Rules Book

Revision 1 – Updated 6 October 2013

This document contains regulations for the 2013 Season of the LX 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.

Contents

I. General Series Information

1. The 2013 LX Challenge (LXC) series is defined as a series running six race meetings in the Live for Speed simulation software using one track from each environment and a restricted LX6.

2. Each meeting will consist of a qualifying session and two race sessions, on the same day. Each meeting is expected to last for approximately 90 minutes. The final round will have one race session of double the length of one regular race.

3. The six meetings shall be called "Round", and an individual race session shall be called "Race"

II. Technical Regulations

1. Each car shall have 6% of intake restriction, and carry 21 kilograms of ballast.

   a) The ballast may be positioned freely.

2. An open roof is mandatory.

3. Each car shall conform to the following setup specifications, all other setup components are freely adjustable:

   a) Suspension:

      1. Minimum 0.120m ride height reduction

      2. Front and Rear Stiffness: 43.7 N/mm

   b) Final Drive:

      1. Clutch Pack LSD, 60/30% locking, maximum 70 NM preload

         1. Gearing:

            1. 1st Gear: 2.69

            2. 2nd Gear: 2.01

            3. 3rd Gear: 1.59

            4. 4th Gear: 1.32

            5. 5th Gear: 1.13

            6. 6th Gear: 1.00

            7. Final Drive: 3.620

   c) Tyres:

      1. Maximum -3.0 degrees front camber

      2. Avon brand tyres are to be used.

4. Setups will be checked by the scrutineer, according to the following schedule:

    a) Qualifying: All cars submit setups prior to exiting the pit lane, including after timeout

    b) Race: Top 3 plus approximately 50% of the other drivers, selected at random

5. Failure to observe any of these Technical Regulations, or failure to send setup when required will result in exclusion from that session.

III. Sporting Code Clarifications / Notes

1. The Safety Car Procedure as stated in Sporting Code Article VIII is **not** applied to this series.

2. Please ensure you are aware of the Red Flag and Server Failure Procedures in the Sporting Code. (Articles IX and X, respectively).

3. All protests must be submitted within 24 hours of Round conclusion.

4. Bump-drafting is prohibited at ALL TIMES.

IV. Entry Procedure

1. A maximum of 32 cars may participate in a race session.

2. All entries are single-car entries, submitted and managed by the driver.

3. Car number range is 0, 2-99 inclusive. Car 1 is reserved for the defending series champion.

    a) No leading zeroes.

4. All drivers are required to provide forename, surname, LFS licence name, and nationality with an entry. A team name is optional

5. No new application or current application edit shall be made from the time three hours prior to qualification start until the time three hours following the conclusion of the round.

    a) Exceptions may be made in dire circumstances.

V. Car Skins and Driver Naming

1. All skins for a car must contain the provided required elements.

    a) The location of the number boards are not to be changed form the provided file. A designed skin is intended to be placed on the provided PSD file

2. Sporting Code II.3.2 does not apply to the LX Challenge – number plates are free.

3. A driver's name shall be formatted as per NDR Sporting Code II.4.

4. Failure to meet any requirement will result in the following penalties:

    a) Qualifying: Loss of fastest lap

    b) Race: Drive-Through Penalty

VI. Confirmations Procedure

1. All drivers are required to confirm their attendance for a round by posting in the appropriate thread no later than three hours before qualifying start.

2. A driver must confirm regardless of plan to attend or not. Driver must indicate "Yes" if planning to attend, "No" if not planning to attend.

   a) Drivers shall also provide their entered car number and LFS licence name with the confirmation.

3. Failure to confirm by the deadline shall result in a 5-place grid penalty.

4. No driver will be allowed to participate without confirming at least one hour prior to qualification start.

VII. Qualification Procedure

1. Qualification shall take place at 18:30 UTC on race days, and run for twenty minutes.

2. Hardcore mode is in use – Telepitting (shift+P) is prohibited. No pit work (refueling, tyres, setup changes) is permitted during qualification. Drivers are prohibited from intentionally disconnecting to bypass this.

