



# Regulations

*Revision 1 – Updated 8 March 2015*

This document contains regulations for the 2015 Kyoto 250. The NDR Sporting Code is in force with this document. Any conflicts between the two, unless explicitly stated herein, defer to the Sporting Code.

## Contents

<b>I.General Series Information.....</b>	<b>3</b>
<b>II.Sporting Code Clarifications / Notes.....</b>	<b>3</b>
<b>III.Entry Procedure.....</b>	<b>3</b>
<b>IV.Car Skins.....</b>	<b>4</b>
<b>V.Official Practice Sessions.....</b>	<b>4</b>
<b>VI.Qualifying Procedure.....</b>	<b>5</b>
<b>VII.Race Procedure.....</b>	<b>6</b>
<b>VIII.Official Classification.....</b>	<b>7</b>
<b>IX.Communication .....</b>	<b>7</b>
<b>X.Miscellaneous.....</b>	<b>8</b>

## **I. General Series Information**

1. The 2015 Kyoto 250 is defined as an event running in the Live for Speed simulation software using the XR GT Turbo (XRT) car on the Kyoto Oval (KY1).
2. Hotlap qualification sessions for the race and practice races shall be run with **No Wind**. All other sessions shall be run with **Low Wind**. Weather Conditions will be announced prior to each session.

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

1. The Safety Car Procedure as stated in Sporting Code Article VIII **is applied** to this series.
  - a) The "Race Procedures" section contains important information regarding Safety Car Policy, which will supersede any conflicts with the sporting code definitions.
2. Please ensure you are aware of the Red Flag and Server Failure Procedures in the Sporting Code. (Articles IX and X, respectively).

## **III. Entry Procedure**

1. There are 30 start positions available for the Kyoto 250 race. The positions are awarded based on a combination of qualifying and qualifying races.
2. Eligible numbers: 0 to 999, inclusive. The defending champion of the event has right of first refusal to the number s/he used last year – no one may use that number until the defending champion either indicates no participation this year, or selects another number.
3. The following entry requirements must be met by all drivers to be eligible to qualify for the Kyoto 250:
  - a) Completed 175 or more online laps of KY1 with the XRT;
  - b) Uploaded a hotlap to LFSWorld that is within or equal to 103% of the World Record time for KY1 with the XRT; and
  - c) Credit for attendance at two or more Official Practice Sessions.
    1. A driver may be accepted on less than two sessions, should he in this season or past seasons, proven the desired skill at this combination.
    2. A driver may be refused session participation credit for any reason.
4. Race administration may accept or refuse any driver at any time, on any grounds.
5. All cars are single-driver cars. A "Team" is a grouping of two or more cars under the same team name.

#### **IV. Car Skins**

1. All skins must fulfill the requirements as specified in the NDR sporting code, Article II.3.
  - a) The number must be placed only on the roof, not on the bonnet/hood.
2. The event logo must be placed on the B-post (B-pillar) on each side of the car, and clearly visible.
3. The New Dimension Racing Logo must be placed on each side of the car, just behind the rear wheels, specifically, on the left and right ends of the rear bumper, and clearly visible.
4. Drivers who have never raced in the Kyoto 250 Race Session (Twin 115s excluded) must display the provided "rookie stripes" on the rear bumper.
5. Failure to run a correct skin will result in starting from the back of the grid in the race session in which the infraction occurs. Incorrect skin in qualifying will incur the penalty for that driver's assigned Twin 115 race.

#### **V. Official Practice Sessions**

1. To ensure drivers are familiar with the event procedures and evaluate racing performance, drivers are required to attend a minimum of two practice sessions, unless exempted based on past event performance.
2. Drivers are not required to run a regulations-compliant skin during the practice sessions.
3. Drivers need not meet any of the entry requirements to race in the practice sessions – they are intended to aid completing of the entry requirements.
4. Practice sessions may take many forms, which are dictated when the session is scheduled and announced.
5. Session credit is not automatic, it will be assigned only if the driver is deemed to have satisfied the purpose of the session.
6. Administration reserve the right to allow drivers to gain laps back above the standard lap back procedure to facilitate competition, generally only to be used in light attendance sessions.

## **VI. Qualifying Procedure**

### 1. Hotlap Qualifying

- a) All drivers will be permitted one attempt to set the best time they can out of two timed flying laps. Drivers must take one outlap and one complete inlap during this attempt.
  1. A driver who times out before completion of the first timed lap, or has a need to spectate before leaving their spawn garage stall, shall be moved to the end of the queue.
  2. A driver who times out or spectates after completion of the first timed lap will not be permitted to retry the attempt.
- b) There will be one hour for all drivers to arrive to the server and be placed in queue for their qualifying attempt. The session may be extended to allow all cars who arrive within the hour to qualify.

