



Regulations

Revision 2 – Updated 23 April 2010

This document contains regulations for the 2010 Season of the LFSCART Light Summer 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.

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I. General Series Information

1. The 2010 LFSCART Light Summer Series (LLSS) series is defined as a series running seven events in the Live for Speed simulation software using the Formula XR (FOX) car on a combination of road and oval circuits.

II. LLSS Car Restrictions

1. Drivers are restricted in the tyre compounds that they may use in LLSS. Cars not using an allowed compound will be black flagged and must change to an allowed compound.
 - a) **Only R1** compound tyres may be used on Ovals.
 - b) **Only R1 and R2** compound tyres may be used on Road circuits.

III. Entry Procedure

1. There are 30 start positions available in the LLSS series. These spots are awarded based on qualifying results.
 - a) On South City, due to limitations in grid size, only 29 cars will start.
2. Car Number 01 is reserved for the previous LFSCART Light Series Champion. This is the only number that may follow a driver. All other numbers must follow the team.
3. Drivers are automatically accepted after fulfilling one of the following requirements:
 - a) Participation in at least 3 races of the LFSCART Series
 - b) Driver ranked 30th or better in the spdoRacing Event Database Driver's Ranking, viewable from <http://www.spdoracing.com/eventdb/drivers>
 - c) Participation in a major Live for Speed League, e.g. ESL, MoE, IGTC, LFS Pro Series
4. 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 FOX on KY1 within 103% of the World Record
 - b) A hotlap uploaded <http://www.lfsworld.net> using the FOX on any road course in the LLSS schedule within 103% of the World Record
 - c) A total online driven distance equal to or greater than 6,215 miles / 10,000 kilometers
5. All cars are single-driver cars. A "Team" is a grouping of at least one but no more than four cars.
6. A team may change their drivers during the season as long as the new driver fulfills all entry requirements.

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.

V. Qualifying Procedure

1. On Road Circuits:
 - a) Two 7-minute sessions, with half of the available cars on track
 1. These sessions will be titled "Qualifying 1" and "Qualifying 2"
 2. These sessions will be held in the "hardcore mode". All cars which "spectate" (Shift+S) or "go to the pits" (Shift+P) are not allowed to continue the qualifying session.
 3. After completion of these sessions, a full in lap must be completed.
 4. Grid positions 7-30 will be set by the combined results of these sessions.
 - b) One hot lap session for the fastest three from each session.
 1. The one hot lap session will be titled "Fast-Six Super pole"
 2. Each driver must drive 1 out lap, 1 hot lap, and 1 in lap.
 3. The drivers will be sent onto track to qualify in this order: Q2 3rd – Q1 3rd – Q2 2nd – Q1 2nd – Q2 1st – Q1 1st
 4. The results of the "Fast Six Super pole" are taken to set the grid positions 1-6.
2. On Oval tracks:
 - a) One 60-minute session, using an automatic system, which will control the order and inform drivers of their current status.
 - 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 107% (on ovals 103.5%) of the fastest time in Qualifying 1 and 2 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 26 cars.
 - b) On road courses the drivers who have set a time within 107% of the pole position during the Official Free Practice Session may be allowed to take part in the race at administrator

discretion.

4. Drivers who have not competed in the qualifying session may take part, if the grid has open spots and the 107% (103.5%) rule is not enforced.
5. Should the qualification be stopped and not restarted, the race grid will be set by Owner's Points.

VI. Race Procedure

1. There will be two races. The first one is called the "Sprint Race", the second is called the "Feature Race."
2. Each race has a time limit. Races are either their scheduled distance or 30 and 60 minutes for the sprint or feature race respectively, whichever is completed sooner. Time limit timing starts from either the green flag of the initial start (not the LFS start) or the second start wave-off command.
3. Starting procedure for sprint race of road circuits and on the oval:
 - a) The Safety Car will lead the grid through one formation lap on road courses, and two formation laps on ovals.
 - 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.
4. Starting procedure for the feature race of 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. The on-screen insim program will show the drivers where their destined grid positions are.
 2. When a car is in its correct place, the on-screen insim program will show "Ok" in the head-up display.
 3. After all cars are correctly in their grid slots, the head-up display will show the

starting lights and a delay. When they turn green, the race has started.

- c) Should the insim program fail, the start will be done in single file like a Full-Course Yellow restart.

VII. 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) 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.
 - b) 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.
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. In the last sector, the SC will accelerate away and head to the pits. When it crosses the first safety car line, a message saying "SAFETY CAR IN PITS – LEADER CONTROLS FIELD" will appear and the track status will change to "T: RESTART".
 - a) On Road circuits, The leader controls pace from the time the SC turns its lights out, and may go when he wishes as long as he does not
 1. Overtake the Safety Car before it passes the first Safety Car Line
 2. Slow the field down again after beginning to accelerate for the restart, or at any time, except for natural slowing points.
 - b) On Oval Circuits, the safety car will pull into pit lane immediately after receiving the in lap signal.
 1. The leader must maintain SC pace until such time that he decides to accelerate after a predefined point on the course.
 2. Once the leader accelerates, he must not slow down again.

c) 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.

