



SPORTING REGULATIONS OF THE 2025 LGRT ENDURANCE CHAMPIONSHIP

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I. RULES

- I.1. The LG Racing Team will organise an endurance championship which will be run on the rFactor2 simulation platform and includes two titles, one for drivers and one for teams. All participating parties (LG Racing Team, drivers and teams) agree to apply and respect the rules governing this championship.
- I.2. The definitive text of these sporting regulations is the French version, which will be used in the case of any dispute concerning its interpretation.
- I.3. These sporting regulations apply to the 2025 season.

II. GENERAL COMMITMENT

- II.1. All drivers and officials taking part in the championship undertake, in their own name, to comply with all the provisions, completed or modified, of the International Sporting Code (the Code), adapted to SimRacing, and of the present Endurance Sporting Regulations, hereinafter referred to as "the Regulations".
- II.2. The Championship and each of its rounds are governed by the LG Racing Team in accordance with the Regulations.
- II.3. Round: any round entered on the LG Racing Team Endurance Championship calendar for a given year, beginning at the scheduled start of the practice session and ending at the time a protest is lodged under the terms of the Code.
- II.4. Entry to the championship is a season-long commitment, covering all the competitions on the championship calendar and limited to a maximum of two cars per category per team. Teams and drivers officially admitted to the championship must take part in all rounds counting towards the championship.
- II.5. Any withdrawal from the championship or from participation in a round must be notified in writing to the LG Racing Team. Any withdrawal is irrevocable and does not entitle the entrant to any reimbursement of entry fees.
- II.6. Teams and drivers will not be considered as definitively admitted to the championship or its rounds until the LG Racing Team has received payment in full of any entry fees.
- II.7. No change of category or car model is permitted during the season.
- II.8. Teams must nominate official crews, with a maximum of 5 drivers per car, bearing in mind that:
 - a. A driver can only be assigned to one car.
 - b. Substitute drivers are not allowed.
 - c. Modification of a crew: see Article XXIX.7 of these rules.

III. LICENCES

- III.1. All drivers and officials taking part in the Championship must hold an LG Racing Team Licence. This licence, which is free of charge, will be automatically granted when the driver is selected for the current season.
- III.2. Except for a reprimand, when a sanction is applied under the Code or Article XXII.3, the stewards may impose penalty points on a driver's licence. If a driver accumulates twelve (12) penalty points, his licence will be suspended for the following competition, after which twelve (12) points will be removed from the licence.

IV. CHAMPIONSHIP

- IV.1. The races are reserved for cars in the LMP2 and GT3 categories on the rFactor2 simulation platform (official version), and in the HYPERCAR category (Worshop mod).
- IV.2. The Balance of Performance (BoP) is established by the organiser; the declaration of this data

will be made in the specific regulations for each round. The aim of the BoP is not to smooth out performances but to maintain a significant gap between the different categories.

IV.3. The format of each round will be as follows:

- a. An official daytime test session and, if necessary, an official night-time test session (server open from 8am to 11pm).
- b. A qualifying session divided into three (3) parts, separated by five (5) minutes, to determine the starting grid for each category from 9th place:
 - A section of at least fifteen (20) minutes reserved for cars in the Hypercar category,
 - A section of at least fifteen (20) minutes reserved for LMP2 category cars,
 - A section of at least fifteen (20) minutes reserved for cars in the GT3 category.
- c. A qualifying session, known as "Hyperpole", divided into three (3) parts to determine the first 8 positions on the starting grid in each category:
 - A section of at least ten (10) minutes reserved for cars in the Hypercar category,
 - A section of at least ten (10) minutes reserved for LMP2 category cars,
 - A section of at least ten (10) minutes reserved for cars in the GT3 category.
- d. A warmup during which the grid will be reset according to the results of the qualifying sessions.
- e. A race lasting no less than 6 hours.

IV.4. The championship consists of a minimum of two (2) rounds (the 2025 season is not included).

IV.5. A round of the championship may be cancelled if fewer than twenty (20) cars are present.

V. CHAMPIONSHIP TITLE

V.1. LGRT Team Endurance Champion (by category)

- a. When at least two teams are entered.
- b. To the team entered in the Championship by category which has scored the greatest number of points, after taking into account all the results obtained by the best placed car of this team, among the two cars designated for the season by the latter, at each round. Points will be awarded according to the scale defined in Article XXIX.5 a) in the order of the classified cars entered in the LG Racing Team Endurance Championship.

V.2. LGRT Drivers' Endurance Champion (by category)

- a. The title of LG Racing Team Endurance Champion Driver is reserved for the drivers entered in each category (regardless of their participation in the LG Racing Endurance Championship) and will be awarded to the driver(s) who has/have scored the highest number of points in the overall classification of each round.
- b. Drivers who, two or three in number, have formed a permanent crew throughout the season will score the same number of points and, if applicable, will be awarded the drivers' title. However, two or more drivers from different crews will be separated, as provided for in article XXIX.5.

