



World Cup | Regulations Manual Season 7 | v1.1

October 14, 2024

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 at 7pm ET

1.2 Season Schedule

There are 12 races (rounds) per season.

The season schedule will be available when registration opens.

2. Class(s)

2.1 Class Structure

2.1.1 – Drivers will be placed into classes based on performance in the qualifiers, and past knowledge of driver capability and pace.

2.1.2 – New drivers will be placed into divisions based on perceived pace, or may be left out of a class until performance is decided upon.

2.1.3 – Drivers may be moved into different classes during the season. If so, their earned points will be moved with them.

2.1.4 - Class sizes will vary based on driver performance.

3. Registration

3.1 Registration Form

3.1.1 – Drivers must register using the provided registration form on the GTC Website. Links will be posted on the series page.

3.1.2 – There is a \$3 registration fee for drivers who qualify for a full time spot. When the qualifiers are completed, a registration fee link will be sent to each driver that qualified for a full time spot.

3.1.3 – Drivers who join the series after, and earn a full time spot will also be required to provide a registration fee as well.

3.2 Registration Limit

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

3.2.1 – Full Time Slots (75 based on registered drivers).

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

3.2.2 – Bubble Slots



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All other drivers that qualify outside of the 75 fastest drivers, will secure a Bubble Driver spot.

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.

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 driver to another division.

3.4.5 – Previous seasons 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 – Citroen GT Fuel=x0 and Tires= x1 | RS Tires | Deep Forest | TOD: Afternoon S01

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 5 laps total. 1 out lap, 3 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 hot laps will be added together for a final timed score.



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4.3 - Qualifier Lobby Settings

4.3.1 - Only Racing Soft Tires will be allowed for qualifying.

4.3.2 - Penalties will be set to weak.

4.3.3 - Drivers that get a track limit penalty on the final sector that is not served until the following lap, will not have their lap invalidated. We are working with limited options in GT7, so we are allowing the game to make the decisions, and since everyone will be at the same advantage/disadvantage, it is even and fair.

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 EARLIER date for a position.

4.4.4 – No driver will be allowed to run any qualifier laps after the official session have completed. Drivers who register after the official qualifier session, will still run a private qualifier with an approved admin member, so that the driver can be “classed” and added to the bottom of the bubble list or any open spot at the back of their class (assuming spots are open in the 75 driver list).

5. Car Assignment

5.1 Car Settings

All cars selected will use the GT-7 Balance of Performance with tuning off. Tires and fuel settings will be described on the website race schedule.

6. Livery Requirements

6.1 Livery Requirements

6.1.1 – Decals may not contain profane language or contain pornography. Required decals. Must include all required decals as described in the #Livery Regulations channel on Discord. These include, but are not limited to, official number placards, sponsor logos and series logos.

6.1.2 – Required window banner must be the single GTC Window banner decal as described in the images. No other decals may be present on the window banner location.

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

6.1.4 – Required door placards must have the white background as created and not rotated or skewed. And numbers must be black and the same font (or similar) as the in game number font.

6.1.5 – Side mirrors are to be colored according to your class. See website series page for details.

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



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6.1.7 – 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.

7.2 Remaining Rounds

7.2.1 – Race Grid order will be determined by each drivers fastest lap time in the previous round. In the event of a lobby disconnect, or incomplete race, stewards will attempt to find the fastest lap time up to the point of disconnect, if live streamed. If no live stream is available, the grid order for the following round will be based on the last full grid order from the previously completed round.

7.2.2 – Drivers will be placed in lobbies based on their "Driver Class" and then their "FL Time" from the previous round. In all rounds, the fastest PRO driver will have the pole for the next round, and all of the rest of the PRO drivers will be placed in order from fastest to slowest behind them.

7.2.3 – The fastest PRO-AM driver will be placed on grid behind the slowest PRO driver, and the remaining PRO-AM drivers will be placed in order from fastest to slowest behind the fastest PRO-AM driver.

7.2.4 – The fastest AM driver will be placed on the grid behind the slowest PRO-AM driver, and the remaining AM drivers will be placed in order from fastest to slowest behind the fastest AM driver.

7.2.2 – Bubble drivers will start in the rear of the field, behind the slowest AM driver.



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8. Round Setups

8.1 Standard Setups

8.1.1 – Grid start with False Start

8.1.2 – Race Settings: No Boost, Slipstream=Real, Mechanical Damage=Heavy, **Refueling= 1 L/sec**, Grip=Real

8.1.3 – Penalties: Shortcut Penalty=Weak, Wall Collision Penalty=Off, Correct Vehicle=Off, Car Collision=On, Pit lane Cutting=On, Ghosting=Off, Flag Rules=On

8.1.4 – Fuel and tires are different for each round, and those details will be on the website schedule.

