Regulations

Revision 1 – Updated 9 July 2011

This document contains regulations pertaining to the 2011 GT2 World Series Season. The NDR Sporting Code is in force along with this document. Any conflicts between the two, unless explicitly stated herein, defer to the Sporting Code.

New Dimension Racing reserve the right to modify this document at any time for any reason it deems fit.

Contents

I. **General Series Information**

1. The 2011 GT2 World Series (GT2WS) series is defined as a series running six events in the Live for Speed simulation software using one track from each environment and restricted GTR class cars.

2. Each round will be three days long. Day 1 is Sunday for pre-qualification. Qualification will take place on Friday, Day 2. Race will take place on Saturday, Day 3.

II. **GTAL Car Restrictions**

1. The series runs with GT2-class restrictions. These are:

   a) FZ50 GTR (FZR) shall carry 21 percent of intake restriction

   b) FXO GTR (FXR) shall carry 24 percent of intake restriction

   c) XR GTR (XRR) shall carry 25 percent of intake restriction.

2. Failure to carry the required intake restriction will result in exclusion from that session.

III. **Entry Procedure**

1. A maximum of 29 cars may start each race.

2. A team may enter more than one but not more than two cars in the series. A second team car will only be allowed should there be space available after all unique teams have entered a car

3. All applications will be reviewed by race administration before being accepted or refused.

   a) Accepted teams may select a number from 02 to 99 inclusive. Car 01 is reserved for the defending championship team.

4. Team lineups and information must be sent in the required format, or will be ignored. Any application update may be ignored if incorrectly formatted.

   a) No driver may be on more than one team roster at any time. A team entering two cars will be allowed to share drivers between each car freely, provided a driver only races for one team each round.

   b) A driver may only switch teams twice during a season. A driver may move from their original team, to a second team, then only back to the other team. A driver may freely move between two inter-team cars if teams are allowed to have a 2nd car. Further exceptions may be made in the event of team breakups or mergers.

IV. **Skins and Name Format**

1. The administration will provide compulsory elements to be worn on the car liveries for all teams. Failure to run these in qualifying will result in a 2-point penalty in any official session. Every third offence will see a DT penalty issued.

2. A team must have either the team name, a clear truncated version, or an official team tag in the number plate. Blank numberplates are also accepted. Number plates without any of these preceding options are not permitted. Teams with two entries must include a number marking the difference between the first car and second car.

   a) Failure to format a driver name or number plate as per the NDR Sporting Code or as listed above will result in a 2-point penalty in any official session. Every third offence will see a DT penalty issued.

V. **Confirmations Procedure**

1. All teams are required to confirm their attendance for a round by posting in the appropriate thread prior to 23:59 UTC on the Wednesday before the race.

   a) A proper confirmation must include the team name, number, car and at least two drivers. Failure to confirm with at least this by the deadline will result in a 10-place grid penalty.

   b) If any team fails to confirm by 23:59 UTC on the Thursday before the round, the next team that was eliminated after pre-qualification will be permitted to qualify fo rthe race. This called up team will then have prioority to that race.

   c) Teams are permitted to confirm no more than 4 drivers for a race. For races six hours long, the maximum primary driver limit is raised to 6.

   d) A team may change their confirmation after the deadline but before the race without penalty, but must notify the administration. A driver added to the confirmation after the start of the race will be given a stop-go penalty if they race.

   e) Should a team withdraw from the round before the race s tarts, their slot will be surrendered to the next team from the pre-qualification result. A team may re-enter the race, and still have priority as long as the reentry is before the Thursday 23:59 UTC deadline.   After this point, the team may only re-enter if there is space available.

   1. The teams who pre-qualify in positions 30, 31, and 32 should be on "Active Standby"

for the race. That is, these teams should be filly prepared to be called in to fill in for a team who withdraws from the race.

    f) No team will be called in to race if there are less than two hours until the race.

VI. Pre-Qualification Procedure

1. If more than 29 teams are eligible for a round, that round will have a pre-qualification session, starting at 18:00 UTC on the Sunday prior to the race and ending at 18:00 UTC on the Tuesday prior to the race.

2. All teams outside of the top 10 in the teams championship must attempt pre-qualification to be able to race in the round.

    a) All teams must attempt pre-qualification for Round 1.

    b) The driver credited with the team's fastest time in pre-qualification will be locked into that team for the remainder of the round.

    c) Drivers may telepit and rejoin freely during the pre-qualification session. Drafting is permitted, bumpdrafting is not permitted.

