

New Endurance Challenge

Season 2013

Rules and Regulations

(Revision 5; last updated 30.05.2013)

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A. General Series Information

1. The New Endurance Challenge is racing series within Live for Speed, running five events over the course of its season using all available car classes in a multi-class format on a range of different circuits.
2. All five events will consist of 48 hours of pre-qualifying, from Wednesday (20:00 UTC) to Friday (20:00 UTC) followed by a the main event on Sunday with a 20 minute long qualifying session for both classes which are followed by the four hour long race.
3. After the end of pre-qualifying the 15 fastest teams from each class will advance into the main event.
4. The grid will be made up of two classes: C1 and C2. C1 will at all times be the faster of the two categories, C2 at all times the slower one.

B. Balance of Performance

1. To ensure all the cars of a class used in an event have an equal performance, air-restrictors and weights will be put in place to even out any advantages or disadvantages of any of the used vehicles.
 - 1.1) The FXO must run with 5% of air-restriction in all official sessions.
 - 1.2) The FZR must run with 28kg of ballast in all official sessions.
 - 1.3) The UFR must run with 10kg of ballast in all official sessions.
 - 1.4) The XRT must run with 2% of air-restriction in all official sessions.
2. Any team, which is found to be using incorrect (too low) restriction values, will be immediately disqualified from the session.
3. The Balance of Performance may not be adjusted any later than seven days before the start of an event. Generally and BoP adjustments are completely out of question, unless the series administration notices a major pace difference between two cars within the same class.

C. Entry Procedure

1. To be able to enter the New Endurance Challenge, each team must fill in the provided sign-up form in the appropriate thread. The sign-up form must include the team's name, class choice and driver line-up containing at least two drivers.
 - 1.1) No team may enter no more than one car into each class, unless they've received permission to do so by the series administration.
2. Starting numbers for both categories will be assigned by the series administration. They range from 02 to 50 for C1 class entries and from 52 to 99 for C2 class entries.
 - 2.1) As soon as a car number has been used in an official session, it is assigned to that team for the remainder of the season and may not be used by anyone else.
3. Single-car teams, who change their car class after the beginning of the season, will keep the points scored in the driver's and team's championship in their previous class and start scoring in their new class in the first round after the class-switch.
 - 3.1) A team may not change their class more than once during the course of the

season.

4. Teams fielding more than one car may use a unified team roster for all car entries, but must use separate team rosters for each car during all race weekends. This means that a driver that has driven for one of a team's entries in any session may not switch to another entry (or even team) during that same race weekend.
5. All correctly formatted and approved sign-ups will be tracked in a publicly available entry list. Incomplete or incorrectly formatted sign-up forms will be ignored and not added to the entry list.
6. Any changes made to a team's sign-up form must be reported to the league administration, or the change will be ignored.
7. Sign-ups will be locked before the start of pre-qualifying. Any already accepted sign-ups may also not be modified after this point.
 - 7.1) Teams may add a driver to the overall roster after the deadline, if it means that the team in question will not be able to participate otherwise. This, however, is allowed only once per season. Any post-deadline line-up changes will as per usual be ignored from the second occurrence onwards.
8. A driver may not drive for more than two teams over the course of a season. Switching between a team's two entries will not be taken into account.

D. Confirmations

1. All teams must confirm their attendance in the designated event confirmation thread before the **end** of pre-qualifying (**Friday** at 20:00 UTC).
 - 1.1) A confirmation post must include the team name, the entry number, car choice (if available) and a minimum number of two and a maximum number of four drivers per car.
 - 1.2) Should there be more than one car available in a class, **a team must declare their car selection through the confirmation and may not change it after the end of pre-qualifying.**
 - 1.3) Teams who confirm too late or change their car selection after the start of the event must start from the back of the grid of their class.
 - 1.4) The fastest driver from pre-qualifying must be included in a team's race roster. Should he not be able to race, the team will receive a one-lap penalty.
 - 1.5) **Any team may change its race line-up up until the start of their class's qualifying session. After that point, no confirmations may be edited in any way.**
2. No teams, that have signed up after the confirmation deadline has ended will be allowed to race under any circumstances.

