Regulations

Revision 1 – Updated 28 January 2024

This document contains regulations for the GT2 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.

Contents

I. General Series Information

1. The GT2 Challenge (GT2C) series is defined as a series running a minimum of four events in the Live for Speed simulation software using restricted GTR-class cars.
2. Each round will be one day in duration, with a Free Practice, Qualification, and Race session held during the meeting.
   a) A Pre-Qualifying will be employed if the number of entries exceeds number of grid spots.

II. GT2C Car Restrictions

1. The GT2C runs with GT2-class restrictions.
   a) The FZ50 GTR (FZR) shall carry 21 percent intake restriction.
   b) The FXO GTR (FXR) shall carry 24 percent intake restriction.
   c) The XR GTR (XRR) shall carry 25 percent intake restriction.
2. Failure to carry the required intake restriction will result in exclusion from that session.

III. Sporting Code Clarifications / Notes

1. The Virtual Safety Car and Safety Car Procedures as stated in Sporting Code Article XIII is applied to this series.
2. All open configuration courses are to be measured using the method prescribed in Article IV, 1.1.a.
3. Please ensure you are aware of the Red Flag and Server Failure Procedures in the Sporting Code. (Article XIII, respectively).
4. Protests must be submitted no later than 18 hours after the end of the race meeting.

IV. Entry Procedure

1. A maximum of 38 cars may start each race.
2. Each entry is a single-driver entry.
   a) Drivers may select a number from 02 to 99 inclusive. Car 01 is reserved for the defending series champion.
3. Entry information must be sent in the required format, or it will be ignored. Any application update may be ignored if incorrectly formatted.
4. A driver may represent a team, and that named team will score to the Teams Championship.

V. Car Skins and Driver Naming

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

a) The number board shall be placed on each side of the car, between the front and rear wheels, and on the hood/bonnet.

2. The number plate on a car shall be free choice – profane, obscene, or otherwise inappropriate messages will be referred to the Stewards.

3. A driver's name shall be formatted as per NDR Sporting Code III.7.1.d.

a) A driver's number should be only white in color.

4. Failure to meet any requirement will result in a 1-point penalty per requirement. Skin infractions (numberboard, sunstrip) will be tracked separately from numberplates.

a) The maximum points penalty that can be levied is 4 points per round.

VI. Confirmations Procedure

1. All drivers are assumed to be planning to attend a round by way of their entry to the series. A confirmations thread will still be provided, but the only response required is if a driver is not able to attend a round.

a) The Top 10 drivers in the championship must still confirm a yes, to facilitate planning for Pre-Qualifying. Top 10 drivers will be required to give their response no later than with 24 hours remaining in the Pre-Qualifying.

b) A driver who does not attend any round without declaring their inability to attend will be removed from the series and must re-enter to participate further.

VII. Pre-Qualifying Procedure

1. Pre-Qualifying shall run from 13:00 UTC on the day two days prior to a race, until 13:00 UTC on the day of a race.

2. The top 10 in the Driver's Championship are locked-in to that round's grid and need not pre-qualify. No drivers are locked in for Round 1.

a) All drivers outside the top 10 in the Driver's Championship must set a pre-qualifying time to be eligible to attempt to qualify for the race.

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

4. Pre-Qualifying Protests are due within 30 minutes of Pre-Qualifying conclusion. Incidents should be reported as soon as possible.

VIII. Qualifying Procedure

1. Each round will have a qualifying session held immediately prior to the race session.

2. Qualifying will be 20 minutes in duration.

   a) The session will be set to 22 minutes, the pit exit will be closed for the first two minutes.

   b) Drivers are to remain in their garages until the race director declares the fast lane "open" at which point, drivers may queue at the pit exit in single file.

   c) The pit exit will be opened, and green flag given when there are 20 minutes remaining in the session.

3. Qualifying will be held in the "Semi-Hardcore Mode".

   a) Drivers will only be permitted to telepit/spectate from within the pit lane.

   b) Telepit/spectate from outside the pit lane is prohibited.

   c) A driver who loses connection to the server will be permitted to rejoin the session if time permits, at the race directors' discretion.

4. During qualifying, bump drafting is prohibited.

5. A 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).

6. A driver who attends qualifying but sets no time or has all times deleted for whatever reason 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. All race distances will be the minimum number of laps to exceed a 230 km race distance.