VI. AWARDING POINTS

VI.1. Points system according to the length of the race

Position	6-hour race	8am and 12pm races	24-hour race
1 ^{er}	25 points	38 points	50 points
2 th	18 points	27 points	36 points
3 th	15 points	23 points	30 points
4 th	12 points	18 points	24 points
5 th	10 points	15 points	20 points
6 th	8 points	12 points	16 points

7 th	6 points	9 points	12 points
8 th	4 points	6 points	8 points
9 th	2 points	3 points	4 points
10 th	1 point	2 points	2 points

- VI.2. An additional point will be awarded, during each round, for the Pole Position in each category (best time achieved by the car in each category during qualifying practice) to each team as well as to all the drivers making up the crew of the car concerned.
- VI.3. If a race is suspended by the Race Director and cannot be restarted, no points will be awarded for any classification whatsoever if the leading car has completed less than two laps without being under Full Course Yellow (Art. XXIV) or Safety Car (Art. XXIII) regulations. Half the points will be awarded if the leading car has completed more than two laps (without being under Full Course Yellow (Art. XXIV) or Safety Car (Art. XXIII) conditions) but less than 75% of the regulation duration of the Competition. A minimum of two laps must have been covered by the leading car outside a Safety Car procedure. Full points will be awarded if the leading car has completed more than 75% of the regulation duration of the heat.

VII. THE CARS' LIVERY AND COMPETITION NUMBERS

- VII.1. Car livery :
- The templates for the car liveries are supplied by the LG Racing Team.
 - Cars entered by the same team must have identical livery. There will be no changes to this livery during the championship season.
 - Each car will carry its driver's competition number as published by the LG Racing Team at the start of the Championship. This number will be clearly visible on the front of the car.
- VII.2. Competition numbers :
- Before the start of the LG Racing Team Formula Pro Championship for the current season, the competition numbers were permanently allocated to the drivers by the organiser.
 - For HYPERCARS, numbers will be allocated in order of entry from 1 to 49.
 - For LMP2 cars, numbers will be allocated in order of entry, from 50 to 99.
 - For the GT3s, numbers will be allocated in order of entry between 100 and 149.
 - The only exception to this allocation procedure is for the reigning champion in each category (this season is not affected), who will be able to use the number 1.

VIII. ORGANISATION OF ROUNDS

All the rounds of the 2025 LG Racing Team Endurance Championship will be organised by the LG Racing Team.

IX. OFFICIALS OF THE LG RACING TEAM

- IX.1. Among the LG Racing Team Licence holders, the following officials will be appointed by the LG Racing Team:
- A minimum of two (2) and a maximum of four (4) commissioners, one of whom will be appointed principal.
 - A Race Director.
- IX.2. The Race Director has overriding authority to control free practice, the qualifying session and the race, via the dedicated championship server.
- IX.3. The Race Director must be in constant contact with the Chief Steward when the cars are on the track.
- IX.4. The stewards may use any video means to help them make a decision (replays, screen captures, etc.).

- IX.5. The Race Director and the stewards must be present and logged on to the official TeamSpeak at the latest from the start of the heat.

X. INSTRUCTIONS AND COMMUNICATIONS TO PILOTS

- X.1. The stewards or the Race Director will give live instructions to the drivers via the TeamSpeak application to which all teams and drivers must be connected during the entire qualifying and race.
- X.2. All the classifications and results of the practice session, qualifying sessions and race, as well as all the decisions taken by the officials, will be published on the official championship media.
- X.3. Any decision or communication concerning a particular pilot must be communicated to him within twenty-five (25) minutes of that decision, and receipt must be acknowledged.

XI. COMPLAINTS, APPEALS AND RIGHT OF REVIEW

- XI.1. The stewards may be informed by the Race Director of any behaviour by a team or driver that is contrary to sportsmanship and fair competition, even if the person concerned claims to be applying these regulations literally.
- XI.2. Protests shall be lodged in accordance with the Code or the specific championship regulations.
- XI.3. Appeals are not possible for this championship.

XII. PENALTIES

- XII.1. The stewards may impose the sanctions specifically provided for in these sporting regulations in addition to or instead of any other sanction provided for in the Code.
- XII.2. Any driver who receives two (2) reprimands in the same championship will, from the second reprimand, be given a penalty of ten (10) places on the starting grid for the race of that round. If the second reprimand is imposed following an incident during a race, the penalty of ten (10) places on the starting grid will be applied for the race of the driver's next round.

XIII. TYRE LIMITATIONS DURING THE COMPETITION

There are no tyre restrictions for this championship.

XIV. WHAT TO DO

- XIV.1. Drivers must comply at all times with the provisions of the Code relating to behaviour on the circuits.
- XIV.2. Drivers must make every reasonable effort to use the track at all times and may not leave it without good reason. If a car leaves the track, the driver may rejoin it, but only if he can do so safely and without gaining a lasting advantage. At the absolute discretion of the Clerk of the Course, a driver may be given the opportunity to return the full advantage gained by leaving the track.
- XIV.3. At no time may a car be driven unnecessarily slowly, erratically or in a manner that could be considered potentially dangerous to other drivers.

XV. THE ACCESS ROAD TO THE PITS, THE PIT LANE AND THE EXIT ROAD FROM THE PIT

- XV.1. Unless otherwise indicated by the Race Director, the section of track leading to the pit lane, between the first safety car line and the start of the pit lane, will be designated as the "pit access track".

