



## 2025 SPECIAL REGULATIONS

### 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 is offering its Le Mans double time trial. These regulations are definitive and will not be modified without the collective agreement of all the members the organisation.

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

- **Sportsmanship:** respect each other on the track! Just because we're sitting in our living room doesn't mean we shouldn't adhere to the rules that govern real competitions.
- **Pleasure:** sportsmanship, of course, but that doesn't mean it's anything more than a passion, so let's not forget that we're here for pleasure too.
- **Competition:** and of course we don't come as tourists, and everyone is here for the love of competition, the adrenalin and the satisfaction of the result.

It's a simracing endurance race, and everyone will be keen to do their best against their rivals, whose levels will be fairly varied and competitive. The <sup>1st</sup> edition was a complete success, despite a problem during the night. It was a success that has made the DTH Le Mans a benchmark on Twitch for the rFactor2 simulation platform, with over 7,000 views of the replays. And the other figures are just as telling: 42 registered crews, nearly 170 drivers, 10 different nationalities... Thank you! Thank you very much for your confidence and for the image you gave of SimRacing through a race that was both respectful and challenging. And I'm proud to be using this new edition as an opportunity to support the Grégory LEMARCHAL Association with an appeal for donations throughout the event. Always remember that what really counts is doing your best and having fun...

On that note, happy reading and happy racing.



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# Registration and participation

To register, you need to fill in a questionnaire. Each crew must send its personalised skin to the organiser at the following address: [contact@lg-racingteam.fr](mailto:contact@lg-racingteam.fr).

Below is the link to the registration form:

<https://simmanagementsystem.com/evenement/244/#generalInfo>

The deadline for registration is Saturday 1 September 2025, which is necessary to prepare the skins pack

There will be no selection, entries will be registered one after the other (a list of reserve crews is authorised). **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 5 September 2025.

Registration is open to all and free of charge.

**Registering for this race implies acceptance of the rules.**

## 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.

The car templates are supplied by the LG Racing Team.

Teams are authorised to create their own personalised liveries and control their own sponsors. The files needed to design the livery will be sent directly to the accepted teams via their team manager. Please respect the mandatory spaces reserved for the organiser (specified in the names of the layer folders in the templates' PSD file).

We offer (but do not oblige) participating teams to form several crews in different cars and categories, with a maximum of 2 cars per category.

Skins from the same team must be identical. Any skins not complying with the organiser's requirements will be refused and participation in the race weekend suspended until a new skin complying with expectations has been validated.

Driver names on the skin should be avoided, as the skins pack will not be updated once these skins have been validated.

The skins pack will only be updated once the test races have been completed. It will be created at the skins submission deadline. To compensate for the lack of skins, the basic rFactor2 skins will be maintained on the various open sessions until the test races.



# Presentation and key points

- The event will take place on the rFactor2 simulation platform, which offers :
  - Driver changes,
  - Dynamic weather,
  - Day/night transition,
  - A multi-class race (HYPERCAR, LMP2 and GT3).
  - The damage will affect the cars, but the 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 compete in more than one car.
- The definitive text of these special regulations is the French version, which will be used in the event of any dispute concerning its interpretation.
- All drivers and officials taking part in the DTH Le Mans undertake, in their own name, to comply with all the provisions, completed or modified, of the International Sporting Code, adapted to SimRacing, of the LGRT Endurance Sporting Regulations and of these Supplementary Regulations.

## 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.séquipepowered.com/app/365960/rFactor\\_2/](https://store.séquipepowered.com/app/365960/rFactor_2/)
- GT3 Pack: <https://store.séquipepowered.com/itemstore/365960/detail/1001/>
- ORECA 07 LMP2: <https://store.séquipepowered.com/itemstore/365960/detail/17/>
- Ferrari 499P LMH: <https://séquipecommunity.com/sharedfiles/filedetails/?id=3088947577>
- Porsche 963 LMDh: <https://séquipecommunity.com/workshop/filedetails/?id=3088949297>
- Car and track skins pack: <https://séquipecommunity.com/sharedfiles/filedetails/?id=3093760105>

Or each car separately. The circuit and the Ferrari 488 GT3, which is no longer supplied by Studio 397, will be provided by the LG Racing Team.

