



GT Challenge Rulebook 1.3
Revision 08-2021

INDEX

Code of Conduct3

General rules3

Car identification and draft.....3

Qualifying4

Race4

Passing and online behaviour4

Flag rules.....5

Pit Rules5

Track surface and cuts5

Points5

Penalty and warning levels and overview5

Race stewards6

Server settings.....7

1. Code of conduct

1.1 Drivers are responsible for their actions both on and off track and shall comply with any and all rules in this document and any rules explained before the event.

1.2 Drivers are expected to review the current race information for any pertinent rules revisions for the current event.

1.3 Cheating in any form will not be tolerated in any way.

1.3.1 Failure to report a bug/glitch/game issue that gives you an unfair advantage can result in disqualification.

1.3.2 Driver that create an unfair advantage by exploiting rules can be penalized up to and including expulsion from a race, an event or the full championship

1.4 Drivers are expected to participate in an ethical and sportsmanlike manner.

1.4.1 Taunting, trash-talking, grieving and berating other drivers, staff, sponsors and other affiliates, discriminatory posts/actions is not tolerated and may lead to immediate expulsion.

1.4.2 These rules applies during any session on an official or hosted rFactor 2 server, as well as in public/forum/discord.

1.5 Patches and plug-ins are allowed as long as they do not affect the functions of the simulation, create and unfair advantage or affect other drivers.

1.6 Pre-race preparation: We expect all drivers to prepare in advance for a racing event. If a driver attends an event and is clearly unprepared, the Stewards may ask that driver not to participate.

1.7 Prize pool will only be paid out to drivers doing at least 5 out of the 6 races

2. General Rules

2.1 Drivers must have a stable internet connection. This means they must maintain a ping no higher than 150ms (as viewed on the race server – if you ping the server from your game it will show the connection from you to server and back, meaning double). Drivers that are above 150 may be asked to leave the server.

2.1.1 WIFI and GSM/3G/4G connections are known to cause extremely high ping and lag – do not use these types of connections.

2.2 Drivers must use their full name within rFactor 2 – any driver failing to do so will forfeit all points for that car and will not be allowed to participate in following events until the issue has been corrected.

2.2.2 Drivers that compete in our events will have to use real name on the forum and in the competition system as well.

2.3 Exceptions to any rule will be posted in the specific race thread, and will only be an exception for that given race.

2.4 The rFactor 2 events are run from Europe, and therefore all times mentioned will refer to Central European Time (CET) – GMT+1 – or Central European Summer Time (CEST) – GMT+2.

2.5 The administration reserve the rights to modify the car(s), track(s) and rule(s), notice will be given to participants.

3. Draft and Car identification, livery and carmake

3.1 Drivers in top 90 is allowed to submit livery (link on forum thread)

3.2 Profanity, nudity, or anything administration deem as offensive is not allowed as part of a livery.

3.2.1 Drivers and teams are responsible for the content of their liveries. Names, logos, websites, slogans or other information related to any real company, organization or association must be used with the consent of their respective owners.

3.3 S397 will provide templates for car liveries and these will include a mandated numberplate design

3.3.1 Drivers and Teams are not allowed to change the location of the numberplate.

3.3.2 Drivers and Teams are not allowed to change the font on the numberplate

3.3.3 Any specific category / sponsor stickers shall remain on livery

3.4 Liveries must be submitted using a submission link

3.5 Drivers will be allowed to pick their upon entry to GT Challenge qualifying

4. Qualifying

4.1 A 15 minute qualifying session will be used to determine the starting grid for Race 1 by taking the fastest time for each car.

4.2 For Race 2 the qualifying session grid will be used with top 10 reversed.

5. Race

5.1 Each driver must have the in-game chat option enabled so that the administration can use it to communicate to drivers in the race server.

5.2 Use of TeamSpeak is currently disabled – the chat in game will be used from race direction.

5.3 Start procedure: Race start is an in game controlled formation lap and then rolling start

5.3.1 Both races: Formation lap into rolling start, pole sitter should do 100-120 km/h unless told otherwise

5.3.2 Drivers are responsible for their actions during the formation lap.

5.3.3 Drivers shall maintain a safe but reasonable distance to other drivers, following each other based on starting position (drivers should alternate with the car to their immediate right/left, and should not be immediately behind the car ahead on the grid).

5.3.4 Drivers should always be prepared for the accordion effect, especially when approaching any tight corners.

5.3.5 Drivers must not perform burnouts to warm up their tyres. This can lead to accidents and does not significantly heat up the tyres.

5.3.6 Drivers must not use brake checking (accelerating and suddenly braking heavily) to warm the brakes. To efficiently warm the brakes, put pressure on both the accelerator and the brake pedals, "dragging the brakes". This generates plenty of heat and is a safe way to maintain a smooth, consistent, predictable speed.

5.3.7 Drivers who spin, or otherwise drop out of place during the formation lap must safely blend into formation lap traffic or wait for the field to go past before re-joining the track, then carefully make their way through the grid to their assigned starting spot.

