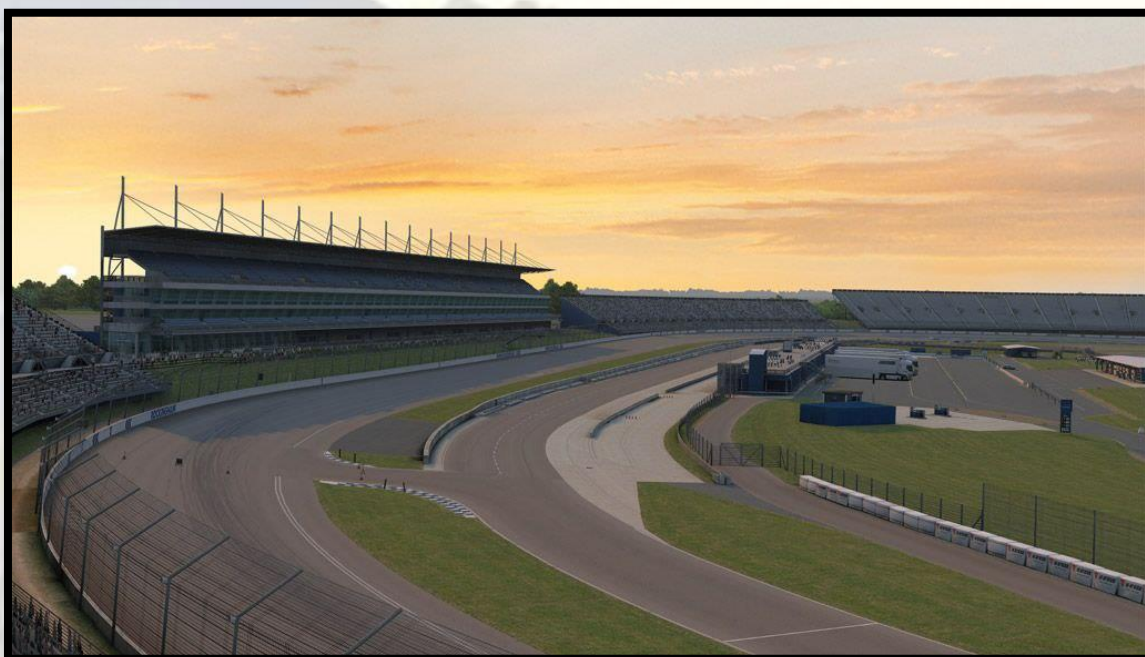# Rockingham500
2023 Regulations

Revision 1.5 – Updated October 21st 2023

This document contains regulations for the 2023 Rockingham500,
based on the Kyoto 500 Regulations by New Dimension Racing.
CESAV regulations remain in force for this special event.

Contents

General Event Information

1. The 2023 Rockingham500 is a Live for Speed special event organised by CESAV that will take place on Sunday, November 12th 2023, at 19:00 UTC in the Rockingham Oval (RO3).

2. Entrants to the Rockingham500 must read and acknowledge the regulations contained in this booklet. CESAV regulations remain also in force for this special event.

3. Applicants for a position in the Rockingham500 grid are required to register on the CESAV website. A guide on how to fulfil a registration on our site is available on the LFS forums.

4. Applicants also need to be on Discord for important notices, and to complete sign-up for the Rockingham500, starting on August 1st. CESAV Discord can be reached through this permanent invitation.

5. Total race distance to be completed on Race Day is 502,86 mi, or 340 laps.

6. Free and Official Practice Sessions, Qualifying, and Race Day will be held on the **www.CESAV.es R500** server. This server shall be permanently open to the public from August 1st until Race Day, and available for Free Practice as long as there is not an Official Session in progress.

7. Super GP (999C4D) by SKT-Raigs is the car of choice for this event, and it is available on the mods section of the LFS Garage.

8. Bumpdrafting is not permitted during any of the Rockingham500 Sessions. Repeat offences will be penalised.

9. Track limits are defined by the white lines painted on the asphalt. Although stepping on the lines is allowed, exceeding the aforementioned limits in order to improve personal marks will be penalised.