- XV.2. Unless otherwise indicated by the Race Director, the section of track from the end of the pit lane to the track, between the end of the pit lane and the second safety car line, will be designated as the "pit exit lane".
- XV.3. At no time may a car be reversed in the pit lane under its own power.
- XV.4. The pit lane will be divided into two lanes, the lane closer to the pit wall will be known as the "fast lane" and the lane closer to the garages will be known as the "inside lane". Cars in the fast lane have priority over those in the inside lane.
- XV.5. The rFactor2 simulation platform allocates garages and a zone in the pit lane on an equal basis where each car will have a position where pit stops during any free practice session, qualifying session or the race can be made.
- XV.6. A speed limit of 80 km/h is imposed in the pit lane throughout the competition. Any driver exceeding the limit during a free practice session, a qualifying session or a race will be given a Stop&Go penalty of 10 (ten) seconds by the rFactor2 simulation platform.
- XV.7. Any car that has to start the race from the pit lane may not take the pit exit lane until all the cars that have started on the grid have passed in front of it.
- XV.8. In all the cases detailed in this article XV.8, a car will be considered to be released either when it has left its designated garage area (when it leaves the garage), or when it has completely vacated its pit stop position following a pit stop.
 - a. Cars must not be released from a garage or pit stop position in a way that is likely to cause damage to another car.
 - b. If a car is deemed to have been released in dangerous conditions during a free practice session or a qualifying session, the stewards may withdraw from the car the number of grid positions they deem appropriate. This penalty will be applied to the race.
 - c. If a car is deemed to have been released in dangerous conditions during a race, a penalty in accordance with Article XXII.3d) will be imposed on the car concerned. However, if that car retires during the race as a result of having been made available in dangerous conditions, a penalty may be imposed on the driver in the next round in which he takes part.

XVI. TRAINING SESSIONS

- XVI.1. No driver may start a race without having completed a minimum of 20 full practice laps (20 times recorded) on the server provided by the LG Racing Team between each round.
- XVI.2. During all practice sessions, the qualifying session and the race, a green light and a red light will be lit at the end of the pit lane. Cars may only leave the pit lane when the green light is on. In addition, a blue flag and/or a flashing blue light will be shown in the pit exit lane to warn drivers leaving the pit lane of approaching cars on the track.
- XVI.3. Unless authorised in writing by the LG Racing Team, access to the practice server may only be used by drivers entered in the championship for the current season.
- XVI.4. In the event of an incident during a free practice session and if the incident is brought to the attention of the officials, the driver deemed responsible for the incident may be penalised by the stewards.
- XVI.5. Any driver taking part in a free practice session or in the qualifying session who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily interferes with another driver, is liable to the penalties referred to in Article XVI.4. Drivers are not authorised to use the ESCAPE key to return to the pits during the qualifying session.
- XVI.6. If it is necessary to stop a free practice session or the qualifying session because weather or other conditions make it dangerous to continue, the Race Director will order the red flag to be announced to all drivers via the TeamSpeak application. When the stop signal is given, all

cars must immediately reduce their speed and return slowly to the pit lane (see Article XXVI). In order to ensure that the drivers reduce their speed sufficiently, from the moment the "RED FLAG" message is announced until the moment each car crosses the first safety line on entering the pit lane, the drivers must activate the pit limiter.

- XVI.7. If one or more sessions are interrupted in this way, no complaint can be accepted as to the possible effects of the interruption on the qualifications of the drivers allowed to start the race.

XVII. QUALIFYING SESSIONS

- XVII.1. The starting grid for the race will be determined respectively by the results of the qualifying session and the hyperpole. These sessions will take place at the times indicated for each heat.
- XVII.2. The qualifying session will take place as follows:
- At the end of the first qualifying session, the 8 cars with the 8 fastest lap times in each category will qualify for the qualifying sessions at Hyperpole.
 - For each category:
 - The first 8 places on the grid are reserved for the cars qualified for the Hyperpole; in order of best lap times achieved during the Hyperpole.
 - The next places on the grid are reserved for cars that have not qualified for the Hyperpole, in the order of their best lap times in the first qualifying session.
- XVII.3. Special cases:
- If fewer than 10 cars are entered in a class, then all the cars in that class that set a time in the first qualifying session will qualify for the Hyperpole. A corresponding number of grid positions will be reserved for them.
 - If the Hyperpole cannot take place or is cancelled, the starting grid will be established on the basis of the times set in the first qualifying session.
 - If neither the first qualifying session nor the Hyperpole can take place or are cancelled, the starting grid will be drawn up on the basis of the times achieved during the free practice sessions (all sessions combined).
 - If two (2) or more cars achieve identical times, priority will be given to the one that achieves it first.
 - If more than one car fails to set a time or is unclassified during one of the qualifying sessions, they will be classified in the order of their best time on the LG Racing Team livetiming.
 - Drivers will be considered "unclassified" in the following circumstances:
 - If they have not set a time in the first qualifying session, or if all their laps have been cancelled.
 - If they have been disqualified by the stewards during the first qualifying session.
 - If they stop in an area other than the pit lane during the qualifying session.

