# SPORTING RULES

# Introduction

The Virtual 24 Hours of Le Mans, officially organised by MotorsportGames in partnership with the ACO and the WEC, remains an elitist event. This is understandable, as the aim is to make simulation games credible and to attract more players to the gaming platform used. But there's no reason why enthusiasts like us shouldn't enjoy such a race and such organisation. That's why the LG Racing Team and the OsmozWare ESport team are offering its Le Mans double tour d'horloge. These regulations are definitive and will not be modified without the collective agreement of all the members of the organisation.

First of all, we would like to remind you that the main philosophy of this event is :

- **Sportsmanship**: respect each other on the track! Just because we're sitting in our living rooms doesn't mean we shouldn't adhere to the rules that govern real competitions.
- **Fun**: sportsmanship, of course, but that doesn't mean it's anything more than a game. Let's bear in mind that we're here for fun too, and that there's no end to this competition.
- **Competition**: and of course we're not here as tourists, and everyone is here for the love of competition, the adrenalin and the satisfaction of the result.

This is a simracing endurance race, and everyone will be keen to do their best against their opponents, who will be of varying levels of ability and competitiveness. BUT the priority of this race is above all to have a good, rewarding, friendly and respectful time together. Whatever the results on the track (joys, disappointments, mistakes...) we'll all be winners, because we'll have proved that it's possible to organise a large-scale event in a good state of mind, and that the RFactor 2 simulation can be a good support for multiplayer competitions, without falling into a system of permanent competitions which often leads to variable behaviour depending on what you're looking for. Always bear in mind that what really counts is doing your best and having fun...

On that note, happy reading and happy racing.

# Registration and participation

To register, you need to fill in a questionnaire.    Each rider must send their personalised skin to the organiser at the following address: contact@lg-racingteam.fr.

Below is the link to the registration form:
https://simmanagementsystem.com/evenement/181/#generalInfo

The closing date for entries is Saturday 1 September 2024, which is the time needed to prepare the skin pack.

There will be no selection, entries will be registered one after the other (reserve crews will be provided). **An entry constitutes a commitment to take part in the event**.

The official entry list, comprising 50 cars (14 HYPERCAR, 14 LMP2, 22 GT3) and 10 reserve cars (3 HYPERCAR, 3 LMP2, 4 GT3), will be announced no later than September 4, 2024.

Registration is open to all and free of charge.

**By registering for this race, you accept the regulations.**

# Selection of cars- Delivered

The choice of car is free. The following chassis are available:
- HYPERCAR : Ferrari 499P LMH, Porsche 963 LMDh
- LMP2 : Oreca 07
- GT3 :  Aston Martin VANTAGE, Audi R8 LMS, BMW M4, Ferrari 488, McLaren 720S, Mercedes AMG, Porsche 911.

Teams are authorised to create their own personalised liveries and to control their own sponsors. The files needed to design the livery will be sent directly to the accepted teams via their sports representative. Please respect the mandatory spaces (more details are available in Annex 1).

We suggest (but are not obliged) that participating teams form several crews in different cars and categories, bearing in mind that only the 2 best results will count towards the team ranking.

Skins from the same team must be similar. Any skin that does not comply with the organiser's requirements will be refused and participation in the race weekend suspended until a new skin that meets expectations has been validated.

# Presentation and key points

- The event will take place on the rFactor 2 platform, which offers :
  - Driver changes,
  - Dynamic weather,
  - Day/night transitions,
  - Multi-class racing (HYPERCAR, LMP2 and GT3).
  - Damage will affect the cars, but damage can be repaired during a pit stop. However, the car will be able to run but may not perform as well as it did at the start.

- Fuel and tyre management are permitted. There are no fixed setups. Teams will work to create their own setups to optimise performance.
- Each team must consist of at least 3 drivers.
- The **minimum** race time per driver will be 4 hours (240 minutes).
- The **maximum** race time per driver will be 9 hours (540 minutes).
- Drivers may not drive for more than 3 hours in any 5-hour period.
- Drivers may not compete in more than one car.

# Required content

All drivers will need to own the car that will be used for the race as well as the track in order to join the server (the other cars proposed for the event will need to be at least loaded into the game). Below are links to the game and the required content.

- rFactor 2 : **https://store.steampowered.com/app/365960/rFactor_2/**
- Circuit Le Mans : **https://store.steampowered.com/itemstore/365960/detail/37/**
- GT3 Pack : **https://store.steampowered.com/itemstore/365960/detail/1001/**
- ORECA 07 LMP2 : **https://store.steampowered.com/itemstore/365960/detail/17/**
- Ferrari 499P LMH : **https://steamcommunity.com/sharedfiles/filedetails/?id=3088947577**
- Porsche 963 LMDh : **https://steamcommunity.com/workshop/filedetails/?id=3088949297**
- Pack skins voitures et circuit : **https://steamcommunity.com/sharedfiles/filedetails/?id=3093760105**

Or each car separately.

