



# 2014 Kyoto 500 Regulations

*Revision 1 – Updated 14 June 2014*

This document contains regulations for the 2014 Kyoto 500. The NDR Sporting Code is in force with this document. Any conflicts between the two, unless explicitly stated herein, defer to the Sporting Code.

© 2011-2014 New Dimension Racing

## Contents

<b>I.General Event Information.....</b>	<b>3</b>
<b>II.Kyoto 500 Car Restrictions.....</b>	<b>3</b>
<b>III.Sporting Code Clarifications / Noes.....</b>	<b>3</b>
<b>IV.Entry Procedure.....</b>	<b>3</b>
<b>V.Car Skins.....</b>	<b>4</b>
<b>VII.Qualifying Procedure.....</b>	<b>5</b>
<b>VIII.Race Procedure.....</b>	<b>6</b>
<b>IX.Pit Lane.....</b>	<b>6</b>
<b>X.Protests.....</b>	<b>7</b>
<b>XI.Official Classification.....</b>	<b>7</b>
<b>XII.Communication .....</b>	<b>7</b>
<b>XIII.Miscellaneous.....</b>	<b>8</b>

## **I. General Event Information**

1. The 2013 Kyoto 500 is defined as a single event in the Live for Speed simulation software using the Formula V8 (FO8) car on the Kyoto Oval (KY1) circuit.
2. Bumpdrafting is not permitted during any Kyoto 500 session.

## **II. Kyoto 500 Car Restrictions**

1. Drivers are restricted in the tyre compounds that they may use in the Kyoto 500. Cars not using an allowed compound will be black flagged and must change to an allowed compound.
  - a) **Only R2** compound tyres may be used throughout all sessions.

## **III. Sporting Code Clarifications / Noes**

1. The safety car procedure as stated in Sporting Code Article VIII is applied to this event.
2. Please ensure you are aware of the Red Flag and Server Failure Procedures in the Sporting Code (Articles IX and X, respectively)

## **IV. Entry Procedure**

1. There are 30 start positions available in the Kyoto 500. These spots are awarded based on qualifying results.
  - a) All drivers who qualify are eligible to fill in for a driver unable to attend on race day.
2. Car Number 01 is reserved for the defending Kyoto 500 champion.
3. All drivers must complete the following entry requirements before being accepted as an eligible entrant into the Kyoto 500:
  - a) A hotlap uploaded to <http://www.lfsworld.net> using the FO8 on KY1 within 103% of the World Record
  - b) A total online driven distance equal to or greater than 12,340 miles / 20,000 kilometers
  - c) A total online laps of KY1 with the FO8 equal to or greater than 300 laps.
  - d) Satisfactory attendance at two or more Official Practice Sessions.
4. All cars are single-driver cars. A "Team" is a grouping of at least one car using identical team names.

## **V. Car Skins**

1. All skins must fulfill the requirements as specified in the NDR sporting code, Article II.5, 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 shall have different colors.
  - d) If a team uses multiple groupings, each grouping must have substantially different liveries to each other grouping.
2. Failure to run a proper skin in qualifying will result in refusal to be admitted to the track for a qualifying run until the issue is corrected.
3. Failure to run a proper skin in the race will result in a drive-through penalty to the driver only.

## **VI. Official Practice Sessions**

1. Official Practice Sessions are required to ensure that all drivers are adequately prepared for all race procedures and can race cleanly and safely on the Oval.
2. A driver is only credited with session attendance if the administration deems their session actions and result sufficient. Generally, finishing a race no more than one lap down with no notable incidents will result in credit. Being involved in an avoidable incident, failure to follow procedures, a DNF, and other misbehavior may result in no session credit. Credit may be given or revoked with or without justification by the administration.
3. Practice Sessions will either be open-practice, or races of varying length.
  - a) In order to save time, the Official Qualifying format will not be used, and instead an automated system will be used.
    1. Each driver will have one attempt to complete one outlap, two hotlaps, and one inlap. Fastest hotlap sets positions.
4. No incidents from practice sessions may see a penalty applied to the Kyoto 500 Qualifying or Race. A driver may be excluded from participating after actions in a session, but no grid penalties or other similar penalties may be applied.
5. Protests regarding incidents in Practice sessions must be submitted within 4 hours of session completion, and must follow all standards for protests.