XVIII. THE STARTING GRID FOR THE RACE

- XVIII.1. The starting grid for the race will be drawn up on the basis of the results of the qualifying sessions described in Article XVII.2, the classification process defined in Article XVII.3 and the procedure defined in Article XVIII.2. Any penalties received for the race will be added together and applied in accordance with the procedure defined in Article XVIII.2.
- XVIII.2. Starting from a nominally empty grid, by category, the cars will be allocated their grid positions in the following order:
- Classified drivers who have received 15 or fewer cumulative grid penalty places will be

allocated a temporary grid position equal to their qualifying session placing or hyperpole placing, if they took part in it, plus the sum of their grid penalties. If two or more drivers share a temporary grid position, their relative order will be determined in accordance with their qualifying session classification, with the slowest driver retaining the temporary grid position allocated to him or her, and the other drivers obtaining temporary grid positions immediately in front of them.

- b. After the temporary grid positions have been allocated to the drivers penalised in accordance with point a, the drivers not penalised will be allocated any unoccupied grid positions, in the order of their ranking in the qualifying session.
 - c. After grid positions have been allocated to the non-penalised classified drivers, penalised drivers with a temporary grid position, as defined in point a, will be moved forward to fill any unoccupied grid positions.
 - d. Classified drivers who have accumulated more than 15 cumulative grid position penalties will start behind any other classified driver. Their relative position will be determined on the basis of their position in the qualifying session.
 - e. Unclassified drivers who have been authorised to take part by the stewards will be placed on the grid behind all classified drivers. Their relative positions will be determined in accordance with Article XVII.3 b).
- XVIII.3. For qualifying on a day other than that of the race, the provisional starting grid will be published at least two (2) hours before the scheduled start of the formation lap for the race. Any driver unable to start for any reason whatsoever must inform the stewards as soon as possible and, in any event, no later than one and a quarter (1¼) hours before the scheduled start of the formation lap for the race.
- XVIII.4. For qualifying on a day other than the race day, the final starting grid will be published at least one (1) hour before the scheduled start of the formation lap for the race.
- XVIII.5. The grid position of any car(s) withdrawn after the time mentioned in article XVIII.3 a) will remain vacant.
- XVIII.6. The grid is formed in accordance with the stipulations of the specific round regulations.

XIX. RACE START PROCEDURE

- XIX.1. After a warm-up session, the drivers will have one and a half (1) minutes to prepare their race set-up and join the track.
- XIX.2. At the start of the race, the formation lap will take place behind the safety car, in accordance with the provisions of the special regulations for each heat.
- XIX.3. During the formation lap, practice starts are forbidden and the formation must be kept as tight as possible. Pilots must control their speed and manoeuvres to avoid causing an incident.
- XIX.4. Overtaking during the formation lap is only permitted if a car is delayed and the cars following it cannot avoid overtaking without unduly delaying the rest of the field. In this case, drivers may overtake only to re-establish the original starting order.
- XIX.5. At the end of the (last) formation lap, the Safety Car will move away before the start line.
- XIX.6. The car in pole position must maintain its speed until the starting signal is given. The starting signal will be given by the stewards, as indicated at the briefing. All cars must maintain their position until they cross the start line.
- XIX.7. The race is off to a flying start.
- XIX.8. Once all the cars on track have passed the end of the pit lane for the first time after the start, the pit exit will be opened and all the cars leaving the pit lane will then be able to rejoin the race.

- XIX.9. In the event of an unforeseen event preventing the race from starting in good conditions, the Race Director may restart the race from the warm-up to give all the drivers time to reach the server and the track.

XX. FALSE START

The stewards will impose a Drive-Through penalty on any driver found guilty of a false start. This concerns overtaking before the start line.

XXI. THE RACE

- XXI.1. During the race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A flashing blue light will also warn the driver of approaching cars on the track.
- XXI.2. Any driver whose car stops in an area other than the pit lane during a race and who is no longer able to reach the pits with the car, will be authorised by the stewards to retire by pressing the ESCAPE key.

