



World Cup | Regulations Manual | v2023.4

April 16, 2023

Changes Highlighted in **Yellow**

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### **1. Season Structure**

#### **1.1 Day and Time of Events**

All events take place on Saturday's.

Divisions 1 and 3 > Races begin at 6:00PM Eastern Time (New York)

Divisions 2 and 4 > Races begin at 8:30PM Eastern Time (New York)

#### **1.2 Season Schedule**

There are 10 races (rounds) per season.

The season schedule will be available when registration opens.

### **2. Division**

#### **2.1 Divisional Structure**

Drivers are split into 4 Divisions. These Divisions are decided by Pre-Season Qualifying.

**Division 1** is composed of drivers who are 1<sup>st</sup> through 15<sup>th</sup> in the qualifying

**Division 2** is composed of drivers who are 16<sup>th</sup> through 30<sup>th</sup> in the qualifying

**Division 3** is composed of drivers who are 31<sup>st</sup> through 45<sup>th</sup> in the qualifying

**Division 4** is composed of drivers who are 46<sup>th</sup> through 60<sup>th</sup> in the qualifying

### **3. Registration**

#### **3.1 Registration Form** (DO NOT REEGISTER unless you can make at least 8 or 9 rounds please)

3.1.1 – Drivers must register using the provided registration form.

A link to the Google form will/is provided in the GTC Official Discord channel and on the website.

#### **3.2 Registration Limit**

There is no limit to the number of drivers that can register.

##### 3.2.1 – Full Time Slots

Registration times are recorded in the form, and those that registers first (and complete qualifying) will be awarded the full time spots first.

##### 3.2.2 – Reserve Slots

All other drivers that qualify, will secure a Reserve Driver spot in the division they would have qualified for.

#### **3.3 Driver Numbers**

3.3.1 – Driver numbers range from #0 through #999.

Leading zeroes are not allowed (e.g. #02).

3.3.2 – No two drivers may have the same driver number. Drivers from the previous season have priority in retaining numbers.

3.3.3 – Drivers can request a number in the #Driver Support channel on Discord. Once approved, they will be listed in the official number list on the website in Driver Support.



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### **3.4 Disqualified and/or Not Qualified**

Race organizers retain the right to reject a registration. Some reason may include:

- 3.4.1 – Previous bans or disqualifications for improper behavior or driving etiquette.
- 3.4.2 – Not Qualified
- 3.4.3 – Performance in previous season(s)
- 3.4.4 – Organizers may recognize a bad qualifying run and move a drive to another division.
- 3.4.5 – Previous season will be used to help align drivers to their proper divisions, despite their qualifying time(s).

## **4. Pre-Season Qualifying**

### **4.1 Pre-Season Qualifying Structure**

After registration, there will be 2 lobbies, each will be the chosen GT3 car and track.

- GT3 Mazda Atenza on Deep Forest course.

### **4.2 –Joining qualifier lobbies**

- 4.2.1 - When you are in the lobby there will be no practicing while in official Qualification lobbies,
- 4.2.2 - Each lobby you will run 8 laps total. 1 out lap, 6 Hot laps and a cool down lap so your time can be recorded.
- 4.2.3 - Drivers must not enter the track until they are told to do so, and drivers must not exit the track until told to do so by your lobby Host.
- 4.2.4 – Your 3<sup>rd</sup> and 4<sup>th</sup> fastest lap times will be added together for a final time, which will be used to slot you into proper divisions.

### **4.3 - Qualifier Lobby Settings**

- 4.3.1 - Only Racing Soft Tires will be allowed for qualifying.
- 4.3.2 - No fuel or tire wear.
- 4.3.3 - Penalties will be set to weak.

### **4.4 - Qualifier Days/Times**

- 4.4.1 - Dates and times will be posted. All drivers will have an equal opportunity to participate.
- 4.4.2 - If a driver cannot make the qualifier day, they can request a time from the GTC staff if available.
- 4.4.3 - Drivers that do not complete the qualifier during the scheduled qualifier dates, may still qualify at a later date for a reserve position.

