



## Regulations

Last update: 4<sup>th</sup> April 2009

The LFSCART rules may differ from the Kyoto500 rules.



## Index

I.General Information.....	3
II.Entry Procedure.....	3
III.Liveries.....	4
IV.Setup.....	5
V.Qualification Session.....	6
1.Road courses.....	6
2.Oval courses.....	6
VI.Race Format.....	7
VII.Pit lane.....	8
VIII.Safety Car.....	9
IX.Red Flag.....	10
X.Penalties.....	11
XI.Chat.....	13
XII.General Procedures.....	13
XIII.Championships.....	14
XIV.Results.....	16



## I. General Information

1. The LFSCART Series 2009 by New Dimension Racing shall be defined as a series of events occurring in the Live for Speed Simulation software utilizing the tracks as listed in the event schedule and the Formula V8 (code: FO8).
2. The Race Director for the LFSCART Series shall be the current Chairman of LFSCART.
  - a) Shall this person be unavailable for an event at any time for any reason, the order of succession shall be followed as stated in the New Dimension Racing Sporting Regulations
3. LFSCART follows the regulations as stated in the New Dimension Racing Sporting Code (code: CODE)

## II. Entry Procedure

1. To participate in the LFSCART Series 2009 you must be in possession of a valid Live for Speed S2 licence.
2. To participate in the Oval Races of LFSCART, you must have obtained three of the following requirements prior to the start of the Qualification session.
  - a) 300 online laps of FO8 on the standard Kyoto Ring Oval configuration (code: KY1)
  - b) An hotlap to LFSWorld of FO8 on KY1 within 103.50% of the World Record.
  - c) Attendance at two (2) or more Official 2009 Kyoto 500 Practice Sessions.
3. Failure to meet the third (3) requirement will result in you not being permitted to participate in the Event.
  - a) Failure to meet one of the first two requirements will result in a third necessary attendance at an Official 2009 Kyoto 500 Practice Session.
4. Entrants shall be one car, one driver. There are to be no driver swaps during the race.
5. To enter, please submit the following information in the thread titled "LFSCART 2009 Sign-Ups"
  - a) Live for Speed Licence Name
  - b) first and last name



- c) starting number
  - d) team affiliation
6. To enter as team, you need to submit the following information in the thread titled "LFSCART 2009 Sign-Ups"
- a) team name
  - b) number of entering cars
  - c) starting numbers
  - d) Live for Speed Licence Name of the team manager
  - e) first and last name of the team manager
7. An unlimited amount of drivers may enter.
8. Starting numbers
- a) The defending champion of LFSCART has the first right to choose a starting number. He will automatically assigned number 1. However, he/she may request another number.
  - b) The defending team champion of LFSCART has the second right to choose a starting number. They will automatically assigned to numbers 2-4. However, the team may request another number.
  - c) The defending Kyoto 500 winner has the third right to choose a starting number. He/She will automatically assigned to number 101. However, he/she may request another number.
  - d) Starting numbers between 1 and 109 may be chosen. Drivers who entered with numbers 100 to 109 may use their starting number without the leading 1 on their skin.

### III. Liveries

1. You may use any livery you like. Cars entered by a team may be presented in substantially different liveries.
2. The livery must contain your number in the following spots: Top of nose cone, visible from standing in front of the nose and facing the cockpit; outward facing sides of the rear wing endplates; on both side pots facing the sides. It must also contain all stickers, which are officially made mandatory as published.



3. Please use the same livery for every round. You may request to use a special livery in the pre-race discussion thread for the round you wish to use that special skin for. Any change to the livery during a Championship season may only be made with the agreement of the stewards and NDR.
4. If two or more cars of a team are presented in substantially the same livery, the top of the principle roll structure of the car must be pre dominantly in order that the cars of each team may be easily distinguished from one another whilst they are on track:
  - a) first car – fluorescent red (255,0,0)
  - b) second car – fluorescent yellow (255,255,0)
  - c) third car – fluorescent blue (0,0,255)
  - d) fourth car – fluorescent green (0,255,0)
  - e) templates are published in the official thread.
5. Skin copies must be posted in the forum so marshals can have a copy, a copy can be placed in a “Media Guide” and other racers may have it placed in their skins folder so as to not have to download in-game.
6. Ensure that your liveries are uploaded to Live for Speed World, and therefore, must meet the requirements for LFSW.