3. A team may use any of the drivers on their roster during prequalification. All laps that driver does will be registered to that team. Should a driver be shared between two cars from one team, that team must specify which car that driver will be driving for.

VII. Qualifying Procedure

1. Each round will have qualification on the Friday prior to the race, held in knockout style format.

    a) Qualifying Session 1 ("Q1") will be 20 minutes in duration, starting at 19:00 UTC. After this session, teams in positions 20 through 29 will be eliminated. All other drivers will advance to Qualifying Session 2.

    b) Qualifying Session 2 ("Q2") will be 15 minutes in duration, starting 5 minutes after the last car returns to pitlane after Qualifying Session 2. After this session, teams in positions 11 through 19 will be eliminated. All other drivers will advance to Qualifying Session 3.

    c) Qualifying Session 3 ("Q3") will be 10 minutes in duration, starting 5 minutes after the last car returns to pitlane after Qualifying Session 2. Q3 will set positions 1 through 10.

    d) Chat will be open automatically between sessions, but will close as soon as the next group starts.

2. Only one driver may do qualification for the team.

3. Drivers may telepit and rejoin freely during all qualification sessions. Drafting is permitted, bumpdrafting is not.

4. The driver who is credited in the official qualifying results with the fastest lap for that team must drive at least one complete lap of the race, not including an out lap or an in lap. Failure to have the qualifying driver complete this will result in a one-lap penalty to the team's race result.

5. The team which wins the pole position may choose whether to start from the left or right side of the grid for the start.

6. A team who misses qualifying completely will start from pitlane in order of pre-qualifying time . A team who attends qualifying, but sets no time or has that all times deleted for whatever reason, will start from the back of the grid in order of pre-qualifying time.

VIII. Race Procedures

1. Drivers must be in the server no later than ten (10) minutes prior to the scheduled start time.

   a) At 10 minutes, the administration will be setting the grid. There is to be no chat during this procedure. Each line of chat after the first is a 2 point penalty per line to the team.

   b) The race will be started with a rolling start behind the Safety Car. Drivers are to remain in grid order for one lap, single file, until the last turn or other point, at which time the field must form into double-file. Row-mates should be generally even with each other, remaining with at least 25% overlap. Rows should be spaced between 3 and 5 car lengths apart. The leader and all other cars after forming into double file must maintain approximately pit lane speed (10 kph variance permitted) until the green flag is shown, at which point all cars are free to overtake.

      1. A Stop-Go Penalty will be given to the leader if he fails to stay within the speed tolerance.

      2. Overtaking before the green flag will result in a Drive-Through Penalty.

   c) The race administration may wave off a start attempt due to bad formation, incident, or other issues.

   d) If a team times out during the pace lap, and cannot rejoin before the safety car enters

the last sector or crosses another specified point, the pit exit will close, and the returning car must wait at the end of the pit lane before joining the track. They will be credited the missed pace lap in the tracker, as although the timer is running, the race has not yet started.

2. A team may use no more than 4 drivers in a race week (5 for the 6 hour race), including qualifying and race. Using more without race control permission will result in a 10-point penalty to the team.

   a) Driver swaps during a race may be made freely, there is no limit on number of driver changes. The entering driver should only join the server on the current driver's in lap, and the outgoing driver must leave within one lap of the takeover. Failure to leave will result in a kick for the offending driver. A DT penalty may be issued to the team for repeated offenses.

   b) Penalties incurred by an incoming driver will be applied after the pit stop and takeover is completed.

   c) No single driver may drive more than 75% of their team's completed race distance. If there is evidence that there is no other driver to replace the driver exceeding the limit, the team may be black flagged from the race and removed from the course after a violation of the 75% rule is committed and non-correctable.

   d) On completion of the race, all cars are to slow below race pace, and return to pit lane. The top three drivers are to park at the finish line for a podium picture.

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

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

   e) Should the scored leader of the race differ from the leader of the race as indicated by LFS, administration will notify all teams that the finish will be called by the administration, not LFS. In this event, all racers should continue full race pace until they complete a lap after an administrator indicates that the leader has taken the chequered flag.