Car Skins and Race Number

1. Skins with offensive, violent content are strictly forbidden.

2. Drivers must choose a Race Number when completing the sign-up on the CESAV Rockingham500 Discord channel #sign-up using this form:

   R500 Driver's name:
   LFS license:
   R500 Race Number:
   R500 Team name (if applicable):

3. Drivers abiding with the former rules may use a skin of their choice, but they are required to display their race number visibly on the tail fins and nose of the car, as shown below.

4. Typeface and artwork are free choice, as long as the race number is legible.

5. Race number #1 is not eligible for the 2023 edition of the Rockingham500.

6. Race numbers will be issued on a first come, first served basis. Drivers who choose an already taken race number will be warned to choose another. The Administration shall issue a race number if an applicant fails to choose a free one after being warned.

7. Drivers who fail to comply with these rules on Race Day will be black flagged.

Rockingham500 Car Restrictions

1. Only one driver per car is allowed in the Rockingham500, and no relays are permitted. However, entrants may join together and form teams. A team is a grouping of at least two drivers using two different cars and identical team names.

2. Entrants are not restricted in the tyre compounds that they may use in the Rockingham500. Different Front/Rear combinations such as R4/R3 are permitted also.

3. The official Super GP configuration for the Rockingham500 is the "Normal", but drivers are allowed to use the alternate version of this configuration ("No Halo") in order to remove the Halo central bar in cockpit view to suit their preferences.

4. The official Super GP setups for the Rockingham500 are the "Oval Hard" and "Oval SuperHard" default sets, and drivers are allowed and encouraged to tune them to improve their performance with no restrictions at all.

5. Drivers may select the viewpoint of their choice for the Rockingham500 and change it at any time.

6. While it is recommended the use of a steering wheel or a mouse, drivers may use the controller of their choice for the Rockingham500 as long as they can drive competently.

Entry Procedure

1. There are 32 start positions available in the Rockingham500. These spots are awarded based on qualifying results, and drivers who qualify are eligible to fill in for a driver unable to attend on Race Day.

2. All drivers must complete the following entry requirements before being accepted as an eligible entrant into the Rockingham500:

   – A total online laps of RO3 with the Super GP equal to 75% of the race distance (255 laps) or greater.

   – An internet connection that allows a lag-free participation (ping not taken into account).

   – A minimum of 50 Race Credits, according to the following:

      a) Attending an Official Practice Session: +25 credits

      b) Finishing an Official Practice Session in a podium position: +5, +3, +1 credits respectively.

      c) Exceeding track limits: -1 credit each offense.

      d) Spinning the car while entering or exiting the pit lane: -2 credits each offense.

      e) Failing to follow Safety Car procedure: -5 credits

      f) Causing an accident: -5 credits

      g) Causing/suffering an avoidable accident: -10 credits

3. Unsatisfactory on-track performance or a manifest inability to control the car may result in denial to further participate in Official Practice Sessions, and therefore forfeit the possibility to enter the Rockingham500.

Communications

1. Race Administration will be available on the www.cesav.es #R500 server during Official Practice and Race Day. Qualifying Sessions will be fully automated.

2. Chatting is prohibited while an official session is in progress, with the following exceptions:

   a) In Qualifying minimal chat is allowed between drivers for procedural statements, and a driver on a run may block messages.

   b) In a Race, both Practice and Race Day, drivers who are inquired by Race Control may and must answer using the command "!rc" before typing a reply.

3. Drive-Through penalties will be issued to those drivers chatting without permission. Repeat offenders shall merit a Stop and Go penalty and may be black flagged, eventually.

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 Rockingham Oval.

2. A driver shall be awarded with Race Credits if the Administration deems their session actions and result sufficient. Misbehaviour may result in the Administration revoking Race Credits for that session.

3. Official Practice Sessions will consist in races of varying length, and will be held on weekends in September and October. Calendar and procedure of these Sessions will be published the last week of August, and shall be subject to revision so as not to interfere with other LFS events.