## Organisation / Race direction

The race will be supported by a number of functions:

**Server administrators:** They manage server settings, weather, grip and other rules, and ensure everything is running smoothly.

**The Race Director / Stewards:** They will be there to take decisions on the behaviour of the drivers on the track and will respond to any complaints made by the crews. Their decisions are final. They are anonymous.



**Streamers:** The race will be broadcast live on two Twitch channels in rotation: Alice Racing TV, AS-TV, PloomGarage, On Track TV and Raidillon TV. 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 LGRacingYouTube channel.

<https://www.twitch.tv/aliceracingtv>  
<https://www.twitch.tv/plonk72>  
<https://www.twitch.tv/ploomgarage>  
[https://www.twitch.tv/on\\_track\\_tv](https://www.twitch.tv/on_track_tv)  
<https://www.twitch.tv/raidillonfr>

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



## Calendar

The race weekend runs from Wednesday 22 October 2025 at 8am to Sunday 26 October 2025 at 3pm. Private and test sessions will be scheduled from September 2025.

Le programme est provisoire et peut être modifié		
1er septembre	0h/00	Date limite remise des skins
15-21 septembre	24h/24	Essais privés - Cycles jour/nuit
29 septembre	20h30	3h de course test
1 octobre	20h30	3h de course test
3 octobre	20h30	3h de course test
22 octobre	8h00 - 23h00	Séance d'essai libre de jour
23 octobre	8h00 - 23h00	Séance d'essai libre de nuit
24 octobre	20h00	Briefing durée 30mn max
24 octobre	21h00 - 22h00	Qualification durée 1h00
24 octobre	22h15 - 22h45	Hyperpôle durée 30mn
25 octobre	14h00 - 14h15	Briefing durée 15mn max
25 octobre	14h30 - 15h00	Warmup durée 30mn
25 octobre	15h00	Départ de la course durée 24h
Swaps pilotes obligatoires durant les courses test.		

## Preparation

To validate their participation, all drivers registered 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 (verifiable on livetiming - minimum of 20 complete timed laps).
2. Joining the briefing channel on the official TeamSpeak ([version 3](#)) dedicated to the event to take part in the pre-qualifying and pre-race briefings.

**Note:** 3 test races are offered to crews. There is no obligation to take part. They are organised to allow drivers to get into race mode during their preparation for the race.

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](mailto: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 15 to 21 September).
- 29 September, 1<sup>st</sup> and 3 October 8.00pm: 3-hour test races (minimum 10 laps).
- Wednesday 22 October from 8am to 11pm: Daytime free trial session.
- Thursday 23 October from 8am to 11pm: Free night-time test session.
- Friday 24 October 20:00: *Briefing. 30 minutes max.*
- Friday 24 October from 9.00 pm to 10.00 pm: Qualifying. Duration 1 hour (all cars on track, given the length of the circuit).
- Friday 24 October from 10.15pm to 10.45pm: Hyperpôle. Duration 30 minutes (all cars on track, given the length of the circuit).
- Saturday 25 October from 14:00 to 14:15: *Briefing. Duration 15 minutes max.*
- Saturday 25 October from 2.30pm to 3pm: Warmup lasting 30 minutes.
- Saturday 25 October at 15:00: Start of the 24-hour race, including the formation lap.

## 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. The conditions for awarding points are set out in the LGRT Endurance sporting regulations.