2. All races will have a 1 hour 45 minute time limit. The time will start counting at the green flag, or first aborted start attempt.

3. 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. Each line of chat after the first will incur a one-point penalty per line to the team, not to exceed 8 points per round.

   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 instruction during this time.

   c) Drivers must click "ready" when instructed.

4. The race shall start with a rolling start behind the Safety Car. Drivers are to remain single-file and leave reasonably large gaps for safe tyre warming during the formation lap. Exiting the last turn or other stated mark, the field shall cease tyre-warming and assume double-file formation.

a) The pole sitter will be asked which side of the grid they would like to start from, all other teams should file in accordingly.

b) Row-mates should be generally even with each other, having at least 25% overlap. Rows should be spaced approximately 3-5 car lengths apart. The leader and all other cars shall maintain approximately pit lane speed or other stated speed at Race Director discretion (+/- 10 kph / 6 mph) until the green flag is displayed.

c) Overtaking is permitted at the green flag on the race start only.

    1. Overtaking before the green flag will result in a DT penalty at minimum.

d) The race start may be waved off by race administration for any reason. The start will be attempted the next lap. A wave-off is indicated by a "SAFETY CAR DEPLOYED" message, a "SAFETY CAR IN THIS LAP" message, or no green flag.

    1. Upon receiving a wave-off signal, drivers must return to single-file pacing until the double-file point.

    2. A double-file start will be tried up to three times (including the initial start) before being abandoned in favour of a single-file start.

e) A driver who times out on the formation lap, and cannot rejoin the server and track before the safety car enters the final sector or other designated point must take the start from the pit lane.

    1. A driver who misses the formation lap will be credited with it if necessary, to have him in his rightful place in timing and scoring.

5. On completion of the race, all cars are to slow below normal race pace and return to the pit lane. The top three drivers are to return to the start/finish area for podium pictures.

a) Cars may not stop on track or drive excessively slowly waiting for the race to finish.

b) Drivers must avoid incidents on the cool-down lap. Incidents on the cool-down lap can result in harsh penalties, with harshness based on severity of the incident.

X. Safety Car Wave-Around

1. During a safety car deployment, at the race director's discretion, 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 GT2C race and are not disqualified will be classified in the results. Points will only be awarded to those who are credited with completing 75% or more of the total race distance.

2. Bonus points will be awarded regardless of amount of the race completed.

3. If a driver retires without permission of race control from outside of a pit garage, they will incur a five (5) point penalty for the first offense, ten (10) points for the second offense, and series exclusion for the third offense.

XII. Championship

1. There are two official championships of GT2C.

    a) The GT2 Challenge Driver's Championship is awarded to the driver which scores the most points on the season

    b) The GT2 Challenge Team's Championship is awarded to the team which scores the most points on the season. Only the top two drivers for a team will score to this championship.

2. A 5 point bonus will be awarded to each driver at each round he participates in any session.

3. A driver who elects to change his car will lose all points accrued until that point in the season. The participation bonus will not be forfeited.

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Position	Points	Position	Points
1st	100	20th	19
2nd	90	21st	18
3rd	80	22nd	17
4th	75	23rd	16
5th	70	24th	15
6th	65	25th	14
7th	60	26th	13
8th	55	27th	12
9th	50	28th	11
10th	47	29th	10
11th	44	30th	9
12th	41	31st	8
13th	38	32nd	7
14th	35	33rd	6
15th	32	34th	5
16th	29	35th	4
17th	26	36th	3
18th	23	37th	2
19th	20	38th	1
Pole	1	Highest Climber	2

4. A tie for highest climber will be awarded to the driver who started higher on the grid.

5. 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 must be in the New Dimension Racing TeamSpeak server during all sessions on a race day. Speaking capability is not required – at minimum, you must be able to listen.

    a) TeamSpeak nicknames must contain your car number, preferably at the start of the nickname.

2. The primary communication method in the GT2 Challenge apart from in-server messages, is Discord. All drivers must be aware of notices posted on the notice board in Discord, as well as the league specific section.

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

4. Chat is prohibited during any session. In qualifying, there will be one fastest session lap removed for chat on a per line basis. In the race, a DT penalty is issued. Repeat offenses may merit an SG penalty.

XIV. Miscellaneous

1. The administration reserve the right to interpret these rules as necessary, and use any necessary and proper judgment to control the event

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