

MASTER RACE CAR'S E-CHALLENGE

Regulations

Revision 2 – Updated 5 April 2024
Changes highlighted in red text.

This document contains regulations for Master Race car's 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.

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I. General Series Information

1. The E-Challenge (ECH) series is defined as a series running a minimum of four events in the Live for Speed simulation software using the E-Challenger EVO (MOD ID 74E320).
2. Each round will be one day in duration, with a Free Practice, Qualification, Qualifying Duels, Sprint Race, and Feature Race session held during the meeting.
 - a) A Pre-Qualifying will be employed if the number of entries exceeds the number of grid spots.

II. ECH Car Restrictions

1. The E-Challenge car will be restricted to 301 kW output power during race sessions. The car will be allotted its full 350 kW during Free Practice, Qualification, and Qualifying Duels.
2. Failure to carry the required restriction will result in exclusion from that session.
3. All cars shall use the "Halo" or "Transparent halo" configurations at all times in official sessions.
4. Tyre compounds must match on both axles, at all times – no mixing of compounds is permitted.

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.
5. Due to the nature of the event, test patches can be used and enforced. Administration will verify the test patch version to be used, and give notice to drivers of the approved versions to use.
6. A 'season briefing' will be posted on the LFS Forum which will contain information which will be in effect for the entirety of the season.
 - a) All drivers are required to reply in that thread in the correct format (noted in the thread) that they have read and understood the season briefing.

IV. Entry Procedure

1. A maximum of 36 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.
5. Entries will close at midnight UTC on the night prior to race day, and remain closed until 2 hours after race meeting conclusion.
 - a) Drivers needing to make changes to entries may do so with notification to race administration.

V. Car Skins and Driver Naming

1. All skins for a car must contain the provided, required elements.
 - a) The car number shall be placed on the nose of the car, positioned to be read facing the car from the front, and on the rear wing end plates (outside face).
 - b) The first three letters of the driver's surname shall be placed on the end plates at the top of the roll hoop structure.
 - c) The E-Challenge, NDR, and Sim Broadcasts logos will be provided, but not required to be on the liveries.
 - d) Cars of the same team need not be substantially similar in design.
 - e) If two or more cars of a team have substantially identical liveries, rear wing end plates and helmets should be different.
2. 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.
3. Failure to meet any requirement will result in a 1-point penalty per requirement.
 - 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) 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. If deemed necessary, 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 10 minutes in duration, with each driver permitted two exits of the pit lane 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.
 - 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 10 minutes remaining in the session.
3. Qualifying will be held in the "2-Shot Mode".
 - a) A driver may either do two separate laps after an out lap (two pit exits, two timed laps, or may do one pit exit and back-to-back timed laps.

- b) "Leaving the pit lane" is defined as crossing the pit lane speed limit end line.
 - c) A "timed lap" is started when you cross the timing line on the track at the conclusion of an out lap, then recorded and counted when you cross the timing line the next time.
4. Drivers are free to telepit from on course, but must remember they can only exit the pit lane two times.

 5. 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 having set a time that was within 107% of the pole position time during an official free practice, may be allowed in at race control discretion.
 6. 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).
 7. 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).
 8. 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 will be gridded in number order behind all other cars.

IX. Qualifying Duels Procedure

1. The top 8 drivers from the Qualifying session will be entered into the Qualifying Duels.
2. The session will be in a tournament style bracket, with a quarterfinal, semifinal, and final.
 - a) Quarter finals will be paired as 1 v 8, 2 vs 7, 3 vs 6, and 4 vs 5.
 - b) The winners of 1 vs 8 and 4 vs 5 and the winners of 2 vs 7 and 3 vs 6 will compete in the semifinal.
 - c) The winners of the semifinal duels will compete in the final.
3. Pairings of drivers will be called to the end of the pit lane by the race director. Drivers will be released at 10-second intervals, and should maintain a gap.

4. Each pairing has one out lap and one timed lap. The driver with the faster lap time advances to the next round.
5. Drivers who do not advance from the quarter-final will be gridded in positions 5-8, in order of their Qualifying times.
6. Drivers who do not advance from the semi-final will be gridded in positions 3 and 4, in order of their Qualifying times.
7. The Final winner will have the pole position, the final loser will start in second.

8. In the event of a dead heat in any pairing, the driver with the better Qualifying time will advance to the next round.

X. Race Procedure

1. Each meeting will have two races, a sprint, and a feature race.
2. Races will be lap based. The Sprint race will be a lap count approximately 20-25 minutes in duration, the feature race will be a lap count around 40-45 minutes in duration.
 - a) Lap counts are determined based on known or expected average laps, where the conservation of energy is required to make the race distance, and will be announced at least one week prior to a race weekend.
 - b) Virtual Safety Car and Safety Car deployments may result in the addition of laps. A formula will be announced with the driver's briefing at each round.
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.
 - 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. After the session and grid spawns, all drivers will hold their grid positions, for a grid presentation. The grid presentation involves a modified version of the MRT being driven counter-race between the rows, to allow the broadcasters to go through the grid. Once the camera car has reached the back of the grid, it will clear the grid and Race Control will issue a prepare for start notice.