## Competition rules

- Art 1. By participating, all drivers agree to be bound by the LGRT Endurance Sporting Regulations as supplemented or modified 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. Final team entries must be made by September 1, 2025 at the latest.
- 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, changing the model of car is not permitted.
- Art 7. Drivers must have completed a minimum of 20 complete and timed laps on the event server before the race.
- Art 8. Car numbers for the HYPERCAR class will be issued in the order of registration by the organiser and will be between 1 and 49, for the LMP2 class between 50 and 99 and for the GT3 class between 100 and 151.
- Art 9. Deliveries must be submitted to the organiser for approval by **15 September 2025** at the latest.
- Art 10. When submitting relevant information (including liveries), this must be communicated by each team's team manager directly to [contact@lg-racingteam.fr](mailto: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 11. Team liveries may not feature :
- 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, texts or any other copyrighted or protected intellectual property that does not belong to the team unless the team has the express written authorisation of the holder of the intellectual property in question and can provide this immediately to the organiser on request.
  - d. Political or religious messages or connotations.



- Art 12. Teams are informed that there are areas reserved on the car for number plates (positioned in the templates).
- Art 13. By submitting their livery, teams agree to its public use in the rFactor2 software without restriction of rights.
- Art 14. If the names, liveries 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 15. The organiser reserves the right to refuse any team name, logo, livery or driver nomination for any reason whatsoever.
- Art 16. Teams must confirm their final drivers no later than 5.30pm on Friday 10 October 2025. After this deadline, no change of driver is permitted unless an exemption is granted by the organiser. Any significant change in your entry compared with the registration may result in the disqualification of the crew by the organiser.
- Art 17. If the forecasts are not too pessimistic, the weather will be programmed in real time via an API connected to a weather station close to the circuit. If the forecasts are pessimistic, the weather parameters will be applied by the organiser in complete confidentiality, and will not be shared with the participants. As with the real 24-hour race, the weather can often play a part in changing and evolving strategies throughout the race, forcing teams to adapt.
- Art 18. The minimum driving time per driver in the race will be 4 hours (240 minutes).
- Art 19. The maximum driving time per driver in the race will be 9 hours (540 minutes).
- Art 20. Failure to comply with the minimum and maximum driving times may result in a penalty from the stewards.
- Art 21. Clients are only allowed on the server to race or make driver changes. Stewards and streamers will of course also be able to connect to the server, but no other spectators are allowed to join the official race server. **Respecting this article is the best way to guarantee the smooth running of the server and to make the race as enjoyable as possible for all the drivers on track.** A server that is too congested can make it impossible for a driver to drive, especially if his computer's performance is limited. Crews will be able to rely on the live timing provided by the organisers and on the live broadcast of the race by the official streamers to give relevant information to their drivers on track. The use of VDO.Ninja to share the driver's screen at the wheel is also recommended.
- Art 22. Drivers can only join the server to change drivers for a maximum of 10 minutes before the change.
- Art 23. Once their stint is over, drivers must leave the server within 3 minutes. This time will be calculated from the moment the car crosses the pit exit to rejoin the track.
- Art 24. It is forbidden during an official test race, a qualifying session or the race to use text chat in the game. Any breach of this rule may be penalised by the stewards.
- Art 25. A maximum of 5 people per crew can log on to the official TeamSpeak (version 3) dedicated to the event at the same time.
- Art 26. In accordance with article 21, spotters are not authorised for this event.
- Art 27. With regard to the identity of drivers, pseudonyms, name tags, "Your Name" or other are prohibited. Each driver must be registered and connect to the server under their real name in the format "First Name Last Name" without accents or special characters. Each driver profile name is individual. Any proven identity theft will be immediately penalised by permanent exclusion from the race.
- Art 28. Anything that is not in the rules is not permitted.**

## 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 is for assistance only, but onboard use is still possible.**





- Anti-Lock Braking: 0 (Low). **This only applies to vehicles not equipped with ABS.**
- Stability Control: 0 (Off).
- Auto Shifting: Off.
- Steering Help: Off.
- Braking Help: Off.
- Damage Multiplier: 80%.
- Track limit over the 24 hours: 24 pts (36 in case of a pessimistic rain forecast over the race duration).
- Weather settings :
  - From 22 October → live (real-time weather for Le Mans), barring very pessimistic forecasts. No day/night rotation for Wednesday and Thursday practices.
  - For the official test races → fine weather.
  - For private sessions (making setups) → good weather and day/night rotation.
- Condition of coating :
  - From 22 October onwards → naturally progressive, with the condition of the track recorded at the end of the session for the next session (if it rains, we start again from a 'green' track, with no grip).
  - For official test races → saturated with rubber.
  - For private sessions (making setups) → saturated with gum.