E. Car Skins and Name Format

1. All car skins must display the required numberboards for their class on both sides between the wheels and the bonnet/hood of the car. For open-wheel cars, the plates must be placed on the rear wing endplates and the top of the car, in front of the cockpit.

- 1.1) Any teams using a skin not complying with the previous rule in the main event, will receive a drive-through penalty in the race session.
 - 1.2) Skins must also be compliant with the skin regulations on lfsworld.net, meaning that they must not include any nudity, pornographic, racist or any other extremely offensive content. Any driver who's found to be using a skin that's violating these rules will be put on probation for the remainder of the season, or be excluded if necessary.
2. All drivers must use the official name format for their class during all official sessions.
 - 2.1) The official name format for C1 drivers is: **02 F.Lastname**
 - 2.1) The official name format for C2 drivers is: **52 F.Lastname**
 - 2.2) Any teams using an incorrect name format in the main event, will receive a drive-through penalty in the race session.

F. Pre-Qualifying

1. Qualifying will be held over 48 hours on the New Endurance Challenge server(s).
 - 1.1) Pre-Qualifying starts on the Wednesday before the race, at 20:00 UTC, and end on the Friday before the race at 20:00 UTC.
 - 1.2) Prior to pre-qualifying, all teams must declare their car selection before the start of the session. Should that car selection be changed, the team may pre-qualify, but will have to start from the rear of their class, should the qualify for the main event.
 - 1.3) During pre-qualifying teams may run as many laps as they wish to do. Spectating and jumping to the pits is allowed, but no team may use more than four drivers across the 48 hours, or a rear of the grid penalty will be issued to the team, should it qualify for the main event.
 - 1.4) Any drivers on the server may not interfere anyone else's qualifying laps in any way. This includes hot laps as well as out and in laps.
 - 1.5) Drivers exiting the pits should wait until the track is clear before joining the racing line. The same applies to driver's who have gone off line to let a car by or are recovering from an incident.
 - 1.6) Violating rules F.1.3 and F.1.4 may result in penalties if reported to or observed by or reported to the series administration. For pre-qualifying related incidents, a replay has to be provided to show what exactly happened.
 - 1.7) The administration reserves the right to ask drivers for replays, to make sure their laps were clean. Usually only drivers from the top end of the field, or drivers with seemingly very fast split/sector times will be asked to provide the replays of their pre-qualifying laps.
 - 1.8) Drivers are required to use the correct name format during pre-qualifying. Offences will result in a warning the first time and a 5-place grid penalty for every time after that.
2. Drivers who excessively cut during qualifying to gain an advantage **will a 5-place grid penalty.**

3. The 15 fastest teams from each class from pre-qualifying will be allowed to start in the race.
4. Any team which is not within 107% of the fastest time in qualifying will not be allowed to take part in the race.

G. Qualifying

1. Qualifying will be split up into two sessions for both categories, C1 and C2, with both being 20 minutes in duration.
2. During the session, a driver may run an unlimited amount of laps, but must not interrupt any other team's qualifying laps in any way, whether they are on an in or out-lap.
 - 2.1) Drivers who block others or cause incidents of another nature during the duration of qualifying may face penalties if those incidents are protested.
3. Only one driver per team may take part in qualifying. That driver must also take part in the race. Any team, that has two or multiple drivers on track will be penalised with a rear-of-grid penalty.
4. The results of qualifying will set the grid for the race (barring any penalties).

H. Race Start

1. Each race will start with a flying start after a formation lap behind the Pace Car. The PC speed will be determined by the race administration.
2. As soon as the lights go green on track, the Pace Car along with the field will start the formation lap.
3. During the formation lap, tyre warming is allowed, as long as no other driver is being impeded by it.
4. As soon as the pole sitter is given control over the field, any tyre warming must stop. Violations will result in a warning the first time and in a drive-through penalty for every offence after that.
5. After the pole sitter has taken over control, the field must remain in single-file formation. From this point onwards the leader and the rest of the grid must keep a constant speed of roughly 80 km/h. The leader's pace must not drop below his speed by more than 10% (8 km/h) or exceed it by more than 20% (16 km/h), or he will be penalised with a stop-go penalty.
6. Any driver who spins during the formation lap or leaves the track for any other reason may not retake his original position, but must rejoin the queue in the position he rejoins the track in. Any driver that retakes his original position after a warm-up lap incident will be penalised with a drive-through penalty.
7. When the green flag is waved, overtaking will be permitted. Any drivers that overtake before the green flag is shown will receive a drive-through penalty.

