



Regulations

Version 2009.1.01

This document was last updated on 31 March 2009. This version is effective immediately from this date, and shall remain so until the next version is published. All events run while this document is still active shall always refer to this document. No materials contained within this document affect events held prior to the publish date of this document.

The New Dimension Racing Sporting Code is in effect in conjunction with this document. Conflicts between the two documents, if not explicitly stated as to which applies in this document, shall be pointed out to New Dimension Racing as soon as they are discovered.

I. General

1. This document contains rules and procedures for the Live for Speed Beginner's Cup as well as the New Dimension Racing Challenge.

1. The term "LFSBC" shall be used when the rules and procedures are common between the two categories.

2. The "Race Weekend" of a Round of the LFSBC shall consist of a Free-Practice session held on the day of the race, the Qualifying Session(s) Prior to the Race, and the Race Session(s) itself.

3. There shall be separate calendars for the Beginner's Cup and the NDR Challenge, but both classes race on the same track, at the same time. The classes may have separate cars for use.

4. You must be in the server at least 10 minutes prior to the start of Qualifying.

1. You must be in both the LFS Server and the Ventrilo Server to meet this requirement.

2. Failure to meet this requirement may result in you not being allowed to participate in the sessions.

5. You must confirm your attendance and car selection (when applicable) prior to the specified deadline. Failure to meet this requirement will have you start from back of the grid.

6. If you miss qualifying for any reason, and there are still free slots on the grid, you may start, but must take the start from pitlane.

7. Liveries

1. You may use any livery you like.

1. The livery must contain your number in the positions as indicated in the New Dimension Racing Sporting Code.

2. Ensure that your liveries are uploaded to Live for Speed World, and therefore, must meet the requirements for LFSW.

8. Driver Names

1. Drivers shall format their names as per the NDR Sporting Code, with the following exception.

1. Car numbers for drivers in the Beginner's Cup class shall be in Yellow.

2. Car Numbers for drivers in the NDR Challenge Class shall be in Blue.
2. Failure to follow correct name protocol shall result in a request to change name.
If the name is incorrect during the race, the driver will be issued a stop-go penalty and must change their name during the penalty.

II. Class Definitions and Entry Requirements

1. The LFS Beginner's Cup is for those who are new to LFS. To be in the LFS Beginner's Cup, you must have the following requirements met:
 1. 250 Online Miles (402 Online km)
 2. An uploaded hotlap to LFSWorld within 103% of the WR on any LFS Beginner's Cup Combination.
2. The NDR Challenge is for those who are more experienced in LFS, but wish to participate in a league. You will be placed in the NDR Challenge Category if you meet any of the following:
 1. 15,000 online km (9321 online Miles) in LFS
 2. Current WR Holder
 3. Participation in any major LFS League (i.e. IGTC, MoE, STCC, LFSPS, LFSWS, OWRL)
 4. Participation in any two Leagues/Events.
3. The NDR challenge has the following entry requirement:
 1. An uploaded hotlap within 102% of the WR on any NDR Challenge Combination.

III. Qualifying Procedures

1. Qualifying will take place immediately prior to each event, in the form of a 20 minute, open-track session.
2. There is no lap limit for qualifying. Your fastest time will place you on the grid.
3. When the car selection is the same for both classes, there will be only one qualifying session. When there are multiple car classes in use, there will be two separate 20 minute sessions per class.
4. Qualifying will be run in "Hardcore Mode." This means, that you may only telepit or spectate to END your session - the system will not allow you to rejoin from that. At the admins discretion, a car may be allowed to rejoin. To repair damage, or add fuel, or change tyres, you must make a pitstop. Setup changes are only limited to what you can make in an LFS pitstop.

IV. Race Procedures

1. With the Exception of the Endurance Race, all races will be started by way of a standing start, except for when the Race Director determines that a rolling start will be safer.
2. There is NO lag lap preceding a race.
3. Drive-Through and Stop-Go Penalties must be served within three laps of issuance, or will be upgraded to the next level of severity. Drive-Through will upgrade to Stop-Go; Stop-Go will be upgraded to a 1-lap holding penalty (stop in pitlane for one leader lap), 1-Lap Holding Penalty upgrades to a Black Flag.
 1. Black Flagged drivers must drive into pitlane within two laps of receiving the black flag, and spectate. Failure to comply will result in a three-week suspension.

V. 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. Speed Limit

1. The Pit Lane Speed Limit is 80 Km/Hr, or 49 Mi/Hr.
2. Exceeding this speed by up to 20 Km/Hr will earn you a Drive-Through Penalty
3. Exceeding this speed by over 20 Km/Hr 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, unless the Race Director announces that the entry lines will be enforced.

5. Pit Stalls

1. During Free Practice sessions, you may stop at any pit stall or in any garage area.
2. During qualifications or races, travel to the furthest open pit stall and use it.
3. Do not drive across more than one pit stall on your way in and out of your own.

