



Regulations

Revision 1 – Updated 6 August 2021

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

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I. General Series Information

1. The LFSCART Light Series (LLS) series is defined as a series running events in the Live for Speed simulation software using the Formula XR (FOX) car on a combination of road and oval circuits.

II. LLS Car Restrictions

1. Drivers are restricted in the tyre compounds that they may use in LLS. Cars not using an allowed compound will be black flagged and must change to an allowed compound.
 - a) **Only R1** compound tyres may be used on Ovals.
 - b) **Only R1, R2, and R3** tyres may be used on road courses.

III. Sporting Code Clarifications / Notes

1. The Safety Car, Virtual Safety Car, Red Flag, and Server Failure procedures as stated in Sporting Code Article XIII are applied to this series.
2. Per NDR Sporting Code XIV.1.3, bump-drafting is prohibited at all times.

IV. Entry Procedure

1. There are 36 start positions available in the LFSCART Light series. These spots are awarded based on pre-qualifying results.
 - a) The minimum grid size is 12 entrants.
2. Car numbers will be assigned by the race organizers, using the following procedures:
 - a) Car Number 1 is reserved for the previous LFSCART Light Series Driver's Champion. This number follows the driver, regardless of team affiliation.
 - b) Team cars are assigned numbers in sequence.
 1. Car number sequence 0-2-3 is reserved for the defending Team's Champion, used if the defending Driver's Champion is not participating with the team or at all.
 - c) Initial car number distribution will take place one week prior to the first round, all additional numbers will be assigned at time of entry.
3. All cars are single-driver cars. Driver swapping during a race is not permitted.
4. All entries are team-based. A team may enter between one and three cars per round, inclusive.
 - a) A team may have a maximum of five individual drivers on their roster through the entire season.

1. For the avoidance of doubt, a driver only counts as having driven for the team if they drive in an official session. Drivers that have not driven can be replaced.
5. No signups or signup edits (Entry Lockout) may be made starting at 16:30 UTC on the Saturday prior a race meeting, and will not re-open until 2 hours following the race meeting conclusion.
 - a) A team 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 30 minutes prior to event start until 30 minutes after event conclusion. (Super Entry Lockout).

V. 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 entered by a team may be presented in substantially different liveries
 - b) The driver's name and national flag must be placed onto both sides of the engine cover.
 - c) If two or more cars of a team have substantially identical liveries, the rear wing end plates must have different colors.
2. All skins must also contain all elements required by the published skin kit.
3. Failure to run a correct skin will result in a three-point penalty for each session of infraction.

VI. Confirmations Procedure

1. All teams must confirm their car and driver pairings for a round no later than 24 hours prior to the start of the first session of the race meeting. The password to the server will only go to confirmed drivers.
 - a) A team may confirm late, up to 1 hour before qualifying start, but will receive a pit lane start penalty should they advance through the pre-qualifying.

VII. Pre-Qualifying Procedures

1. On Road Circuit races, all cars outside the Top 4 of the Team's Championship must pre-qualify.

- a) All entrants must pre-qualify at the first round.
2. The session will be 48 hours in duration, starting on the Thursday prior to a race meeting.
3. All drivers must set a time within 107% of the fastest pre-qualifying time to be classified in the results.
4. For oval rounds, a driver must have a hot lap uploaded to LFS World within 103% of the world record to be eligible to participate.

VIII. Qualifying Procedure – Road Courses

1. 20-minute session.
2. Drivers may complete as many laps as they desire within the 20 minutes.
3. No driver is to leave the pit lane if there is less time remaining in the session than an out lap would take. Pit lane exit will close at a time the administration deem too late for a car to leave to start a timed lap.
4. Sessions will be held in the “Semi-Hardcore mode” - Drivers will not be permitted to telepit / spectate and rejoin the session, except from within the pit garages.
 - a) A driver who loses connection to the server will be permitted to rejoin the session if time permits.

IX. Qualifying Procedure – Oval Courses

1. One 45-minute session. The time may be extended to allow any driver who arrives during the first 45 minutes of the session to qualify.
 - a) Drivers will be called in order of the driver’s championship. Late comers will be given their turn after all on-time entrants.
 - b) Each driver has one attempt to complete an out lap, one flying lap, and one in lap.

X. Qualifying Procedure – General

1. Any driver who is not within 107% (on ovals 103.5%) of the fastest time in Qualifying will not be allowed to take part in the race.
 - a) This rule may not be enforced if the resulting grid would have less than 22 cars.
 - b) On road courses, any driver who has set a time within 107% of the pole position during the 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.

2. Drivers who have started a timed lap but not set a time during the session will start from the back of the grid based on number order.
3. Eligible drivers who miss qualifying entirely will start from pit lane in number order.
4. 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.

