GT CHALLENGE – 2023 SEASON RULEBOOK
V 1.4

1. Introduction

GT Challenge is an esports competition organised by Studio 397 on rFactor2 platform. GT Challenge consists of 2 different phases, both featured in the rF2 Competition System (CS):

- Phase 1: hot lap qualifying.
- Phase 2: 6-round championship.

The competition is available for everyone who is eligible to participate and owns the content required to participate in GT Challenge. By entering the competition all participants accept the terms and conditions of this rulebook and further changes (if needed).

2. Format & General Information

GT Challenge is reserved for all GT3 cars available on rFactor2, <u>except the Chevrolet Camaro</u>. Competitors don't need to own all the cars and tracks to be able to join and compete in GT Challenge, but they are required to own the track they want to participate in.

The competition format consists of:

- 30 cars per split.
- 6-round championship.
- Practice (10 minutes) + Qualifying (15 minutes).
- 2 races for Round 1 (15-minute Sprint race + 45-minute race with reverse grid for the top 10 of Sprint race).
- 1-hour race from Round 2 until Round 5.
- Round 6 will feature a 90-minute race.
- Championship standings & Participation points.
- Live Stewarding (split 1) & Incident Review Request for the remainder of splits.

3. Calendar & Tracks

- Hot lap qualifying – Long Beach – From 21st February until 19th March
- Round 1 – Long Beach – 27th March
- Round 2 – Sebring – 3rd April
- Round 3 – Laguna Seca – 10th April
- Round 4 – Indianapolis (Grand Prix layout) – 17th April
- Round 5 – Lime Rock Park (Uphill Chicane layout) – 24th April
- Round 6 – Daytona (Road Course) – 1st May

4. Timetable* – Last update 31/03/2023

SESSION	Time (CEST)	DURATION
Open session through match-maker (outside CS)	All Race Day	--
Registration starts	19:45 – 20:00	15 minutes
Practice	20:00 – 20:10	10 minutes
Qualifying	20:10 – 20:25	15 minutes
Race	20:25 – 21:25	60 minutes
Round 6 Race	20:25 – 21:55	90 minutes

<u>The timetable may be subject to changes during the season with prior notice to all competitors throughout the official channels.</u>

5. Hot Lap Qualifying

5.1. Competitors who would like to participate in GT Challenge must attend the pre-season hot lap qualifying. The aim of the hot lap session is to record the fastest lap to define in which split each driver will compete during the season.

5.2. The hot lap qualifying session will take place at Long Beach track in an open qualifying session, available on Competition System.

5.3. At the end of the hot lap session CS will create GT Challenge splits, the fastest 30 drivers will get access to split 1, the next 30 drivers to split 2 and so on.

5.4. Stewards are able to review each hot lap qualifying session, any breach of the regulation will result in a disqualification of the competitor from the leaderboard.

5.5. The official leaderboard is available in-game.

6. General Rules

6.1. 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.

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

6.3. 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.

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

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

6.6. 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.

7. Car Identification & Liveries

7.1. Competitors in top 90 are permitted to create their own custom liveries and control their own sponsorship.

7.2. The standard templates are distributed with the game.

7.3. Liveries must be submitted by using this link.

7.4. Drivers number will be the final position in the Pre Qual qualifiers (this will also be announced on the S397 forum).

7.5. Liveries must be submitted for approval by the organisers no later than Friday 24th at noon (12:00 CET) and must not include:

   7.5.1. Vulgar or offensive language or images.

   7.5.2. Any link to content and/or products that may be considered ethically questionable to the organising team.

   7.5.3. Logos, text or any other copyrighted or protected intellectual property that does not belong to the competitor unless the driver has express written permission from the holder of the intellectual property in question and can or provide this immediately to the organisers upon request.

   7.5.4. Liveries with political or religious messaging or connotations.

7.6. By submitting the livery, the teams agree for the use of the livery publicly in the rFactor2 software free from rights restriction.

8. Qualifying

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

9. Race

9.1. 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.

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

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

   9.3.1. Formation lap into rolling start, drivers must perform the formation lap with the Pit Limiter activated.

   9.3.2. Once the game announces "Green Flag", drivers must disable the pit limiter and start racing.

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

9.3.4. 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).

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

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

9.3.7. 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.

9.3.8. 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.