3. Drafting is permitted, bump-drafting is not.

4. At 18:27 UTC, all free practice shall be interrupted and the server will be set for a 23-minute qualification session. The pit exit will be closed. During this time, all drivers must send the scrutineer their setup before being permitted to exit the pit lane.

   a) The pit exit will open after the three-minute window elapses. Drivers are permitted to queue at pit exit after two minutes elapse.

5. A driver who misses qualifying completely will start from the pit lane in number order.

6. A team who attends qualifying but sets no time or has all times deleted for whatever reason will start from the back of the grid in number order.

VIII. Race Procedure

1. The first race of a Round will start at 19:00 UTC. The second will start 10 minutes after the completion of the first race.

   a) At 5 minutes until start, the server will be sent to the lobby screen for grid stacking. All drivers will be ordered to the track when the session is ended to accelerate this process. There is to be no chat while the grid is being stacked. Each line of chat after the first will incur a one-point penalty per line to the driver, not to exceed 10 points per round.

b) Any driver who misses his initial call to the grid will be given one more call not more than 20 seconds after the first. On a failure to respond to the second call, a race marshal or other admin may join to hold that driver's place. Once all other cars have been gridded, a final call will go to that driver. Failing to respond to the final call will result in that driver losing the earned starting place, and will be required to start from the pit lane. If the driver fails to respond by the time the race starts, that spot will not be filled. Under no condition shall the start of the race be held up for any AWOL driver.

2. The race shall start with a LFS-default standing start.

3. Pit work is permitted during the race.

4. A race shall be thirty minutes in duration. The race shall be started as a one-hour timed race. Once the thirty minutes have elapsed, the last lap signal will be given, and laps shall be set to the lap the leader is on.

   a) The final round is one hour in duration.

5. On completion of the race, all cars are to slow below normal race pace and return to the designated parc fermé area. The top three drivers in each class are to return to the start/finish area for podium pictures.

   a) Cars may not stop on track or drive excessively slowly waiting for the race to finish.

   b) Drivers must avoid incidents on the cool-down lap. Incidents on the cool-down lap can result in harsh penalties, with harshness based on severity of the incident.

   c) No finishing driver is permitted to spectate without race control permission during any race session.

6. The top three drivers plus approximately 50% of the other finishers will be inspected after each race.

7. No driver may rejoin the race in progress following a timeout or other retirement.

   a) Drivers who retire from the first race of the day will start from the back of the grid in the second race.

8. The second race of the day will see an inverse of between the top six and top ten finishers of race one, determined by random draw.

IX. Official Classification

1. All teams which start an LX Challenge race will be classified. Points will only be awarded to those who are credited with completing 90% or more of the total race distance.

2. Bonus points will be awarded regardless of amount of the race completed.

X. Championship

1. There are two official championships of the LX Challenge.

   a) The LX Challenge Driver's Championship is awarded to the driver which scores the most points on the season

   b) The LX Challenge Team's Championship is awarded to the team which scores the most points on the season.

      1. The two highest classified drivers will earn points for the team.

2. All races, less two (less four for the team's championship), count towards the championship. Exclusions may not be considered a drop race.

3. A 10 point bonus will be awarded to a driver who attends (defined as attempting qualifying) each round of the season. The bonus is reduced to 5 points after one missed round, and eliminated after two missed rounds.

4. The final race will award full points at the first lap completed by the leader and each driver after 30 minutes have elapsed. Both parts may count towards the driver's drop score.

Position	Points
1st	25
2nd	23
3rd	22
4th	21
5th	20
6th	19
7th	18
8th	17
9th	16
10th	15
11th	14
12th	13
13th	12
14th	11
15th	10
16th	9
17th	8
18th	7
19th	6
20th	5
21st	4
22nd	3
23rd	2
24th & lower	1
Fastest Lap	1

5. If the race cannot be completed for any reason, and is less than 75% complete, half-points will be awarded.

XI. Communication

1. Race administration will also be available in a voice chat server during the course of the race. Each driver can request a channel to use in the NDR TS, Race Control may broadcast messages in TeamSpeak from time to time.

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 is issued. Repeat offenses may merit an SG penalty.

XII. Miscellaneous

1. The administration reserve the right to interpret these rules as necessary, and use any necessary and proper judgment to control the event

2. The administration reserve the right to modify this document at any time for any reason it deems fit.