I. Race Procedures

1. Each team may use a minimum of two and a maximum of four drivers over the course of an event. That includes pre-qualifying, qualifying and the race itself.
2. During a race, no driver must drive more than 75% of the winning team's race distance in their class. Any amount of laps that exceed the 75% limit will be deducted from the team's total. Fractional amounts of laps will be rounded up to a full number.
3. During all races, at least 1 driver change must be made by all competing teams. For a driver change, the incoming driver may not connect sooner than the in-lap of the car he will be taking over. After the driver change has been completed, the outgoing driver must leave the server in a timely manner.
4. Teams, that leave the race session, whether it be through spectating, tele-pitting, leaving the track limits or a disconnect, will be credited with the last full lap they completed before leaving the session. Upon rejoining the session, the team in question will have one lap deducted from their total amount of laps, but are allowed to continue race.

J. General Driving Conduct

1. All drivers must pass in a safe manner and respect their opponents. Both drivers must also take into account leaving room for lag.
2. Drivers may not make more than one move off and one move back onto the racing line when defending their position from another car, again leaving room to account for lag. Violating this rule may result in a drive-through penalty.
3. Drivers wanting to unlap themselves must follow rule J.1. Lead lap drivers who are defending against lapped cars must follow rule J.2.
4. Drivers should not put more than two tyres off the racing surface (including, tarmac, curbs, and green sections) to gain time. In some cases, special layouts will be put in place to prevent cutting.
5. Incidents caused by violations of rules J.1 to J.4 may result in drive-through or stop-go penalties, depending on the severity of the incident.
6. Significantly damaged cars may be instructed to pit for repairs. Drivers will have five minutes to follow the order before getting disqualified.
7. After completing the race, drivers should continue around on a cool-down lap and return to the pit lane before spectating. Podium finishers must assemble at the start-finish line for a podium shot after their cool-down lap.
8. Wrong way driving, for any other reason than to recover from an incident, is strictly forbidden under all circumstances. Incidents caused by unnecessary wrong-way driving will result in an immediate disqualification.

K. Pit Lane and Pit stops

1. During all races, all teams may make pit stops at any given moment during the race.
2. Drivers shall drive through pit lane in the fast lane, and not cut the pit lane by going over all the pit stalls. This especially applies to drivers serving drive-through or stop-go penalties. Cutting pit lane will result in a warning or, if repeated, in a drive-

through penalty.

4. Incidents taking place in pit lane will be punished with the same severity as incidents on track.
5. The blend line on pit exit is not to be crossed by any parts of the car. Crossing the pit exit line with two or more wheels will result in a drive-through penalty. Driving on the line will not result in a penalty, as long as it isn't crossed. Pit entry is not always enforced, but if it is, the same penalty is available.

L. Blue Flags

1. Drivers who are being lapped are expected to drive a normal racing line and must avoid maneuvers that might confuse lapping cars.
 - 1.1) Lapped drivers must yield position upon the first properly-presented overtaking maneuver by a lapping car. A properly-presented overtaking maneuver implies the lapping driver is close behind the lapped driver, "shows a nose" to indicate his intentions, and follows through cleanly while leaving sufficient room for the lapped car.
 - 1.2) Lapped drivers must not defend against overtaking maneuvers presented by lapping cars. A defensive maneuver will result in a drive-through penalty. A defensive maneuver resulting in contact will result in a stop-go penalty.
 - 1.3) Drivers who have been successfully lapped must not attempt an immediate re-pass unless it can't be avoided.
2. Lapping drivers must use caution when overtaking lapped cars. Over-aggressive or poorly-presented overtaking attempts resulting in contact will result in a stop-go penalty.
3. Drivers found guilty of multiple instances of blocking in a single race - along with drivers found guilty of multiple incidents resulting from a lack of respect for lapped cars - may face penalties, series probation or exclusion from the season.

