



# Rules Book

*Revision 1 – Updated 20 December 2015*

This document contains regulations for the LFSCART 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.

Each season will have supplemental regulations to modify this document.

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## **I. General Series Information**

1. The LFSCART Series (LFSCART) series is defined as a series running events in the Live for Speed simulation software using the Formula V8 (FO8) car on a combination of road and oval circuits.
2. There is no licence grade requirement for the 2014 LFSCART Series.

## **II. LFSCART Car Restrictions**

1. Drivers are restricted in the tyre compounds that they may use in LFSCART. 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 on Ovals.
  - b) **Only R2 and R3** compound tyres may be used on Road circuits.

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

1. The Safety Car Procedure as stated in Sporting Code Article VIII is applied to this series.
2. All open configuration courses are measured using the method prescribed in Article VI, 1.1.a.
3. All series participants must be aware of the Red Flag and Server Failure Procedures in the Sporting Code. (Articles IX and X, respectively).

## **IV. Entry Procedure**

1. There are 37 start positions available per race the LFSCART Series. These spots are awarded based on qualifying results.
2. Car Number 1 is reserved for the defending LFSCART Series Champion. All numbers 2-99 inclusive are available.
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) 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 meeting start until 30 minutes after meeting conclusion. (Super Entry Lockout)

## **V. Car Skins**

1. All skins must fulfill the requirements as specified in the NDR sporting code, Article II.3, with the following additions:
  - a) Cars of the same team may need not be substantially similar in design.
  - 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.
2. All skins must also contain all elements required by the published skin kit.
3. Failure to run a correct skin will result in the following penalties:
  - a) Qualifying: Loss of one fastest lap
  - b) Race: Drive-Through Penalty

## **VI. Qualifying Procedure**

1. On Road Circuits:
  - a) 25-minute session. If more than 20 drivers attend a round, there shall be a split made, and there shall either be concurrent 25 minute sessions over multiple servers, or consecutively in one server.
  - b) Cars split into groups by a random sort based on confirmed entries. The groups will be announced shortly after the confirmations deadline.
    1. No qualifying group shall have more than 25 cars assigned to it.
  - c) Drivers may complete as many laps as they desire within the 25 minutes.
  - d) Sessions will be held in the "Hardcore mode" - Drivers will not be permitted to telepit / spectate and rejoin the session.
    1. A driver will be permitted to telepit and rejoin at session start provided that driver has not left his pit garage.
    2. A driver who loses connection to the server will be permitted to rejoin the session if time permits.
2. On Oval tracks:
  - a) 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.
  - b) Each driver has one attempt to complete an out lap, two flying laps, and one in lap.

3. Any driver who is not within 105% (on ovals 103.5%) of the fastest time in Qualifying will not be allowed to take part in the race.
  - a) This rule will 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 105% 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.
4. Drivers who have not participated in the qualifying session may take part in the race if the grid has open spots and the 105% (103.5%) rule is not enforced.
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.

## **VII. Race Procedure**

1. There will be one race per round.
2. Race Distance is the minimum number of laps to exceed a 250 kilometer (155 mile) race distance.
3. Races shall run to either their scheduled distance or 2 hours, whichever is completed sooner. Time limit timing starts from either the lights going out at the initial start (not the LFS start) or the second start abort command.
4. All entrants to a round must confirm their attendance no later than two hours prior to a round. The password to the server will only go to confirmed drivers.
  - a) A driver may confirm late, up to 30 minutes before qualifying start, but will receive a pit lane start penalty should they advance through the qualifying.
5. Starting procedure on ovals:
  - a) The Safety Car will lead the grid through two 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 out, overtaking is permitted.
6. Starting procedure for Road Circuits:
- 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 furthest 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 Drive-Through Penalty. The system will alert administrators to any jump starts, which will be automatically investigated.
7. During all races each driver must make one compulsory pit stop.
- a) The stop may be taken at any time after starting the race until the leader has started their penultimate lap.
  - b) No service is required during the compulsory stop.

### **VIII. Official Classification**

- 1. All drivers which start an LFSCART race will be classified in the results and given points, provided that they complete 75% or more of the race distance and are not disqualified.
  - a) Bonus points will be awarded regardless of amount of the race completed.
- 2. 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.

3. 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 offense, ten (10) points for the second offense, and series exclusion for the third offense. Each occurrence shall also incur one licence penalty point.

## **IX. Championship**

1. There are three official championships of LFSCART
  - a) The LFSCART Series Driver's Championship is awarded to the driver who scores the most points in the season.
  - b) The LFSCART Series 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.
  - c) The LFSCART Series Nation's Cup is awarded to the nation which scores the most points in the season.
    1. The top two finishing drivers of a nation will score points towards this championship. The two highest finishers for a nation will have their position points averaged, which shall be the nation's points earning for that round.

*(continued on next page)*

Position	Sprint	Position	Sprint
1st	50	16th	15
2nd	42	17th	14
3rd	37	18th	13
4th	34	19th	12
5th	32	20th	11
6th	30	21st	10
7th	28	22nd	9
8th	26	23rd	8
9th	24	24th	7
10th	22	25th	6
11th	20	26th	5
12th	19	27th	4
13th	18	28th	3
14th	17	29th	2
15th	16	30th	1
Pole	1	DNQ / DNS / DQ	0

## **X. 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 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.

## **XI. 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.