



Rules 1.2 FINAL

Definitions

1. 'Race Control' is [NDR] Race Control (aka Dekojester). In the event of him being unavailable, then JO53PHS, J@tko or NtrlBrnRacer will become Race Control, to be decided by J@tko.
2. The "Restart Line" is the line marked on the front straight, with three (3) orange cones on the wall either side of it.
3. The "Comitted Line" is the line on pitlane marked with three blue and white striped cones on either side.
4. The "Start Boxes" are the grid slots on the straight between turns 2 and three, which are used for griding of the three-wide start.

Racing Regulations

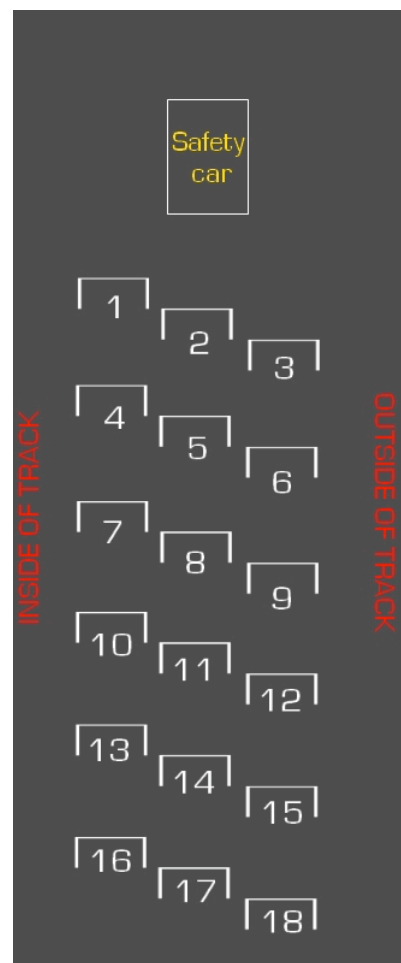
1. All participants shall pay the utmost respect to each other at all times.
2. Bump-Drafting is not allowed.
3. Continual and deliberate blocking will result in a drive through penalty.
4. R4 tyres are strictly prohibited in all Officially Timed Kyoto 500 Sessions. Use will result in a black flag to change to proper tyres.

Qualifying procedure

1. You have three four-lap attempts to qualify throughout both sessions
2. Cars may go out on qualifying runs when they are ready. They must indicate the desire to take a run, and the Race Director will either call them on track or put them in queue.
3. A qualifying attempt is started when you cross the start line and start your run. If you stop the run prior to this point, you will not be charged with an attempt.
4. You are to immediately go up onto the track for your qualifying run. There will be barriers blocking the pit exit apron. You may take any line you wish on the warm-up lap. Wall riding and spinning and other such activities to warm the tyres are forbidden and will result in a 6-spot grid penalty. You are permitted a burnout coming out of your garage stall.
5. Once you have finished your 4 qualifying laps, return to the pit lane, and a garage stall. There is to be no tele-pitting until cleared to do so by an admin.
6. Your qualifying time will be the average time of all four laps of your run.

Start procedure

1. Do not move from your grid slot until told to by Race Director.
2. The Safety Car is an XRR. It will travel up to, but no greater than 90 MPH / 150 KPH, speed varies at the discretion of the race Director



3. Drivers are to follow the Safety Car at the SC speed for ½ a lap, until the Start Boxes are reached. Drivers should position themselves in the start boxes as shown in the diagram to the right.
4. Once all cars are lined up in their correct start boxes, the field will begin moving again.
5. Do NOT rev your engine on the grid. Please park and apply handbrake and be patient while the field settles in queue.
6. All cars should remain in triple file, and in the correct order. Drivers must make best effort to maintain formation.
7. Overtaking the SC or other cars will result in a penalty.
8. The Safety Car will dive into the pits on the last non-competition lap
9. Drivers are to remain at 90 MPH / 150 KPH and in even triple file until the green flag is shown. Then racing is on. You may overtake as soon as the green flag is out.
10. The "Restart Line" is around where the green will be thrown.
11. Once the SC is off the track, the pole sitter is in control of the pace.

Safety Car procedure

1. If the safety car is scrambled by the Race Admin, then 'SAFETY CAR' will appear on screen.
2. As soon as the caution is called, racing is stopped. An immediate no overtaking rule will be enforced. Cars are to slow down to a safe speed (90mph / 150 km/h) and proceed around the track until they reach the SC. The SC will remain stationary or at a suitable speed until cars have caught up, this condition is at the call of the Race Director. Pit lane CLOSES once the SC is deployed. If you were past the committed line, you may stay in pit lane and not receive penalty. If you are in the pit entry lane but before the committed line, you are allowed to return to track should the SC be called out when you're in that area. You may only do so once you have passed the pair of orange posts where turn three ends, and you must stay in the lower two lanes until there is a gap to return to the line safely.
3. Penalty for entering a closed pit will be a drive-through. If you are between the committed line and pit limit line and the system penalises you, an admin will clear your penalty.
4. If the SC picks up any car(s) that are not the leader, an admin will signal that those cars may pass the SC. Those cars will join the back of the pack in the order that they were before the caution was called.
5. The SC will drive at 90mph / 150 Km/h during cautions, or at a speed deemed suitable by the race director for the conditions.
6. Absolutely no overtaking under SC. The order for the SC period is taken from the order displayed at the point in which the caution came out, with persons in the causing incident taken into account. If you believe you are in an incorrect position, challenge the position by drawing alongside the car who you believe you should be ahead of.
7. Pit lane will open once the field is satisfactorily in queue. Positions after pits will be accounted for before the restart. If you pit, you are not permitted to overtake any car before entering pit lane, whether in queue on track or in pit entry. If you overtake in this situation, you must restart the race from the end of the line. When you pit, you lose your place in line, and will be replaced based on where you came off pit road.
8. Remain in single file throughout the SC period. No swerving/weaving.
9. Restarts of the race take place as the race start, but in **single file**.