M. Red Flags

1. A red flag may be used when a third or more of the field are involved in an incident or in the event of a mass disconnect.
2. When the red flag is waved due to a mass time-out/server problem, all cars should continue round the track slowly and come to a hold before the start-finish line. After the red flag message is displayed overtaking will be forbidden, all cars must reach the end of the lap in the same order as they were on track when the red flag was shown.
3. Red flags waved due to major accidents at the start of the race will result in the race session being ended and restarted with the same grid order. The drivers who are found to have contributed to the red flag being displayed will be penalised after the race.
4. During a Red Flag period the chat will remain closed until the race administration opens it. For each line of chat when the chat is closed during the red flag, a one point penalty will be imposed on that **team and driver**.

N. Protests

1. Teams may protest any incidents they were involved in. To do so, they must make a post in the event's appropriate protest thread using the official protest format.
Protests for a round may be lodged until 36h after the race finish. It is also possible to protest during an ongoing session, but no penalties will be given based on protests until after the event.
 - 1.1) Incidents will be investigated and the final verdicts will be posted quoting the original protest.
 - 1.2) Administration members may also protest incidents, but must do so within one hour of the completion of the session the incident occurred in.
2. Any protests that are posted after the protest deadlines will be ignored and not reviewed.
3. Should a severe incident happen on track, such as purposeful or revenge wrecking, the race administration may assign penalties to teams during the race.
4. Protest verdicts are final and can not be appealed, except for major penalties like probations or exclusions.
5. Frivolous protests will be ignored and if repeated lead to penalties against the teams filing them.
6. Incidents occurring in the starting or final stages of a race will automatically be investigated by the series administration. For these incidents the same procedure as described in Rule N.1.1 will be applied.

O. Penalties

1. There are five levels of penalties that may be assigned after official sessions.
 - 1.1) List of penalties that may be assigned after a (pre-)qualifying session.
 - Level 1: warning
 - Level 2: 5-place grid penalty
 - Level 2: 5-point penalty
 - Level 3: 10-place grid penalty
 - Level 3: 10-point penalty
 - Level 4: rear-of-grid penalty
 - Level 5: disqualification
 - 1.2) List of penalties that may be assigned during or after a race session.
 - Level 1: warning
 - Level 2: drive-through penalty (or equivalent)
 - Level 2: 5-place grid penalty
 - Level 2: 5-point penalty
 - Level 3: stop-go penalty (or equivalent)
 - Level 3: 10-place grid penalty
 - Level 3: 10-point penalty
 - Level 4: one-lap penalty
 - Level 5: disqualification
2. The following penalties are penalties that will affect a range of events and may be applied at any point.
 - Category 1: series probation

A series probation will be in effect for at least one but no more than six months. During the probation period all penalties may be escalated to the next highest level if it is deemed necessary.

Category 2: series exclusion

A series exclusion will be in effect for at least two months and may last up to twelve months.

2.1) All penalties issued in Genuine Racing organised events will also count towards this series as it is a joined effort with part of the series administration coming from that same team.

3. Any team issued a drive-through or stop-go penalty during the race must serve that penalty within three laps of issuance. Failing to do so will automatically result in the penalty being upgraded to the next higher level.

3.1) Due to Rule O.3 no penalties will be assigned during the race with three or less laps to go.

P. Official Classification

1. All teams which start a New Endurance Challenge race will be classified in the results and given points, provided that they finished at least 75% of the race distance. The only exception is if a car gets disqualified, then that team is placed behind all others in the results and will receive no points.

2. Any teams that get disqualified twice or more often will be excluded from the season, with all points scored by them for any championship being nullified.

2.1) Disqualifications due to too low restrictions will not be considered.

Q. Championship

1. There are four official championships in the New Endurance Challenge.

1.1) The C1 Driver's Championship is awarded to the driver who scores the most points in the season.