5. The race shall start with a standing start on the grid, controlled by InSim lights (which may or may not also control the start lights on the course).
 - a) A five-second warning will be given, the InSim buttons will appear darkened. The warning message will be "All cars in position. 5 seconds to lights!"
 - b) After the 5 seconds have elapsed, the set of five lights will illuminate from left to right, one second apart.
 - c) After all 5 red lights are illuminated, there will be a hold of between 2 and 5 seconds. When the lights extinguish, the race is underway.
 - d) Should the start be aborted, all lights will turn yellow and a message saying "Start aborted!" will be displayed. All cars shall prepare for a restart – race control will advise if a formation lap will occur, or if the issue will be resolved as the cars stand and repeat the start procedure.
 - e) Jumping the start will result in a minimum of a Drive-Through Penalty. The system will alert administration to any jump starts, which will automatically be investigated.
6. All drivers are required to start each race session with 14% of power restriction, taking the car to 301 kW of Power.
7. The Sprint Race grid will be formed by the result of the Qualifying Duels for Positions 1-8, and Qualifying results for all remaining positions.
8. The Feature race grid will be formed by the result of the Sprint Race, with Positions 1-10 reversed, and then grid penalties applied, if any.
9. On completion of a race, all cars are to slow below normal race pace and return to the pit lane, or other designated parc ferme location. 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.

XI. Weather System

1. The series uses an experimental dynamic weather system, described as follows:
 - 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, Low Wind, or High Wind – LFS wind settings.
 - d) Visibility: The LFS Weather Conditions set in the track environment for the sessions.
2. The weather and track conditions can change dynamically during any official session. Wind and Visibility will be set at session start.
3. Each event will have a “Weather forecast” posted in advance, offering a prediction of what weather may be expected during a round.
4. If the course is “Dry”, any available compound can be used, provided the same is used on all axles.
5. If the course is “Wet”, only the ROAD_SUPER tyre compound can be used.
 - a) If the session changes from Dry to Wet, all drivers must pit the first time past the pit lane, unless the change comes when the driver is between the marked commitment line (three blue chalk lines) and the finish line, in which case the driver must pit the next time by the pit lane.

XII. Attack Boost System

1. Each race session will **require** drivers to perform **a set number of** activations of Attack Boost, each activation lasting four (4) minutes.
 - a) Each sprint race will require one (1) activation.**
 - b) Each feature race will require two (2) activations.**
2. This boost can be triggered for use at any point in the race, excepting the first two laps completed by the race leader and any laps under SC/VSC
 - a) Any attack boost in progress when a Safety Car or VSC is called will continue to run.
- 3. Each driver is required to use the allocation of activations listed in XII.1.a and XII.1.b.**
 - a) Failure to use the Attack Boost will be penalized after the race with added time.
 - b) This requirement remains in place regardless of track or weather conditions.**
4. To activate the Attack Boost, a driver must trigger activation loops in order and correctly. The location of these loops will be published ahead of the round.

5. Attack Boost will enable the driver to have no restriction to power, affording them 350 kW of power during the activation.
6. Drivers activating the Attack Mode must take care on the rejoin to the racing line from the activation area. Cars still on the normal racing line must also take care to not obstruct drivers activating the Attack Boost.

XIII. Official Classification

1. All drivers which start an ECH 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 **the** 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.

XIV. Championship

1. There are two official championships of ECH.
 - a) The E-Challenge Driver's Championship is awarded to the driver which scores the most points on the season.
 - b) The E-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.

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Position	Sprint	Feature
1st	25	40
2nd	20	35
3rd	17	31
4th	15	27
5th	13	23
6th	12	20
7th	11	17
8th	10	15
9th	9	13
10th	8	11
11th	7	10
12th	6	9
13th	5	8
14th	4	7
15th	3	6
16th	2	5
17th	1	4
18th	1	3
19th	1	2
20th	1	1
Pole	3	0
Fastest Lap	1	1

2. If the race cannot be completed for any reason, and is less than 75% complete, half-points will be awarded.

XV. 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 E-Challenge apart from in-server messages, is the LFS Forums and Discord. All drivers must be aware of notices posted on the notice board in Discord, as well as the league specific section on the LFS Forums.
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.

XVI. Miscellaneous

1. The administration reserves the right to interpret these rules as necessary, and use any necessary and proper judgment to control the event.
2. The administration reserves the right to modify this document at any time for any reason it deems fit.