

<Insert GTAL Logo Here>

2010 Grand Touring Amateur League Regulations

This document was last updated on 26 August 2009. This version applies to the 2010 Season of the Grand Touring Amateur League. No materials contained within this affect events held prior to the publish date of this document.

The New Dimension Racing Sporting Code is in effect with this document. Conflicts between the two documents, if not explicitly stated as to which applies in this document, shall be pointed out to New Dimension Racing as soon as they are discovered.

I. General Series and Event Information

1. The 2010 Grand Touring (GT) Amateur League is defined as a series occurring in the Live for Speed Simulation software utilizing a selection of tracks available, with each round utilizing the GTR class cars.
2. The Race Director for the Grand Touring Amateur League shall be the current standing Chief Race Administrator for New Dimension Racing.
 - a. Shall this person be unavailable for an Event at any time for any reason, the order of succession shall be followed as stated in the New Dimension Racing Sporting Code.

II. GT Amateur League Car Restrictions

1. The GT Amateur League shall be run with GTR cars carrying GT2-Level Restrictions. These apply as follows:
 - a. FZ 50 GTR (FZR) shall run with 21 percent of intake restriction.
 - b. FX GTR (FXR) shall run with 23 percent of intake restriction.
 - c. XR GTR (XRR) shall run with 24 percent of intake restriction.
2. An automatic system will be in place to enforce these restrictions. If the system fails to enforce them and a driver takes to the track with incorrect restrictions, the driver will be excluded from the remainder of the session.

III. Entry Procedure

1. To participate in the Grand Touring Amateur League, you must submit an e-mail application to New Dimension Racing containing the following:
 - a. Team Manager Name and LFSWorld Name
 - b. Team Vice-Manager Name and LFSWorld Name
 - c. Team Name
 - d. Team Car Selection

- e. Team Driver Name and LFSWorld Name, one line per driver. Indicate previous racing experience in LFS. There is no limit to how many drivers may be included in the application.
2. All applications will be reviewed by New Dimension Racing, and teams will receive a reply with notification of acceptance or refusal of application. At this time, a number between 01 and 28 will be assigned to the team, and a skin kit with compulsory elements will be included.
 3. A maximum of 28 teams may be considered active in the league at one time. There will be, if necessary, a waiting list kept of extra teams cleared by the administration to race should an active team miss confirmation for a round.
 4. The Defending Team Champion of the GT Amateur League will be automatically assigned the number 01.
 5. The number 00 is reserved for a Guest Team. A Guest Team is a team invited from IGTC or MoE to participate in the race for which they are invited. No team may be invited more than once in a season. A Guest Team is not eligible for points in the round.

IV. Restrictions for Advanced Drivers

1. An "Advanced Driver" is deemed to be one who has competed in an International GT Championship (IGTC) or Masters of Endurance (MoE) race.
2. Advanced Drivers are automatically prohibited from taking part of GT Amateur League if they have previously driven in IGTC or MoE at any time.
3. If a Team feels that a driver considered an Advanced Driver is still in the Amateur Level, that team may submit an appeal to New Dimension Racing for consideration. New Dimension Racing will consider the appeal and decide whether or not to waive the prohibition for the driver. The decision will be based on the following factors: Performance in the participated IGTC or MoE Rounds,

relevant recent (approximately 6 months) league experience, and relevant statistics as found on LFS World.

4. Once the decision has been made, it shall be considered final, and not appealable.
5. Should a driver who is not considered an Advanced Driver be listed on a team's GTAL Roster, and races in a GTAL race, but then go on to race in IGTC or MoE, that driver will be allowed to race in GTAL for the remainder of the current season. Should the driver have not made a GTAL start prior to taking part in an IGTC or MoE race, then Rule IV.2 will be enacted.
6. IGTC or MoE participation only affects drivers, not teams. Teams may race in GTAL and IGTC or MoE providing that the drivers used have not taken part in the manner outlined above.

