



Regulations

Revision 1 – Updated 27 October 2012

This document contains regulations for the 2013 Season of the GT1 World Series. The NDR Sporting Code is in force with this document. Any conflicts between the two, unless explicitly stated herein, defer to the Sporting Code.

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I. General Series Information

1. The 2013 GT1 World Series (GT1WS) 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. There will be two classes, GT1-Professional (GT2-Pro) and GT1-Amateur (GT1-Am)
2. Each round will be one week in duration, starting with Pre-Qualification on Sunday through Tuesday, Qualifying on Friday, and race on Saturday.
3. Race distances will consist of one each of 3 hours, 6 hours, 12 hours, 24 hours, 500 kilometers, and 1000 kilometers.
 - a) 500 kilometer races shall be the minimum multiple of 10 laps to exceed the 500km race distance. The official distance will be that multiple of 10, minus 1. The pace lap is a free lap to all teams.
 - b) 1000 kilometer races shall be the minimum multiple of 10 laps to exceed the 1000km race distance. The official distance will be that multiple of 10, minus 1. The pace lap is a free lap to all teams.

II. GT1WS Car Restrictions

1. The GT1WS runs with GT1-class restrictions.
 - a) The FZ50 GTR (FZR) shall carry 1 percent intake restriction and 15 kilograms of ballast, free positioning.
 - b) The FXO GTR (FXR) and XR GTR (XRR) do not have any restrictions.
2. Failure to carry the required restrictions will result in exclusion from that session.

III. Sporting Code Clarifications / Notes

1. The Safety Car Procedure as stated in Sporting Code Article VIII is applied to this series.
2. Please ensure you are aware of the Red Flag and Server Failure Procedures in the Sporting Code. (Articles IX and X, respectively).
3. Qualifying Protests must be submitted no later than 3 hours after the end of the qualifying session. Race protests must be submitted no later than 36 hours after race completion.
4. Bump-drafting is prohibited at ALL TIMES.

IV. Entry Procedure

1. A maximum of 30 cars may start each race.

2. A team may enter no more than one car per class, unless otherwise permitted by the administration.
3. All applications will be reviewed by race administration before being accepted or refused. The administration will assign numbers to all teams, using numbers between 02 and 49 for GT1-Pro, and between 52 and 99 for GT1-Am.
4. Team lineups and information must be sent in the required format as stated in the signups thread or it 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.
 - b) A driver may only switch teams twice during a season. A driver may move from their original team, to a second team, then back to either their original team or another 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.
 1. A team fielding a car in the GT1-Pro and a car in the GT1-Am class may also freely swap drivers between their team's cars, but must inform the administration of the swap.
5. No team entry edits may be made between 18:00 UTC on the Friday of a round, until 18:00 UTC on the Sunday following a round.
 - a) Exceptions may be made in dire circumstances.

V. Amateur Drivers

1. An amateur driver is deemed to be one who has not competitively taken part in any Masters of Endurance, International GT Championship, GT2 World Series, or Super GT Series race.
2. Amateur drivers are permitted to drive in both classes, GT1-Pro and GT1-Am. GT1-Pro drivers are allowed to "race down" in the GT1-Am class, provided they only do a maximum of 33.3% of the race distance for that team, and will not be allowed to qualify for that team.
 - a) GT1-Am teams may only have one GT1-Pro driver on their roster at any time.
3. Factors determining what makes a driver an Amateur include, but are not limited to:
 - a) Performance in major league races/championships in relation to teammates and other drivers in that league.
 - b) Time since last major league event/success.

VI. Car Skins and Driver Naming

1. All skins for a car must contain the provided, required elements for that car's class.

- a) The number board shall be placed on each side of the car, between the front and rear wheels, and on the hood/bonnet.
GT1-Pro cars must overlay both the provided sun strip and mirror covers, without alteration.
 - b) GT1-Amcars must overlay both the provided sun strip and mirror covers, without alteration. GT1-Am cars must also display the "AM" bumper strip in a centered position on the rear bumper.
2. The number plate on a car shall be formatted as per NDR Sporting Code II.3.2, with the following exceptions:
 - a) Blank numberplates are forbidden.
 3. A driver's name shall be formatted as per NDR Sporting Code II.4, with the following exceptions to II.4.3:
 - a) GT1-Pro drivers shall colour their car number blue (^4 in LFS)
 - b) GT1-Amateur drivers shall colour their car number green (^2 in LFS)
 - c) The driver's name shall be all in white.
 4. Failure to meet any requirement will result in the following penalties:
 - a) Qualifying: Loss of fastest lap
 - b) Race: Drive-Through Penalty

VII. 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 prior to the race.
 - a) A proper confirmation must include the team name, number, class, car, and at least two drivers. Failure to confirm with at least this much information prior to the deadline will result in a 10-place grid penalty.
 - b) Teams are permitted to confirm not more than four drivers for a 3 hour, 6 hour, 500km, or 1000km race; and not more than 6 drivers for a 12 hour or 24 hour race.
 - c) A team may change their confirmation up until the race start without penalty, provided administration is notified of the change. A change to a race lineup after race start will incur a Stop-Go penalty to the team should the added driver race.

2. If any team fails to confirm by 23:59 UTC on the Thursday prior to the race, the next team that was eliminated in pre-qualifying will be permitted to qualify for the race. This called-up team will then have priority to that round.
 - a) Should a team withdraw from a round prior to the race starting, their slot will be surrendered to the next team that was eliminated in pre-qualifying. A team may re-enter the race and still have priority on entry provided the re-entry comes prior to the 23:59 UTC Thursday deadline. After the deadline, the team may only re-enter if there is space available.
 1. The teams that pre-qualify on positions 31, 32, and 33 shall be on "Active Standby" for that race. Those teams should be fully prepared to race in the event they need to fill for a team that withdraws or fails to confirm.
 - b) No team will be called in to race if there are less than two hours until race start.