# Organisation / Race direction

The race will be supported by a number of functions:

***Server administrators***: *They manage the server settings, weather, grip and other rules, and ensure that everything runs smoothly.*

***Race marshals***: *They will be there to make decisions about drivers' behaviour on the track and respond to any complaints made by drivers. Their decisions are final. They are anonymous.*

***Streamers***: *The race will be broadcast live on two Twitch channels in rotation: PloomGarage and Plonk72. The videos will be uploaded to the various social networks in the week following the race. After a few days, you'll be able to watch the videos on the LG Racing Team and OsmozWare ESport YouTube channels.*

https://www.twitch.tv/ploomgarage

https://www.twitch.tv/plonk72

https://www.youtube.com/@LGRacingTeam-jb6pz

https://www.youtube.com/@osmozwaree-sport2116

# Calendar

The race weekend runs from Wednesday 23 October 2024 at 8am to Sunday 27 October 2024 at 3pm. Private and test sessions will be scheduled from September 2024.

| Le programme est provisoire et peut être modifié | | |
|---|---|---|
| 16-22 septembre | 24h/24 | Essais privés - Cycles jour/nuit |
| 30 septembre | 20h00 | 3h de course test (10 tours mini) |
| 2 octobre | 20h00 | 3h de course test (10 tours mini) |
| 4 octobre | 20h00 | 3h de course test (10 tours mini) |
| 23 octobre | 8h00 - 22h00 | Séance d'essai libre de jour |
| 24 octobre | 8h00 - 22h00 | Séance d'essai libre de nuit |
| 25 octobre | 20h00 | Briefing durée 30mn max |
| 25 octobre | 21h00 - 22h00 | Qualification durée 1h00 |
| 25 octobre | 22h15 - 22h45 | Hyperpôle durée 30mn |
| 26 octobre | 14h00 - 14h15 | Briefing durée 15mn max |
| 26 octobre | 14h30 - 15h00 | Warmup durée 30mn |
| 26 octobre | 15h00 | Départ de la course durée 24h |
| Chaque pilote doit participer au moins à l'une des courses test | | |

# Preparation

To validate their participation, all drivers registered for the event must comply with the following conditions:
1. To have had a minimum amount of practice with the chosen car on the Le Mans circuit.
2. To have taken part in one of the test races (minimum 10 laps).
3. To have joined the briefing channel on the official TeamSpeak dedicated to the event in order to take part in the pre-qualifying and pre-race briefings.

The drivers undertake to carry out practice sessions in order to prepare for the race as well as possible. To ensure that the race runs smoothly, it is preferable to arrive at the circuit knowing the different trajectories, braking points, overtaking zones, etc... This will ensure that the race runs smoothly for all the participants.

# Format and timetables

In the event of connection difficulties or problems with your car, the organiser's technical support team will be available by e-mail (contact@lg-racingteam.fr) or on the event discord to help you during the practice sessions.

- A week of 24/7 private sessions to prepare the set-ups (from 16 to 22 September).
- 30 September, 2 and 4 October, 8pm: 3-hour test races (minimum 10 laps).
- Wednesday 23 October from 8am to 11pm: Daytime free trial session.
- Thursday 24 October from 8am to 11pm: Night-time free practice session.
- Friday 25 October 20:00: Briefing. Duration 30 minutes max.
- Friday 25 October from 21:00 to 22:00: Qualifying session. Duration: 1 hour.
- Friday 25 October from 10.15pm to 10.45pm: Hyperpole. Duration: 30 minutes.
- Saturday 26 October from 14h00 to 14h15: Briefing. Duration: 15 minutes max.
- Saturday 26 October from 14:30 to 15:00: Warmup lasting 30 minutes.
- Saturday 26 October at 15:00: Start of the race, lasting 24 hours + 8 minutes.

# Ranking

The drivers' and teams' rankings will be published and accessible on the LG Racing Team website, on the official discord dedicated to the event and on the Simracing Management System platform.

Here is the scale of points per round for the team rankings.

| P1 | 46Pts | P5 | 36Pts |
|----|-------|-----|--------|
| P2 | 42Pts | P6 | 35Pts |
| P3 | 39Pts | P7… | 34Pts… |
| P4 | 37Pts | P40 | 1Pt |

# Competition rules

Art 1.    By taking part, all competitors agree to be bound by the rules set out in this document.

Art 2.    If necessary, the organiser reserves the right to modify the duration of any session at their sole discretion.

Art 3.    The teams' final entries must be made no later than 1st September 2024.

Art 4.    Team names must not exceed 25 characters (including spaces).

Art 5.    Team name changes are not permitted after registration, except with the express authorisation of the organiser.

Art 6.    Once approved by the organiser, the change of car model is not authorised.

Art 7.    Drivers must complete a minimum of 10 laps (including a minimum of 5 timed laps) during an official test race.

Art 8.    Car numbers for the HYPERCAR class must be between 1 and 49, for the LMP2 class between 50 and 99 and for the GT3 class between 100 and 151.

Art 9.    Car numbers will be issued by the organiser in the order of registration.

Art 10.   The liveries must be submitted to the organiser for approval by 1st September 2024 at the latest.

Art 11.   When submitting relevant information (including liveries), these must be communicated by one member of each team directly to contact@lg-racingteam.fr before the deadlines indicated above. The communication must include the name of the event, the name of your team and the car number.