XXII. INCIDENTS OCCURRING DURING THE RACE

- XXII.1. The Race Director may report to the stewards any incident occurring on the track or any suspected breach of these sporting regulations or the Code (an "Incident"). After examination, the decision whether or not to proceed with an investigation is left to the discretion of the stewards. The stewards may also investigate an incident that they have observed themselves.
- XXII.2.
- a. The decision to penalise a driver involved in an incident is left to the discretion of the stewards. Unless it is clear to the stewards that a driver is wholly or mainly responsible for an incident, no penalty will be imposed.
 - b. If an incident is investigated by the stewards, a message informing all competitors of the driver(s) involved will be sent via the official messaging system on the official stream.
- XXII.3. The stewards may adjust the penalties provided for in these regulations at their discretion. The stewards may impose one of the following penalties on any driver involved in an incident:
- a. A time penalty of five (5) seconds. As the rFactor2 simulation platform does not allow this penalty to be carried out during the race during a pit stop, the five (5) seconds will be added to the elapsed time of the race of the driver concerned.
 - b. A time penalty of ten (10) seconds. As the rFactor2 simulation platform does not allow this penalty to be carried out during the race during a pit stop, the ten (10) seconds will be added to the elapsed time of the sprint session or race of the driver concerned.
 - c. A drive-through penalty. The driver must enter the pit lane and rejoin the race without stopping.
 - d. A ten-second stop-and-go penalty. The driver must enter the pit lane, stop at his refuelling position for at least ten seconds and then rejoin the race.
 - e. If one of the four (4) penalties above is imposed on a driver, and that driver is unable to carry out the penalty because he is not classified in the race in the case of a) or b) or because of retirement from the race in the case of c) or d), the stewards may impose a grid place penalty on the driver in his next race.
 - f. If one of the four (4) penalties above is imposed during the last three (3) laps, or after the end of a race, five seconds will be added to the elapsed time of the driver concerned in case (a) above, 10 seconds in case (b), 20 seconds in case (c) and 30

- seconds in case (d).
 - g. A reprimand.
 - h. A drop of any number of places on the starting grid at the car's next race. If one of the above six sanctions is imposed, it may not be appealed.
 - i. Results disqualified.
 - j. Suspension from the next round for the driver involved.
- XXII.4. If the stewards decide to impose one of the penalties provided for in Article XXII.3a), XXII.3b), XXII.3c) or XXII.3d), the following procedure will be followed:
- a. The stewards will verbally notify the penalty imposed on the car concerned on the official TeamSpeak and will inform all the crews using the official messaging system (on the official stream).
 - b. With the exception of Articles XXII.3a) and XXII.3b) above, from the moment the car concerned is informed of the Stewards' decision via the official messaging system (orally on the official TeamSpeak) or via the rFactor2 simulation platform, the car concerned may cross the finish line on the track no more than twice before entering the pit lane and, in the case of a penalty in accordance with Article XXII.3d) to proceed to its pit stop position where it must remain for the duration of the time penalty. However, in the case of a penalty imposed by the stewards, unless the car has already been on the pit lane for the purpose of executing its penalty, it may not execute the penalty if the VSC procedure is in progress or after the safety car has been deployed. The number of times the car crosses the line behind the safety car or during the VSC procedure will be added to the maximum number of times it may cross the line on the track. In the case of a penalty imposed by the rFactor2 simulation platform, the car will be allowed to enter the pits despite the safety car or VSC procedure.
 - c. Any infringement or failure to comply with Article XXII.4b) may result in the disqualification of the car.

XXIII. SAFETY CAR

- XXIII.1. The LG Racing Team safety car will be driven by a safety car driver designated by the LG Racing Team.
- XXIII.2. The safety car can be used for :
 - a. Neutralising a race on the orders of the Race Director. It will only be used if a crashed car is in such a state that a return to the pits will be long and dangerous for the other drivers;
 - b. Guiding a flying start ;
 - c. Resuming a suspended race.
- XXIII.3. When the order is given to deploy the safety car, the message "SAFETY CAR" will be sent to all the drivers via the official messaging system (on the official TeamSpeak).
- XXIII.4. No car may be driven unnecessarily slowly, erratically or in a manner which could be considered potentially dangerous to other drivers or any other person at any time while the safety car is deployed. This rule applies whether the car is being driven on the track, on the pit lane or on the pit lane.
- XXIII.5. The safety car will rejoin the track with its orange lights on, regardless of the position of the leader.
- XXIII.6. All competing cars must reduce their speed and line up behind the safety car, at a maximum distance of five (5) cars from each other. The stewards of the meeting may impose one or other of the penalties provided for in article XXII.3a), XXII.3b), XXII.3c) or XXII.3d) on any driver who fails to slow down sufficiently once the "SAFETY CAR" message has been sent via the official messaging system (on the official TeamSpeak).

- XXIII.7. With the exception of the cases listed under a) to f) below, no driver may overtake another car on the track, including the safety car, until he has crossed the line for the first time after the safety car has returned to the pits. The exceptions are as follows:
- a. If a driver receives a signal from the stewards.
 - b. Pursuant to Articles XXIII.10 and XXVI.6.
 - c. When entering the pits, a driver may overtake another car remaining on the track, including the safety car, after reaching the first line of the safety car.
 - d. When leaving the pits, a driver may overtake or be overtaken by another car on the track before reaching the second safety car line.
 - e. When the safety car returns to the pits, it may be overtaken by cars on the track once it has reached the first safety car line.
 - f. If a car slows down with an obvious problem.
- XXIII.8. On the orders of the Race Director, the stewards will indicate on the official messaging system (on the official TeamSpeak) to the cars located between the safety car and the leader that they must pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.
- XXIII.9. The safety car must be used at least until the lead car is behind it and all remaining cars are lined up behind it (or, if there is more than one safety car, all cars in the sector of that Safety Car). Once behind the safety car, the leading car must remain within five (5) car lengths of it (except in accordance with Article XXIII.10 below).
- XXIII.10. When the Race Director decides that it is possible to call the safety car, the message "SAFETY CAR IN THIS LAP" is sent to all competitors using the official messaging system (on the official TeamSpeak) and the car's amber lights go out. This will be the signal to the drivers that the car will enter the pit lane at the end of this lap. At this point, the first car in line behind the safety car can set the pace and, if necessary, allow itself to be more than five (5) car lengths behind. In order to avoid any risk of accident before the safety car returns to the pits, from the moment the car's lights are switched off, drivers must drive at a pace that does not involve any erratic acceleration or braking, or any other manoeuvre likely to endanger other drivers or hinder the restart.
- XXIII.11. If the safety car is still deployed at the start of the last lap, or if it is deployed during the last lap, it will enter the pit lane at the end of the lap and the cars will take the end of session signal as normal, without overtaking.
- XXIII.12. For the various rounds of the Championship, there will be a Safety Car, unless other provisions are laid down in the specific regulations for the round.