V. Car Skins and Driver Naming

1. Each Team shall submit to the forum, a high-resolution jpg copy of their skin.
This jpg file must be ready to be imported into LFS without further modifications, and must match the name that will be used on race day.
2. For organizational purposes, skin names must be named as followed (substitute appropriate value for "X" and "Team"), per car:
 - a. FZR: FZR_GTALRX_Team.jpg
 - b. FXR: FXR_GTALRX_Team.jpg
 - c. XRR: XRR_GTALRX_Team.jpg
3. Teams may use a different style skin for each round if they so desire. Otherwise, if the skin will stay the same, the administration will handle renaming when the skinpack is created.
4. Car Skins must contain all elements as required by the administration, which include, but are not limited to, required number board, required sun strip,

required sponsor logo placements. Failure to follow this regulation will result in a Drive-Through Penalty.

5. All drivers shall format their names as stated in the NDR Sporting Code and Charter. Failure to follow this will result in a Stop-Go Penalty, during which the driver shall change their name to correct format.

VI. Confirmations Procedure

1. All teams are required to confirm which drivers from their approved roster will be taking part in that round.
2. Confirmations must be submitted by 23:59 UTC on the Wednesday preceding a race. Failure to confirm in time will result in a 10-spot grid penalty.
3. Teams may confirm up to a maximum of five (5) main drivers for a race. There may be up to three (3) reserve drivers submitted. A Reserve driver may be substituted for a main driver in an emergency, with admin notification prior to the reserve driver taking over.
4. Should there be teams missing confirmations more than four hours after confirmations period ends, then teams on the waiting list (if applicable) may be called up to fill the missing slots. These teams will not be assessed the late confirmations penalty.
5. A Team may change their confirmation after the deadline without penalty.

VII. Qualification Procedure

1. Each race weekend shall have two qualifying sessions. The fastest time of the two sessions will be taken to set the grid.
 - a. Session One shall be held from 20:00 UTC on the Sunday Preceding the race. and shall run for thirty (30) minutes.
 - b. Session Two shall be held from 20:00 UTC on the Friday preceding the race and shall run for thirty (30) minutes.

- 2.** A maximum of two (2) drivers from a team may take part in the two sessions. There shall be only one driver per team on course at any given time. Driver changes may take place via driver swaps or telepit and re-joining, provided it is done by the procedure below.
- 3.** During qualifying, teams may not tele-pit or spectate rejoin the session from anywhere other than in a pit stall. Telepitting or spectating from anywhere other than a pitbox will result in the end of your session.
- 4.** There is no limit to the amount of laps that may be driven during qualification.
- 5.** The driver who is credited in the official qualifying results with the fastest lap for that team must drive at least one (1) lap in the race. Failure to comply with this without notifying the administration and receiving approval before race completion will result in loss of fastest qualifying time from the next round.

VIII. Race Procedures

- 1.** GTAL Races shall start at a time prescribed by the schedule. Starting drivers must be available in the server no later than ten (10) minutes prior to the scheduled start time.
- 2.** At the deadline for arrivals, the administration will begin to set the grid in the Lobby screen. There is to be no chat during this procedure. Failing to abide by it will result in a loss of the teams' fastest qualifying time in the next round.
- 3.** The race shall be started with a double-file rolling start after one lap behind the Safety Car. Drivers are to remain in single-file formation until the last sector where all tyre warming activities are to stop and teams are to get into double file. The pole-sitting team may choose to start from the right or left of track, prior to grid setting.
 - a.** The start may be waved off and the Safety Car redeployed for a second attempt at a start should the formation not be to the Race Director's Discretion.

- b. With exceptions made above included, the Safety Car Procedure in section XI of this document applies during the rolling start also.
- 4. The race shall run for the time prescribed by the schedule, with the clock and timing starting from the start of the pace lap.
- 5. A team may use no more than 6 drivers in a race week (including qualifying). Using more than 7 drivers (unless requesting a waiver of this rule due to force majeure) will result in a 10-point penalty to the team.