Art 12.   Team liveries are prohibited from displaying :
   a.   Vulgar or offensive language or images.
   b.   Any link to content and/or products that may be considered ethically questionable by the organiser.
   c.   Logos, text or any other copyrighted or protected intellectual property that does not belong to the team unless the team has the express written permission of the owner of the intellectual property in question and can provide this immediately to the organiser on request.
   d.   Political or religious messages or connotations.

Art 13.   Teams are informed that there are areas reserved on the car for number plates (see appendix 1).

Art 14.   By submitting their livery, teams agree to its public use in the rFactor2 software without restriction of rights.

Art 15.   If the names, livery and/or logos of two teams are too similar, the organiser reserves the right to request modifications for greater clarity. Priority will be given to the team that submits its information first.

Art 16.   The organiser reserves the right to refuse any team name, logo, livery or driver nomination for any reason whatsoever.

Art 17.   Teams must confirm their final drivers no later than 5.30pm on Friday 11 October 2024. After this deadline, no change of driver is permitted unless an exemption is granted by the organiser. Any significant change in your application compared to the registration may result in the withdrawal of the car by the organiser.

Art 18.   The weather parameters will be applied by the organiser in strict confidence and will not be shared with the competitors. As with the real 24-hour race, the weather can often play a role in the changing and evolving strategies throughout the race, forcing the teams to adapt.

Art 19. The minimum driving time per driver in the race will be 4 hours (240 minutes).

Art 20. The maximum driving time per driver in a race will be 9 hours (540 minutes).

Art 21. Failure to comply with the minimum and maximum driving times may result in a penalty from the race stewards.

Art 22. Pilots may not drive for more than 3 hours in any 5-hour period.

Art 23. Clients are only authorised on the server to race or make driver changes. Race stewards may of course also connect to the server, but no other spectators are authorised to join the official race server. **Respecting this article will ensure that the server runs smoothly and that the race is as enjoyable as possible for all the drivers on track.** An overcrowded server can make it impossible for a driver to drive, especially if his setup is simply limited in terms of features. Crews/teams will be able to rely on the live timing provided by the organisers and on live broadcasts of the race by official streamers to give relevant information to their drivers on track.

Art 24. Drivers may only join the server for the purpose of making driver changes for a maximum of 10 minutes before the change.

Art 25. Once their stint is over, drivers must leave the pits within 3 minutes. This time will be calculated from the moment the car crosses the pit exit to rejoin the track.

Art 26. It is forbidden during an official test race, qualifying session or race to use text chat in the game.

Art 27. A maximum of 6 people per car may connect to the official TeamSpeak dedicated to the event (including the drivers) at the same time.

**Art 28.** **With regard to the identity of drivers, pseudonyms, name tags, "Your Name" or other are forbidden. Each driver must be registered and connect to the server under his real name in the format "First Name Last Name" without accents or special characters. Each driver profile name is individual. Any misuse of identity will immediately result in permanent exclusion from the championship.**

# Server parameters

Art 29. The parameters will be as follows:

- Flag Rules: Black Flag Only.
- Fuel Usage: Normal.
- Tire Usage: Normal.
- Mechanical Failures: Off.
- Traction Control: 0 (Off). **This only concerns help, but onboard use remains possible.**
- Anti-Lock Braking: 0 (Low). **This only applies to assistance for vehicles not fitted with ABS.**
- Stability Control: 0 (Off).
- Auto Shifting: Off.
- Steering Help: Off.
- Braking Help: Off.
- Damage Multiplier: 80%.
- Weather settings :
  - From 23 October → live (weather forecast in real time for the city of Le Mans), except for very pessimistic forecasts.
  - For official test races → good weather.
  - For private sessions (making set-ups) → good weather.
- Condition of grip :
  - From 23 October onwards → naturally progressive with recording of the state at the end of the session for the next (of course if it rains we start again from scratch).
  - For official test races → saturated with rubber.
  - For private sessions (making setups) → saturated with gum.

**Art 30.** **Setups are not fixed; teams are allowed to create their own.**

**Art 31.** **The "Aero Package" upgrade will be forced to "Le Mans" for the ORECA. The upgrade will be forced to "520kW" for the Ferrari 499P LMH and for the Porsche 963 LMDh.**

**Art 32.** **In addition to the fixed upgrade announced in article 30, ORECA will be given a ballast of +200 kg to rebalance the HYPERCAR and LMP2 categories.**

Art 33.   The GT3 category has a BOP (Balance of Performance) applied by the developers of rFactor2. The organiser reserves the right to modify the BOP at any time up until the day before the 24-hour race.

Art 34.   Because mechanical breakdowns are not active, it is not permitted to drive a car that smokes too much. This may result in a penalty.

# Race marshals and briefings

Art 35.   Despite the existence of a multilingual handwritten briefing which will be provided to the drivers a few days before the race via the Simracing Management System platform, the voice briefing is compulsory and must be followed by all drivers. To follow this briefing, drivers are asked not to drive and to park their cars in their pits. Failure to comply with this rule, without a reason deemed valid by the organiser, will result in a penalty of 5 places on the starting grid.