4. No incidents from Official Practice Sessions may see a penalty applied to the Rockingham500 Qualifying or Race Day. 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 Official Practice Sessions must be submitted within 4 hours of session completion on the Rockingham500 Discord #protests channel, and should be in the form indicated below:

    Complaining Driver:
    Reported Driver (if applicable):
    Incident location (replay hh:mm:ss):
    Brief description of the incident:

Qualifying Procedure

1. Rockingham500 Qualifying Sessions are fully automated, Insim controlled. These sessions will function according to the following schedule:

   – Official Practice Qualifying shall take place for 48 hours prior to the start time of the Practice Race. A run must be started during the allowed time to be valid.

   – Race Day Qualifying will run from Friday, November 3rd, starting at 12:00 UTC, until Sunday, November 5th, finishing at 23:59 UTC. A run must be started during the allowed time to be valid.

2. Drivers need to sign-up for each Qualifying Session, either for Official Practice or Race Day, in the Rockingham500 page on the CESAV website, and they will have 50 attempts per session to set a four-lap average.

   a) An attempt consists of 2 Warmup Laps and 4 Timed Laps. The average of the 4 Timed Laps is the driver's qualifying time.

   b) Only one driver is allowed on the track during a Qualifying Session.

   c) After the fourth timed lap the Insim will automatically spectate the qualifying driver, thus freeing the track for the next driver in queue if any.

   d) Drivers exiting the box for a qualifying run must wait at the pitlane exit until the traffic lights are green. Red, amber or blinking lights indicate that another driver is in his qualifying run and the track is closed.

   e) Drivers who recklessly enter the track while it is in use by another driver may be sent at the back of the grid in the Practice Race or on Race Day, irrespective of the time they set on Qualifying Session.

f) Intentionally disturbing another driver's qualifying attempt is a very serious offence, and the perpetrator may be excluded from the Rockingham500.

g) Should two or more drivers be tied on average lap times, the driver who set the time earlier will be awarded the place.

h) Incidents between drivers on a Qualifying Session must be reported on the Rockingham500 Discord Channel #protests using the form below, and must be accompanied by evidence (replay).

Complaining Driver:
Reported Driver:
Incident location (replay hh:mm:ss):

i) Incidents occurring during a Qualifying Session that are reported without evidence will be disregarded.

Race Day Procedure

1. The race will run with no time limit, for 340 racing laps, including 1 Formation Lap and 1 Pace Lap.

2. Drivers must be in server and ready to be stacked into grid formation 30 minutes before scheduled start of the Formation and Pace laps. Late joiners will not be admitted.

3. The race will start by way of two-wide, staggered column rolling start.

   a) The race starts with a YELLOW "••**SAFETY CAR**••" message onscreen. Track status is "YELLOW", and the Safety Car's warning light on.

   b) Leader must follow the Safety Car and keep pace (120 Km/h). This is the FORMATION LAP, and all other drivers must follow and form a two wide, staggered column all the way without overtaking anyone.

   c) During Formation Lap drivers are to leave approximately 4 car lengths to the staggered car ahead, and 8 car lengths to the next one, just in front of them.

   d) Tyre warming is not allowed during the Formation and Pace laps, and drivers are urged to exercise extreme caution so they do not ram preceding vehicles.

   e) On the second lap or PACE LAP, the Safety Car will issue a "••**SAFETY CAR IN THIS LAP**••" message onscreen, indicating that the leader must accelerate to 180 km/h and hold that speed allowing the SC reach pit lane. Just after CORNER 4 it is the leader's privilege to accelerate at his own discretion, and the bunch's duty to follow but not to overtake anyone.

   f) Shortly after the leader gets past the finish line a "••**GO**••" message should appear onscreen. This is the GREEN FLAG. The race is officially started and drivers may now overtake other cars.

g) No green flag, "••**SAFETY CAR IN THIS LAP**••", or "••**SAFETY CAR**••" messages will indicate a waved-off start and the field should hold formation until the next lap, where the start will be tried again.

4. Any car repetitively found to be causing a wave-off will be sent to the back of the grid.

5. After taking the chequered flag at the end of the race, all drivers must slow down through Corner 1 and complete an inlap back to pit lane. Speed should not exceed approximately 220 kph/137 mph after Corner 1 on this inlap.