3. The blend line on pit exit is not to be crossed by all parts of the car. Crossing this line completely will result in a DT penalty. Pit entry is not always enforced, but should the course layout require it, the same penalty is available.

IX. Safety Car

1. The Safety Car is used by administration to neutralize the race in the event of a car stranded on track or a major incident, as well as to start the race.

2. When the message "SAFETY CAR DEPLOYED" appears on screen and the track indicator button changed to "T: YELLOW", all drivers are to cease racing for position, and gently show down and be alert for any situation on track while proceeding around to catch the Safety Car queue.

   a) No overtaking may occur after the Safety Car is deployed and before the start/finish line at a restart, except in the following cases:

      1. If told to overtake the Safety Car by the administration;

      2. Cars entering pit lane may overtake cars still on track after passing the first safety car line;

      3. Cars exiting pit lane may be overtaken by cars still on the track after before it crosses the second safety car line;

      4. While in pit lane as cars slow and speed up for pitting;

      5. When the safety car is returning to the pits it may be overtaken by cars on the track once it has crossed the first safety car line;

      6. 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.

      7. Illegal overtaking under Safety Car will result in a Drive-Through Penalty.

   b) The first and second safety car lines are perpendicular to the start of the pit entry and end of the pit exit blend lines respectively.

   c) Pit lane remains open for entry at all times during the race unless the entry is blocked by an incident.   While the SC queue is passing the pit exit, the pit exit will close and all drivers are to wait at the end of pit lane until the exit reopens.   Exiting a closed pit exit will result in an SG penalty.

   d) Administration will wave around any cars between the leader and the Safety Car so the leader is the first car to take the restart. Cars waved around must overtake the SC carefully, and proceed with caution to catch the end of the queue, obeying rule VIII.2.a) above.

3. Administration will also wave around any lapped cars between the leader and the last car on

the lead lap at the time of safety car deployment. The Safety Car may travel at a reduced pace to facilitate this procedure.

4. When the administration feels the course is ready for racing again, it will indicate that the Safety Car is coming in with a message stating "SAFETY CAR IN THIS LAP" and the track status indicator will change to "T: RESTART." In the final sector, or other designated point, the SC will extinguish its lights then accelerate away from the field and head to the pits.

   a) The leader controls pace from the time the SC turns its lights out, and may go when he wishes as long as he does not

      1. Overtake the Safety Car before it passes the first Safety Car Line

      2. Slow the field down after beginning to accelerate for the restart, or except for natural slowing points.

   b) The Green flag will fly when the leader has started to accelerate on the start/finish straight.

5. If the race finishes under Safety Car, the order will be taken from the order at the time of safety car deployment, adjusted for cars who spin, pit, or otherwise fall under Rule VIII.2.a) above.

X.   Red Flags

1. A red flag may be used when the race director feels that conditions on course are unsafe for Safety Car conditions, if an incident involves more than approximately 80% of the field, or if the server experiences mass disconnects or an inability to reconnect.

2. Upon issuance of the red flag, all racers shall continue around the track at greatly reduced pace and park in a line at the red flag line. Except in cases of force majeure (such as server failure or major incident blocking the circuit) the field will be under Safety Car control before the red flag is displayed.

   a) A red flag during racing means that all work on a car shall cease. If you are in the pit lane when the red flag is issued, you are permitted to carry out pit stop level service.

   b) Chat is expressly forbidden at all times during red flags. Any lines you say after the first will incur a two-point penalty to the team. Any chat during grid setting is included in this calculation.

3. If the red flag occurs within the first fifteen (15) minutes of the race, the race will be completely restarted over the original distance. After the first fifteen minutes, the timing and scoring system will not stop during a red flag for an incident, and the time lost will not be added to the end of the race. Exception to this is in the event of server failure, with procedure defined in Section XIV below.

4. Heavily damaged cars may be given assistance to return to the pits for service. These cars will be charged with a one lap penalty for repairing under red flag with assistance. Cars that can continue under their own power without assistance must wait until the race returns to Safety Car status.

   a) Any car who enters pit lane and carries out service during the red flag without getting outside assistance will receive a SG penalty after the restart.

5. Cars that would be waved around under the SC will be released to go around the track a planned time before the safety car resumes.

XI. Protests

1. Protests must be submitted within the following windows: Within 3 hours of completion of the pre-qualifying or qualifying session; Within 36 hours of completion of the race session.

