 timed lap.

   a) The session will be set to 30 minutes, in which all participants are expected to set their lap. This time can be extended if the session takes longer than expected, but no driver that joins the server after this mark will be allowed to participate in the session.

   b) The Race Director will announce the group of 4-6 drivers, who will be expected to queue at pit exit. Pit Exit will be opened for a brief period of time to let respective drivers enter the course.

   c) The group of drivers will have roughly 4 minutes to complete their outlap and one timed lap, after which they can spectate. The 4 minutes limit will not be measured, but action may be taken if a competitor deliberately prolongs his run.

   d) After the group of drivers has completed their timed laps and are spectated, the Race Director establishes another group, and the procedure is repeated.

   e) Competitors can leave the pitlane only once and only when they are called in their respective group. If they fail to complete their timed lap, they will not be allowed to re-run (only exception for drivers who lose connection during their attempt).

   f) "Leaving the pitlane" is defined as crossing the pitlane speed limit end line.

   g) For the avoidance of doubt, a "timed lap" is recorded when you cross the timing line on the track at the conclusion of an out lap.

2. Drivers are free to telepit from on course, but not allowed to rejoin.

3. Drivers must set a qualifying time within 107% of the pole qualifying time, excepting:

   a) If a driver who has set a time within 107% of the pole position time during an Official Free Practice Session may be allowed to take part in the race at administrator discretion. To take advantage of this option, the driver must have completed a lap in qualifying, assuming there are free spots on the grid.

4. Should the qualification be stopped and not restarted, the race grid will be set by times from pre-qualifying session.

5. This first part of the qualifying will use an event-specific success ballast system – see XIII.1.

X. Super Pole Shoot-Out Procedure

1. The qualifying session will be followed by a Super Pole Shoot-Out session, in which top 6 drivers from Qualifying will compete for top 6 spots on the grid.

   a) The session will have the same format as the Qualifying, but drivers will be called one by one, starting from 6th fastest.

   b) The session shall be approximately 10 minutes long.

2. The success ballast system is not in effect in this session.

XI. Race Procedure

1. There will be one race per each round (3 rounds in total).

2. Race Distance:

   a) The race will be set to 45 minutes + 1 lap.

   b) In case of Safety Car or Virtual Safety Car deployment, the time will be added to the total race length – race organisers will specify prior to the event the amount of time that will be added for every lap/minute spent under SC/VSC (exception: if the SC/VSC is activated in last 5 minutes of the race, no time shall be added after the session is restarted).

3. The Race Grid will be based off qualifying times, excepting grid penalties.

4. The race shall start with standing start under the insim lights.

   a) Jump Starts are penalized with a minimum of a drive-through penalty. All starts will be reviewed by the stewards.

   b) There no compulsory pit stops in the Race.

   c) Due to the nature of the series, the recharging/refuelling is disabled. Drivers still may take pitstop and perform repairs or tyre change.

5. Drivers are not allowed to retire (spectate) without permission of race control from outside of the pit lane during a race session. Drivers breaking this rule may be disallowed to attend future running's of the E-Challenge.

XII. Official Classification

1. All drivers who start in the MRc E-Challenge race will be classified in the results.

2. Drivers who time out or lose connection to the server while racing **cannot rejoin** the race in progress.

XIII. Success Ballast

1. In qualifying the success ballast system is used.

   a) Every driver has to enter the qualifying with weight ballast equal to the number of points scored so far in the championship * 2 [kg].

   Example: Driver has scored 37 points in the season so far, he has to take 37*2=74 kg ballast to the next qualifying round.

2. Divers joining the championship mid-season (at any point after Round 1 and before final round), must use the same ballast as the championship leader in their first appearance.

3. Success ballast doesn't carry to the Super Pole session.

XIV. Championship

1. There is driver and team championship within the Master Race car's E-Challenge series. All results count towards the championship standings.

   a) There are Formula E style points (1st-10th: 25-18-15-12-10-8-6-4-2-1 points; Pole position: 3 points; Fastest lap: 1 point) awarded for every round.

2. The prize pool contains 2 monetary awards at 10 EUR each (20 EUR total).

   a. 10 EUR goes to the E-Challenge Driver Champion (driver who scores most points in all rounds, qualifying sessions included)

   b. Additional 10 EUR is the "Clean Driver Award", which shall go to the competitor with the best hygiene, who shows the example of clean racing, high driving standards, and good sportsmanship for whole duration of the championship. If more than one competitor is eligible for the prize, a public draw will be conducted after the series conclusion. To be eligible for the "Clean Driver Award" prize, a competitor must attend (start in) all 3 rounds, successfully finish at least 2 of them, score at least 1 championship point and have no penalties or controversial moments affiliated to his name.

   c. Organisers reserve the right to exclude any participant from the pool of nominated drivers for the "Clean Driver Award" if they find a valid reason to do so.

3. The prizes shall be paid via PayPal shortly after the series conclusion.

XV. Communication

1. All drivers are required to be in the stated voice chat server during all official sessions.

   a) Talk back capability is recommended, but not required.

   b) Each team entered will have its own channel created by the administration.

2. Blocking of in-game messages is prohibited and will result in a warning to the team to unblock messages. If the messages remain blocked, a DT penalty will be issued to the team.

3. Chat is prohibited during any qualifying or race session. In qualifying, there will be one grid slot penalty per offense. In the race, a DT penalty is issued.
   Repeat offenses may merit an SG penalty.

XVI. Miscellaneous

1. Failure to format a driver name correctly will result in a Drive-Through penalty to the driver. Please see the NDR Sporting Code for the correct format.

2. The administration reserves the right to modify this document at any time for any reason it deems fit.

XVII. Recapitulation

1. This section's purpose is to recapitulate all critical points that are specific to this event and all drivers should be aware of in order to successfully compete in the event.

   a) Formula E-like championship consisting of 3 individual rounds

   b) One-shot qualifying session followed by additional one-shot qualifying session for top 6

   c) Success ballast in the first qualifying session

   d) 45 minutes + 1 lap long race with insim lights standing start

   e) Race time is added if SC/VSC is activated

   f) No mandatory pit stops; recharging/refuelling is disabled

   g) SC and VSC active

   h) Formula E style points system

   i) 2 individual driver awards in the 20 Euro prize pool