Art 36.   The organiser shall appoint officials to supervise the event (race marshals) who shall remain anonymous.

Art 37.   In any interpretation of the rules, the final decision is that of the race steward or one of his deputies.

Art 38.   If the race steward is absent for any reason whatsoever, one of his deputies assumes this role and responsibility for decision-making.

Art 39.   There is no method of appealing against decisions taken by the race steward or one of his deputies. By participating, competitors accept their exclusive competence in sporting matters.

Art 40.   If competitors choose to become disruptive as a result of a decision taken by the event stewards, they will be referred to the "Code of Conduct" section which describes the consequences of such actions.

Art 41.   All drivers must ensure that they have familiarised themselves with all the sporting regulations and the handwritten race briefing, including any amendments made by the race steward (or one of his assistants).

Art 42.   There will also be voice briefings on the official TeamSpeak dedicated to the event, which all drivers must attend on qualifying and race days.

Art 43.   Additional briefings may be requested by the race steward or one of his deputies. It is imperative that at least one member of the team attends these briefings and takes responsibility for passing on any information required to the other members of his team.

# Qualifying and starting grid

Art 44.   Qualifying consists of 1 session of 1 hour with all categories and cars on track. It will be followed by a hyperpole contested by the 6 best HYPERCAR and LMP2 crews as well as by the 8 best GT3 crews (duration 30mn with no pit stop - free choice of tyres). These figures may be revised depending on the number of entries per category.

Art 45.   Throughout the qualifying session, the race steward or one of his deputies shall supervise the participants. If the actions of a participant are deemed to be contrary to these sporting regulations or to the spirit of the competition, the organiser may choose to penalise that competitor and/or that team.

Art 46.   Teams are only required to enter one driver in qualifying, but may choose to change drivers at their discretion (outside the hyperpole).

Art 47.   If a competitor fails to set a time during the qualifying session for any reason whatsoever, his lap time will be set at 10 minutes (600 seconds) for the purposes of calculating the starting grid.

Art 48.   If more than one team fails to set a time, that part of the grid will be allocated at random by the organiser.

Art 49.   If two teams finish the session with exactly the same time, priority will be given to the team that achieved this time first.

Art 50.    Teams must confirm their starting driver for the race to the organiser no later than 1 hour after qualifying. This confirmation must be sent by e-mail to contact@lg-racingteam.fr. No changes will be accepted after this deadline.

Art 51.    The starting grid will be divided by class so that the best GT3 car starts behind the last classified LMP2 car in all circumstances, and similarly between the LMP2s and the HYPERCARs.

# Code of conduct and etiquette

Art 52.    Drivers must not force others to leave the track.

Art 53.    If another competitor has a **significant part** of his car alongside a driver at any time, that competitor must make room for the other. This significant part of the car must be next to the competitor outside a braking zone. If a competitor fails to leave space (at least the width of a car) for a competitor who has a significant part of his car alongside him, he may be placed under investigation by the race steward, or one of his deputies, which may result in a penalty. In this competition, a significant part of the car is defined as a minimum of the front wheel of the car next to the rear wheel of another car.

Art 54.    If a competitor comes into contact with a car without a significant part of his own car next to his competitor before a braking zone, and this car is negatively influenced by this contact, he may be placed under investigation and receive a warning or a penalty.

Art 55.    Competitors must not zigzag excessively to defend their position. A driver may leave the racing line and return once. Any other movement may result in a warning or penalty.

Art 56.    Competitors must respect the limits of the track. The limits of the track are defined by the solid white lines. A car must keep two or more wheels within these white lines. This is usually penalised by the rFactor2 software for the car, not just for individual drivers, but additional penalties may be applied by the race steward, or one of his deputies, at their discretion. Please refer to the "PENALTIES" section of this document.

Art 57.    If a full race yellow (code 80) is announced at any time during the race, drivers must exercise caution and be prepared to stop and/or take evasive action.

Art 58.    If a competitor rejoins the track or recovers following an incident of any kind, it is imperative that they do so in complete safety. If possible, they must rejoin in a safe and controlled manner in order to avoid further incidents. Failure to do so may result in a warning or penalty.

Art 59.    Drivers should be aware that there are three classes - HYPERCAR, LMP2 and GT3 and that HYPERCAR cars will be faster than LMP2 cars, which will be faster than GT3 cars. Drivers should, wherever possible and safe, facilitate the safe overtaking of the faster cars.

Art 60.    Blue flags will be issued for drivers who are one or more laps behind an approaching car, please respect them by allowing them to pass if possible.

Art 61.    It is strictly forbidden to use the pit lane for any purpose other than repairing damage, refuelling, changing tyres, changing drivers or enforcing a penalty.

Art 62.    When rejoining the track from the pit lane, drivers must keep to the right of the pit exit line and not cross or touch the continuous white line. This may result in a penalty.