9.4. Race restarts will only occur due to server malfunction. Otherwise, restarting a race is not an option.

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

10. Points & Standings

GT Challenge points are awarded as follows:

SPRINT RACE (15 minutes) – <u>ROUND 1 ONLY</u>:

Position	Points	Position	Points	Position	Points
1st place	20 pts	6th place	10 pts	11th place	5 pts
2nd place	18 pts	7th place	9 pts	12th place	4 pts
3rd place	16 pts	8th place	8 pts	13th place	3 pts
4th place	14 pts	9th place	7 pts	14th place	2 pts
5th place	12 pts	10th place	6 pts	15th place	1 pt

REVERSED GRID RACE - <u>ROUND 1 ONLY</u> / MAIN RACE from <u>ROUND 2 to 6</u>:

Position	Points	Position	Points	Position	Points
1st place	35 pts	11th place	20 pts	21st place	10 pts
2nd place	30 pts	12th place	19 pts	22nd place	9 pts
3rd place	28 pts	13th place	18 pts	23rd place	8 pts
4th place	27 pts	14th place	17 pts	24th place	7 pts
5th place	26 pts	15th place	16 pts	25th place	6 pts
6th place	25 pts	16th place	15 pts	26th place	5 pts
7th place	24 pts	17th place	14 pts	27th place	4pts
8th place	23 pts	18th place	13 pts	28th place	3 pts
9th place	22 pts	19th place	12 pts	29th place	2 pts
10th place	21 pts	20th place	11 pts	30th place	1 pt

- <u>Round 6 awards the same number of points as "Main Race".</u>
- Participation points are awarded depending on the number of splits.
  - i.e: if there are 2 splits, split 1 drivers will get +20 participation points.
  - If there are 3 splits, split 1 drivers will get +40 participation points, split 2 will get +20 participation points.

11. Server Settings
- Forced cockpit view
- Weather (as per briefing)
- Rubber: heavy at the start of practice
- Flag rules: Black only
- Fuel usage: Normal
- Tire usage: Normal
- Mech Failures: Normal
- No driving assists allowed except: Auto clutch
- Damage: 100%

SPORTING CODE

1. Passing & on-track behaviour

1.1. 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.

1.2. Entering a corner, 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.

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

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

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

   1.2.4. 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.

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

1.4. 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.

1.5. 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.

1.6. 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.

2. Flag Rules

2.1. 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.

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

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

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

3. Headlights and Horn usage

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

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

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

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

4. Pit Entry and Exit

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

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

4.3. 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.

4.4. Drivers must carefully re-join the pit lane road when leaving their stall, and only when it is safe to do so.

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

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

5. Chat
5.1. 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".
5.2. Drivers are allowed to use in-car text chat during Practice, post-Qualifying, and post-Race.

6. Track Limits
6.1. Track limits are monitored by the game. Warnings will be given when track limits are abused, and subsequently penalties will be applied.
6.2. For each race each drivers will have 5 penalty points available.

7. Race Stewards
7.1. Live stewards may be attending the races, but not every single incident will be captured.
7.2. If a violation on track is happening, you are welcome to send an IRR.
7.3. Stewards will not review an entire race. If a driver wants an incident reviewed, they are encouraged to file an Incident Review Request (IRR).
  7.3.1. Drivers should carefully review the official race server replay before submitting an IRR.
  7.3.2. Drivers abusing the IRR process may be subject to penalty.
  7.3.3. 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.
7.4. The deadline for submitting IRR are 24 hours after the race start.
7.5. The points chart will be updated with any associated penalties and the involved team(s) will be notified of the penalties.
7.6. All decisions made by the Stewards are final. Drivers are allowed to notify the Stewards if a decision violates one of the rules.
7.7. Please use this form to submit an IRR.

8. Penalties
8.1. 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.
  8.1.1. Penalties received via a post-race incident review can will be applied to the race results.
8.2. These are the different types of incidents that are subject to penalties:
  8.2.1. Aggressive Driving (AD) – assessed when a driver displays overly aggressive driving.
  8.2.2. Avoidable Contact (AC) – assessed when a driver makes contact with another driver in a manner which is deemed avoidable.
  8.2.3. 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.
  8.2.4. Chatting (CH) – assessed when a driver 'chats' during a "No Chat" session.
  8.2.5. 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.
  8.2.6. Ignoring Blue Flag (IBF) – assessed when a lapped driver does not give way within 4 corners to a driver that is lapping him.
  8.2.7. Ignoring Yellow Flag (IYF) – assessed when a driver does not slow appropriately for a Yellow Flag zone.
  8.2.8. Passing Under Yellow (PUY) – assessed when a driver completes a pass when the yellow flag is displayed.
  8.2.9. 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.
  8.2.10. Unsafe Re-join (UR) – assessed when a driver fails to resume the race in a safe manner.
  8.2.11. Unpredictable (UP) – assessed when a driver has demonstrated unpredictable behavior.
  8.2.12. Unsportsmanlike (US) – assessed when a driver behaves in a manner which is deemed unsportsmanlike by The Stewards Committee.
8.3. Typical incidents will fall into these classes:
  8.3.1. Racing incident – typical racing incident, no penalty involved.
  8.3.2. Warning – driver needs to be warned of an action that caused problems, but it does not warrant a penalty.
  8.3.3. Infractions – driver violated a rule and caused an issue on track, but not enough for a full penalty. (2 infractions = 1 penalty).

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

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

8.3.6. 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

8.4. 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.

8.5. 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.