4. 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.
5. 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.
6. Cars entering pit lane may overtake cars still on the track after passing the first safety car line
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.

VIII. 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. 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 fifteen (15) minutes of the race, the race will be completely restarted over the original distance. After the first fifteen minutes, the timing and scoring system will not stop during a red flag for an incident, and the time lost will not be added to the end of the race.
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.

IX. Pit Lane

1. On road circuits, the pit lane shall remain open at all times during the race, unless an incident is blocking the pit lane in any way.
 - a) The pit lane entry will close on safety car deployment on oval tracks until Race Control is satisfied all cars are in queue.
2. The blend line on pit exit is not to be crossed by all parts of the car. Crossing this line completely will result in a DT penalty. Pit entry is not always enforced, but if it is, the same penalty is available.
3. While in pit lane under safety car conditions, you may overtake freely as cars slow and speed up for pitting.

X. 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.

XI. Official Classification

1. All drivers and cars which start an LLSS race will be classified in the results and given points. The only exception is if a driver or car gets disqualified, then that driver is placed behind all other teams 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.
 4. If a team retires without permission of race control from outside of a pit garage, they will incur a five (5) point penalty.

XII. Championship

1. There are seven official championships of LLWS.
 - a) The LFSCART Light Summer Series Driver's Championship is awarded to the driver who scores the most points in the season.
 - b) The LFSCART Light Summer 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.
 2. If a team has only one driver at a round, that team will not score any Teams' Championship Points in that round.
 - c) The LFSCART Light Summer Series Owner's Championship is awarded to the car number which scores the most points in the season
 1. Each car number scores points regardless of driver.
 - d) The LFSCART Light Nation's Cup is awarded to the nation which scores the most points in the season.
 1. Only the best finisher of a nation scores points towards this championship.
 - e) The LFSCART Light Summer Series Rookie Cup is awarded to the new driver to LFSCART Light who scores the most points in the season
 1. Drivers who have competed in 2 or more rounds of a previous LFSCART Light season are not eligible for this championship.
 - f) The LFSCART Light Summer Series Chase Cup is awarded to the driver who scores the most points in the final two rounds.
 1. Drivers in the top 5 of the championship prior to the penultimate round are

ineligible for this championship.

g) The LFSCART Light Summer Series Qualifying Trophy is awarded to the driver who is closest to pole times over all rounds.

1. A driver's qualifying time (prior to super pole) is divided by the fastest time for the round, getting their percentage difference.
2. A driver must participate in qualifying of all rounds to be eligible for this championship.

2. There are bonus points available for qualifying on pole, and attending all races in the season without receiving a disqualification. Points are awarded on the following scale:

Position	Sprint	Feature	Speedweeks 250	Position	Sprint	Feature	Speedweeks 250
1st	15	35	100	16th	4	10	28
2nd	13	27	80	17th	4	9	26
3rd	12	23	70	18th	4	8	24
4th	11	21	64	19th	4	8	24
5th	10	20	60	20th	4	8	24
6th	9	19	56	21st	4	8	24
7th	8	18	52	22nd	4	8	24
8th	7	17	48	23rd	4	8	24
9th	6	16	44	24th	4	8	24
10th	5	15	40	25th	3	7	20
11th	5	14	38	26th	3	7	20
12th	5	13	36	27th	3	7	20
13th	5	12	34	28th	3	7	20
14th	5	11	32	29th	3	7	20
15th	5	10	30	30th	3	7	20
Pole	1	0	2	DNQ / DNS	2	3	10
Most Laps Led	1	1	4	DSQ	0	0	0

3. Should there be a tie for most laps led, both drivers will be awarded the bonus point.

4. If a driver attends qualifying but does not make the field or does not start, they are awarded the DNQ / DNS points. All drivers who are classified and not disqualified will score points.

XIII. Server Failure

1. Should the main server for LLSS 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 LLSS 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. The time limit will continue to count during the suspension.
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.

XIV. Communication

1. Race administration will also be available in a voice chat server during the course of the race.
 - a) On road course races, voice chat is strongly recommended, but failure to be in will only result in participation refused at administration discretion.
 - b) On ovals, voice chat is compulsory, and failure to be in designated voice chat server will result in prohibition 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, 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.

XV. 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. Autocross events will have a special format, to be published in a separate document.
3. The administration reserve the right to modify this document at any time for any reason it deems fit.