



NEW DIMENSION
RACING

Regulations

Revision 2 – Updated 8 September 2020

This document contains regulations for the TBO Challenge. The NDR Sporting Code is in force with this document. Any conflicts between the two, unless explicitly stated herein, defer to the Sporting Code.

Each season will have supplemental regulations to modify this document.

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I. General Series Information

1. The TBO Challenge (TBOC) series is defined as a series running events in the Live for Speed simulation software using the turbocharged road cars on a combination of road and oval circuits.
 - a) The eligible marques are the following:
 1. FXO Turbo (FXO)
 2. RB4 GT (RB4)
 3. XR GT Turbo (XRT)
2. There is no licence grade requirement for the TBO Challenge.

II. TBO Challenge Car Restrictions

1. Setups are driver's choice for the TBO Challenge, with the following exception:
 - a) All cars are subject to a Balance of Performance (BoP), defined in a Technical Bulletin each season.
2. For the avoidance of doubt, use of any Anti-Lock Braking System (ABS) is permitted.

III. Sporting Code Clarifications / Notes

1. The Safety Car and Virtual Safety Car Procedure as stated in Sporting Code Article XIII is in use in this series.
2. All open configuration courses are measured using the method prescribed in Article IV.1.
3. All series participants must be aware of the Red Flag and Server Failure Procedures in the Sporting Code. (Article XIII, Sections 3 and 4, respectively).

IV. Car Skins

1. All skins must fulfill the requirements as specified in the NDR sporting code, Article III.3, with the following additions:
 - a) Cars of the same team need not be substantially similar in design.
 - b) If two or more cars of a team have substantially identical liveries, the driver side and passenger side wing mirrors shall have different colors to the team cars.
2. Failure to run a correct skin will result in a one-point penalty per session of infraction. Only one infraction per session may count.

V. Entry Procedure

1. There are as many start positions available per race the TBO Challenge as grid spots available at the circuit, less reserved slots for a Safety Car and course car.
2. Car Number 1 is reserved for the defending TBO Challenge Driver's Champion. All numbers 2-99 inclusive are available for any other drivers.
3. All cars are single-driver cars. A "Team" is a grouping of at least one car.
4. No sign ups or sign up edits (Entry Lockout) may be made starting 2 hours and 5 minutes prior a race meeting, and will not re-open until 2 hours following the meeting's conclusion.
 - a) An entrant in need of urgent edits during the Entry Lockout period must appeal to race administration to request a waiver to make the change. All entry changes made during the lockout period will take effect for that round. Any made following the Entry Lockout will be applied starting from the next round.
 - b) No changes shall be allowed or accepted from 45 minutes prior to meeting start until 45 minutes after meeting conclusion. (Super Entry Lockout)
5. Drivers may change their car selection without penalty up until the first session of their first race meeting. After taking to the track in any scored session, the car choice is locked. Car selection may be changed, with notification to the organizers, and at the loss of all points and times scored to that point.

VI. Confirmations Procedure

1. All entrants must confirm their attendance at every round of the TBO Challenge in the appropriate thread no later than 2 hours before event start.
 - a) A confirmation post must include car number, driver's LFS name, and status for the round.
 - b) Late or Failure to confirm attendance before the deadline will result in a 5-place grid penalty.
 - c) A driver may change his confirmation, with notification, until 1 hour before event start. No driver who has not confirmed "yes" by 1 hour before event start may partake in that round's event.

VII. Pre-Qualifying Procedure

1. In the event that more drivers are eligible for a round than that round has spaces available, a Pre-Qualifying session will be held.
 - a) All drivers at Round 1 will be required to pre-qualify; from Round 2 on, only drivers outside the top 10 in Driver's Points will be required to pre-qualify.
2. The session will be 20 minutes in duration.
 - a) Drivers are free to complete as many laps as they are able, with telepit and rejoin permitted.
3. The number of available grid spots will be posted, this number of drivers will advance from the Pre-Qualifying to the full event. Three additional drivers will be notified to be on standby in the event of a last-minute withdrawal before the Qualifying session.

VIII. Free Practice Procedure

1. A 20-minute free practice session will be held at each round, officially timed.
2. Drivers are free to telepit and spectate from anywhere on circuit during this session, and may rejoin.
3. At the conclusion of the free practice session, drivers are to return to pitlane.

IX. Qualifying Procedure

1. The session will be held as a 20-minute timed session, each driver permitted two exits of the pitlane and/or two timed laps.
 - a) The session will be set to 22 minutes, the pit exit will be closed for the first two minutes. The Race Director will announce the opening of the fast lane, for drivers to queue at pit exit. Pit Exit will be opened with 20 minutes remaining in the LFS session.
 - b) A driver who does two timed laps back to back may not leave the pitlane again.
 - c) "Leaving the pitlane" is defined as crossing the pitlane speed limit end line.
 - d) For the avoidance of doubt, a "timed lap" is recorded when you cross the timing line on the track at the conclusion of an out lap.
2. Drivers are free to telepit from on course, but may still only leave the pitlane two times.