VI. Safety Car

1. Use

1. A Safety Car may be used to neutralize a race in the event of an incident or for a rolling start.

2. Overtaking

1. Overtaking is strictly forbidden under safety car conditions.
 1. If the car ahead of you spins or is otherwise unable to maintain safety car speed, that car may be overtaken.
 2. If you overtake during safety car, you must return the position or you will be assessed a penalty on the restart.

3. Queuing

1. A Racer must keep between two (2) and five (5) car-lengths to the car in front of you.
2. The leader must keep between eight (8) and ten (10) car-lengths between it and the safety car.

4. Deployment and Recalling

1. In the event of an incident that may necessitate the use of the safety car, the race director will order it on standby.
2. Should the safety car be needed, the race director will display a message, "Safety Car Deployed" and the Track Status Indicator will change to "T: YELLOW." The pitlane does not close during Safety Car periods, unless the pitlane is blocked by the incident, in which it will be closed until the incident is cleared.
3. On the lap which the Safety car will be coming in, Race Control will display a message, "Safety Car in THIS LAP." The Safety Car will then turn out its lights and begin to accelerate away towards pitlane. The leader is now in charge of the pace, and is to maintain normal safety car speeds until the final sequence of turns before the start straight. The leader may not overtake the Safety Car until it is behind the pit wall barriers.

4. There is to be no overtaking until you have crossed the start line.

VII. Red Flag Procedures

1. Declaration

1. The Race Director may declare a red flag when track conditions are unfit for the race to continue under safety car, or in the event of a server crash.
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 ABSOLUTLEY 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.

1. 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.
 1. The Race Director may extend the session time, at his discretion.

2. 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.
 1. If the race is less than 60% 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.
 2. If the race is equal to or more than 60% 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.
 3. A complete restart of a race will occur if the red flag comes out before the completion of the second lap of the race.

VIII. Messages

1.Text Chat

1. There is No Chat allowed during Qualifying or the Race Session. Procedural chat is permitted in small amounts. Penalty for chat is a Drive-Through.
2. The use of Ventrilo is **mandatory** for all competitors during official sessions.
3. Talkback capabilities are NOT required, however, you must be able to listen.
4. 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.

IX. Disconnects

1.During the race

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.

X. General Procedures

1. Tele-pitting/Tele-spectating

1. During any race LFSBC session, you may NOT tele-pit or spectate from on-track under any circumstances.
2. You may tele-pit or tele spectate at any time, without permission in a practice session.

2. Parc Ferme

1. At the end of each session, all Racers are to return safely to the pits.
 1. During Free Practice and Qualifying, you may return to the pit lane and any garage stall or to the end of pit lane.
 2. During the race, parc ferme will be marked by red and white barriers. Drivers are to park in rows of three, and apply the parking brake and shut off their engine.

XI. Championships

1. Drivers Championship

1. The Live for Speed Beginner's Cup Driver's Championship is the official championship of the series. Points are awarded to those who are classified after each race.

2. Double points are available for the Endurance Round for positions 1 to 15, where 16th and beyond will still receive 1 point. Half points are awarded for the Double-Header Races. Half points will be awarded in the event a race is ended prior to 50% completion.

Finish Position	Points
1st	30
2nd	28
3rd	26
4th	24
5th	22
6th	20
7th	18
8th	16
9th	14
10th	12
11th	10
12th	8
13th	6
14th	4
15th	2
16th and beyond	1

3. The LFS Beginner's Cup, and NDR Challenge will also have their own individual points tables. Each class will be awarded points off of the above table, based on their class finishing position.

4. Bonus points are awarded according to the following table, regardless of class.

Item	Points
Pole Position	1
Fastest Race Lap	1
Highest Climber	1

1. Pole Position is awarded to the person who gains the fastest time in qualifying. Grid penalties do not apply to this award.
 2. Highest Climber is calculated by subtracting your qualifying position from your race finish position. In the event of two same climbers, the highest finisher of the two is awarded the point.
5. A ballast system will be used to even out the field for all rounds, with the exception of Round 1. The ballast will be determined by overall championship standings. The following table denotes ballast per position.

Championship Position	% Ballast, compared to net weight of car (sans fuel or driver)
1st	3
2nd	2.5
3rd	2
4th	1.5
5th	1
6th	0.5
7th and lower	0

1. Persons required to carry ballast must carry the ballast in all Officially Timed Sessions, and will be required to send the Race Director their Setups at the end of each officially timed session to ensure compliance with the regulations. There will be an automatic system in place to check ballast compliance. Administration will also manually check ballast as backup.
2. Failure to carry appropriate ballast will result in exclusion from the session in which the infraction occurred.

12. Results

1. Provisional Classification

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

2. Official Classification

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

3. Finish Limit

1. To be classified as a finisher of a race, you must complete the minimum number of laps required to exceed 70% of race distance. This will make you eligible for position points from the round. Finishing less than this will not get you classified or earn you points.