8.2 Driving Options

8.2.1 – All Assists are allowed except for Counter steering Assist=OFF.

8.3 Race Completion

8.3.1 – Races will be considered completed when passing the 75% race distance (90 Minutes)

8.3.2 – If any official race lobby crashes on a specific round before the 75% race distance, the round will be considered null for all lobbies and all classes.

8.3.3 – If any lobby crashes after the 75% race distance, that lobby will be calculated as completed, assuming there is a live stream recorded.

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 listed for each round. Each round may use a different set of compounds. (see website schedule)

9.3 Pit Window for Fuel and Tires

9.3.1 – There will be no pit window requirement during the races, however you may only pit ONE TIME for your scheduled stop.

9.3.2 – Drivers may only take fuel ONCE per race

9.3.3 – Drivers may only take tires ONCE per race.



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9.3.4 – Drivers may stop at anytime during the race for their scheduled pit stop, however they must take both fuel AND tires during that stop. You are NOT allowed to pit separately for tires or fuel.

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 their scheduled fuel/tire stop.

10. Points/Championship(s)

10.1 Driver points

10.1.1 – Drivers are awarded points for their final position placement. There will be **NO BONUS POINTS**

10.1.2 – Awards will be presented to the following drivers: Class Champions (Pro, Pro-Am, Am)

10.2 Points

Lobby 1		Lobby 2		Lobby 3		Lobby 4		Lobby 5	
1	78	16	67	31	56	46	45	61	34
2	76	17	65	32	54	47	43	62	32
3	74	18	63	33	52	48	41	63	30
4	72	19	61	34	50	49	39	64	28
5	71	20	60	35	49	50	38	65	27
6	70	21	59	36	48	51	37	66	26
7	69	22	58	37	47	52	36	67	25
8	68	23	57	38	46	53	35	68	24
9	67	24	56	39	45	54	34	69	23
10	66	25	55	40	44	55	33	70	22
11	65	26	54	41	43	56	32	71	21
12	64	27	53	42	42	57	31	72	20
13	63	28	52	43	41	58	30	73	19
14	62	29	51	44	40	59	29	74	18
15	61	30	50	45	39	60	28	75	17



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10.3 Resolving Ties in the Final Scores

10.3.1 – A tie is 2 drivers with the same point total, will be decided from highest average finish

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.

10.4 Team Championships *UPDATED*

10.4.1 – To be considered a team for the Team Championship, a team must have at least 1 driver in 2 different classes (1xPro and 1x AM or 1xPro and 1x Pro-am etc). You will be scored for only 1 driver per class, meaning no team will score points for more than 1 driver per class. This is in an effort to help teams with less Pro drivers, be able to compete for the team championship.

10.4.2 – The top scoring driver from each class from each team will score points towards their teams championship points. Bonus points such as FL do not count towards team points.

10.4.3 – If any team member is disqualified from the series for any reason, their points will be removed. The replacement drivers points will be brought with them into the team championship.

10.4.4 - Teams will only score points in each round, if they have the minimum 2 drivers compete in each round. Example, in round 2, if only 1 of the team drivers participate in that round, then zero points will be scored for that team for that round.

10.5 Driver Scoring for unfinished races

10.5.1 – A driver's race will be considered completed when passing the 75% race distance.

10.5.2 – If a driver does not complete 75% or more of the race distance, regardless of a hardware disconnect, rage quit or otherwise, their points will not be scored, and the FL times will not be counted.

10.5.3 – If a driver does complete 75% or more of the race distance, their points will be scored, and the FL times will be counted, unless there is a clear indication that they left the lobby on purpose, such as a rage quit or parking in the pits. The driver must provide a reasonable excuse for why they left or parked in the pits, if they wish to retain points and position times.

11. Dropped Round(s)

There are no drop rounds

12. Attendance

12.1 Missed Rounds



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12.1.1 – A driver who cannot make a round, and RSVP's "no" for that round, will be able to return the following round, and will start behind the last person in their class on the grid, based on the previous race fastest lap time.

12.1.2 – If a driver misses 2 rounds, then they are dropped to the bottom of the bubble list (see section 12.2)...period. Hardware or software disconnects do not count as a miss. A rage quit or parking in the pits (see section 10.4.2 and 10.4.3) do count as a forfeit or a no show.

12.1.3 – Any driver that runs the pre-season qualifier, and qualifies for the full time spots, must run the first round, or they may lose their full time spot in the series. This decision is left up to the discretion of the race director(s).