Art 63.    The safety car will not be used during the race. The clerk of the course, or one of his deputies, may call a "Full Course Yellow". At that point, drivers will be required to reduce their speed to 60 km/h (by activating the pitlane speed limiter). The race steward, or one of his deputies, will inform the competitors, on the official TeamSpeak dedicated to the event, that this is going to happen by indicating "Attention code 80 5 4 3 2 1 code 80". From that moment onwards, all competitors must not exceed 60 km/h and overtaking is prohibited, except in the case of blocked or damaged cars. When the race marshal, or one of his deputies, is ready to restart, he will indicate "Warning end of code 80 in 5 4 3 2 1 end of code 80" and the drivers will be able to resume the race at full speed.

Art 64.    The pit lane will be open from the start of the race until the end of the race unless otherwise advised by the race steward or one of his deputies.

Art 65.   Drivers must ensure that their headlights are operational at night and at any time requested by the race steward or one of his deputies. Failure to do so may result in a penalty.

Art 66.   If a team wishes to lodge a formal protest against another competitor or another team, it must inform the race steward or his assistants within 3 laps of the incident via the official Google Forms made available to the teams, failing which any investigation requested will be null and void.

Art 67.   This Google Forms is the only way to contact the commissioners.

Art 68.   All participants must conduct themselves in a manner that reflects positively on the organiser (and any of its partners) and the participants and comply with all applicable laws and regulations at all times.

Art 69.   Participants must not behave in any way that the organiser considers prejudicial to the event, the reputation or relations of an individual or its partners.

Art 70.   Aucune forme de tricherie, de mode de commande du jeu, d'esprit du jeu ou d'obtention d'un avantage injuste de quelque manière que ce soit ne sera tolérée. Cela inclut, mais n'est pas limité à :

   a.   Material Modification - Any change made to a piece of hardware that allows it to function in a manner not intended by the manufacturer.

   b.   Piracy - Any modification made to the Game or other software by any person other than through standard software patches or updates.

   c.   Exploiting game problems - Intentionally using any bug in the game to seek an advantage. Exploitation is defined as the use of any game function which, at the sole discretion of the organiser, does not work as intended.

   d.   Impersonation (including playing under another driver's account) - to be understood as playing under another driver's account or soliciting, inducing, encouraging or directing someone else to play under another driver's account.

   e.   Collusion - Any agreement between 2 or more participants and/or other persons to affect a competition or race and/or opposing drivers.

   f.   Any other behaviour determined to be cheating, game control, gamesmanship or obtaining an unfair advantage in any way whatsoever by the organiser.

Art 71.   Participants are responsible for informing the organiser as soon as possible of any form of cheating, game control method, game spirit or obtaining of an unfair advantage by any other participant of which they are aware.

Art 72.   Competitors must inform the organiser of any unfair practices of which they are aware. Any competitor who is deemed, at the sole discretion of the organiser, to have cheated or behaved in any way whatsoever as described above may be penalised and/or disqualified.

Art 73.   No betting or gambling by a participant or any person linked to a participant is permitted under any circumstances. Furthermore, no competitor or related person may benefit directly or indirectly from a bet or gamble.

Art 74.   Participants must not offer or accept any gift or reward to or from anyone for services promised, rendered or to be rendered in connection with the event.

Art 75.   Participants must at all times respect those involved in the organisation of the event, sponsors and/or any partners. Participants must not use obscene gestures, offensive language or comments, in particular :

   a.   Hate speech or discriminatory behaviour - Entrants may not use language deemed by the organiser to be obscene, rude, vulgar, insulting, threatening, abusive, libellous, defamatory or otherwise offensive or objectionable; or promote or incite hatred or discriminatory behaviour, anywhere and at any time. Entrants may not use any facilities, services or equipment provided or made available by the organiser or its subcontractors to publish, transmit, broadcast or otherwise make available any such prohibited communications. Participants may not use this type of language on social networks or during public events such as streaming.

   b.   Violent or physical aggression or behaviour towards the organiser, any of its partners or other participants will not be tolerated.

c. Harassment of any kind - is strictly prohibited. Harassment is defined as systematic, hostile and repeated acts taking place over a considerable period of time, aimed at isolating or ostracising a person and/or undermining the person's dignity.

d. Discriminatory remarks, phrases or gestures - Attacking the dignity or integrity of a person, or group of persons, a team, a brand, a sponsor or a country, by contemptuous or discriminatory remarks or acts on the grounds of race, colour, ethnic, national or social origin, sex, language, religion, political or any other opinion, financial situation, birth or any other circumstance, skin colour, ethnic, national or social origin, gender, language, religion, political or any other opinion, financial situation, birth or any other status, sexual orientation or any other reason will not be tolerated.

e. Trolling - Any participant who posts inflammatory, superfluous or off-topic messages in an online community, such as a forum, chat room or blog, with the primary intention of provoking an emotional reaction from readers or otherwise disrupting the normal topic of discussion. Any behaviour deemed contrary to this Code of Conduct is punishable at the sole discretion of the organiser and may result in disqualification from the Double Tour d'horloge au Mans.

Art 76. Drivers and/or competitors publishing negative, disruptive and brand-damaging content on social networks about the organiser, the game and their potential partners in general and/or any other participant, including but not limited to images and videos of game errors, may result in the participant being withdrawn (as a consequence) from the event.

Art 77. Rallying other drivers to withdraw from the competition - Any driver who encourages other drivers to withdraw will be disqualified. This includes creating group conversations on any platform asking other drivers to withdraw/quit.