## VII. Qualifying Procedure

1. There are two days for qualifying. The first shall be titled "Pole Day" and the second "Bump Day" Qualifying shall take place on the weekend preceding the Kyoto 500 race day.
  - a) "Pole Day" will run for 6 hours on the Saturday prior to Race Day, starting at 18:00 UTC and running until 24:00 UTC. A run must be started during the allowed time to be valid. Only pole position is locked in after this day. Pole cannot be taken on Bump Day unless the Pole driver withdraws his time.
  - b) "Bump Day" will run for 6 hours on the Sunday prior to Race Day, starting at 18:00 UTC and running until 24:00 UTC. A run must be started during the allowed time to be valid.
2. A driver has three attempts per day to set a four-lap average.
  - a) An attempt consists of 2 Warmup Laps, 4 Timed Laps, and 1 Inlap. The average of the 4 Timed Laps is the driver's qualifying time.
  - b) An attempt erases the previous time permanently when the driver starts his first timed lap. The attempt is charged (no longer available) when the driver starts the first timed lap of the run.
  - c) A driver may wave off his attempt at any time during the run. A wave-off should be communicated via a text or voice chat message such as "WAVE OFF" or "ABORT RUN" or similar substitute. If the attempt has been charged, the wave-off will not restore it for later use.
  - d) A driver must request to be placed in the qualifying queue, and wait to be called out by race administration. A driver may enter and leave the server as needed. Excessive connections and disconnections may result in a temporary ban. LFS Remote will be enabled, and you will be able to track your place in queue online.
  - e) Should no driver be in queue or on track for a run, the track will be open for free practice until another driver is ready to take a run.
  - f) Should two or more drivers be tied on average lap times, the driver who set the time earlier will be awarded the place.
  - g) A driver must successfully enter pitlane on his inlap under his own power on his run. Failure to do so will see 0.01 seconds added to the final lap time of the run.

## **VIII. Race Procedure**

1. The race will run with no time limit, for 268 racing laps, and 2 pace and formation laps.
2. Drivers must be in server and ready to be stacked into grid formation 20 minutes before scheduled start of the pace laps.
3. The race will start by way of three-wide rolling start.
  - a) Drivers should be in single file through turn 1 on the first pace lap, then sort into three wide between Turns 1 and 2.
  - b) Drivers are to leave approximately 2 car widths to the car(s) alongside in the row, and leave 8-10 car lengths to the car ahead.
  - c) Tyre warming is prohibited at any time during the pace laps.
  - d) The leader must hold safety car speed until the green flag is shown. When the green flag flies, overtaking is permitted. No green flag, "SAFETY CAR DEPLOYED" or "SAFETY CAR IN THIS LAP" will indicate a waved-off start and the field should hold formation until the next lap, where the start will be tried again.
    1. Any car repetitively found to be causing a wave-off will be sent to the back of the grid.
4. After taking the chequered flag at the end of the race, all drivers must slow down through Turn 1 and complete an inlap back to pitlane. Speed should not exceed approximately 190 kph / 118 mph after Turn 1 on this inlap.

## **IX. Pit Lane**

1. There is no compulsory pit stop in the Kyoto 500.
2. There are no reserved pit stalls; all pit stalls are open for any car to use.
3. The pit lane entry will close on safety car deployment on oval tracks until Race Control is satisfied all cars are in queue.
4. Under green flag conditions, a driver must enter the pits using the entry apron in Turn 3. Should the caution come out before the driver crosses the "Commitment line", the driver must not make a pit stop and either pass through the pit lane or return to the track in the space between the orange poles. Pitting while pit lane is closed will result in end of the line penalty for the restart.

5. Under yellow flag conditions, all drivers, unless the car is severely damaged and cannot drive safely, must enter from between the orange poles after turn 3. Using the entry apron without severe damage will result in a DT penalty on the restart. You may not overtake the SC while entering pit lane. Overtaking the SC on pit entry will result in a SG penalty.
6. Drivers serving a DT must stay as close to the pit wall as possible while serving their DT.

## **X. Protests**

1. Protests must be submitted within 36 hours of race completion.
2. Protests must be submitted from drivers involved in the incident. Drivers submitting protests not involving their car, or that stand to benefit and are deemed to submit protests of other incidents solely for that reason are subject to penalties.
3. For a description and list of all penalties that may be assigned, please see the NDR Sporting Code.

## **XI. Official Classification**

1. All drivers and cars which start the Kyoto 500 race will be classified in the results . The only exception is if a driver or car gets disqualified, then that driver is placed behind all other drivers and is not eligible for any points from that round.
  - a) The 75% rule as stated in the NDR Sporting Code shall not apply for this race.
2. Drivers who time out or lose connection to the server while racing may not rejoin the race in progress. A driver who has timed out or lost connection during the race must not rejoin the server during the race.

## **XII. Communication**

1. Race administration will be available in a voice chat server during the course of the race.
  - a) All drivers must be in voice chat and able to listen to race administration commands. Failure to be in designated voice chat server will result in inability to participate in the event.
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, minimal chat is allowed, for procedural statements, and a driver on a run may block messages. In the race, a DT penalty is issued. Repeat offenses may merit an SG penalty.

### **XIII. Miscellaneous**

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