IX. Driver Swaps

- 1. No single driver on a team may drive more than 75% of the team's race distance.
 - a. The tracker will be used to assess this. In cases of being $\pm 2\%$ of this boundary, an investigation will take place and determine if the rule was breached. Beyond this tolerance, the tracker result will be deemed to be accurate and that will be the basis of the penalty.
 - b. Exceeding this boundary will result in a loss of the distance driven by that driver over the 75% boundary.
- 2. Driver swaps may be made at any time, without limit to number of swaps. An entering driver may only join the server on the teams in-lap and the parting driver must leave within one lap of the takeover. Failure to abide by this may result in a kick for the offending driver.
- 3. Incoming drivers must connect with their name correctly formatted and in such a way that does not distract the other drivers on track. Penalties for rule violations committed by the incoming driver will be applied after the pitstop is completed.

X. Incidents and Protests

- 1. Should you be involved in an incident that renders your car unable to continue, please remain in your position until further directions are received from the

Race Director or another Administrator. If the car is in an unsafe location, the Safety Car will be deployed.

- a. All drivers shall heed any yellow flags displayed by LFS, as well as a full-course caution that may be declared by the Race Director. Incidents caused by failure to heed yellow flags can result in a Stop-and-Go Penalty at a minimum.
2. Should you be involved in an incident that you can return to course or return to pits from, take all possible care to stay off the racing line. If you are deemed to be a hazard for the time it will take you to get to pits or return to racing, the Safety Car will be deployed. The Rescue Car in use may be called to assist you or shadow you on your return to pit lane.
3. Should you run out of fuel, and are unable to make it back to the pits, and you end up in an unsafe location, the Rescue Car will be called to push you to pit lane under Safety Car Conditions.
4. If you are involved in an incident with another car(s) and you feel that it was caused by another competitor, you may file a complaint in the thread specified for such in the LFS Forums. A format for appeals will be provided in the thread.
 - a. The race administration has the right to initiate investigations of incidents by itself.
 - b. Protests from a team may only be for an incident involving their team directly.
 - c. Protests may occur at any time, but no later than 36 hours after the completion of the event.

XI.Pit Lane

1. During green flag conditions, the pit lane shall remain open and pit stops may be made freely.
 - a. The entry lane as marked by the yellow or white line is a guideline to which no penalty will be enforced for cutting. Exceptions may be listed on certain courses in the Drivers' Briefing thread prior to a round.

- b. You may use any currently open pit stall for your pitstop. Travel to the furthest stall down to reduce risk of collisions in pit lane.
 - c. Do not re-enter the track until the yellow or white line ends, or other further markings by race administration. Crossing this line may result in a drive-through penalty.
- 2. Under Safety Car, the pit lane will not close unless the field is passing the pit exit. Once the last car in the queue has passed the pit exit, the exit will reopen.
 - a. You may use any currently open pit stall for your pitstop. Travel to the furthest stall down to reduce risk of collisions in pit lane.
 - b. Do not re-enter the track until the yellow or white line ends, or other further markings by race administration. Crossing this line may result in a drive-through penalty.
 - c. You are not permitted to advance your position entering the pit lane. You must hold your position while entering. You may change positions in pit lane, as cars slow and stop and speed up. Once you exit pit lane again, and are in the exit or warmup lane, you are to hold position.
- 3. Pit lane speed limit shall be 80 kph / 49 mph
- 4. You shall not cross approximately more than the one stall preceding and the one stall following the stall you wish to stop in. You shall drive in the pit driving lane (closest to the pit wall) until you reach your desired stall. You may be issued with a Drive-Through Penalty for violation of this rule.
- 5. The penalty for exiting a closed pit is to take the restart from the end of the line.