#### **IV. Setup**

1. Setups must be within the limitations of Live for Speed software.
2. During all LFSCART sessions, tyres marked as R4 are prohibited.
3. In the Kyoto SpeedWeeks 400 and the Clockwise 300 R4s and R3s are prohibited.
4. Tyre rule violations
  - a) During qualifying violation of this will have you to change the tyres the next possible time by and will result into no time driven on the prohibited compound be counted. Additionally you will start 5 places behind your qualifying result, because of this violation.
  - b) During race violation of this will have you to change the tyres within the next three laps and will have you additionally to serve a stop-and-go penalty.



## V. Qualification Session

### 1 Road courses

1. The qualifying will be in form of two open-track qualifying practice sessions. Each will endure 10 minutes.
  1. All drivers must enter the server 5 minutes prior to the start of the session.
  2. The first qualifying session will be open for the bottom half of the available cars referring to the point standings, while the second session will be open for the top half of the available cars referring to the point standings.
  3. The drivers with the best 30 times (in South City top 28 times) in both sessions combined will be allowed to start.
  4. However drivers who fail to fulfill the following requirements won't be allowed to start if more than 20 cars fulfill both of these requirements.
    - a) Fastest qualifying lap must be within 107% of the pole position lap.
    - b) Fastest qualifying lap must be within 5 seconds of the pole position lap.
  5. If less than 20 cars fulfill both of these requirements the top 30 available cars may start. If no 30 cars are available, also cars which did not set a timed qualification lap are allowed to start. These cars start from pitlane.
2. The sessions will be in the hardcore mode. This means that no tele-pitting or tele-spectating will be allowed during the session.

### 2 Oval courses

1. Only racers who have successfully participated in two official 2009 Kyoto 500 Practice sessions. Failure to this requirement will result in not being allowed to qualify.
2. The qualifying will be in form of a hotlap session.
  1. All drivers must enter the server 5 minutes prior to the start of the session.



2. Every driver will get an out-lap, two hot-laps and one in-lap.
  3. The best 30 drivers are qualified for the race.
  4. However drivers who fail to fulfill the following requirements won't be allowed to start if more than 20 cars are having a fastest qualifying lap within 103.5% of the pole position lap.
  5. If less than 20 cars fulfill this requirement the top 30 available cars may start. If no 30 cars are available, also cars which did not set a timed qualification lap are allowed to start. These cars start from pitlane.
3. The qualifying procedure may vary for the Kyoto 500.

## **VI. Race Format**

1. On road courses there shall be a Sprint Race and a Feature Race.
  1. A Sprint Race shall be the least number of laps to attain a 25 mi / 40 km race distance.
  2. The starting order of a Sprint Race shall be determined off of qualifying results.
  3. The Sprint Race shall start by the way of a standing start.
    - a) The standing start shall be after a formation lap, which is controlled by an application.
    - b) If the application is not available for any reason, the race shall use the regular starting procedure of Live for Speed. The head administrator will announce this as early as possible.
  4. The Feature Race shall be the least number of laps to attain a 100 mi / 160 km race distance.
  5. The starting order of the Feature Race shall be the finishing order of the Sprint Race. Drivers, who did not finish in Sprint Race, will be sorted at the back of the field in order of there travelled distance during the Sprint Race.
  6. The Feature Race shall start by way of Rolling double-file start.