5.4 Restarts will only occur due to server malfunction. Otherwise, restarting a race is not an option – don't ask.

5.4.1 Restarts will only be granted upon significant server malfunction affecting a minimum of 20% of the starting grid.

6. Passing & on-track behavior

6.1 It is difficult to define concrete passing rules in online events due to handling and braking differences between the different classes or cars. In general, the passing driver is responsible for being aware of the performance limitations of cars in other classes, and for making a safe pass at a safe time. However, it is the responsibility of both drivers to make sure that a safe pass is made. Failure to do so may result in a penalty.

6.2 Entering a turn, the passing driver must at least get their front wheels even with the rear wheels of the car they are passing before the point of the apex of the corner, to have earned the right to a lane. At this point the driver being passed is responsible to leave a lane open.

6.2.1 Divebomb – Passing drivers who has no chance of slowing down in time and is not making the apex may be subject to penalty.

6.2.2 Chopping – Passing drivers who move back into the lane of the car being passed before being clear may be subject to penalty.

6.2.3 Brake checking – Passing drivers who move back into lane and immediately brake may be subject to penalty.

6.2.4 Bump-passing is not allowed and may be subject to penalty unless the offending driver gives back the pass, even if it occurred accidentally. Bump-passing is defined as the passing driver nudging the car ahead to make it unstable, then passing it while the passed driver is recovering control.

6.3 Blocking is not allowed – blocking is defined as moving the racing line twice – defending (one move) is not considered blocking.

6.4 If a driver spins while on track, they should immediately lock their brakes until completely stopped, (even if still on the track), and hold brakes on until they can assess the situation (waiting for a clear opening on track to resume). When a driver doesn't lock his brakes, the car is prone to spin or roll in a far more unpredictable fashion and cause a further incident. A driver involved in an incident while spinning on track and not locking their brakes completely will be held responsible for that incident.

6.5 When race is over – drivers should either complete a cooldown lap or safely and predictably pull off the track into a run-off area and hit 'Escape' to exit to the Monitor. Remember that chatting or leaving the server before the last car has crossed the finish line is against policy.

6.6 It is not acceptable behaviour for a driver to crash into other cars or track side objects once they have finished their race. Donuts, burnouts, etc. may be done only once a driver has completed a cool down lap

and driven back around to the start/finish straight. Any driver found in violation and causing an incident with another driver who is still completing their last lap may be subject to penalization, up to and including suspension.

7. Flag rules

7.1 Blue flags are shown to warn that an approaching car will put a lap on the driver and must be allowed to pass. Drivers that are being lapped must help the passing driver make a complete and safe pass within 4 corners maximum.

7.2 While the yellow flag is displayed, drivers are only permitted to overtake other vehicles if those vehicles are moving very slowly, damaged or stationary.

7.3 Red flags will be used in rare emergencies only and immediately stop the entire race.

7.3.1 Red flags will only be thrown in the case of significant server failure and with no chance of the server recovering.

8. Headlight and horn usage

8.1 Drivers are allowed to flash their headlights – but it must be appropriate. Flashing is not required and should not be overused.

8.1.1 A sequence of flashes must last no longer than 2 seconds and cannot include more than 4 flashes.

8.1.2 If drivers are inappropriate with the headlights stewards can penalize these drivers, ranging up to suspension from races.

8.2 Use of the horn is not allowed during a race.

9. Pit Entry and Exit

9.1 Drivers must exit and enter the pits at a safe speed relative to other cars in or near the pits.

9.2 Drivers entering and exiting the pits must not touch the blend lines.

9.4 Drivers must remain on pit road until they are close to approaching their pit stall. Drivers are expected to safely leave the pit lane road to enter their stall.

9.5 Drivers must carefully rejoin the pit lane road when leaving their stall, and only when it is safe to do so.

9.6 Drivers in pit lane must adhere to pit lane speed limits at all times in all sessions (Practice, Qualifying, Warm-up and Race) of an official race event and any time they are on an official hosted Server.

9.7 Drivers causing contact or driving in an unsafe manner can be subjected to penalties.

10. Chat

10.1 Drivers are not allowed to use in-car text chat during Qualifying or Race sessions for any reason, including "Sorry", "Pit in" and "Pit out".

10.2 Drivers are allowed to use in-car text chat during Practice, Warm-up, post-Qualifying, and post-Race.

11. Track Surface

11.1 We use the in-game cut detection system; warnings will be given when track limits are abused, and subsequently penalties will be applied. 4 warnings before a penalty.

12. Points

12.1 GT Challenge have the following point system

12.1.1 Race 1: 20-18-16-14-12-10-9-8-7-6-5-4-3-2-1

12.1.2 Race 2: 35-30-28-27-26-25-24-23-22-21-20-19-18-17-16-15-14-13-12-11-10-9-8-7-6-5-4-3-2-1

12.1.3 Participation points: S1: 100, S2: 75, S3: 50, S4: 25

12.2 The car must complete at least 50% of the distance of the class-winning car to be eligible for both participation and championship points.