# Penalties

There are several types of penalty issued in this competition. It is important that competitors are aware of the differences between them and how to act when each type of penalty is received.

Art 78. Reprimand - The race steward or one of his deputies may warn a driver or a team prior to additional penalties at their discretion. These warnings will be officially recorded and may be used to decide subsequent penalties.

Art 79. Driving penalty - Depending on the case, the race steward or one of his assistants may apply a time penalty at his discretion.

Art 80. Stop-Go or Drive-Through Penalty - Managed by rFactor2 but depending on the case, the race steward or one of his deputies may apply a Stop-Go or Drive-Through penalty at his discretion.

Art 81. Time penalty (after the race) - The race steward or one of his assistants may decide to add time or laps to a team car after the race.

Art 82. Penalty on the grid - the organiser may decide on a number of penalty places on the starting grid if an infringement has been noted during the sessions preceding the race (5 or 10 depending on the seriousness of the incident).

Art 83. Disqualification - In extreme circumstances, the race steward or one of his deputies may find the actions, attitude or behaviour of a competitor/team to be contrary to the spirit of the competition and to merit disqualification. This may apply to both drivers and teams. If a driver is disqualified, the team must ensure that this driver is not used for the remainder of the event.

Art 84. As a reminder, all penalties issued by the race steward or one of his assistants are final.

# Communication

Art 85. All race control information will be transmitted from the race steward's voice channel on the official TeamSpeak dedicated to the event, by "whisper" on all the teams' channels.

Art 86.   Penalties (other than automatic track limits and pit lane penalties) will be announced via this same TeamSpeak channel, and by "whisper" to all participating crews present on the various team channels.

Art 87.   Text chat in rFactor2 is only authorised for the race steward or one of his assistants.

# Departure procedure

Art 88.   Teams are requested to join the server no later than 15 minutes before the start of a session.

Art 89.   It is the responsibility of the team to ensure that its driver(s) are in the correct car designated by them to be used in the race in question, with the correct livery applied - failure to do so will result in a penalty.

Art 90.   Before the start of a race, the race steward or one of his assistants shall inform the competitors that the race sequence is about to begin.

Art 91.   At the start of the race, there will be one minute and thirty seconds to line up on the grid, and competitors must ensure that they do so as quickly as possible. Once the countdown reaches 0, there will be no possibility of rejoining the starting grid.

Art 92.   Once the transition to the start of the race has begun, the rider no longer has the opportunity to check the performance of the equipment. Consequently, the subsequent performance of the equipment will be considered unfortunate for that competitor, but there will be no further opportunity to rectify the problems without affecting the race.

Art 93.   The start of the race will be a "single file manual" start. The formation lap will take place behind a safety car driven by a real driver. There will be no gap between the different categories. Drivers will only be allowed to overtake the car in front of them once they have crossed the start line. Otherwise, penalties will be imposed on drivers who fail to comply with this rule. Please note that the safety car may slow down considerably at certain bends. Keep your distance to avoid causing incidents.

Art 94.   As mentioned previously, the starting grid will be divided by class, whatever the result of qualifying, so that the best GT3 car will start behind the last LMP2 car in all circumstances. The same applies to LMP2 and HYPERCAR.

Art 95.   The race steward or one of his deputies may, at their sole discretion, decide to restart the race. Failure to do so will result in penalties for one or more competitors.

# Equipment and technical issues

Art 96.   Drivers/teams are required to provide and maintain their own equipment.

Art 97.   As indicated in the starting procedure above, competitors are responsible for checking that their equipment is in good working order before the start of the race.

Art 98.   Technical problems during the race may be considered as unfortunate.

Art 99.   If a team disconnects from the server, the car will be sent back to the pit lane and the crew will be penalised sufficiently with the time lost to reconnect. On the other hand, if the connection problem persists (new disconnections or poor quality connection), the team in question may be disqualified by the Clerk of the Course or one of his assistants, to be reinstated after a certain time or number of laps. Fuel and tyres may not be changed on reinstatement. The car will retain the same condition and damage as at the time of disqualification/disconnection.

Art 100. If a technical problem forces a competitor/team to withdraw from a race, that competitor/team will be considered as DNF.

If there is a catastrophic network failure that affects the server host, the following procedure will be followed:

a.   If a breakdown occurs during the first 10 laps of the race (defined by the car leading the race), the race will be signalled by the Steward with a red flag " Red Flag... Red Flag " and will be restarted from the beginning, the competitors taking their initial starting positions on the grid.

b.  If a breakdown occurs after 10 laps (defined by the leading car of the race), the race will be signalled by the Steward with a red flag " Red Flag... Red Flag " and the race will resume with the competitors taking their positions at the beginning of the lap before the moment when the breakdown occurred. The race will continue for the duration of the remaining time.

c.  If a breakdown occurs in the last hour of the race, the race will be red-flagged and the result will be based on the last lap completed by the car leading the race.