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

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

**Art 32. In addition to the fixed upgrades announced in article 31, ORECA has been inflicted with a ballast of +40 kg and a loss of power/torque to rebalance the HYPERCAR and LMP2 categories. HYPERCAR and GT3 are not subject to any BOP (Balance of Performance) compared to the one applied by the developers. The organisers reserve the right to modify the BOP at any time up until the day before the 24-hour race.**

Art 33. As mechanical breakdowns are not active, it is not permitted to drive a car that smokes too much. This may result in a penalty or exclusion.

## Race marshals and briefings

Art 34. Despite the existence of a multilingual handwritten briefing which will be provided to 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 35. The organiser will appoint people to supervise the event (stewards) who will remain anonymous.

Art 36. In any interpretation of the rules, the final decision rests with the stewards.

Art 37. There is no method of appealing against decisions taken by the stewards. By taking part, drivers accept their exclusive competence in sporting matters.

Art 38. If drivers choose to become disruptive as a result of a decision taken by the stewards, they will be referred to the "Code of Conduct" section, which describes the consequences of such actions.

Art 39. 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 stewards

Art 40. There will also be voice briefings on the official TeamSpeak (version 3) dedicated to the event, which all drivers must attend qualifying and race days.

Art 41. Additional briefings may be requested by the stewards. It is imperative that at least one member of each crew attends these briefings and takes responsibility for passing on any information required to other members of their team.





# Qualifying and starting grid

- Art 42. 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 6 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 43. Throughout the qualifying session, the stewards will monitor 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 the crew.
- Art 44. Teams are only required to enter one driver in qualifying, but may swap the wheel with another driver via the pits and a standard swap procedure (excluding hyperpole).
- Art 45. If two crews finish the session with exactly the same time, priority will be given to the crew that set that time first.
- Art 46. Crews must confirm their starting driver for the race to the organiser no later than 1 hour after qualifying. This should be sent by email to [contact@lg-racingteam.fr](mailto:contact@lg-racingteam.fr) or on the event discord in PM (Le Pepe du Simracing). No changes will be accepted after this deadline.
- Art 47. 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.
- Art 48. You can only use the ESCAPE button once you have entered the pits and parked in front of your box. It is forbidden to use the ESCAPE button on the track. If the car runs out of fuel or is in a deteriorated state following an incident that makes it impossible to return to the pits, the session will be abandoned.
- Art 49. Codes 80 will be possible if the track becomes dangerous as a result of an incident.

# Code of conduct and etiquette

- Art 50. Drivers must not force others to leave the track.
- Art 51. If a driver has a **significant part of** his car alongside a competitor at any time, the latter must make way for the other driver. This significant part of the car must be next to the competitor outside a braking zone. If a driver 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 risks being placed under investigation by the stewards, 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 52. If a driver makes contact with a car without a significant part of his own car next to his competitor before a braking zone, and that car is adversely affected by that contact, then he may be placed under investigation and given a warning or a penalty.
- Art 53. Drivers 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 54. Drivers 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 generally penalised by the rFactor2 software for the crew, not just for individual drivers, but additional penalties may be applied by the stewards at their discretion. Please see the "PENALTIES" section of this document.
- Art 55. If Full Course 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 56. If a driver rejoins the track following an incident of any kind, it is imperative that he does so in complete safety. If possible, drivers should rejoin the track in a safe and controlled manner to avoid further incidents. Failure to do so may result in a warning or penalty.
- Art 57. In the event of a spin, drivers must keep their foot on the brake to slow the car as quickly as possible.
- Art 58. 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 in



all safety, facilitate the overtaking of faster cars. Cars being overtaken by a faster category or being taken a lap by a car of the same category must keep the right of way. Cars in the faster category must overtake cars in the slower category in complete safety for the crews, themselves and the overtaken crew. Any breach of this rule will be penalised by the stewards, even if no incident has occurred. In particular, dive- bombing is forbidden.

