



Regulations

Revision 1 – Updated 16 June 2020

This document contains regulations for the Endurance Pros 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 Endurance Pros (TRREP) series is defined as a series running endurance format events in the Live for Speed simulation software.
2. Each race meeting with a race less than eight hours will be held on the same day. Qualifying will be 30 minutes in duration – multiple classes to run concurrently on separate servers.
 - a) Races eight hours or longer should have qualifying done the day prior.
3. Race distances will consist of any time between 3 and 24 hours, inclusive.
4. This series is promoted by Team Rock Racing Events, and sanctioned by New Dimension Racing.

II. Car Selections

1. All car classes in the simulation are eligible for election for any race meeting. The selection shall be announced at the time of the event announcement.
2. Standard car classes are as follows:
 - a) GT1:
 1. FZ50 GTR – FZR: Carries 27 kilograms of added ballast.
 2. FXO GTR -FXR: No additional Restrictions
 3. XR GTR – XRR: No additional restrictions.
 - b) GT2:
 1. FZ50 GTR – FZR: 20% intake restriction
 2. FXO GTR -FXR: 23% intake restriction
 3. XR GTR – XRR: 24% intake restriction
 - c) GT3:
 1. FZ50 GTR – FZR: 28% intake restriction
 2. FXO GTR -FXR: 32% intake restriction
 3. XR GTR – XRR: 34% intake restriction

III. Sporting Code Clarifications / Notes

1. The Safety Car Procedure as stated in Sporting Code Article VIII is applied to this series.
2. Please ensure you are aware of the Red Flag and Server Failure Procedures in the Sporting Code. (Articles IX and X, respectively).

3. Qualifying Protests must be submitted no later than 3 hours after the end of the qualifying session. Race protests must be submitted no later than 36 hours after race completion.
4. Bump-drafting is prohibited at ALL TIMES.

IV. Entry Procedure

1. A maximum of 34 cars may start each race.
 - a) Each class will initially be offered an equal number of grid spots. The per class allocation may be modified to allow for more in one or another should participation merit such.
2. A team may enter no more than one car per class, unless otherwise permitted by the administration.
3. An entry must have a minimum of two drivers and a maximum of five drivers.
4. All applications will be reviewed by race administration before being accepted or refused.
5. Teams may select numbers between 01 and 99.
6. Team Rosters and information must be sent in the required format as stated in the signups thread or it will be ignored. Any application update may be ignored if incorrectly formatted.
 - a) Teams shall submit a Team Car for each car they wish to enter.
 - b) No driver may drive for more than one Team Car at any time during a race meeting.
A Team may move drivers between their Team Cars on a per round basis.
 - c) A driver may only switch teams twice during a season. A driver may move from their original team, to a second team, then back to either their original team or another team. Exceptions may be made in the event of team breakups or mergers.
7. No Team Car edits may be made between 18:00 UTC on the Friday of a round, until 18:00 UTC on the Sunday following a round.
 - a) Exceptions may be made in dire circumstances.

V. Car Skins and Driver Naming

1. All skins for a car must contain the provided, required elements for that car's class.
 - a) The number board shall be placed on each side of the car, between the front and rear wheels, and on the hood/bonnet
 - b) For multiclass events, class markings must be placed exactly as provided, without alteration.
2. The number plate on a car shall be formatted as per NDR Sporting Code II.3.2, with the following exceptions:
 - a) Blank numberplates are forbidden.
3. A driver's name shall be formatted as per NDR Sporting Code II.4, with the following exceptions to II.4.3:
 - a) For multiclass events, the car number must be in the class colour, as defined in the supplemental regulations.
 - b) The driver's name shall be all in white.
4. Failure to meet any requirement will result in the following penalties:
 - a) Qualifying: Loss of fastest lap
 - b) Race: Drive-Through Penalty

VI. Confirmations Procedure

1. All teams are required to confirm their attendance for a round by posting in the appropriate thread prior to 23:59 UTC on the Thursday prior to the race.
 - a) A proper confirmation must include a statement of intent to attend or not attend: "YES This car will be attending" OR "NO This car will not be attending". The confirmation should be made in the prescribed format. Failure to confirm with at least this much information prior to the deadline will result in a 10-place grid penalty.
 - b) A team may change their confirmation up until the race start without penalty, provided administration is notified of the change. A change to a race lineup after race start will incur a Stop-Go penalty to the team should the added driver race.

VII. Qualifying Procedure

1. Each round will have a qualifying session held one hour prior to the race, held in the open session format. Multiple classes will qualify concurrently on separate servers. Results from both sessions are combined.
2. All teams entered in a class may attempt the qualifying; the fastest cars, up to the maximum allowable grid size, will start.
3. Each session will last 30 minutes.
4. Drivers may telepit and rejoin freely during the qualifying sessions. Drafting is permitted, bump-drafting is not.
5. One driver is permitted on server per car, no swapping is permitted.
6. The driver who sets the qualifying lap for a team must drive at least one race lap (not counting an in lap or an out lap). Failure to have this driver drive the required lap without a valid reason and waiver will result in a one-lap penalty to the team.
7. A team who misses qualifying completely can start from the pit lane in number order, should there be space in that class grid.
8. A team who attends qualifying but sets no time or has all times deleted for whatever reason will start from the back of their class grid in number order.