XII.Safety Car

- 1. The Safety Car shall be used by administration to neutralize the race in the event of a car stranded on track or an incident, as well as to start the race.
- 2. When not deployed, the safety car shall park at the end of the pit lane or other dictated position, as directed by the Race Director, and wait for deployment.

- 3.** The Safety Car shall ensure that its engine is running and is ready to take to course when the message “SAFETY CAR STANDBY” appears on screen.
- 4.** When the message “SAFETY CAR DEPLOYED” appears on screen, and the track indicator button turns to “T: YELLOW”, drivers are to cease racing for position, and gently slow down and be alert for a situation anywhere on the track, and proceed around to catch the Safety Car queue.

 - a.** Pit lane procedures under Safety Car are listed in Section X.2 above.
 - b.** Cars are to obey Safety Car speed once they catch it. Should the leader not be the first car behind the Safety Car, the cars between the Safety Car and the leader will be ordered around it by an administrator and are to continue around at a safe pace and in order, until they catch the queue.
- 5.** Should the Safety Car be deployed on the final lap, racing back to the checkered flag is permitted, although drivers are to be aware of any incident once they have taken the checkered flag and shall slow down quickly, yet safely after crossing the finish line
- 6.** The Safety Car will turn its lights out at a pre designated point on course to formally start its in lap and indicate to following drivers that it will be into standby position shortly. A message indicating “SC IN THIS LAP” will be displayed to the field. Once the Safety Car is clear of the track, the leader holds Safety Car speed until the Restart Marker which is marked on the track with a trio of orange cones at trackside. Starting in this zone, the leader may begin to accelerate regardless of if the green is out or not. Once the green flag flies, overtaking is permitted.

 - a.** The Restart Marker does NOT apply on the initial race start. On the initial race start, all drivers are to wait for the Green Flag message before accelerating.

- b.** Should the start or restart be waved off once the SC has exited the course, the field shall be responsible for restoring correct formation and maintaining pace speed for the lap - the restart will be attempted the next lap.
- 7.** Race restarts shall take place with the cars in the order they were collected by the Safety Car or after pit stops. Lapped cars will be waved around if they are between the SC and the last car on the lead lap. Lapped cars that are waved around must proceed around, holding position unless a car falls off course, and rejoin the end of the line in order.
- 8.** The driver of the Safety Car shall be proficient in driving the vehicle that is chosen to be the Safety Car. The driver shall also be in Radio Contact with the Race Director throughout the race.

XIII. Penalties

- 1.** The Race Administration may levy penalties for incidents.
 - a.** Incidents may be investigated during the race. These are started by the race administration or team protests.
 - b.** Incidents that might be missed by administration, or are not stated for investigation may be appealed for in a thread on the LFS Forums specifically for protests. The person filing must provide all information required by the thread.
- 2.** The following penalties may be levied against a racer during the race. These types of penalties may only be applied if there are more than ten (10) minutes remaining in the race at the time of penalty application.
 - a.** Drive-Through Penalty: A racer receiving this penalty shall do a drive through the pit lane at or under the pit lane speed limit.
 - b.** Stop-and-Go Penalty: A racer receiving this penalty shall drive into pit lane, stop in any pit stall for ten (10) seconds, and return to the track. The pit lane speed limit must be followed during this penalty.