XXIV. FULL COURSE YELLOW (FCY) PROCEDURE

- XXIV.1. The Full Course Yellow procedure may be used to neutralise a race on the orders of the Race Director. It will be used when an incident has occurred and the cars involved are running at a lower speed than normal, but the circumstances do not justify the use of the safety car itself.
- XXIV.2. When the order is given to launch the FCY procedure, the message "CODE 80" is sent to all the drivers on the track via the official messaging system (on the official TeamSpeak).
- XXIV.3. No car may be driven unnecessarily slowly, erratically or in a manner which could be considered potentially dangerous to other drivers or any other person at any time while the FCY procedure is being used. This rule applies whether the car is being driven on the track, on the pit lane or on the pit lane.
- XXIV.4. When triggered during a race, no car may enter the pits while the FCY procedure is in use, unless it is for refuelling and with the permission of the stewards. Failure to comply with this

rule will result in a 1-minute Stop & Go penalty.

- XXIV.5. All competing cars must reduce their speed by engaging their Pit Limiter at the end of the "CODE 80" countdown. The Pit Limiter may only be disengaged once the "Green Flag" countdown has ended (see Article XXIV.7 below). When triggered during a race, the stewards may impose one of the penalties set out in Article XXII.3a), XXII.3b), XXII.3c) or XXII.3d) on any driver who does not comply with this rule.
- XXIV.6. With the exception of the cases listed under a) to d) below, no driver may overtake another car on the track when the VSC procedure is used. The exceptions are as follows:
- If authorised by the stewards to return to the pits, a driver may overtake another car remaining on the track after reaching the first safety car line.
 - When leaving the pits, a driver may overtake or be overtaken by another car on the track before reaching the second safety car line.
 - If authorised by the stewards to return to the pits, when on the pit access lane, the pit lane or the pit exit lane, a driver may overtake another car which is also in one of these three zones.
 - If a car slows down with an obvious problem.
- XXIV.7. When the Race Director decides it is safe to end the FCY procedure, the "GREEN FLAG" message will be sent to all competitors via the official messaging system (on the official TeamSpeak).
- XXIV.8. An FCY period may be followed by a Safety Car intervention if the problem is not solved and safety is compromised (vehicle extremely slow or whose condition has worsened during the journey to the pits).

XXV. SUSPENSION OF A RACE

- XXV.1. If it proves necessary to stop the race, the Race Director will order that the red flag be announced to all the drivers via the official messaging system (on the official TeamSpeak). The causes of the red flag are weather conditions incompatible with the safety of the drivers on track or a server problem.
- XXV.2. At the end of the "RED FLAG" countdown announced by the stewards, if the server is not to be restarted, overtaking is forbidden and all cars must move slowly towards the red flag line, the location of which will have been confirmed by the stewards at the briefing. The first car to reach the red flag line will stop at the red flag line and all other cars must form a single line behind the first car. The safety car will then be driven at the front of the line of cars.
- XXV.3. While the race is suspended, the race will stop but not the stopwatch. If the server has to be restarted or has stopped unexpectedly, the server will be restarted with the race time remaining at the time the server stopped.

XXVI. RESUMING A RACE

- XXVI.1. The delay will be as short as possible and as soon as the restart time is known (whether or not the server is restarted), all competitors will be informed via the official messaging system (via the official TeamSpeak); in all cases at least ten minutes' notice will be given. In this case, at the ten (10) minute mark, this information will be confirmed to all competitors via the official messaging system (on the official TeamSpeak).
- XXVI.2. If the server does not need to be restarted, at the five (5) minute signal, if they are not already on, the orange safety car lights will come on. All drivers must be ready to return to the track.
- XXVI.3. If the server does not need to be restarted, when the one (1) minute signal has passed, the engines must be started.