Art 101.  If a technical red flag is required by the Commissaire or one of his assistants :

a.  Drivers must line up in single file behind the starting finish line. No overtaking is permitted.

b.  timing will not be interrupted.

c.  Officials may take the decision to stop and/or modify the driving time and this will be communicated to the teams.

d.  The time at which the race resumes will be communicated via the official TeamSpeak dedicated to the event.

Art 102.  If a race has to be restarted after a technical red flag as indicated in the previous article, it will use a single-line rolling grid with the positions corresponding to those of the last complete lap completed by the car leading the race.

Art 103.  Regardless of the red flags, the race will finish at 15:00 once the leader has crossed the line.

# Claims

Art 104. Complaints must be made using the Google Forms available to teams. The team/crew manager, or one of the drivers if the latter is at the wheel, fills it in and we ask you to be as precise as possible (the name of your team, the number of your team, the name of the team accused, the number of the team accused, the lap during which the incident took place, the corner concerned and a concise description of the incident).

Art 105. Complaints must therefore be lodged live (within 3 laps of the incident), not after the race. For information, the replay will however be activated on the server and will be made available after the race.

# More information

All other information should be sent to contact@lg-racingteam.fr. The organiser will reply as soon as possible.

The final version of the sporting regulations will be sent to competitors no later than 2 days before the event.

**ATTENTION: THE ORGANISERS RESERVE THE RIGHT TO MODIFY THE RULES IF NECESSARY. ALL MODIFICATIONS WILL BE COMMUNICATED DIRECTLY TO THE COMPETITORS.**

# Annex 1 - Car liveries and compulsory logos

All liveries must :

- Respect the positions of the number plates represented by the green areas on the screenshots below (except for the side plates on the Oreca, the Ferrari 499P LMH and the Porsche 963 LMDh for which the positions are compulsory).
- Respect the event-specific windscreen banner on the Ferrari 499P LMH and Porsche 963 LMDh.
- Ensure that the LED position indicator is not obstructed.

The organiser will provide each team/team with a JPG file corresponding to the number plate to be inserted on the livery. He will provide a file in PSD (Photoshop) format for the HYPERCARs.

In addition to the files supplied, as indicated above, the organiser will apply a windscreen banner in a separate file (except, therefore, for the Ferrari 499P LMH and the Porsche 963 LMDh), an example of which is illustrated in the images on the following pages. It will also provide the VEH file and create the skin thumbnails.

Each team/team must therefore provide :

- the DDS file for the skin (format type xx_F488_DTHLeMans.dds),
- the DDS file for the texture regions (format type xx_F488_DTHLeMans_region.dds),
- the corresponding JSON file (format type xx_F488_DTHLeMans.json),
- the skin PSD template file (format type xx_F488_DTHLeMans.psd). This file must correspond to the latest version of the vehicle in rFactor 2.

xx represents the number of the crew concerned.

Delivery files must be submitted to [contact@lg-racingteam.fr](mailto:contact@lg-racingteam.fr) in the formats indicated above. To ensure that your files are received correctly, we recommend that you use a file transfer service such as We Transfer or Dropbox. Please do not remove any layers from the template file in PSD format; you can hide them if they are not used for your livery.

These liveries will be grouped together in a pack available on the rF2 workshop and will be found in the DTH Le Mans folder in the game menu. The pack will only be put online once all the liveries have been received, validated and processed.
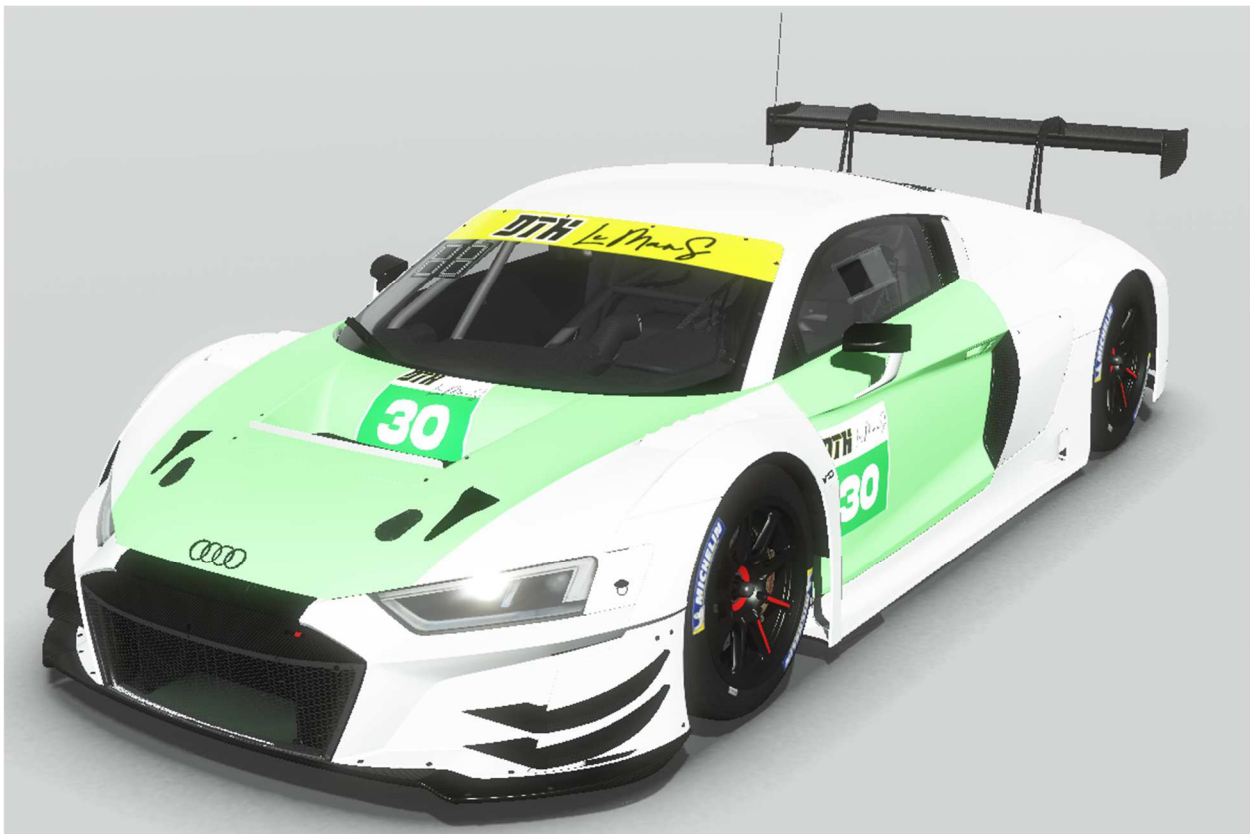
The deadline for submitting liveries is **1st September 2024**. Failure to meet this deadline may result in your team being withdrawn from the race.