- c. **Holding Penalty:** A racer receiving this penalty shall drive into pit lane, stop in any pit stall for the period of time which the Race Director states. This may be applied on the end of a pitstop, or on a separate trip to the pits. A marshall will monitor the car and ensure that the driver is stopped for the length of time. The time may be in seconds, or in laps.
 - d. **Black Flag:** A racer receiving this penalty must enter pit lane for conferral with race administration. This may be used to order a car to pit for repairs, or to retire a car from the race.
 - e. **Kick:** A racer may be kicked from the server for actions such as dangerous driving, foul or abusive language, or for extreme lag. A kick may only be performed after a Black Flag has been issued or served. This will also disqualify the team from the rest of that race.
 - f. Penalties in subsections a through d must be served within ten (10) minutes of issuance, or the car will no longer be scored until the penalty is served. Laps will be removed manually via the tracker.
- 3.** For investigations where the result is levied after the race, the following penalties may be levied, to affect the driver's result.
- a. **Time Penalty:** A racer receiving this penalty will have the time with the penalty added to their team's total race time. If the penalty would have resulted in a drive-through in the race, the time penalty shall be thirty (30) seconds. If the penalty would have resulted in a stop-and-go, the time penalty shall be forty-five (45) seconds. A holding penalty converts into 30 seconds plus the time the hold would have been. Holding of a lap or more shall be applied via the subtraction of that amount of laps plus 45 seconds.
 - b. **Disqualification:** A team is disqualified when their time is erased due to a severe transgression of the rules. They are placed at the end of the results table, behind all cars which Did Not Finish (DNF). In the event that multiple

teams receive a Disqualification, they are listed in order of laps completed, from most to least. Disqualified teams are not listed with a finishing position and are not awarded points. Instead, their position shall be replaced with "DSQ."

- c. Probation Period: A racer may be placed on probation for rule violations. Probation shall follow all standing regulations on probation in the New Dimension Racing Sporting Regulations.

XIV. Red Flags

1. A red flag may be used when the Race Director feels that conditions on course are unsafe to continue under Safety Car (e.g. Server Lag or cars stranded on course in significant spots), or if an incident involves more than 80% of cars running at the time.
2. Upon issuance of the red flag, racers shall park at the point designated by the Race Director. Except in cases of force majeure (e.g. Server Lag or major incident blocking the circuit), the Safety Car will have the field under control before the red flag is displayed.
 - a. A red flag during a race means that all work on a car shall cease. If you are in the pit lane at the time of red flag, you are permitted to carry out pit-stop level service.
 - b. You are to stop at the prescribed location and wait for further instructions. No driving is to be done without the express permission of the Race Director.
3. Please see "Server Failure" in section XVII for procedures when the Server is deemed to have failed, and for Red Flag Restart procedures.

XV. Official Classification

1. With the exception of a Disqualification, all teams which start a GTAL Race shall be classified in the results and given points, excepting a Guest Team.

- a. Each team running at the finish shall have "Running" placed in the "Reason" column for their result line.
- b. A team who is not Running in the race at the end shall be classified as a "Did Not Finish" (DNF) with one of the following reasons listed in the "Reason" column:
 - 1. Accident: This team was involved in an accident and was therefore unable to complete the race.
 - 2. Clutch: This team was unable to complete the race due to excessive clutch heat.
 - 3. Suspension: This team was unable to complete the race due to being unable to return to pits for repairs due to excessive suspension damage.
 - 4. Fuel: This team was unable to complete the race due to running out of fuel and unable to return to pits without assistance. This generally will only apply on the last lap.
 - 5. Spectated: The team joined the spectators or otherwise retired without having another applicable reason
 - 6. Penalty: The driver was Disqualified.
- c. Drivers who time out or lose connection or disconnect from the server while racing may rejoin to resume their races, but must heed blue flags.
- d. A driver or team who spectates or tele-pits will be marked as a DNF. There is to be no tele-pitting of spectating without Race Control permission during a race session.

XVI.Championships

- 1. There shall be a Team's Championship for the GTAL. Teams earn points based on their finishing position in a race.
- 2. There are bonus points available for qualifying on pole, and attending all races in the season without getting a disqualification. All points are listed in the following

table.

Position	Points
1	66
2	58
3	52
4	47
5	41
6	38
7	35
8	32
9	29
10	26
11	23
12	20
13	18
14	16
15	14
16	13
17	12
18	11
19	10
20	9
21	8
22	7
23	6

Position	Points
24	5
25	4
26	3
27	2
28	1
Pole Position	2
Attending all Races	10

3. Position points for the 6 hour races are multiplied by 150%. Position points for the 12 hour race will be doubled. Bonus points do not change.

