



Regulations

Revision 1 – Updated 27 April 2010

This document contains regulations for the 2010 Kyoto 500, an event in the LFSCART Series. The LFSCART Series regulations do not apply here, unless explicitly stated within this document. The NDR Sporting Code is in force with this document. Any conflicts between the two, unless explicitly stated herein, defer to the Sporting Code.

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I. General Series Information

1. The 2010 Kyoto 500 is defined as a series running seven events in the Live for Speed simulation software using the Formula V8 (FO8) car on the Kyoto Oval (KY1) circuit.

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. 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 previous LFSCART Series Champion. Car Number 00 is reserved for the defending Kyoto 500 champion. These are the only numbers that may follow a driver. All other numbers must follow the team.
3. All Teams and drivers entered in the LFSCART Series are automatically entered into the Kyoto 500. LFSCART Series entrants have first right to a number.
4. Drivers are semi-automatically accepted after fulfilling one of the following requirements:
 - a) 3rd or better Driver's Championship classification in the 2008 or 2009 LFSCART seasons.
 - b) Past Champion of the Kyoto 500.
 - c) 30th or better in the database Driver Ranking
5. All drivers not automatically accepted from III.3 will be accepted after completing all of the following:
 - 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. All drivers, regardless of automatic acceptance, are required to fulfill this requirement.
 - d) Attendance at two or more Official Practice Sessions. All drivers, regardless of automatic acceptance, are required to fulfill this requirement.

6. All cars are single-driver cars. A "Team" is a grouping of at least one but no more than five cars.
 - a) Teams wishing to enter more than five cars as a team must designate each grouping differently.
 - b) No teams entering specifically for the Kyoto 500 will be eligible for LFSCART Team's Championship, nor the LFSCART Owner's Championship.
 - c) All LFSCART teams may enter to the Kyoto 500 maximum only for the Kyoto 500

IV. 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 grouping.
2. All Rookie drivers to the Kyoto 500 will be required to run two yellow stripes on the upper element of the rear wing for the practice sessions. At such time that the administration is satisfied that the rookie driver has become accustomed to the rules and shown an ability to safely drive on the oval, they will be permitted to remove the "rookie stripes"

V. 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.
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 36 hours of session completion, and must follow all standards for protests.

VI. 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 14:00 UTC and running until 20:00 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 14:00 UTC and running until 20:00 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) if the driver completes One Timed Lap and the first sector of the second Timed Lap, regardless of reason for stopping the run.
 - c) A driver may wave off his attempt at any time during the run. If it is before the First Split of Lap Two, the attempt is not charged.
 - 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 fastest lap will break the tie. If the fastest lap is tied, the second lap is used. If all four laps are tied on speed, then the

driver who set the run first will be awarded the higher placement.

- g) A driver must successfully enter pitlane on his inlap under his own power on his run. Failure to do so will see a 3-place grid penalty applied if that run is used for the grid.

VII. 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 schedule 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 on the first pace lap is permitted, provided it is minor weaving, and no sudden acceleration or deceleration. Tyre warming on the second pace lap is expressly prohibited.
 - 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.

VIII. 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.

IX. Safety Car

1. The Safety Car is used by administration to neutralize the race in the event of a car stranded on track or a major incident, as well as to start the race.
2. When the message "SAFETY CAR DEPLOYED" appears on screen and the track indicator button changed to "T: YELLOW", all drivers are to cease racing for position, and gently show down and be alert for any situation on track while proceeding around to catch the Safety Car queue.
 - a) The Safety Car will travel at 130 kph, 80 mph.
 - b) While the SC queue is passing the pit exit, the pit exit will close and all drivers are to wait at the end of pit lane until the exit reopens. Exiting a closed pit exit will result in an SG penalty.
 - c) If the Safety Car does not pick up the leader or at any time have cars trapped behind it but ahead of leader, all of those cars will be waved around until the leader is the first car behind the Safety Car.
 - d) The SC may be ordered to travel through the pitlane if the main straight is blocked. All drivers must follow the SC into pitlane, or will be issued a 1-lap holding penalty. Pitlane speed must be observed. Drivers are free to pit during this procedure as long as pitlane is open. Cars in the SC queue must stay as close to the outer wall of pitlane as possible.
3. When the administration feels the course is ready for racing again, it will indicate that the Safety Car is coming in, and the SC will extinguish its lights. A message saying "SAFETY CAR IN PITS – LEADER CONTROLS FIELD" will appear and the track status will change to "T: RESTART".
4. The safety car will pull into pit lane immediately after receiving the in lap signal.
 1. All cars may overtake the SC after the inlap signal is received.
 2. The leader must maintain SC pace until such time that he decides to accelerate after a predefined point on the course marked with green cones.