Pit Lane

1. There is no compulsory pit stop in the Rockingham500.

2. There are no reserved pit stalls. All pit stalls are open for any car to use.

3. The pit lane entry will remain open on Safety Car deployment unless otherwise instructed by Race Control.

4. On race conditions, pit lane shall remain open until lap 340.

5. It is not permitted to finish the race in the pits and drivers doing so shall be disqualified.

6. Drivers with a severely damaged car may enter the pit lane when it is closed for repairs only. Refuelling and/or changing tyres during this manoeuvre will result in a Drive-Through penalty.

7. Under green flag conditions drivers must enter the pits before the white line marking the entryway. Crossing the line to either enter the pits or abort a pit lane entrance will result in a Drive-Through penalty.

8. Under yellow flag conditions drivers must not overtake the Safety Car while entering pit lane. Overtaking the Safety Car on pit entry will result in a Stop and Go penalty.

9. Drivers serving a Drive-Through must change to the outer lane of the pit at as soon as possible, and continue to use it until the broken white line ends.

10. Using the inner lane while serving a Drive-Through penalty will result in an additional DT penalty. Using the inner lane and interfering with a car carrying out pit stop service will result in a Stop and Go Penalty.

Safety Car Procedure

1. Safety Car shall be called by Race Control when there is an incident on track in which the driver(s) affected cannot self-recover to the course or pit lane, or for any other reason where Race Control feels the race needs to be neutralized.

2. A driver who cannot self-recover to the track or pits must not leave the course of his own volition by using a game command to spectate or otherwise leave the session. The stranded driver must follow Race Control instructions and wait to be rescued.

3. The deployment of the Safety Car shall be announced in-game by a message "••**SAFETY CAR**••" and the track status indicator turning to "YELLOW".

4. Deployed Safety Car speed is 180 km/h.

5. When the Safety Car is deployed, all drivers are to cease racing for position, and gently slow down and be alert for any situation on track while proceeding around to catch the Safety Car queue.

6. There is to be no overtaking between the time the Safety Car is deployed and the start/finish line on the restart, except the following:

   a) If told to overtake the Safety Car or any other car(s) by Race Control.

   b) Cars headed for pit lane may overtake cars still on the track after getting into the entryway.

   c) Cars exiting pit lane may be overtaken by cars still on the track before they leave the pit lane exit.

   d) If a car spins or otherwise cannot maintain safety car speed, it may be overtaken and must rejoin the queue in the position in which they recover.

7. The pit entry will be open on Safety Car deployment, and shall remain so unless Race Control decides otherwise.

8. The pit lane exit will close each time the Safety Car queue passes the pit exit. Drivers who are receiving pit stop service when the Safety Car is deployed must wait for a green light to exit the pits and catch the SC queue.

8. The leader should be the first car behind the Safety Car. Any cars with a Blue Flag on Safety Car deployment will be ordered to overtake the Safety Car by Race Control.

9. When the course is deemed suitable for the race to resume, it will be announced in-game by a message "••**SAFETY CAR IN THIS LAP**••", notifying the drivers that the Safety Car will be leaving the circuit at the end of that lap.

10. At this point, the Safety Car will extinguish its lights and begin to accelerate away from the leader, who must keep the designated speed of 180 km/h until CORNER 4. At this point it is the leader's privilege to accelerate at his own discretion, and the bunch's duty to follow but no overtaking allowed yet.

11. Only once the green flag is waved again (onscreen message "••**GO**••") drivers may overtake other cars and resume the race.

12. A restart should be considered waved off should any of the following occur:

    a) The green flag signal is not given.

    b) A "••**SAFETY CAR**••" message reappears.

15. In all cases where a start is waved off due to bad formation or jump start, the restart shall take place the very next time by. In the event a start is waved off due to an accident, there may be more laps added to the safety car as needed.

16. If the race ends under Safety Car, the result will be taken from the order on track at the moment of caution.

Virtual Safety Car

1. In the event of an incident where the field needs to be brought under control but not necessarily collected and controlled by the Safety car, Race Control may employ a "Virtual Safety Car" (VSC).