VIII. Race Procedure

1. Starting Drivers must be in the server no later than 15 minutes prior to the scheduled start time.
 - a) At 13 minutes until race start, the server will be sent to the lobby screen for grid stacking to begin. There is to be no chat while the grid is being stacked. Each line of chat after the first will incur a two-point penalty per line to the team, not to exceed 16 points per round.
 - b) All drivers must be ready to start the race at the declared time; failure to be ready in time may result in a driver being removed from the grid and given a pit lane start.
 - c) Under no condition shall the start of the race be held up for any missing driver.
2. The race shall start with a rolling start behind the Safety Car, with a split between classes if necessary. Drivers are to remain single-file and leave reasonably large gaps for safe tyre warming during the formation lap. Each class will have its own pace car.

- a) Exiting the last turn or other stated mark, the field shall cease tyre warming and assume double-file formation.
 - b) The pole sitter will be asked which side of the grid they would like to start from, all other teams should file in accordingly.
 - c) Row-mates should be generally even with each other, having at least 25% overlap. Rows should be spaced approximately 3-5 car lengths apart. The leader and call other cars shall maintain approximately pit lane speed (10 kph / 6 mph variance allowed) until the green flag is displayed.
 - 1. Each class will receive a separate green flag.
 - 2. A stop-go penalty will be given to the leader if he fails to stay within the speed tolerance.
 - d) Overtaking is permitted at the green flag on the race start only.
 - 1. Overtaking before the green flag will result in a DT penalty at minimum.
 - e) A start wave-off shall only be used in the event of a major grid order issue or similar major issue. Simple bad formation is not cause for a wave-off.
 - 1. Should the start be waved off, the field will enter single-file formation until the issue is rectified, at which point the race will start at the end of that lap with a standard double-file start. Only one attempt is to be made to start both classes once the Safety Car exits the course on the pace lap(s).
 - f) Pit-lane starters will be sorted by class, then number order. They will be released once their class has taken the start and passed the pit exit.
 - g) A driver who times out on the formation lap, and cannot rejoin the server and track before the pit exit closes for the start must take the start from the pit lane.
3. Driver swaps during a race may be made freely, there is no limit on number of driver changes. The entering driver should only join the server on the current driver's in lap, and the outgoing driver should leave the server within one lap of the takeover. Failure to leave may result in a kick for the offending driver. A Drive-Through penalty may be issued to a team for repeat violations.
- a) Penalties incurred by an incoming driver will be applied after the pit stop and takeover is completed.

- b) No single driver may drive more than 75% of their team's race completed laps. (Limit is 45% for races longer than 12 hours). All partial laps will be rounded up to a whole lap.
 - 1. A team may be black flagged and retired from the race if the administration find evidence that no relief driver is scheduled, the maximum percentage infraction is already committed and irreversible, and the driver is deemed a threat to others still racing.
 - 2. This provision does not apply for single-driver entries.
- 4. A team that loses connection during the race will be credited complete laps after their return.
- 5. On completion of the race, all cars are to slow below normal race pace and return to the pit lane. The top three drivers in each class are to return to the start/finish area for podium pictures.
 - a) Cars may not stop on track or drive excessively slowly waiting for the race to finish.
 - b) Drivers must avoid incidents on the cool-down lap. Incidents on the cool-down lap can result in harsh penalties, with harshness based on severity of the incident.

IX. Safety Car Wave-Around

- 1. There will be a wave-around in place in multi class races to ensure that classes are split for a restart after a Safety Car Period.
- 2. When deployed, the Safety Car will pick up the overall leader, or the safest car ahead of the leader. All cars behind must form up in queue.
 - a) Cars between the Safety Car and the overall leader shall be waved around the Safety Car at all times the condition applies.
- 3. Any slower class car between the overall leader and the slower class leader will be waved around the Safety Car and may rejoin the back of the queue.
 - a) Cars not being waved around should stay to the pit lane side of track.
 - b) Tyre warming is prohibited during this process.
- 4. Once it is confirmed that all cars are sorted correctly, the Safety Car will be instructed to pit in at the end of the lap. Tyre warming will be permitted from the time that class separation is declared complete until the restart takes place. The slower class leader is permitted to leave a reasonable gap to the faster class ahead for the restart.

X. Official Classification

1. All teams which start a TRREP race will be classified. Points will only be awarded to those who are credited with completing 75% or more of the total race distance.
2. All teams will be considered to be running in the race, unless they transmit a withdrawal from the race to race control.
3. Bonus points will be awarded regardless of amount of the race completed.
4. If a team retires without permission of race control from outside of a pit garage, they will incur a five (5) point penalty for the first offense, ten (10) points for the second offense, and series exclusion for the third offense.

XI. Championship

1. All team cars which race will be classified in the points table.
2. Class Points are awarded based on class finish position, not overall finish position.
3. Points will be awarded based on the following formula:
$$points = \frac{10 \times (0.5 + starters - position)}{starters}$$
4. The Pole bonus and Highest Climber bonus is awarded to each class.
 - a) A tie for highest climber will be awarded to the driver who started higher on the grid.
5. If the race cannot be completed for any reason, and is less than 75% complete, half-points will be awarded. Bonus points and penalty points are not halved.

XII. Communication

1. Race administration are always available in the Team Rock Racing Discord channel as well as the New Dimension Racing TeamSpeak.
 - a) All participants should have a member in the endurance-pros channel in Discord during all session, and that person should be in contact with their drivers.
2. All drivers currently in the car must be in the New Dimension Racing TeamSpeak to hear race control commands pertaining to the continuation of the race.
 - a) Talkback abilities are preferred, but not required.
 - b) Teams may request their own channel on the Pit Wall family, if they wish to congregate there.

- c) A channel is available for listen only – only Race Controllers have permission to talk into this channel.
- 3. 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.
- 4. 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.

XIII. Miscellaneous

- 1. The administration reserve the right to interpret these rules as necessary, and use any necessary and proper judgment to control the event
- 2. The administration reserve the right to modify this document at any time for any reason it deems fit.