Pit Lane Rules

1. The pit lane is considered the area between the committed line and the end of the speed limit line.
2. The pit entry lane is considered the apron from where the four green cones past turn 2 are until the committed line. You must enter this area before the green cones and stay within the bounds of this area on pit entry, with the exception a caution coming out while you are on the entry lane, and then doing so within the bounds of Safety Car Procedure, Item 2. You are committed to pitlane where the green cones are. There is no entry to pitlane beyond this point without incurring a penalty.
3. The pit exit lane is considered the apron from where the pit speed limit area ends until the four green cones before turn two.
4. Returning to track from the apron on pit entry will NOT result in any penalty in and of itself. If an incident occurs because you went onto the track from the apron, you will likely be at fault.
5. Returning to the track from the apron on pit exit will result in a drive-through penalty.
6. During Safety Car periods, you may not exit pitlane until the queue has passed the end of the pit wall.
7. Exiting pit lane from between the commitment lines and the head of the pit wall will result in a stop-go penalty.
8. Drive in the pit driving lane (nearest the pit wall) except for when entering or exiting your stall. Driving through more than one adjacent stall before or after your stall will result in a drive-through.
9. Attempting to complete a penalty by entering pitlane from the exit will result in an admin requesting you pit in and be held for two laps.

Communication Rules

1. Text chat is strictly prohibited. Any chat will result in a warning, then a drive-through for repeated offences, or possibly a kick for any spectators chatting. Please use &pm for any messages not related to the race. You may use text chat to make requests or ask questions of Race Control.
2. Race Control will use text messages to indicate leader laps remaining, pit condition, track condition, and some other messages, to supplement the Ventrilo chat
3. Use of Ventrilo is REQUIRED for all official Kyoto 500 sessions. If you are not in Vent by the time prescribed (by default, LFS Server Deadline Time), you will be considered absent from the event and not allowed to participate until in both. Please contact dekojester for information on the Vent server we are using. NOTE: Talk-back is not required, but Listen capabilities are required.
4. During official qualifying and race sessions, there is to be no extraneous Ventrilo chat. During Free practices, it's open. If you wish to have discussions, a channel will be set up for such. Race Control will be able to talk to all channels.
5. Marshals and racers will be in separate channels to minimise distractions and have marshal discussions private.
6. During qualifying runs, there is to be NO communication apart from race director commands in the Vent. If you wish to talk, a separate sub-channel will be set up for such.

Flag Rules

1. There will be **NO** competition cautions.
2. The race will have no more than six attempts to finish under green. If the yellow comes out prior to the leader receiving the final lap indication, an attempt will be made at a green-white-chequered finish. Due to limitations of LFS beyond 100 laps, there may be extra laps under SC in these conditions to get this completed. Pit lane will open and close as normal.
3. Red flags will only be called for after a safety car deployment, to contain the field easier. You are to follow the SC and park wherever instructed. Once the red flag is displayed, there are to be NO pit stops or other repairs made until it is lifted.
4. Blue flags are enforced in a different manner than most road racing. If you are at a competitive speed and are just a lap down due to pit stop or other similar factors, you do NOT have to yield to a blue flagger. If you are multiple laps down, or advised to move, you MUST yield at the earliest safe opportunity.
5. Black flags will be used to indicate cars that are deemed unsafe to continue on course without repairs. If you fail to repair sufficiently or cannot keep up a minimum speed, you will be black flagged and retired from the race.

Administrative Rules

1. There will be a lag start: This is without SC. Just drive 1 lap then return to pits, report cases of lag to admins.
2. No car sharing is allowed.
3. The InSim application will tell you the state of the course (green/SC/red) and whether pit lane is open or not.
4. Race Control reserves the right to give anyone a penalty for whatever reason he sees fit.
5. The use of **ANY** speed hacking device and/or **ANY** program that increases the performance of your car **WILL NOT** be tolerated. Use of such programs will result in an instant ban from the competition server and a ban from **ALL** future New Dimension Racing events.
6. The 'Player hacker' program, or other similar software, which changes the appearance of the driver or parts of the car is not allowed.
7. The name format drivers should use is **000 N. Name**. If for whatever reason your name will not fit in using this format, please contact and admin. Drivers who have one or two digit numbers such as '7' or '67' should NOT put additional '0's in front of their number, unless their actual number is '067' or similar.
8. Your skin must have your number on the nose, sidepods, and sides of rear wing.
9. Your Number plate must be set to your last name.