2. Standard VSC Speed will be 220 kp/h (137 mp/h).

3. Upon deciding that the VSC should be called, Race Control will issue a message informing all drivers: "Virtual Safety Car in 10 seconds". At this point, drivers should ease off throttle and gently slow down the car, and watch out for any trouble in the track. Overtaking is not permitted from this moment on.

4. Next message will inform of "VSC Starting in 5 seconds" and a countdown shall start. When the timer reaches zero all drivers are expected to be at VSC speed.

    a. Drivers will be afforded a tolerance, but must make absolute best effort to get to and hold VSC Speed.

    b. Drivers exceeding VSC speed will be given warnings by the tracking system. The system will log the speed and time each occurrence, and the stewards will review.

    c. Drivers are permitted to tyre warm during the VSC, provided it is safe to do so.

    d. Pit entrance and exit will remain open at all times while the VSC is in operation, unless otherwise instructed by Race Control.

5. When the situation is resolved, Race Control will issue a message informing that the VSC will end shortly. All drivers should be prepared for the Green Flag to be waved at any time.

6. All speed restrictions are lifted and racing can resume at the moment of the Green Flag.

Red Flag

1. A red flag shall be issued in the event that conditions are deemed unsuitable for racing, or an incident involves a significant majority of the field.

2. Upon issuance of the red flag, all drivers are to immediately begin to slow from racing speeds and stop at the Finish Line in track order, single-file on the outside line of the track, and await further instructions.

3. On Race Day, all work on a car shall cease during a red flag period.

   a) A car already in pit lane may carry out pit stop service during the red flag.

   b) A car that enters the pit lane after the red flag is issued and takes service before exiting the pit lane will be issued a stop-go penalty after the race resumes.

4. A red flag during a race is handled differently depending on the point in the race which it is called.

   a) If less than 2 laps are complete, the race shall be null and void, and restarted from the beginning.

   b) If more than 2 laps and less than 75% race distance are complete, timing and scoring will not stop, and the race will be resumed from the point of interruption behind the safety car, as per a standard safety car deployment and restart.

   c) If more than 75% race distance is complete, Race Administration reserves the right to declare the race complete at that time, and take the result from the last lap completed by all cars prior to the red flag, minus any cars who caused the red flag.

8. Any cars that would be waved around the safety car during a normal safety car period shall be released to move around the safety car a time deemed appropriate by race Administration prior to the race resuming.

9. In the event of a server failure (e.g. mass disconnect, inability to reconnect, etc.) the race shall be red flagged, or assumed red flagged in the event the server disconnects majority of drivers and administrators, and the message cannot be directly relayed.

10. No practice will be allowed on-track during a server failure, or any other red flag.

11. If the race cannot be restarted, results shall be taken as per standard red flag procedure.

Protests

1. Protests must be submitted within 72 hours of Race Day completion. For this purpose, a protest period will unlock immediately after completion, and will remain open until Wednesday November 16th at 23:59 UTC. Protests submitted after the deadline will be disregarded.

2. Protests shall be in the form indicated below. Those which do not relate the facts described to the replay time code showing the evidence, or which are incomplete or misleading in their description will be disregarded.

> Complaining Driver:
> Reported Driver (if applicable):
> Incident location (replay timecode hh:mm:ss):
> Brief description of the incident:

3. A replay of the whole race will be available on the CESAV website for the drivers to study and consider before filling in a protest.

4. Protests must be submitted from drivers involved in the incident. Drivers 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.

Official Results

1. All drivers and cars that start the Rockingham500 race will be classified in the results, with the only exception of disqualified drivers. Aforementioned drivers will be placed behind all other drivers.

2. Drivers who time out or lose connection to the server while racing may not rejoin the race in progress., and his performance shall be considered as DNF.

3. Official Results will be published on the CESAV website on Sunday, November 19th at 23:59 UTC, after all protests and incidents have been considered and resolved by the Administration.

Final Clauses

1. The Administration reserves the right to deny entry into the event to any driver, at any time, for any reason.

2. The Administration reserve the right to modify this document at any time, for any reason it deems fit.