12.2 Bubble List

The bubble list is a list of drivers outside of the full time driver list. If drivers do not RSVP, or are otherwise not competing in a race weekend, the "bubble list" is used to fill in the bottom lobby and shift everyone up.

12.2.1 – When 1 of the grid spots becomes available, the first driver at the top of the bubble list, that has RSVP'd, will obtain that open spot. We will go down that bubble list until all grid spots are filled for a race weekend, these drivers will start behind the last person in their class on the grid, based on the previous race fastest lap time.

12.2.2 – Bubble drivers who obtain a spot in a race, are entitled to race in the following race, over other bubble drivers, even if other bubble drivers were ranked higher, but could not compete for any reason. If a full time driver returns (see section 12.1.1) and there are no spots left open, then the driver retains the right to the first open spot as mentioned earlier in this section, they would then be placed at the back of their class on the grid.

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.

13.1.2 – New drivers are placed at the bottom of the bubble list (see section 12.2) until a spot opens up.

14. Penalties

14.1 Shortcut and Pit Lane

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

14.2 Contact Incidents

14.2.1 – Contact/Punting

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

If the contact happens in the final round, stewards reserve the right to adjust time/position according to the severity of the incident. Most penalties will result in a position change and not a time penalty. Because the replay's cannot be shared, the stewarding team will use position penalties or drive through penalties in the stewarding process.



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14.2.2 – Aggressive driving

Aggressive drivers will be given 1 warning, after which they will be given more severe penalties.

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

14.2.3 – 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 Taking additional fuel or tires

14.4.1 – Any service for fuel and/or tires after either fuel and/or tires have already been take, may receive a 1 minute penalty for each occurrence.

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 a significant race pace and stay off the racing line (or try to) until then. Entering the track and causing an incident will incur a penalty. Drivers who have lost control of their car, and re-enter the track without control, is not considered an unsafe re-entry.

15.2 Blocking/Defending Moves



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Drivers are allowed to move once in an effort to defend a corner. Moving again is considered blocking and may be penalized. The forward driver can only make 1 move off the racing line. They may not make any moves in the braking zone.

Pinching/squeezing a driver to the edge of the track is ok, as long as they leave room for the other driver. Pinching is defined as a slow move to one side of the track and towards the driver, so as to force the other driver into a higher line. Making contact is highly discouraged, but some may happen. Obviously causing any damage or forcing the other car off track is not allowed.

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”. Applying the brakes with the leaders directly behind you is not acceptable. Move off the racing line and lift, or move over.

Blue flag drivers are allowed to battle for position while under blue flag, if the driver is NOT battling for position, they must make reasonable effort to allow the leaders through safely. The leaders are responsible for making the overtake safely and to be patient. There are too many variables to layout each one, but drivers should make reasonable efforts during these times.

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. 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 Brake-checking

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

15.5 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.

15.6 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.

15.7 Quitting a race



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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 be moved to the bottom of the bubble list. 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) to handle emergencies or otherwise. 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 **MAY** be called by lobby host or broadcaster, for major incidents on lap 1 during the first 2-3 corners (1st sector). Major incident is defined as 3 or more drivers that receive damage or way off the track, all from the same incident.

16.1.2 – Red flags may **ONLY** be called by the broadcaster or lobby host. The lobby host may designate a driver closer to the rear of the field, as a spotter, to help see incident(s) if the lobby host is in the top of the field.

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

16.1.4 – Red flags may be called if 1 or more drivers are DC'd on the 1st lap. A DC means their account left the lobby, not just the track. This does not include purposeful disconnects or rage quits.

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

16.1.6 – Drivers that call a red flag in party chat, are not official. Only the host or broadcaster may call red flags. If drivers exit the race, and an "official" red flag has not been called, then they will be given a DNF. So to be VERY CLEAR, if a driver is involved in an incident, and says "red flag" or "red" or similar in the chat, and exits the track, or a group of drivers call "red" or Red Flag" or similar and leave the track, without the broadcaster or lobby host calling it, may receive a DNF, and may receive a penalty for doing so.

16.2 Canceled Rounds

16.2.1 – Canceling a round is the discretion of the Race Director only.

16.2.2 – 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.

17. Stewarding Reporting

Stewarding is an important part of organized competition.

See our stewarding process here: <https://gtchampions.com/stewarding/>



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18. Rule Book

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

18.1 Circumvention(s)

18.1.1 – 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.

18.1.2 – Changes may be made for future issues that have not been encountered as of the date of this document.

18.1.3 – 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.

RELEASE NOTES

Release Notes:

14-OCT-2024 – Initial Release