## **5. Car Assignment**

### **5.1 Car Settings**

All cars selected will use the GT-7 Balance of Performance with tuning off.

## **6. Livery Requirements**

### **6.1 Livery Requirements**

- 6.1.1 – Approved decals
  - May not contain profane language
  - May not contain pornography
- 6.1.2 – Required decals
  - Must include all required decals as described in the #Livery Regulations channel on Discord.



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These include, but are not limited to, official number placards, sponsor logos and series logos.

6.1.3 – Required window banner must be used per division and may only include the single GTC Window banner decal as described in the images. No other decals may be present on the window banner location.

6.1.4 – Required decals shall be placed in the location where indicated on the livery images.

6.1.5 – Required rear decals can be anywhere on the rear of the car, but must be the correct size.

6.1.6 – Required decals must be clearly visible in all locations.

6.1.7 – Required door placards must have the white background as created and not rotated or skewed.

6.1.8 – Required door placard numbers must be black and legible.

6.1.9 – Winglet flag decals are required but can be for any country you wish to identify/support.

6.1.10 – Required decals on the hood/bonnet are still required, but can be placed anywhere, so long as size is the same or close to it.

6.1.11 – Livery's must be submitted before Friday 11:59pm US Eastern Time (or day before the race)

### 6.2 Livery Approval

6.2.1 – Livery Approval

Livery must be submitted in the Livery Approval section on the Discord event channel

A livery steward will approve or provide changes needed to be approved.

6.2.2 – Livery steward decisions are final

### 6.3 Livery Penalties

6.2.1 – Using unapproved livery's

Drivers that arrive for a race with an un-approved livery, will be banned from the next race until the livery is approved

If the driver arrives for the next race with an un-approved livery, they will be removed from the season.

## 7. Round(s) Qualifying

### 7.1 Round 1

7.1.1 Race Grid order will be determined based on the pre-season qualifier times, with the fastest first.

7.1.2 Reserve drivers start in the spot of the driver they are reserving for.

### 7.2 Remaining Rounds

7.2.1 – Race Grid order will be reverse grid based on previous race results, with the last place driver on pole, and the winner in the last open grid spot.

7.2.2 – Reserve drivers will start in the rear.

## 8. Race Starts

### 8.1 Green Flag Start

8.1.1 – Grid start with false start check

## 9. Race Format

### 9.1 Endurance Format – 2 Hours (120 Minutes)

9.1.1 – Races are endurance, therefore the lobby will be set with a timer.

All drivers will have the max of 180 seconds (3 min) to complete the race on their final lap.

### 9.2 Require Tire Compounds and Fueling

9.2.1 – Mandatory compounds are RS and RM



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RS and RM tires are the only choice and both must be used, but only once each.

9.2.2 – Fueling is only allowed once during the pit window and never outside of the pit window.

#### 9.3 Pit Window for Fuel and Tires

**9.3.1 – The pit window opens when there are 1 Hour and 10 minutes (70 minutes) left in the race, and close when there are 50 minutes left in the race.**

Drivers may only pit for tires and fuel during the pit window as described in the event details.

Drivers may not cross the pit entry line before 70:00 minutes left in the race.

Drivers must cross the pit exit line no later than 50:00 minutes left in the race.

#### 9.4 Pitting for damage

9.4.1 – The pits are open at anytime during a race to repair damage.

No fuel or tires can be taken during a repair, unless that is happening during the official pit window.

## 10. Points/Championship(s)

### 10.1 Driver points

9.4.1 – Drivers are awarded points for their final position placement and bonus points.

### 10.2 Points

**P01=18**

**P02=16**

**P03=14**

**P04=12 through P15=1**

**1 Bonus point for Fastest Lap**

### 10.3 Resolving Ties in the Final Scores

10.3.1 – A tie is 2 drivers with the same point totals after the drop rounds.