7. The Feature Race shall have one obligatory pit stop.
  - a) A pit stop is defined as entering pit lane, parking in a pit stall to do the desired changes and exiting pit lane.
  - b) During an obligatory pit stop the car must be equipped with four new tyres. It is open to the driver whether he also wants to change the tyre compound within the LFSCART setup regulations
  - c) Failure to the tyre change procedure will result in a 45 second penalty at to the result of the driver.
2. Oval Races and special events may vary from this procedure.

## VII. Pit lane

1. Pit lane Defined
  1. Pit lane is defined as the area of the course where the garages are located. The start of the pit lane shall be marked by the speed limit start line. The end of the pit lane shall be marked by the speed limit end line.
  2. The Pit Lane at Autocross rounds will be defined in an area in the vicinity of the pit stalls where cars joining enter. The official spot will be designated in the respective round's Pre-Race Discussion thread, and will be marked with a chalk line box.
2. Speed Limit
  1. The Pit Lane Speed Limit is 80 Km/h, or 49 Mi/h.
  2. Exceeding this speed by up to 20 Km/h will earn you a Drive-Through Penalty
  3. Exceeding this speed by over 20 Km/h will earn you a Stop-Go Penalty.
3. Driving In The Pits
  1. It is forbidden to drive a car against the flow of the pit lane traffic, unless directed to do so by the Race Director or designated Pit Marshals
  2. Violation of this will have you excluded from the remainder of that session.
4. Blend Lines
  1. The blend lines are lines marked on the track which separate the pit entry and pit exit from the racing surface.



2. You are not to cross the blend line on exit of pit lane. A drive through penalty will be assessed if all four wheels cross this line.
3. You may cross the line on pit entry.
5. Pit Stalls
  1. You may stop at any pit stall or in any garage area.
  2. During qualifications or races, do not drive across more than one pit stall on your way in and out of your own.

### **VIII. Safety Car**

1. The Safety Car shall be used by administration to neutralize the race in the event of a car stranded on track or an incident.
2. When not deployed, the safety car shall park at the end of the pitlane, as directed by the Race Director, and wait for deployment.
3. The Safety Car shall ensure that its engine is running and is ready to take to course when the message "SAFETY CAR STANDBY" appears on screen.
4. When the message "SAFETY CAR DEPLOYED" appears on screen, and the track indicator button turns to "T: YELLOW", drivers are to cease racing for position, and gently slow down and be alert for a situation anywhere on the track, and proceed around to catch the Safety Car queue.
  - a) Pitlane will close when the Safety Car is deployed. It will reopen when the field is satisfactorily in queue. Entering a closed pit will result in a drive-through penalty.
  - b) Cars are to obey Safety Car speed once they catch it. Should the leader not be the first car behind the Safety Car, the cars between the Safety Car and the leader will be ordered around it and are to continue around at a safe pace and in order, until they catch the queue.
  - c) Make every effort to pit the lap the pits open. Should all stalls be taken, take one more lap and come in the next lap. Do not wait more than three laps, as the Race Director has the option to recall the Safety Car and restart the race with not all cars caught up.
5. Should the Safety Car be deployed on the final lap, racing back to the



chequered flag is permitted, although drivers are to be aware of any incident once they have taken the chequered flag and shall slow down quickly, yet safely after crossing the finish line

6. The driver shall be proficient in driving the vehicle that is chosen to be the Safety Car. The driver shall also be in Radio Contact with the Race Director throughout the race.

## **IX. Red Flag**

### 1. Declaration

1. The Race Director may declare a red flag when track conditions are unfit for the race to continue under safety car.
2. The Race Director will display a message stating "RED FLAG" and track condition indicator will change to "T: RED"
3. Once the RCM is displayed, there is to be ABSOLUTELY NO CHAT from anyone except the race director until further notice, both in-game and in Ventrilo.
4. No cars may be serviced during a red flag except for those within the pit lane at the time of issuance.

### 2. During Practice or Qualifying

1. Upon displaying of the RCM, proceed directly to pit lane, using caution.
2. Stop at the end of pit lane and apply your parking brake and shut off your engine.
3. The timer for the session will not stop with the red flag. If the qualifying session is less than 7 minutes complete and does not get restarted, the starting order will be taken from driver points.
4. The Race Director may extend the session time, at his discretion.