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

8.6.1. First, second third and fourth infractions – warning

8.6.2. Fifth infraction – Pit lane drive-through

8.6.3. If the game deems the cut to be too excessive, it will overrule 8.6.1 and the penalty applied will automatically be a Stop-and-Go or DT.

8.6.4. Any exceptions will be posted in the driver briefing.

8.7. Blocking: the penalty is: – Penalty: 10 seconds

8.8. Pit Lane Violation: the penalty is – Penalty: 10 seconds

8.9. Chatting during Qualifying or Race – Penalty: 10 seconds

8.10. 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.

9. Code of Conduct

9.1. All participants are expected to conduct themselves in a manner that reflects positively on the organisers (and any of its affiliates), press, attendees, and other participants and comply with all applicable law and regulation at all times.

9.2. Participants shall not engage in conduct which the organisers deem to be harmful to the business, reputation or relationships of an individual or of their partners.

9.3. No forms of cheating, gameplay, gamesmanship or gaining an unfair advantage in any way will be tolerated. This includes, but is not limited to:

9.3.1. Hardware modification - Any modification made to a piece of hardware allowing it to function in a way the manufacturer did not intend. This includes adding or inserting anything not originally on the hardware configured by the organisers.

9.3.2. Hacking - Any modification made to the game or other software by any person other than by way of standard software patches or updates.

9.3.3. Exploiting game glitches - Intentionally using any in-game bug to seek an advantage. Exploiting is defined as utilising any game function that, in the sole determination of the organisers, is not functioning as intended.

9.3.4. Impersonation (including playing under another driver's account) - to be understood as playing under another driver's account or soliciting, inducing, encouraging or directing someone else to play under another driver's account.

9.3.5. Collusion - Any agreement among two (2) or more participants and/or other persons to affect any competition or race and/or opposing drivers.

9.3.6. Any other behaviour as determined to be cheating, gameplay, gamesmanship or gaining an unfair advantage in any way.

9.4. Participants are responsible for notifying the organisers at the earliest opportunity of any form of cheating, gameplay, gamesmanship or gaining an unfair advantage by any other Participant that they know of.

9.5. Competitors must notify the organisers of any unfair exploits that they become aware of.

9.6. Any participant who is deemed, in the sole determination of the organisers, to have cheated or behaved in any way as described above may be penalised and/or disqualified, and in extreme circumstances maybe banned from the event and other competitions.

9.7. No betting or gambling by any participant or anyone connected to any participant, is allowed under any circumstances. Moreover, no competitor or related person may benefit directly or indirectly from any betting or gambling.

9.8. Participants shall not offer or accept any gift or reward to or from anyone for services promised, rendered, or to be rendered in connection with the event.

9.9. Participants must be respectful of the staff involved in the tournament organisers, sponsors, and/or partners at all times. Participants must not use obscene gestures, language, or offensive comments, including:

9.9.1. Hate speech or discriminatory behaviour - Participants may not use language that is deemed by the organisers to be obscene, foul, vulgar, insulting, threatening, abusive, libellous, slanderous, defamatory or otherwise offensive or objectionable; or promote or incite hatred or discriminatory conduct, in or near any racing area, at any time, off or on broadcast. Participants may not use any facilities, services or equipment provided or made available by the organisers or its contractors to post, transmit, disseminate or otherwise make available any such prohibited communications. Participants may not use this type of language on social media or during any public facing events such as streaming.

9.9.2. Violent or physical aggression or behaviour - abuse of the organisers, its affiliates, or other participants will not be tolerated.

9.9.3. Harassment of any kind - is strictly prohibited. Harassment is defined as systematic, hostile and repeated acts taking place over a considerable period of time, which are intended to isolate or ostracize a person and/or affect the dignity of the person.

9.9.4. Discriminatory words, phrases, or gestures - Offending the dignity or integrity of a private person, or group of people, a team, a brand, a sponsor, a country, through contemptuous or discriminatory words or actions on account of race, skin colour, ethnic, national or social origin, gender, language, religion, political opinion or any other opinion, financial status, birth or any other status, sexual orientation or any other reason will not be tolerated.

9.9.5. Trolling - Any participant who posts inflammatory, extraneous, or off-topic messages in an online community, such as a forum, chat room, or blog, with the primary intent of provoking readers into an emotional response or of otherwise disrupting normal on-topic discussion. Any conduct that is deemed to be in violation of this Code of Conduct is punishable at the sole discretion of the organisers and may result in disqualification from GT Challenge.

9.10. Drivers and/or competitors posting negative, disruptive and brand damaging content on social media about the organisers, the game, Motorsport Network, Motorsport Games, Studio 397, and their partners in general and/or any other participant, including but not limited to images and videos of game faults, may result in the participant (accordingly) being withdrawn from the Competition. Positive and engaging content is highly encouraged, as long as the content is from areas permitted by the organisers.

9.11. Rallying other drivers to forfeit the competition - Any drivers found to be instigating forfeits from other drivers will be removed. This includes creating group conversations on any platform asking other drivers to retire/forfeit.