10.3.2 – In case of a tie in the final Driver championship point standings, the tie shall be resolved according to the highest ranked Driver's record of first place points finishes, and then if necessary, the number of second place points finishes, and so on down to the last championship points position for the Series. If a tie still remains, the tie shall be broken by the first to achieve the highest points finishing position in that season for that Series.

If after the drop rounds, there is a tie, we will go to the finishing positions, and the driver with the highest average finishing position will take the lead points.

## 11. Dropped Round(s)

### 11.1 Drop Round(s)

11.1.1 – Drop rounds will only be used towards 1 of the first 7 of 10 rounds. Drivers will only be allowed 1 dropped round.

11.1.2 – After the 7<sup>th</sup> round is completed, all drivers will have their lowest performing round of the 7, dropped to zero points.

11.1.3 – Bonus points for FL will be kept.



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- 11.1.4 – If a driver misses a round, or otherwise scores zero points in any of the 1<sup>st</sup> 7 rounds, then that missed round will count as the dropped round..

## 12. Attendance and Reserve Drivers

### 12.1 Maximum Absences

A driver who registered at the beginning of the season may miss only **two (2) rounds**. If they do not show for a 3<sup>rd</sup> round, their spot will be given to the first reserve driver, and they will be out of the season permanently. Technical disconnections from an event after qualifying begins will not be considered an absence.

### 12.2 Reserve Drivers

Both absences may be covered by a reserve driver. The absentee is NOT awarded any points scored by their reserve. We will call up reserve drivers if there are **12** or less drivers RSVP'd for the round.

12.2.1 – A driver disqualified from the season may not be a reserve driver.

12.2.2 – Reserve drivers score points for themselves, so it is possible that they can steal precious points from drivers who miss a race.

12.2.3 – Full Time Drivers from lower divisions will advance to upper divisions as reserve drivers, in a few different ways.

1. If a permanent spot opens in a division, and there are no reserves to fill the vacancy, and there are less than 12 drivers remaining (including reserves) the top driver from the divisions below may be called up to the next division.
2. If an upper division driver quits or is disqualified, they will be removed from the series and replaced with the top driver from the division below, and all drivers below that driver will move up 1 spot from below or within their division.

12.2.4 – Reserve driver placement

1. Reserve drivers that run the qualifier weekend combo, will be set as a reserve driver in a specific division.
2. They will remain in that division for the entirety of the season and will not advance to other divisions.

### 12.3 Division Advancement

12.3.1 – No drivers will be advanced after round 6 is completed. The final 3 rounds are championship rounds, and as such, we will not introduce new drivers into those divisions.

12.3.2 – Reserve drivers

## 13. Mid-Season Registration

### 13.1 New Drivers

13.1.1 – Final 3 rounds not available

New drivers may not join the series for the final 3 rounds.

## 14. Penalties

### 14.1 Shortcut and Pit Lane

Shortcut penalties are set to weak and pit lane penalties are on.

### 14.2 Contact Incidents

14.1.1 – Contact/Punting

Any contact that culminates in heavy damage to another vehicle will be given a drive through penalty in the next race.



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If the contact happens in the final round, stewards reserve the right to adjust time/position according to the severity of the incident.

#### 14.1.2 – Aggressive driving

Aggressive drivers will be given 3 warnings, after which they will be removed from the series.

Aggressive driving can mean anything from dive bombing, pushing, or unsafe maneuvers

#### 14.1.3 – Steward Review

Contact incidents will be reviewed by the stewards after the race.

Contact incidents will result in penalties based on the severity of the incident.

HEAVY damage is active to discourage contact incidents.

### 14.2 Types of Penalties

14.2.1 – Drivers may receive drive through penalties, time penalties, position penalties, or race disqualifications, depending on what the stewards determine is appropriate. The stewards may disqualify a driver from a season outright depending on the severity of an incident.

### 14.3 Required Compound Penalties

14.3.1 – Failure to use the required compounds will result in an immediate penalty of 1 minute as automatically incurred by the game.

14.3.2 – An additional penalty of up to 1 minute may be incurred to properly penalize based on advantage gained.

