

MASTER RACE CAR'S **E-CHALLENGE**

Sanctioned by

**NEW DIMENSION
RACING**

E-Challenge 2023 Regulations

Revision 2 – 14th January 2023

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.

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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 to the Gen3 Formula E cars, running at the various street circuits and city-like layouts.
 - a) The eligible marques are the following:
 1. E-Challenger Evo (mod code: 74E320)
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 (350 kW) during Free Practice, and both Qualifying sessions.
3. In the Race the maximal power output is reduced to 300 kW (14% power restriction) for every competitor, with the exception of a PowerUp Wild Card rule (see article XV.1.).
4. 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 36 start positions available for the MRc E-Challenge competitors at the start of each race. Additional slots are reserved for a Safety Car and course car(s). Organisers reserve the right to decrease the amount of grid spots if there are valid reasons to do so.
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).
 - b) The competitor should use the same forum post to notify the organisers about his PowerUp Wild Card selection.
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 can be held.
 - a) The Pre-Qualifying would 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.
 - a) Exception – if the layout for the race 2 is significantly different from the layout used in race 1 (new/removed track section or reversed configuration), two 10 minutes practice sessions would be held instead.
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 10-minute timed session, each driver permitted two exits of the pitlane and/or two timed laps.
 - a) The session will be set to 12 minutes, the pit exit will be closed for the first two minutes. The Race Director will announce the opening of the fast lane, for drivers to queue at pit exit. Pit Exit will be opened with 10 minutes remaining in the LFS session.
 - b) A driver who does two timed laps back to back may not leave the pitlane again.
 - c) “Leaving the pitlane” is defined as crossing the pitlane speed limit end line.
 - d) 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 may still only leave the pitlane two times.
3. Drivers must set a qualifying time within 107% of the pole qualifying time, excepting:
 - a) If the resulting grid would have less than 25 cars, the 107% rule shall be waived, or
 - b) 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 made an attempt to complete a lap in qualifying, defined as starting one hot lap.

4. Drivers who have not attempted a lap in qualifying may start from the pit lane.
5. Should the qualification be stopped and not restarted, the race grid will be set by Driver's Points. Cars not listed in the driver's points standing when this is enacted will start from the back of the grid in number order.

X. Qualifying duels

1. The qualifying session will be followed by a Qualifying duels session, in which top 8 drivers from Qualifying will compete for top 8 spots on the grid.
 - a) The session will have the tournament-style bracket format, where individual pairs of drivers will be competing against each other and winners will advance from quarter-final to the semifinal/final duel.
2. The session shall be approximately 15 minutes long, unless more time is needed to complete all runs.
3. Individual pairs of drivers will be called to the end of the pitlane by the race director. After the pitlane exit opens, drivers should start their warm up laps while keeping approximately 10 seconds gap in between.
4. After both drivers set a lap the faster one will advance into the higher tier duel, while the loser stays in the tier. Both drivers may spectate as soon they they complete the timed laps.
 - a) Equally tiered losers will be sorted by their Q1 times (QF losers 8th – 5th; SF losers 4th - 3rd).
 - b) In case the duel ends in a dead heat, the one with better Q1 shall advance. If that does not declare the winner, the better-placed driver in the championship shall advance. If that does not declare the winner, the driver with lower starting number will advance.

XI. Race Procedure

1. There will be two races per each round (5 official rounds in total; 10 official races).
2. Race Distance:
 - a) The race distance will be determined by the amount of laps.
 - b) Lap count to be specified by the event organisers ahead of each round.
 - c) In case of Safety Car or Virtual Safety Car deployment, laps will be added to the total race length – race organisers will specify prior to the event the amount of laps 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 laps shall be added after the session is restarted).

- d) If the situation allows, the race shall end under the Green flag conditions.
- 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, unless forced by the weather (see article XIII).
 - 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 runnings of the E-Challenge.
- 6. The race 2 grid will be based off of the race 1 result, with a reversal to be made of between the first 10 spots, with all other drivers in order of race 1 finish. All grid penalties are applied after the reversal.

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 and will be classified as 'Did not finish'.

XIII. Weather system

- 1. The series utilises an experimental dynamic weather system. The following traits are recognised:
 - a) Weather condition – can be either **NO RAIN, LIGHT RAIN, or HEAVY RAIN.**
 - b) Track condition – can be either **DRY, or WET.**
 - c) Wind level – can be either **NO WIND, LIGHT WIND, or HIGH WIND** – as per in-game settings.
 - d) Visibility – is set as one of the in-game “weather” options (determines the lighting conditions and the skybox texture).
- 2. The weather can dynamically change during any official session.
- 3. Every event will have a weather forecast posted in the relevant thread in advance – this should help to manage the weather expectations for individual round.
- 4. During the DRY track conditions any tyre compound can be used.

- a) Only the same tyre compounds are permitted on both axles.
- 5. During the WET track conditions only the road tyre compound is permitted.
 - a) When the weather changes, every competitor not equipped with the permitted tyre compound has to pit at the end of respective lap, unless being in between the triple blue line and the finish line – in that case the rule has to be met at the end of the following lap.

XIV. Attack boost

1. For every race session each competitor has to use the designated boost strip area three times.
 - a) This rule does no longer stand if the race is declared WET at any point.
 - b) In all cases the maximum amount of boost strip uses is 3.
2. This boost can be used at any point of the race, with the exception of first two laps and any laps under the SC/VSC.
3. Overuse or underuse will be penalised after the race with added time.
4. Competitor taking the boost has to make sure to join the track safely. Any competitors on the track is forbidden to actively block the returning driver on the course, otherwise penalty may be issued.

XV. PowerUp Wild Card

1. Every competitor can select in advance one race (not round), in which he would be permitted to use the full available power of 350 kW. This selection has to be made ahead of the round in appropriate confirmation thread (see article VI.1.b)

XVI. Championship

1. There is driver and team championship within the Master Race car’s E-Challenge series.
 - a) There are points for top 20 drivers in every race using the following points table:

Position	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th
Points	40	35	31	27	23	20	17	15	13	11	10	9	8	7	6	5	4	3	2	1

- b) Extra points awarded: Pole position: 3 points; Fastest lap: 1 point) awarded for every round/race.
- c) Only the best 8 race results count towards the championship standings*. For the sake of clarity ahead of the final round, the two dropped results have to be obtained in first 8 races.

2. The prize pool contains following monetary awards:
 - a. 15/10/5 EUR prize goes to the three best placed drivers in the E-Challenge Driver Championship at the end of the season.
 - b. 5 EUR prize is the “Clean Driver Award”, which shall go to the competitor 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) at least 8 races, successfully finish at least 6 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.
 - d. 5 EUR prize shall go to any competitor who did not win any monetary prize specified above and did attend (start in) at least 8 races. Separate public draw will be conducted after the series conclusion.
3. The prizes shall be paid via PayPal shortly after the series conclusion.

XVII. 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.

XVIII. 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.

XIX. 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-style championship consisting of 5 individual rounds, each featuring 2 races
 - b) Two-shot qualifying session followed by additional head-to-head duels qualifying session for top 8
 - c) Approx. 30 minutes long races with insim lights standing start, race 2 top 10 are reversed
 - d) Race laps are added if SC/VSC is activated
 - e) No mandatory pit stops unless forced by weather; recharging/refuelling is disabled
 - f) SC and VSC active
 - g) Dynamic weather system
 - h) 3 uses of the Attack Boost strip in each race
 - i) One-time use of the PowerUp Wild Card
 - j) Points system for top 20 finishers
 - k) Prizepool of 40 EUR total