13. Penalty and warning levels and overview

13.1 Penalties can be received either in-race from the Live Stewards, in-race from the game's automated "cut track" system or after the race in the incident review.

13.1.1 Penalties received via a post-race incident review can will be applied to the race results.

13.2 These are the different types of incidents that are subject to penalties:

13.2.1 Aggressive Driving (AD) – assessed when a driver displays overly aggressive driving.

13.2.2 Avoidable Contact (AC) – assessed when a driver makes contact with another driver in a manner which is deemed avoidable.

13.2.3 Blocking (BL) – assessed when drivers alter their racing line in reaction to another driver in an attempt to prevent a pass or to reduce the effect of drafting.

13.2.4 Chatting (CH) – assessed when a driver ‘chats’ during a “No Chat” session.

13.2.5 Failure to Lock Brakes (FLB) – assessed when a driver is involved in an incident and failed to lock their brakes completely, moving unpredictably on track or after they stopped.

13.2.6 Ignoring Blue Flag (IBF) – assessed when a lapped driver does not give way within 4 corners to a driver that is lapping him.

13.2.7 Ignoring Yellow Flag (IYF) – assessed when a driver does not slow appropriately for a Yellow Flag zone.

13.2.8 Passing Under Yellow (PUY) – assessed when a driver completes a pass when the yellow flag is displayed.

13.2.9 Pit Lane Violation (PLV) – assessed when a driver exceeds the pit lane speed limit, enters or exits the pit lane unsafely, enters a closed track, or violates the pit lane blend line.

13.2.10 Unsafe Re-join (UR) – assessed when a driver fails to resume the race in a safe manner.

13.2.11 Unpredictable (UP) – assessed when a driver has demonstrated unpredictable behavior.

13.2.12 Unsportsmanlike (US) – assessed when a driver behaves in a manner which is deemed unsportsmanlike by The Stewards Committee.

13.3 Typical incidents will fall into these classes:

13.3.1 Racing incident – typical racing incident, no penalty involved.

13.3.2 Warning – driver needs to be warned of an action that caused problems, but it does not warrant a penalty.

13.3.3 Infractions – driver violated a rule and caused an issue on track, but not enough for a full penalty. (2 infractions = 1 penalty)

13.3.4 Penalty – driver violated a rule and/or caused an issue on track resulting in small time loss for another driver – Penalty: 10 seconds

13.3.5 Penalty – driver violated a rule and/or caused an issue on track resulting in small time loss for several other drivers – Penalty: 20 seconds

13.3.6 Penalty – driver violated a rule and/or caused an issue on track resulting in significant time loss for one or several other drivers – Penalty: 30 seconds

13.4 If a driver receives two Avoidable Contact penalties within two consecutive races (or two in one race), they will be placed on probation for the next event.

13.5 If a driver receives any kind of Avoidable Contact penalty while on probation, they will be given a one-race suspension and are not permitted to race in the next event.

13.6 Short-cut of track (decided automatically by the game): The penalties applied are as follows:

13.6.1 First, second third and fourth infractions – warning

13.6.2 Fifth infractions – Pit lane drive-through

13.6.3 If the game deems the cut to be too excessive, it will overrule 13.6.2 and the penalty applied will automatically be a Stop-and-Go or DT

13.6.4 Any exceptions will be posted in the driver briefing

13.7 Blocking: the penalty is – Penalty: 10 seconds

13.8 Pit Lane Violation: the penalty is – Penalty: 10 seconds

13.9 Chatting during Qualifying or Race – Penalty: 10 seconds

13.10 Probation: Any driver with a history of rough, careless, or aggressive driving may be put on probation by the Stewards (official notice will be given). A driver on probation may be suspended if another penalty occurs while on probation. If a driver is again on probation and has another penalty, the driver could be suspended for the remainder of the season.

14. Race stewards

14.1 Live stewards may be attending the races, but not every single incident will be captured.

14.2 Live stewards will be on TeamSpeak. If a violation on track is happening, you are welcome to contact live-stewards by sending a message.

14.3 Stewards will not review an entire race. If a driver wants an incident reviewed, they are encouraged to file an Incident Review Request (IRR).

14.3.1 Drivers should carefully review the official race server replay before submitting an IRR.

14.3.2 Drivers abusing the IRR process may be subject to penalty.

14.3.3 The driver submitting the IRR must be part of a team that is involved in the incident which is being

reported. Failure to follow these instructions will lead to stewards removing that specific driver's and/or that team's right to submit any IRR for any given time.

14.4 The deadline for submitting IRR are 24 hours after the race start.

14.5 The points chart will be updated with any associated penalties and the involved team(s) will be notified of the penalties.

14.6 All decisions made by the Stewards are final. Drivers are allowed to notify the Stewards if a decision violates one of the rules.

15 Server settings

Forced cockpit view

Weather (as per briefing)

Rubber: heavy at the start of practice

Flag rules: Black only

Fuel usage: Normal (note fuel tank is reduced for this series)

Tire usage: Normal

Mech Failures: Normal

No driving aids except: Auto clutch

Damage: 100%