VIII. Pre-Qualifying Procedure

1. If more than 30 teams are eligible for a round, there will be a pre-qualifying session held.
2. Pre-Qualifying shall run from 18:00 UTC on the Sunday prior to a race, until 18:00 UTC on the Tuesday Prior to a race.
3. The top 10 teams in the overall championship are locked-in to that round's grid, and need not pre-qualify. No teams are locked in for Round 1.
 - a) All teams outside the top 10 in the overall championship must at least set a pre-qualifying time in order to be eligible to participate in the round.
4. The driver credited with the fastest time in pre-qualifying for a team will be locked to that team for the remainder of that round.
5. Drivers may telepit and rejoin freely during pre-qualifying. Drafting is permitted; bump-drafting is strictly prohibited.
6. A team may use any of the drivers on their roster during pre-qualifying, except for the GT1-Amateur exceptions mentioned in Rule V.2. All laps that driver does will be registered to that team.

IX. Qualifying Procedure

1. Each round will have a qualifying session held on the Friday prior to the race, held in the open session format. The field will be split into two groups for two consecutive qualifying sessions. The combined results shall make the grid.

- a) The groups will be announced no later than 12:00 UTC on the qualifying day
2. Each group will have 30 minutes to qualify.
3. Group 1 will qualify at 19:00 UTC, Group 2 will qualify at 19:40 UTC
 - a) The track will not be open for practice during the break between the two groups
 - b) Chat will open automatically upon declaration of group complete, and will remain open for the duration of the break. Chat will close automatically when the next session starts.
4. Drivers may telepit and rejoin freely during the qualifying sessions. Drafting is permitted, bump-drafting is not.
5. The driver who does qualifying for a team must drive at least one race lap (not counting an in lap or an out lap). Failure to have this driver drive the required lap without a valid reason and waiver will result in a one-lap penalty to the team.
6. A team who misses qualifying completely will start from the pit lane in order of pre-qualifying time. A team that did not need to pre-qualify will be sorted in the pitlane ahead of any team that did have to prequalify, and stacked in order of points position.
7. A team 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 times.

X. Race Procedure

1. Drivers must be in the server no later than 10 minutes prior to the scheduled start time.
 - a) 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 two-point penalty per line to the team, not to exceed 16 points per round.
 - b) A driver who misses his initial call to the grid will be given one more call not more than 30 seconds after the first. On a failure to respond to the second call, a race marshal or other admin may join to hold that driver's place. Once all other cars have been gridded, a final call will go to that driver. Failing to respond to the final call will result in that driver losing the earned starting place, and will be required to start from the pit lane. If the driver fails to respond by the time the formation lap ends, that spot will not be filled. Under no condition shall the start of the race be held up for any AWOL driver.
2. 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 call other cars shall maintain approximately pit lane speed (10 kph / 6 mph variance allowed) until the green flag is displayed.
 1. A stop-go penalty will be given to the leader if he fails to stay within the speed tolerance.
 - 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 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 it in the tracker, or waved-around to gain that lap if a safety car period occurs, allowing this.
3. A team may use no more than 5 drivers in a race week (7 for 12 and 24 hour races), including pre-qualifying, 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 should leave the server within one lap of the takeover. Failure to leave may result in a kick for the offending driver. A DT penalty may be issued to a team for repeat violations.
- 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 race completed laps. (Limit is 45% for 12 and 24 hour races). All partial laps will be rounded up to a whole lap.
 1. A team may be black flagged and retired from the race if the administration find evidence that no relief driver is scheduled, and the maximum percentage infraction is already committed and irreversible, and the driver is deemed a threat to others still racing.
4. On completion of the race, all cars are to slow below normal race pace and return to the pit lane. The top three drivers in each class 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.
5. 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 administration, not LFS. In this event, all racers should continue at full race pace until they complete the lap they are on after an administrator indicates that the leader has taken the chequered flag.

XI. 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 at the time of the safety car deployment 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.

XII. Official Classification

1. All teams which start a GT1WS race will be classified. 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 team 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.

XIII. Championship

1. There are three official championships of GT1WS.
 - a) The GT1 World Series Overall Championship is awarded to the team which scores the most points on the season
 - b) The GT1 World Series Pro Championship is awarded to the GT1-Pro team which scores the most points on the season
 - c) The GT1 World Series Amateur Championship is awarded to the GT1-Amateur team which scores the most points on the season
2. Class Points are awarded based on class finish position, not overall finish position. Overall Points are awarded based on overall finish position, not class finish position.
3. A 10 point bonus will be awarded to a team who starts each race of the season without a disqualification. The bonus is reduced to 5 points after one missed round, and eliminated after two missed rounds.
4. A team which elects to change its car will lose all points accrued until that point in the season. The participation bonus will not be forfeited, and all penalty points will stand also.
5. The 12 hour race will award 1.5 times the standard points table below. The 24 hour race will award 2 times the standard points table below.

(continued on next page)

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

6. The Pole bonus is for overall pole.
7. The Highest Climber bonus will be awarded to the highest climber in each class, based on class standings.
 - a) A tie for highest climber will be awarded to the driver who started higher on the grid.
 - b) If the race cannot be completed for any reason, and is less than 75% complete, half-points will be awarded.

XIV. Communication

1. Race administration will also be available in a voice chat server during the course of the race. Each team can request a channel to use in the NDR TS, Race Control may broadcast messages in TeamSpeak from time to time.
2. The primary communication method in the GT1 World Series apart from in-server messages, is IRC. A team must have a representative in IRC. Failure to have a representative present and responsive when needed will result in a 5-point penalty to the team.

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 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.

XV. 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.