3. Drivers must set a qualifying time within 107% of the pole qualifying time, excepting:
 - a) If the resulting grid would have less than 25 cars, the 107% rule shall be waived, or
 - b) if a driver who has set a time within 107% of the pole position time during an Official Free Practice Session may be allowed to take part in the race at administrator discretion. To take advantage of this option, the driver must have made an attempt to complete a lap in qualifying, defined as starting one hot lap.
4. Drivers who have not attempted a lap in qualifying may start from the pit lane.
5. Should the qualification be stopped and not restarted, the race grid will be set by Driver's Points. Cars not listed in the driver's points standing when this is enacted will start from the back of the grid in number order.

X. Race Procedure

1. There will be two races per round, a Sprint Race and a Feature Race.
2. Race Distance:
 - a) Sprint Races will be the minimum number of laps to exceed a 50-km distance. Sprint Races will have a 25 minute time limit.
 - b) Feature Races will be the minimum number of laps to exceed an 85-km distance. Feature Races will have a 45 minute time limit.
3. The Sprint Race Grid will be based off of qualifying times, excepting grid penalties.
4. The Feature Race Grid will be based off of the Sprint Race Result, with a reversal to be made of between the first 6 and 10 spots, with all other drivers in order of Sprint Race Finish. All grid penalties are applied after the reversal.
 - a) The last digit of the winner's race time will set the reversal. If the number is 1 to 5 inclusive, 5 will be added to that number to get the reverse. 6 through 9 will be taken as that number. 0 will equal 10.

5. All races shall start after a formation lap, using a custom start lights system.
 - a) The pole sitter shall lead the field through the formation lap, maintaining approximately safety car pace, and return to grid.
 1. Drivers who spin or stop on the formation lap may not retake their grid position.
 - b) Drivers are to stop in the furthest available grid spot.
 - c) After all cars are observed to be formed on the grid to the starter's satisfaction, a 5 second warning will be given. A head-up display will show three darkened lights.
 - d) After 5 seconds have elapsed, the lights will illuminate red, and will hold that between 2 and 5 seconds. When the lights turn green, the race starts.
 - e) Should the start be aborted, all lights will turn yellow and a message stating "Start Aborted! Immediately begin another formation lap!" will be displayed. All cars should repeat the formation lap and return to the grid.
 1. Official Race Timing starts at the first start attempt, regardless of start or abort.
 - f) Jump Starts are penalized with a drive-through penalty. All starts will be reviewed by the stewards.
6. There is no compulsory pit stop in either the Sprint or Feature Race. Drivers are permitted to make a pit stop at any time they deem necessary.

XI. Official Classification

1. All drivers which start a TBO Challenge race will be classified in the results.
2. Points are awarded to all drivers who start a race and are not disqualified.
3. Drivers who time out or lose connection to the server while racing may rejoin the race in progress, and will have their lap count changed to credit them for laps completed before the loss of connection.
4. If a driver retires without permission of race control from outside of the pit lane during a race session, they will incur a five (5) point penalty for the first offense, ten (10) points for the second offense, and series exclusion for the third offense. Each occurrence shall also incur one licence penalty point.

XII. Success Ballast

1. Ballast shall be awarded for positions 1 through 5, inclusive. The actual levels of ballast will be variable at each round, and will be published in that round's supplemental regulations.
2. Ballast will be carried during Free Practice, Qualifying, and both Races. Placement of the ballast is open to driver's preference.
3. Failure to carry correct ballast will result in disqualification from that session.

XIII. Championship

1. There are two official championships of TBO Challenge
 - a) The TBO Challenge Driver's Championship is awarded to the driver who scores the most points in the season.
 - b) The TBO Challenge Teams Championship is awarded to the team which scores the most points in the season.
 1. Only the top two finishing drivers of a team may score points to this championship.

(continued on next page)

Position	Sprint Race	Feature Race	Position	Sprint Race	Feature Race
1st	200	300	20th	60	90
2nd	184	276	21st	56	84
3rd	172	258	22nd	52	78
4th	160	240	23rd	48	72
5th	148	222	24th	44	66
6th	136	204	25th	40	60
7th	128	192	26th	36	54
8th	120	180	27th	32	48
9th	112	168	28th	28	42
10th	104	156	29th	24	36
11th	96	144	30th	20	30
12th	92	138	31st	16	24
13th	88	132	32nd	12	18
14th	84	126	33rd	8	12
15th	80	120	34th	5	10
16th	76	114	35th	4	8
17th	72	108	36th	3	6
18th	68	102	37th	2	4
19th	64	96	38th	1	2
Pole Position	1	-	DQ	0	0
Fastest Lap	1	1	Highest Climber	1	1

XIV. Communication

1. All drivers are required to be in the stated voice chat server during the race session of all rounds.
 - a) Talk back capability is recommended, but not required.
 - b) Each team entered will have its own channel created by the administration.

2. Blocking of in-game messages is prohibited and will result in a warning to the team to unblock messages. If the messages remain blocked, a DT penalty will be issued to the team.
3. Chat is prohibited during any qualifying or race session. In qualifying, there will be one fastest session lap removed for chat on a per line basis. In the race, a DT penalty is issued. Repeat offenses may merit an SG penalty.

XV. Miscellaneous

1. Failure to format a driver name correctly will result in a Drive-Through penalty to the driver. Please see the NDR Sporting Code for the correct format.
2. The administration reserve the right to modify this document at any time for any reason it deems fit.