- XXVI.4. Any car that has entered the pit lane before the red flag signal and has not left the pit exit must remain in the pit exit until it reopens after the race has restarted and once the last car on the track has passed the No. 2 safety car line.
- XXVI.5. It is forbidden to return to the pits once the red flag has been announced. If it proves necessary to return to the pits in order to avoid running out of fuel with an extra lap to complete, the stewards may authorise the car to return to the pits and comply with the rule set out in Article XXVII.4. In this case, the car must re-enter the pit lane as soon as the first lap has been completed (Drive-Through). If a team takes the opportunity to repair its car or replace its tyres, the stewards may add an additional penalty at their discretion.
- XXVI.6. If the server does not need to be restarted, overtaking behind the safety car is only authorised in the following cases:
- Drivers may leave the red flag line to overtake a car delayed by an obvious problem when it leaves its position on the red flag line, or
 - If a car slows down because of an obvious problem, or
 - If a car is delayed during the lap(s) behind the safety car.
- XXVI.7. In the event that the server does not need to be restarted, in all the cases provided for in Article XXVI.6, drivers may overtake only to re-establish the original starting order or the order in which the cars were when the race was restarted. The start will follow a "LAUNCHED START PROCEDURE", the driver of any car delayed in one of the cases described in article XXVI.6 may overtake to re-establish the initial starting order, provided that he does so before the "GREEN FLAG" message is sent to all the drivers by the official messaging system (on the official TeamSpeak). If they fail to do so, they must resume the race at their current location. Drivers must not follow the safety car by more than five (5) car lengths. In the case of a rolling start, the first car in line behind the safety car may set the pace and, if necessary, allow itself to be more than five (5) car lengths behind. When the safety car approaches the pit lane, the "GREEN FLAG" will be announced by the stewards. No driver may overtake another car on the track until he has crossed the line for the first time after the safety car has returned to the pits.
- XXVI.8. One or other of the penalties provided for in Article XXII.3c) or XXII.3d) will be imposed on any driver who, in the opinion of the stewards, has unnecessarily overtaken another car during the lap(s).
- XXVI.9. If the server did not need to be restarted, the safety car will enter the pits after one (1) lap unless :
- The race resumed in wet conditions and the Race Director decided that more than one lap was needed,
 - Not all the cars have yet lined up behind the safety car,
 - A new incident occurs, requiring another intervention.
- XXVI.10. In the event that the server has been restarted, the start will follow a "START PROCEDURE", for the number of laps remaining and with the order of the drivers as it was at the time of the server cut. The number of laps completed will be reallocated to the cars.
- XXVI.11. If the race cannot be restarted for any reason, the ranking that will be taken into account will be the ranking at the time the red flag was displayed. The message "RACE SUSPENDED" will be sent to all drivers using the official messaging system (on the official TeamSpeak).

XXVII. END OF RACE

- XXVII.1. The chequered flag will be the signal for the end of the race and will be presented by the rFactor2 simulation platform on the line as soon as the leading car has covered the entire distance in accordance with Article IV.2.

- XXVII.2. After receiving the end of race signal, all cars must go directly to the pits to return to their garages and leave the server. It is forbidden to use the ESCAPE key outside the pit lane, unless a car is unable to return of its own accord due to damage.
- XXVII.3. Drivers must behave in a respectful manner by returning their cars safely to the pits (no contact with other vehicles, no skidding or any other manoeuvre not in keeping with the image of SimRacing and motor racing).

XXVIII. RACE CLASSIFICATION

- XXVIII.1. The car classified first will be the one that has covered the prescribed distance in the shortest time. All the cars will be classified according to the number of complete laps they have completed, and for those which have completed the same number of laps, according to the order in which they crossed the Line.
- XXVIII.2. Cars that have completed less than 70% of the number of laps covered by the winner (rounded down to the nearest whole number of laps) will not be classified.
- XXVIII.3. The provisional classification will be published after the race. It will be the only valid result subject to any changes that may be made under the Code and these sporting regulations.
- XXVIII.4. Only results and rankings published and displayed by the organiser on official media are considered official.
- XXVIII.5. Tied competitors
- a. Prizes awarded in accordance with the ranking to tied competitors will be added together and shared equally.
 - b. If at least two drivers and/or teams finish the season with the same number of points, the highest place in the Championship will be awarded:
 - To the holder of the greatest number of first places.
 - If the number of first places is the same, to the holder of the highest number of second places.
 - If the number of second places is the same, the holder of the highest number of third places wins, and so on until a winner emerges.
 - If this procedure does not produce a result, the driver with the best result earlier in the season will have the higher Championship place.
 - In the event of a further tie, the drivers and/or teams will be separated on the basis of the best time set by each car in each race of each round of the Championship in which they took part.
 - In the event of a further tie, the drivers and/or teams will be separated on the basis of the best time set by each car in each qualifying practice session of each round of the Championship in which they took part.
 - If this procedure does not produce a result, the drivers and/or teams who are ranked equal first, for example, will occupy 2 places in the Championship ranking. The next driver or team will then be ranked 3rd in the classification concerned. The LG Racing Team may, however, designate a winner when circumstances so require and in the interests of the sport according to criteria it deems appropriate.