XVII. Server Failure

1. There shall be a server designated for "Primary" and a server designated for "Backup" for the GT Amateur League events.
2. Should the "Primary" fail at any time during the thirty minutes before, or during an event, the "Backup" server shall be the destination for racers and administrators. Should the "Primary" server be restored before the event was scheduled to start, the event may return to that server. Should the event be already in progress, the "Backup" server shall be used.
 - a. An announcement shall also be made in the GTAL sub forum alerting of the server change and status.
3. A failure during racing conditions shall automatically result in a Red Flag, and the race temporarily suspended.
 - a. The order for the restart shall be taken from a minimum of two (2) laps prior to the lap in which the server failure appears to have started. The time remaining at this back-count will be used to determine time remaining at the restart. Should the back-count reveal that the current hour was less than 30

minutes complete, the remaining time will be taken from the start of that hour, example if the back-count is at 2h14m into a three hour race, there will be one hour remaining. Should the hour be thirty minutes or more completed, the hour will be considered completed. Should this happen in the final hour, the result will be taken from the back-count point.

- b.** A minimum of 15 minutes delay shall occur should this procedure be enacted. The fifteen minutes shall start upon the Race Director's declaration of "Server Failure."
- c.** A restart time shall be announced in the forums, as well as repeated every four minutes while in the game server.
- d.** The gaps at the roll-back point will be erased, and only complete laps will be carried into the restarted race. Laps will be manually added to the tracker before the race restarts to help drivers in tracking positions. The restart will occur as the race start, except in single-file.

XVIII. Server Access

- 1.** Only New Dimension Racing Administrators and broadcast team shall be logged onto the server with the administrator password during official Sessions. Competitors who know the administrator password (if any) shall log in with the standard user password during official sessions. There will be six administrator slots reserved for the admins scheduled to be present for sessions.
- 2.** The user password shall be Private Messaged to all Team Managers and Vice-Managers and race officials. There shall be one password used for all rounds of the season, unless the need arises to change the password.
- 3.** LFSRemote shall be enabled for the duration of events at a minimum. There shall be no spectator password set for LFSRemote.
- 4.** No one other than administrators, competitors, or the broadcast team may be in the server during a passworded session.

XIX. Communication

- 1.** For efficient communication, use of IRC is mandatory. The server and channel information for each event shall be posted. There must be at minimum, one active team representative who is in direct contact with the current driver in the designated IRC channel. Failure to have an active representative when a team's attention is needed will result in a loss of the team's fastest qualifying time from the next round's qualifying as well as a 5-point penalty.
- 2.** Race Administrators are available in a designated Ventrilo for communication during the race. Information on this server will also be posted with the IRC information.
- 3.** Blocking of in-game messages is prohibited, and will result in a warning to the team to unblock if not immediately unblocked. If the messages remain blocked, a drive-through penalty will be assessed to the team.
- d.** Chat in-game shall be opened and closed by "CHAT OPEN" and "CHAT CLOSED", respectively. Chat displayed shortly after the "CHAT CLOSED" may be forgiven at the administration's discretion.
 - a.** Penalty for chat during a "CHAT CLOSED" period is a Drive-Through Penalty in the race, or a loss of the fastest lap in qualifying for that qualifying.
 - b.** Chat shall remain closed until at least the final car has taken the checkered flag.

XX. Miscellaneous

- 1.** Upon completion of the race, all cars are to return to a designated "Parc Ferme" area. The Winner is to proceed to the finish line for photographs. Once this official photograph is taken, and a message stating "RACE COMPLETE" has been displayed, the finish line is open for team or car photos. Driving of laps is prohibited at this point.

2. Administrative decisions are final and may only be contested or queried once.

Once a reply has been given, the matter is closed and no further protest may be made into it.

3. The administration reserve the right to modify this document at any time as it sees fit to close loopholes, add in items that are missing, or delete items that are no longer needed.