### 14.4 Pit Entry/Exit penalties – (Pit Window Violation)

14.4.1 – Entering pits before or after pit window is allowed, but only to repair damage.

14.4.2 – Entering pit lane before the pit window opens, to fuel the car or change the tires, will incur a 1 minute penalty.

14.4.3 – Leaving pit lane AFTER the pit window closes, after taking fuel or changing tires, will incur a 1 minute penalty.

14.4.4 – If entering pit lane to repair damage, *before the pit window is open*, but the pit window opens once in your pit box, you must exit the pits and return to the pits to take fuel and/or change tires, or you will incur a 1 minute penalty.

### 14.5 Taking fuel or tires outside of the pit window

14.5.1 – Any service for fuel and/or tires outside of the pit window is a 1 minute penalty for each occurrence.

14.5.2 – Fueling more than once during the pit window is prohibited, and will be a 1 minute penalty for the infraction.

## 15. Rules Of Conduct For Driving

### 15.1 Unsafe Re-Entry

Drivers recovering from an accident or returning to the track have no right of way until they reach the apex of the following corner.

### 15.2 Blocking Moves

Drivers are allowed to move once in an effort to defend a corner. Moving again is considered blocking and may be penalized.

### 15.3 Lapped Cars (BLUE FLAG)

15.3.1 – Going a lap down

Lapped (or being lapped) drivers must make reasonable effort to let lapping drivers pass unimpeded, by staying on the racing line and not “defending”.

15.3.2 – Unlapping

Lapped drivers are allowed to “unlap” themselves.

If a lapped driver has significant pace over the driver in front of them that is on the lead lap, they may overtake them.



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The lead lap driver is NOT responsible for yielding to a lapped driver.

The lapped driver must make a safe overtake under normal race conditions.

#### 15.4 Qualifying Conduct

No blocking, dueling, or contact is permitted during qualifying. During qualifying, drivers who are not, during their present lap, able to set a personal best lap time, may not impede other drivers. Slipstream in qualifying is allowed, but drivers may not, on the approach to a new timed lap, wait to follow another car or give draft.

#### 15.5 Brake-checking

Slowing down needlessly with another car two (2) virtual meters or less behind is prohibited.

#### 15.6 Waiting/Self-Penalizing

A driver who recognizes their own responsibility for a racing incident and who slows down to return position to the wronged driver is considered to have partially or fully self-penalized, and this should factor into the stewards' decision on the incident.

#### 15.7 Unprofessional Conduct

Drivers may not engage in bullying or pestering behavior toward other drivers who have right of way, such as repeated slight contact, or flashing their headlights.

Drivers who use the in-game chat system in a way that distracts other drivers will be penalized accordingly.

#### 15.8 Quitting a race

Drivers that park their cars in the pits, or leave the lobby during the race, will be counted as a DNF and will receive no points, and will start at the back of the field in their next round in which they race. Drivers are allowed to park in the pits a maximum of 15 minutes (not during the last 15 minutes, or it is counted as a DNF). Drivers are encouraged to complete the race, no matter their position on track, or how bad their race is going. Parking in the pits looks bad on broadcast(s) and extends the end of race timer.

### 16. Red Flags

Organizers and hosts can, according to their own discretion, call red flags or race restarts.

#### 16.1 Red Flags

16.1.1 – Red Flags are called when 3 or more vehicles are involved in a collision within the first lap.

16.1.2 – Red flags are called if 1 or more cars are stuck on the grid

16.1.3 – Reg flags may be called if 1 or more drivers are DC'd on the 1<sup>st</sup> lap.

16.1.4 – Only 2 red flags can be called for any one round. After the 2<sup>nd</sup> is called, the next start goes, regardless of conditions.

#### 16.2 Canceled Rounds

16.2.1 – Canceling a round is the discretion of the lobby host.

16.2.2 – If there are significant network issues, the host may cancel the round completely.

16.2.3 – A maximum of 30 minutes will be used to get a race going to keep on schedule. If the race cannot start within 30 minutes from the original start time, the round will be canceled.