1.2) The C1 Team's Championship is awarded to the team which scores the most points in the season.

1.3) The C2 Driver's Championship is awarded to the driver who scores the most points in the season.

1.4) The C2 Team's Championship is awarded to the team which scores the most points in the season.

2. Points are awarded on the following scale in all championship races (next page):

1st	-	25 points
2nd	-	20 points
3rd	-	16 points
4th	-	13 points
5th	-	11 points
6th	-	10 points
7th	-	9 points
8th	-	8 points
9th	-	7 points
10th	-	6 points
11th	-	5 points
12th	-	4 points
13th	-	3 points
14th	-	2 points
15th	-	1 point
>15th	-	1 point

3. Any drivers retiring before the 75% mark of the race distance will not be given points.
4. In the event of a tie in the points standings, the position in question will go to the driver with the most race victories. If neither driver has a win or not more than the other, the position goes to the driver with the most second place finishes, etc.

R. Server Failure

1. Should the main server for the New Endurance Challenge experience a mass disconnect the race will be red flagged.
2. If the race has not run for at least 25% of it's scheduled distance yet, the race will be fully restarted with the original starting order.
3. Should server problems occur between the 25% and 50% mark, the race positions will be taken from the last lap before the problems came up and the race will be restarted with 50% of the race distance left to run.
4. Should server problems occur between the 50% and 75% mark, the race positions will be taken from the last lap before the problems came up and the race will be restarted with 25% of the race distance left to run.
5. For any server problems occurring after the 75% mark of the race, the race will be declared as completed and the positions will be taken from the last lap completed before the problems occurred.
5. If a mass timeout has occurred the drivers who lost connection are encouraged to rejoin the server to await further instructions from the race administration. Should the server be permanently offline, the race administration will give their orders through the race discussion thread in the series' forum.

S. On-Server Behaviour

1. All participants in the New Endurance Challenge are expected to respect each other on and off-track.
2. Purposefully distracting another driver during a practice or qualifying session, whether it be through chat messages or on-track actions, will result in penalties if reported to (or observed by) the series administration.

3. Any drivers, who insult another competitor or admin based on their race, believes or nationality, will instantly receive a 24 month exclusion from all NEC and GenR related events. Other insults will also be penalised, depending on the severity of them.
4. Should the option to kick or ban other players be enabled on the event servers, whether it be because the server is not passworded for practice between events or for any other reason, no competitor will be allowed to ban another series participant from the server, no matter what the reason might be. Instead, it should be reported to a member of the series administration, so he can deal with the situation at hand.

T. Miscellaneous

1. Chatting during races is strictly forbidden. This includes both unintentional pressing of binds and intentional chats. Violations of this rule during the race will result in a drive-through penalty.
 - 1.1) Blocking of messages will not be punished, provided the driver immediately unblocks.
2. Any driver found to be using hacks or any programs or software to gain an advantage will be excluded from the series. All points scored by that driver in the driver's championship will be nullified, and the points for any of his team mates he's been racing with will be cut in half, and so will that team's team championship points. The driver will automatically receive a twelve month global exclusion, which can not be appealed.
 - 2.1) The use of button clutch is also strictly prohibited. All drivers are required to use autoclutch. The use of button clutch will result in penalties.
 - 2.2) The use of a manual axis clutch (clutch pedal) is allowed as long as it is being used in combination with a manual shifter.
3. Bump drafting is strictly forbidden in all official sessions. Anyone caught will be penalised accordingly.
4. Any loopholes found in the rules must be reported to the the league administration, so that before an event rules can be put in place to clarify the situation in question.
5. The administration reserve the right to modify this document at any time for any reason it deems fit.
6. Misbehaviour towards the race administration and other competitors during events or during open practice will always result in penalties if observed by or reported to the league administration. All drivers are asked to respect each other on and off the track.
7. An event may be suspended, postponed or cancelled by the race administration if the number of qualified cars is below 33% of the available gridsizes (less than ten cars). If the event can not be resumed or rescheduled within three weeks of its original date or at the end of the season it will be dropped from the schedule.