Screenshots of how each template appears in the game are shown below.

## Aston Martin VANTAGE GT3



## Audi R8 LMS GT3

## BWM M4 GT3



## Ferrari 488 GT3
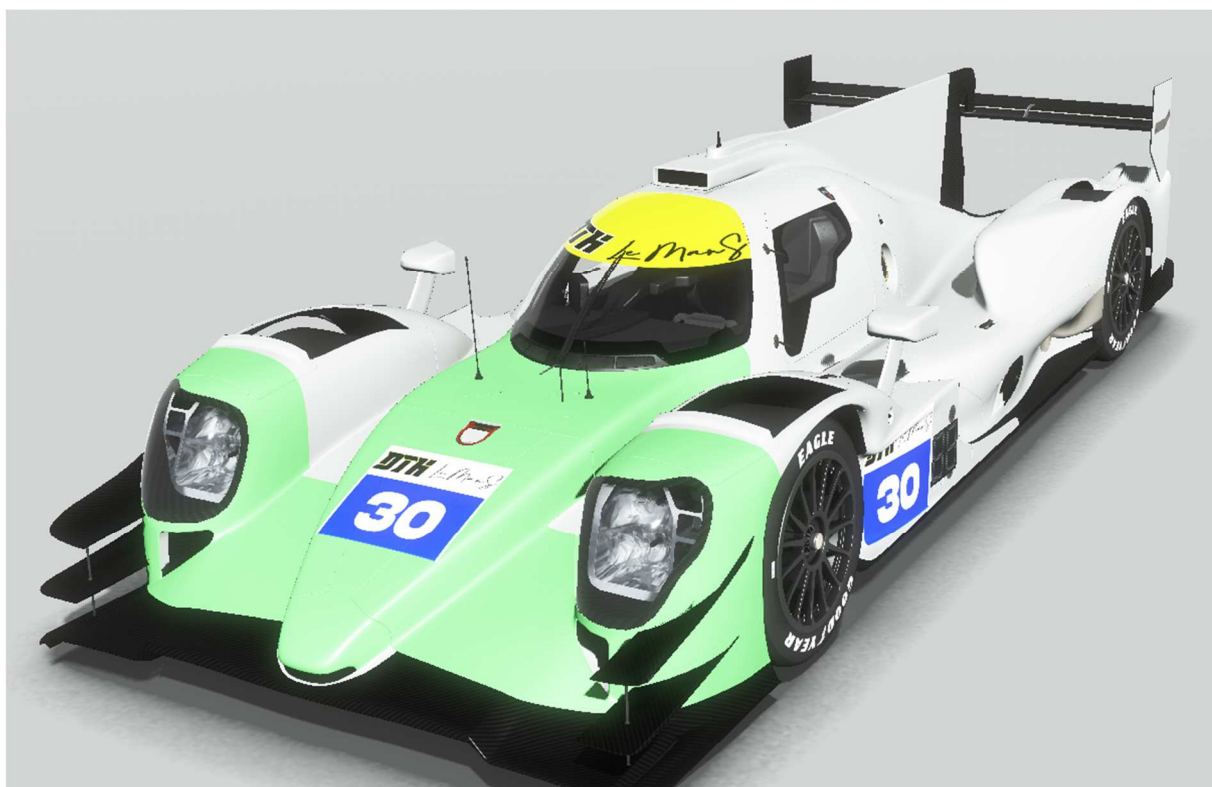
## McLaren 720S GT3



## Mercedes AMG GT3

## Porsche 911 R GT3



## Oreca O7 LMP2

## Ferrari 499P LMH



## Porsche 963 LMDh