### 2. Twin 115 Qualifying Races

- a) Following Qualifying, all drivers who qualified on an odd position (1, 3, 5, 7, etc) will be placed into Twin 115 #1; all drivers who qualified on an even position (2, 4, 6, 8, etc) will be placed into Twin 115 #2.
- b) Each Twin 115 will be 63 laps plus 2 pace laps in distance. There is one compulsory green-flag, all-tyre-change pitstop required during the Twin 115s.
- c) The top 11 finishers in each twin 115 will fill their respective file of the grid (Twin 115#1 fills inside, Twin 115 #2 fills outside)
  1. The driver who started first in each twin 115 is not included in this calculation.

### 3. Gridding the Kyoto 250

- a) The front row is reserved for the fastest two qualifiers.
- b) Rows 2 through 12 will be filled based on Twin 115 finish positions.
- c) Rows 13 through 15 are filled based on qualifying times for drivers who do not make it in through the preceding methods.
- d) Drivers who do not make the initial grid strack, but made an attempt to qualify, will be permitted to fill in the back of the grid in the event of participant dropouts from the main grid.

## **VII. Race Procedure**

1. The Kyoto 250 is 135 laps, 250.02 miles in length. There is no time limit.
2. There is no compulsory pitstop required during the race.
3. Pace car speed shall be 100 kph / 60 mph.
4. Starting procedure:
  - a) The pace car will lead the grid through five parade and pace laps.
  - b) For the first 4 laps of pacing, the field shall remain generally double-file, leaving adequate room for tyre warming.
  - c) At the one lap to green signal, all tyre warming must cease, and the field shall tighten up the formation, leaving generally one car width to the side and 2-5 car lengths ahead.
  - d) The pace car will pull off just prior to the the start of the pitlane wall, exiting turn 3. The leaders shall maintain pacing speed until the green is displayed. Overtaking may begin at the time of the green flag on the race start.
5. Safety Car Procedures
  - a) The pitlane entry will close at the time of a safety car deployment; and will not reopen until the majority of the field is caught behind the safety car.
    1. A driver who is in pitlane, or past the "commitment cones" - blue cones just prior to the pitlane speed limit line, will be permitted to carry out service without penalty.
    2. A driver who has not yet caught the queue may not enter the pitlane if it opens before he passes pit entry while the SC is approaching. No driver may wait at pit entry for the pitlane to open.
  - b) The first car that was a lap or more down to the leader at the time of caution, will be entitled to regain one of his/her laps back. The "free pass" car shall overtake to the right hand side only, in a safe manner. This driver will not be permitted to regain his lap if he makes a pitstop after taking the free pass and subsequently is lapped again. The free pass car shall take the following restart from the end of the longest line.
  - c) At the one lap to green signal, all cars a lap or more down have the option of lining up in track order on the inside of the leaders.
    1. This option is restricted to cars 1 lap down only if the restart will take place with 20 or less laps remaining.

2. This option is not allowed for any lapped car if the restart will take place with 10 or less laps remaining. At the one-to-go signal at this point, all lapped cars will be ordered to the right hand side of the track, and all lead lap cars will be permitted to overtake so all lead lap cars are in order at the front.
- d) The leader may not accelerate on the restart until he has reached the "Restart Line" - a white line running the width of the track, marked with green cones on the inside and outside walls. Overtaking is only permitted on the outside at restarts, and only then between the time of the green flag waving and the start/finish line. No overtaking move shall be started before the green flag.
6. A driver who cannot continue the race for whatever reason (eg upside down, out of fuel) must wait until instructed to spectate by the administration. If possible, a course car will attempt to recover cars that are out of fuel to the pitlane.

### **VIII. Official Classification**

1. All drivers and cars which start the Kyoto 250 will be classified in the results regardless of race percentage complete, and provided they are not disqualified.
2. Drivers who time out or lose connection to the server while racing may not rejoin the race in progress.

### **IX. Communication**

1. Race administration will also be available in a voice chat server during the course of the event.
  - a) All drivers in a race session are required to be in the designated voice server, failure to be in the designated voice server may result in exclusion. Talkback ability is not required, but encouraged.
  - b) Drivers must start their nicknames in the voice server with their car numbers for ease of attendance taking
2. Blocking of in-game messages is prohibited and will result in a warning to the driver to unblock messages. If the messages remain blocked, a DT penalty will be issued to the driver.
3. Chat is prohibited during any session. In qualifying, there will be a 0.01 second penalty for chat on a per line basis. In the race, a DT penalty is issued. Repeat offenses may merit an SG penalty.

**X. Miscellaneous**

1. Failure to format a driver name correctly will result in starting the race from the rear of the grid.
2. The administration reserve the right to modify this document at any time for any reason it deems fit.