### 3. During Race

1. Upon issuance of the Red Flag, follow all instructions of the Race Director.



2. The order will be taken from the end of the last lap completed by the field before the red flag was issued.
3. If the race is less than 75% completed, the race will be restarted, with the laps determined by the laps remaining from the lap which the order was taken from. The results will be taken from this new race.
4. If the race is more than 75% completed, the race director has the option to declare the race over and take the results from the last lap completed by all cars before the red flag was declared.
5. A complete restart of a race will occur if the red flag comes out before the completion of the second lap of the race. The Race Director has the option to require any cars who were involved in the cause of the Red Flag to start from the back of the grid, or pitlane.

#### **X. Penalties**

1. The Race Director may levy penalties for incidents.
  - a) Incidents may be investigated during the race. These are started by the race administration.
  - b) Incidents that might be missed by administration, or are not stated for investigation may be appealed for in a thread on the LFS Forums specifically for protests. The person filing must provide all information required by the thread.
2. The following penalties may be levied against a racer during the race. These types of penalties may only be applied if there are more than five (5) laps remaining in the race (Based on scheduled distance: The Green White Checkered Rule does not affect this).
  - a) Drive-Through Penalty: A racer receiving this penalty shall do a drive through the pit lane at or under the pit lane speed limit.
  - b) Stop-and-Go Penalty: A racer receiving this penalty shall drive into pit lane, stop in any pit stall for ten (10) seconds, and return to the track. The pit lane speed limit must be followed during this penalty.



- c) Black Flag: A racer receiving this penalty must enter pitlane for conferral with race administration. This may be used to order a car to pit for repairs, or to retire a car from the race.
  - d) Kick: A racer may be kicked from the server for actions such as dangerous driving, foul or abusive language, or for extreme lag. A kick may only be performed after a Black Flag has been served.
  - e) Penalties in subsections a through d must be served within four laps of issuance, or the car will no longer be scored until the penalty is served. Laps will be removed manually post-race.
3. For investigations where the result is levied after the race, the following penalties may be levied, to affect the driver's result.
- a) Time Penalty: A racer receiving this penalty will have the time with the penalty added to their total race time. If the penalty would have resulted in a drivethrough in the race, the time penalty shall be thirty (30) seconds. If the penalty would have resulted in a stop-and-go, the time penalty shall be fortyfive (45) seconds. A holding penalty converts into 30 seconds plus the time
  - b) Disqualification: A racer is disqualified when their time is erased due to a severe transgression of the rules. They are placed at the end of the results table, behind all cars which Did Not Finish (DNF). In the event that multiple racers receive a Disqualification, they are listed in order of laps completed, from most to least. Disqualified racers are not listed with a finishing position: Instead, their position shall be replaced with "DSQ."
  - c) Probation Period: A racer may be placed on probation for rule violations. Probation shall follow all standing regulations on probation in the New Dimension Racing Sporting Regulations.
4. The period for post-race appeals will be stated as to when it opens and closes in the thread for such purposes. The submission process shall be defined in the thread for Protests.



## **XI. Chat**

1. Minimal chat about the session is allowed during qualifying.
2. Chat is not permitted from the time which the race begins to when the race director allows it again after cars have entered parc ferme at the end of the race session.
3. The use of Ventrilo is mandatory for all competitors during official sessions.
  1. Talkback capabilities are NOT required, however, you must be able to listen.
  2. The only communications allowed in Ventrilo during the Race is about the race, reporting of incidents, cars on track, et cetera. There is to be NO communication in Ventrilo (Radio Silence) during the qualifying sessions, and during Red Flags.