XXIX. RACE DRIVING TIME

- XXIX.1. The driving time will be measured without taking into account pit-stop times, i.e. :
- a. First stint: Green light - pit entry loop ;
 - For cars starting from the pit lane: pit exit loop - pit entry loop ;
 - b. Following relays: Pit exit loop - Pit entry loop ;

- c. Last stint: Pit exit loop - elapsed race time.
- XXIX.2. If circumstances require, the stewards may adjust the minimum and maximum driving times at their discretion at any time during a heat.
- XXIX.3. If a driver does not drive at all during a race, the car will be disqualified, except in cases of force majeure at the discretion of the stewards. If a driver fails to reach his minimum driving time, a penalty up to and including disqualification will be imposed by the stewards. If a driver exceeds his maximum driving time, a penalty up to and including disqualification will be imposed by the stewards.
- XXIX.4. For all categories, any driver who has driven for less than a total of one hour will not score points in the championship, in addition to the penalties provided for in these regulations.
- XXIX.5. The minimum times to be respected are :

6-hour race	8-hour race	12-hour race	24-hour race
1h00	1h20	2h00	4h

- XXIX.6. The maximum times to be respected are :

6-hour race	8-hour race	12-hour race	24-hour race
2h30	3h00	4h30	9h

- XXIX.7. No changes may be made to a crew once qualifying has begun, except in cases of force majeure at the discretion of the stewards.
- XXIX.8. Driving time during a red flag period will not be counted and the stewards will confirm the new driving times before the race resumes.

APPENDIX 1: REGULATIONS CONCERNING SKINS

All deliveries must :

- Respect the locations of the number plates represented by the green zones on the screenshots below (except for the side plates on LMP2s and HYPERCARS whose positions are fixed).
- Respect the windscreen banner specific to the event.
- Make sure 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.

The organiser will apply a windscreen banner in a separate file (except for HYPERCAR), an example of which is shown in the images on the following pages. He will also provide the VEH file and create the skin thumbnails.

Each team/team must therefore provide :

- the DDS file for the skin,
- the DDS file for the texture regions
- the JSON file corresponding to the textures,
- the PSD template file for the skin. This file must correspond to the latest version of the vehicle in rFactor2.

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



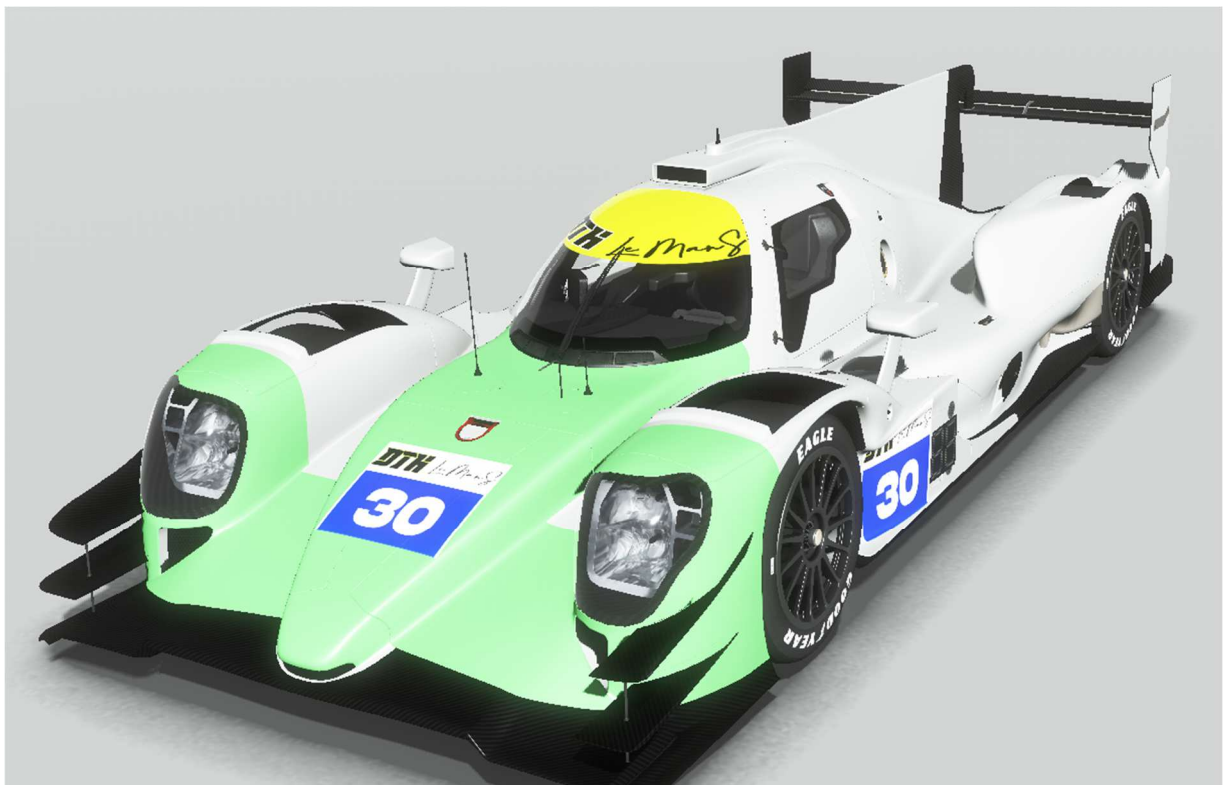
Mercedes AMG GT3



Porsche 911 R GT3



Oreca 07 LMP2



Ferrari 499P LMH



Porsche 963 LMDh