2. Protests received during the race may be deferred to post-race for judgment, if time in-race does not allow full review, or further information required.

3. Protests must be submitted from teams involved in the incident. Teams submitting protests not involving their car, or that stand to benefit and are deemed to submit protests of other incidents solely for that reason are subject to penalties.

4. For a description and list of all penalties that may be assigned, please see the NDR Sporting Code.

XII. Official Classification

1. All teams which start a GT2WS race will be classified in the results based on laps completed, and for cars finishing on same lap, the time taken to cover those laps. All Teams which start a race are eligible for points. Disqualified teams are placed behind all other teams and are not eligible for points.

2. In the official results table, all teams running at the finish will have "Running" placed as the

reason. Reasons for not finishing are as follows:

a) Accident: This team was involved in an accident and was unable to continue the race.

b) Suspension: This team was unable to continue the race due to excessive suspension damage.

c) Clutch: This team was unable to continue due to an overheated clutch.

d) Fuel: This team was unable to continue due to running out of fuel.

    1. Note that a rescue car will be employed to push a car out of fuel back to the pit lane.

    2. A competing car may also push a car back to the pit lane if it is safe to do so

    3. No outside assistance may be rendered by any car to any car on the final lap. A car must complete the final lap under its own power.

e) Retired: This team did not finish with any other applicable reason.

f) Penalty: The driver was disqualified.

3. Drivers who time out or lose connection to the server while racing may rejoin to resume their races, but must heed blue flags and use the tracker to see their running position.

a) Any disconnect deemed suspicious will be investigated.

4. If a team retires without permission of race control from outside of a pit garage, they will incur a ten (10) point penalty.

XIII. Championship

1. The official championship of GTAL is the Team Championship. Teams earn points based on their finishing position in a race. A team must start the race to earn points.

2. A team which changes car selection during the season loses all points earned with the previous car.

3. There are bonus points available for qualifying on pole, and starting all races in the season without receiving a disqualification. Points are awarded on the following scale (on next page):

Position	Points	Position	Points
1	50	16	14
2	44	17	13
3	40	18	12
4	38	19	11
5	36	20	10
6	34	21	9
7	32	22	8
8	30	23	7
9	28	24	6
10	26	25	5
11	24	26	4
12	22	27	3
13	20	28	2
14	18	29	1
15	16	Disqualification	0
Pole Position	2	Attendance	10

4. Should the race be ended prior to 75% distance, half of the available points will be awarded. After 75%, full points are awarded.

XIV. Server Failure

1. Should the main server for GT2WS experience a mass disconnect, or an inability to connect, the race will be suspended.

2. There will be a decision made as to whether or not to abandon the remainder of the race or return to the original server or move to a new server.

   a) The decision will be posted in IRC, and the GT2WS forum.

3. A failure during the race will see the order for a restart taken from the order at the last lap completed by all cars prior to the server issues. Exception: In the event of only an inability to re/connect, the order may be taken from the last lap completed before the red flag was displayed. If there are multiple (two or more) timeouts after the inability to re/connect, this

exemption should be nullified.

    a) The time remaining at the last lap completed will determine how much time is left in the restarted race. Should the hour be less than 30 minutes complete, the entire hour will be restarted. Should the hour be equal to or more than 30 minutes complete, the entire hour will be considered completed. If there are less than 30 minutes remaining at the count back, the race will be declared as that result.

4. The second race will start behind the safety car as a standard safety car restart, with cars credit with the laps completed at the back-count.   Time gaps will be erased.

    a) The laps will be credited to the teams in the tracker, and the summation of the Part 1 laps plus the result of Part 2 will be totaled to get the results.

5. There will be at least a 15-minute delay to ensure all information is correct for grid formation. The cars will be lined up in race order.

XV. Communication

1. For efficient communication, use of IRC is mandatory. The server information will be posted for each round in the drivers' briefing. There must be at minimum one active team representative who is in direct contact with the team in this channel.

    a) Failure to have a representative when needed will result in a 5-point penalty to the team.

2. Race administration will also be available in a voice chat server during the course of the race.

3. 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.

4. Chat is prohibited during any session. In any session, the first line is a warning. Then, in qualifying, a team will lose one point per line of chat. In the race, a DT penalty is issued. Repeat offenses may merit a SG penalty