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### **17. Stewarding Reporting**

Stewarding is an important part of organized competition. As such, GTC will have 3 stewards and a division captain from each division.

#### **17.1 Driver Reporting**

- 17.1.1 – Drivers have 24 hours from race finish to submit a stewarding report using the Steward Incident Report form that is linked in Discord and on the website
- 17.1.2 – GT Champions uses GT stewarding rule sets, not F-1 rule sets, and as such, are less stringent.
- 17.1.3 – Only officially filed reports will be reviewed. A DM to a division captain or steward will NOT be accepted.
- 17.1.4 – Drivers are encouraged to share video footage from their vantage point, to support their claim(s).

#### **17.2 Steward Review**

- 17.2.1 – Stewards will review footage that is available from either saved replay's, live stream footage, or driver submitted video evidence.
- 17.2.2 – Stewards will release an official Incident Report as soon as possible.

#### **17.3 Driver Appeals**

- 17.3.1 – Drivers will have 24 hours from the steward incident report filing to appeal the decision.
- 17.3.2 – Appeals may be submitted
- 17.3.3 – Stewards will review the appeal, and may or may not schedule a call or send DM's to the drivers involved.
- 17.3.4 – Steward results after appeal are final. There will be no further conversation with the stewards or drivers once the final report is completed.
- 17.3.4 – Any arguing, disrespectful comments to either drivers or stewards will not be tolerated, and may result in penalties and/or expulsion from the tournament/series.

### **18. Lobby Settings**

All lobbies will be setup with the BOP and NO TUNING available. This means no Brake Bias will be available until (unless) a game update changes that.

#### **18.1 Standard Setups**

- 18.1.1 – Grid start with False Start
- 18.1.2 – Race Settings: No Boost, Slipstream=Real, Mechanical Damage=Heavy, **Refueling= 1 L/sec**, Grip=Real
- 18.1.3 – Penalties: Shortcut Penalty=Weak, Wall Collision Penalty=Off, Correct Vehicle=Off, Car Collision=On, Pit lane Cutting=On, Ghosting=Off, Flag Rules=On
- 18.1.4 – Tires will be x-1 for both GT-3 and GT-4 rounds.
- 18.1.5 – Fuel will be x-1 for both GT-3 and GT-4 rounds.

#### **18.2 Driving Options**

- 18.2.1 – All Assists are allowed except for Countersteering Assist=OFF.**

### **19. Rule Book**

The intent of the rules is to provide guidance and is paramount to stewarding, decision making and fair play..

#### **19.1 Circumvention(s)**

- 19.1.1 – GTC reserves discretionary latitude to make a change to the rule book, in an effort to stop circumventions and keep GTC events operating with "fair play" in mind.
- 19.1.2 – Changes may be made for future issues that have not been encountered as of the date of this document.



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19.1.3 – Drivers that find “errors” or “loopholes” in the rules, are encouraged to notify the governing body. These loopholes may or may not be allowed, and those decisions may be retroactive.



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## RELEASE NOTES

### **Release Notes:**

#### **06-FEB-2023 – Version 2023.1**

- Created/Updated from 2022 Rule Book.

#### **13-FEB-2023 – Version 2023.1**

- **12.1 Maximum Absences**

A driver who registered at the beginning of the season may miss only one (1) rounds. If they do not show for a 3<sup>rd</sup> round, their spot will be given to the first reserve driver, and they will be out of the season permanently. Technical disconnections from an event after qualifying begins will not be considered an absence.

**13-FEB-2023 – Version 2023.1** – Added section 12.3 and small change to 12.2. Error in 12.1 fixed.

**17-MAR-2023 – Version 2023.3** – Section 12.2.4 – Originally was bringing drivers in to D4, but since we are adding more divisions, we will bring drivers into the lowest division.

**16-APR-2023 – Version 2023.4** – Section 18.2 – Countersteering Assist is not allowed. And section 15.8 – Quitting a race.