3. Once the leader accelerates, he must not slow down again.
- b) There is to be no overtaking before your car crosses the start/finish line on a restart.
Overtaking before the line will incur a DT penalty.
5. At any time on a restart, receiving no Green Flag message, "SAFETY CAR DEPLOYED", or "SC IN THIS LAP" appearing on screen means the restart was aborted and will be retried the very next lap.
6. If a car spins or otherwise cannot maintain Safety Car speed, they may be overtaken and must rejoin the queue in the position in which they recover.
7. Cars exiting pit lane may be overtaken by cars still on the track before it crosses the second safety car line.
8. If the safety car is deployed in the final lap, all racing is to cease and the order will be taken from the order at the time of safety car deployment.

X. Red Flags

1. A red flag may be used when the race director feels that conditions on course are unsafe for Safety Car conditions, or if an incident involves more than approximately 80% of the field.
2. Upon issuance of the red flag, all racers shall continue around the track at greatly reduced pace and park in line at the start/finish line, or other designated point. Except in cases of force majeure (such as server failure or major incident blocking the circuit) the field will be under Safety Car control before the red flag is displayed.
 - a) A red flag during racing means that all work on a car shall cease. If you are in the pit lane when the red flag is issued, you are permitted to carry out pit stop level service.
 - b) Chat is expressly forbidden at all times during red flags. Any lines you say after the first will incur a two-point penalty to the team. Anything said during the grid setting is also included in this.
3. If the red flag occurs within the first two (2) scored laps of the race, the race will be completely restarted over the original distance. After the first 2 scored laps, the timing and scoring system will not stop during a red flag for an incident, and after the situation has been resolved, the race will resume as an SC restart..
4. Heavily damaged cars may be given assistance to return to the pits for service. These cars will be charged with a one lap penalty for repairing under red flag with assistance. Cars that can continue under their own power without assistance must wait until the race returns to

Safety Car status.

- a) Any car who enters pit lane and carries out service during the red flag without getting outside assistance will receive a SG penalty.
5. Cars that would be waved around under the SC will be released to go around the field a planned time before the safety car resumes.
6. Please see "Server Failure" for procedures for when the server has crashed.

XI. Protests

1. Protests must be submitted within 36 hours of race completion.
2. Protests must be submitted from teams involved in the incident. Teams 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.

XII. Official Classification

1. All drivers and cars which complete a qualifying attempt for the Kyoto 500 will be given points, and all 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.
2. In the official results table, all drivers running at the finish will have "Running" placed as the reason. Reasons for Not finishing are as follows:
 - a) Accident: This driver was involved in an accident and was unable to continue the race.
 - b) Suspension: This driver was unable to return to pits due to excessive suspension damage.
 - c) Clutch: This driver was unable to continue due to an overheated clutch.
 - d) Fuel: This driver was unable to continue due to running out of fuel.
 - e) Connection: The driver lost connection or timed out from the server
 - f) Retired: This driver did not finish with any other applicable reason.
 - g) Penalty: The driver was disqualified.
3. 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.
4. If a team retires without permission of race control from outside of a pit garage, they will

incur a five (5) point penalty.

XIII. Championship Points

1. There Kyoto 500 scores for the following LFSCART championships:
 - a) The LFSCART Driver's Championship. All drivers will earn these points.
 - b) The LFSCART Teams Championship.
 1. Only the top two finishing drivers of a team may score points to this championship.
 2. If a team has only one driver at a round, that team will not score any Teams' Championship Points in that round.
 3. Only full-time LFSCART teams will score in this championship.
 - c) The LFSCART Owner's Championship.
 1. Only full-time LFSCART entries will score in this championship.
 - d) The LFSCART Nation's Cup.
 - e) The LFSCART Rookie Cup.
2. There are bonus points available in addition to position points.. Points are awarded on the following scale:

Position	Points	Position	Points
1st	100	16th	28
2nd	80	17th	26
3rd	70	18th	24
4th	64	19th	24
5th	60	20th	24
6th	56	21st	24
7th	52	22nd	24
8th	48	23rd	24
9th	44	24th	24
10th	40	25th	20
11th	38	26th	20
12th	36	27th	20
13th	34	28th	20
14th	32	29th	20
15th	30	30th	20
Pole	2	DNQ	10

Most Laps Led	4	DSQ	0
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3. Should there be a tie for most laps led, both drivers will be awarded the bonus points.
4. If a driver attends qualifying but does not make the field or does not start, they are awarded the DNQ points. All drivers who are classified and not disqualified will score points.

XIV. Server Failure

1. Should the main server for the Kyoto 500 experience a mass disconnect, or an inability to connect, the race will be suspended.
2. There will be a decision made as to whether or not to abandon the remainder of the race or return to the original server or move to a new server.
 - a) The decision will be posted in the Kyoto 500 forum and the server if possible.
3. A failure during the race will see the order for a restart taken from the order at the last lap completed by all cars prior to the server issues.
4. The second race will start behind the safety car as a standard safety car restart, with cars credit with the laps completed at the back-count. Time gaps will be erased.
 - a) The laps will be credited to the cars in the final results, and the summation of the Part 1 laps plus the result of Part 2 will be totaled to get the results.

XV. Communication

1. Race administration will also 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 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, 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.

XVI. Miscellaneous

1. Failure to format a driver name or number plate correctly will result in a DT penalty to the team. 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.