XI. Race Procedure – Road Courses

1. There will be two races per round.
2. Race Distance is the minimum number of laps to exceed a 120 km (74.5 mi) race distance.
3. Each race has a time limit. Races are either their scheduled distance or 60 minutes. Time limit timing starts from the first start attempt, starting at either the green flag or the start abort.
4. Starting the race:
 - a) The pole sitter will lead the grid through one formation lap. All cars will leave large gaps, and generally travel at Safety Car Speed.
 - b) Entering the grid area the cars shall slow down.
 1. Drivers are to stop in the next available grid slot marked on course.
 2. After all cars are observed to be in their grid slots, race control will display a message stating "All cars in position. 5 seconds to lights!" - A head-up display will show the darkened starting lights.
 3. After the 5 seconds have elapsed, the set of 5 lights will turn red from left to right, one second apart.
 4. After all 5 red lights are illuminated, there will be a hold of between 2 and 5 seconds. When the lights extinguish, the race is underway.
 5. Should the start be aborted, all lights will turn yellow and a message saying "Start aborted! Immediately begin another formation lap!" will be displayed. All cars shall repeat the formation lap and return to the grid. Official scoring starts with this lap.
 6. Jumping the start will result in a minimum of a Drive-Through Penalty. The system will alert administrators to any jump starts, which will be automatically investigated.

7. The grid for race two shall be set as the finishing order for race 1, except for:
 1. Penalties applied by the stewards for post-race (that are decided on before gridding time for race 2)
 2. The top 8 through 12 will be reversed, based on the Race 1 winner's finishing time.
 1. 8/3 = 8, 9/4 = 9, 0/5 = 10, 1/6 = 11, 2/7 = 12

XII. Race Procedure – Oval Courses

1. Each oval race meeting will have one race, distance equivalent to 240 km.
2. Oval races will have a two hour time limit.
3. Starting the race:
 - a) The Safety Car will lead the grid through three formation laps.
 - b) In the last sector, the grid shall sort into formation.
 1. The grid shall be in generally even rows of two with odd positions on the inside and even positions on the outside of Turn 1.
 2. Between the inside and outside lines there shall be at least 1 car width.
 3. All cars shall keep 3 car lengths to the car in front.
 4. After the Safety Car turns into the pit lane, the field shall keep 80 kph, 49 mph.
 - c) The Green Flag signal starts the race. Once the Green Flag is shown, overtaking is permitted.

XIII. Official Classification

1. All drivers and cars which start an LLS race will be classified in the results. Points are awarded provided that a driver has completed 75% or more of the race distance and is not disqualified.
 - a) Drivers which qualify but do not take the start will not be classified in the results.
2. Bonus points will be awarded regardless of amount of the race completed.
3. Drivers who time out or lose connection to the server during the race may rejoin the race in progress, but will only receive credit for entire laps completed prior to the disconnect.

4. If a driver retires without permission of race control from outside of the pit lane, they will incur a five (5) point penalty for the first offence, ten (10) points for the second offence, and series exclusion for the third offence.

XIV. Championship

1. There are two official championships of the LFSCART Light Series.
 - a) The LFSCART Light Series Driver's Championship is awarded to the driver who scores the most points in the season.
 - b) The LFSCART Light Series Teams Championship is awarded to the team which scores the most points in the season.
 1. All team cars score to the championship.
 2. If a team has only one driver at a round, that team will not score any Teams' Championship Points in that round.
2. All drivers who are classified in qualifying earn 1 point. The following positions earn additional points:
 - a) Pole: 3 points (4 total)
 - b) Second: 2 points (3 total)
 - c) Third: 1 point (2 total)

(continued on next page)

Position	Points	Position	Points
1st	75	19th	17
2nd	67	20th	15
3rd	61	21st	13
4th	56	22nd	12
5th	52	23rd	11
6th	48	24th	10
7th	45	25th	9
8th	42	26th	8
9th	39	27th	7
10th	36	28th	6
11th	33	29th	5
12th	31	30th	4
13th	29	31st	3
14th	27	32nd	2
15th	25	33rd	1
16th	23	34th	1
17th	21	35th	1
18th	19	36th	1
DNQ/DNPQ/DSQ	0	Fastest Lap	1

XV. Communication

1. All drivers are required to be in the declared voice chat server for all official sessions. Failure to be in the declared voice chat server will result in a black and orange flag to pit, and join the server.
2. Blocking of in-game messages is prohibited and will result in a warning to the driver to unblock messages. If the messages remain blocked, a DT penalty will be issued to the driver.
3. Chat is prohibited during any session. In qualifying, there will be one fastest session lap removed for chat on a per line basis. In the race, a DT penalty may be issued. Repeat offenses may merit an SG penalty.

XVI. 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.