## **XII. General Procedures**

1. If you get disconnected from the server for any reason, you will be considered a DNF due to the reason provided by LFS. You will be credited with completing however many laps you completed prior to the disconnect. You may reconnect to the server to spectate the remainder of the race, but if your connection is unstable, the Race Director may ask you to leave the server.
2. Any form of tele-pitting or spectating during qualifying and/or race sessions is prohibited and will cause the exclusion out of the specific session.
3. At the end of each session, all Racers are to return safely to the pits.
4. At the end of the feature race, the winner shall drive to start-finish line. He may do celebration there.
  1. The winner shall be able to give an interview via ventrillo for the inclusion to the broadcast.



### **XIII. Championships**

1. The LFSCART Driver's Championship will be awarded to the driver, who scored the most points throughout the season.
  - a) All Events which actually have taken place will be taken into consideration.
2. The LFSCART Team Championship will be awarded to the team, which scored the most points throughout the season.
  - a) All Events which actually have taken place will be taken into consideration.
  - b) Only the best two qualified drivers of a team score points.
3. The LFSCART Nation's Cup will be awarded to the nation, which scored the most points throughout the season.
  - a) All Events which actually have taken place will be taken into consideration.
  - b) Only the driver with the best race result of a nation scores points for his nation.
4. The LFSCART Rookie's Cup will be awarded to the driver, who scored the most points throughout the season.
  - a) All Events which actually have taken place will be taken into consideration.
  - b) Only drivers who did not score any points during the previous LFSCART seasons are listed in the Rookie's Cup
5. The LFSCART Qualifying Trophy will be awarded to the driver, who drove the fastest qualifying times.
  - a) All qualifying sessions which actually have taken place will be taken into consideration.
  - b) The qualifying times of a driver will be counted together over a season.
  - c) If a driver does not attend to a qualification practice session, 110% of the time the last qualified driver achieved, will be taken into account.
6. If a race is suspended and cannot be resumed or if a race is finished due to the end of the time period, no points will be awarded if the leader has completed less than two laps, half points will be awarded if the leader has



completed more than two laps, but less than 75% of the scheduled race distance and full points will be awarded if more than the 75% of the scheduled race distance.

7. Dead Heat

- a) Points awarded for all positions of competitors who tie, will be added together and shared equally.
- b) If two or more teams or drivers finish the season with the same number of points, the higher place in the Championship (in either case) shall be awarded to:
  - 1. the holder of the greatest number of first places
  - 2. if the number of first places is the same, the holder of the greatest number of second places and so on until a winner emerges.
- c) if this procedure fails to produce a result, all teams or drivers with the same number of points will be awarded the higher place in the Championship.

8. Points will be awarded at each Event according to the Table:

Position	Sprint	Feature	Special
1	10	35	45
2	8	32	40
3	6	30	36
4	5	28	33
5	4	26	30
6	3	24	27
7	2	22	24
8	1	21	22
9	1	20	21
10	1	19	20
11	1	18	19
12	1	17	18
13	1	16	17



<b>14</b>	1	15	16
<b>15</b>	1	14	15
<b>16</b>	1	13	14
<b>17</b>	1	12	13
<b>18</b>	1	11	12
<b>19</b>	1	11	12
<b>20</b>	1	11	12
<b>21</b>	1	11	12
<b>22</b>	1	10	11
<b>23</b>	1	10	11
<b>24</b>	1	10	11
<b>25</b>	1	10	11
<b>26</b>	0	10	10
<b>27</b>	0	10	10
<b>28</b>	0	10	10
<b>29</b>	0	10	10
<b>30</b>	0	10	10
<b>Fastest Lap</b>	1	2	3
<b>Most Laps Lead</b>	1	2	3
<b>Pole Position</b>	3	0	3
<b>Did Not Finish</b>	0	5	5

#### XIV. Results

##### 1. Provisional Classification

- a) The final classifications of all sessions are provisional until such time that the race director declares them official.

##### 2. Official Classification

- a) The official classification is final and no more appeals may be filed. Points are calculated from official classifications.

3. To be classified as a finisher of a race, you must cross the finish line out of your own power after the winner has passed it. This will make you eligible for



position points from the round.

4. Disqualified drivers are scoring no points.