- Art 59. 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 60. The use of the pit lane for any purpose other than repairing damage, refuelling, changing tyres, changing drivers or enforcing a penalty is strictly forbidden. Any breach of this rule will result in a 1-minute Stop&Go penalty.
- Art 61. 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 solid white line. This may result in a penalty.
- Art 62. Given the length of the circuit, the safety car will not be used during the race. The stewards will be able to activate a "Full Course Yellow". At that point, drivers will be required to reduce their speed to 80 km/h (by activating the pitlane speed limiter). The stewards will inform the drivers on the official TeamSpeak (version 3) 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 drivers must not exceed 80 km/h and overtaking is forbidden, except in the case of blocked or damaged cars. When the stewards are ready to restart the race, they will indicate "Attention fin de code 80 dans 5 4 3 2 1 fin de code 80" and the drivers will be able to resume the race at full speed after releasing the pit limiter. Any excessive speed before the end of the Code 80 countdown or the Green Flag will result in a Drive-Through penalty.
- Art 63. A crew that has incurred a code 80, due to a near fuel failure or an accident that has caused major damage to their car and prevented them from returning to the pits in complete safety for themselves or the other participants, will be penalised by the stewards. Running out of fuel before reaching the pits will result in a DNF for the crew concerned.
- Art 64. The pit lane will be open from the start of the race until the end of the race unless the stewards advise otherwise.
- Art 65. In the pits, cars leaving the pits will drive in the left-hand lane and cars entering the pits will drive in the right-hand lane.
- Art 66. Drivers who have returned to the pits before the red flag must wait for all cars to pass before leaving the pits when the race resumes. It is forbidden to return to the pits once the red flag has been announced, except to avoid running out of fuel with an additional lap to complete and with the permission of the stewards. However, the crew must return to the pits at the end of the first lap once the race has restarted (drive through).
- Art 67. Drivers must ensure that their headlights are operational at night and at any time requested by the stewards. Failure to do so may result in a penalty.
- Art 68. If a crew wishes to lodge a formal protest against another crew or team, it must inform the stewards within 3 laps of the incident via the official SIMRACING MANAGEMENT SYSTEM platform made available to the teams, failing which any investigation requested will be null and void.
- Art 69. If you have any problems using the SMS platform, or if you have no news about the outcome of your protest, you can contact the stewards on their TeamSpeak channel (version 3) to let them know. This means of communication with the stewards must not be abused, as it could be prohibited during the rest of the race.
- Art 70. 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 71. Participants must not engage in any behaviour that the organiser deems detrimental to the event, the reputation or relationships of any individual or its partners.
- Art 72. No form of cheating, game control, game spirit or gaining an unfair advantage in any way will be tolerated. This includes, but is not limited to:



a. Material modification - Any modification made to a piece of hardware that enables it to function in a way not intended by the manufacturer.

b. Piracy - Any modification made to the game or other software by anyone 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 that, 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, game spirit or obtaining an unfair advantage in any way whatsoever by the organiser.

Art 73. Participants are responsible for informing the organiser as soon as possible of any form of cheating, game control method, spirit of the game or obtaining of an unfair advantage by any other participant of which they are aware.

Art 74. Participants must inform the organiser of any unfair practices of which they are aware. Any participant 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 75. No betting or gambling by a participant or any person connected with a participant is permitted under any circumstances. Furthermore, no driver or related person may benefit directly or indirectly from a bet or gamble.

Art 76. 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 77. Participants must at all times respect those involved in organising 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 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 a group of persons, a team, a brand, a sponsor or a country, by contemptuous or discriminatory remarks or actions 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 status, 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.

f. Participants posting 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 removed (as a consequence) from the event.

g. 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 drivers are aware of the differences between them and how to act when each type of penalty is received.

Art 78. Reprimand - The stewards may warn a driver or team prior to further 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 stewards may apply a time penalty at their discretion.

Art 80. Stop-Go or Drive-Through Penalty - Managed by rFactor2 but depending on the case, the Stewards may apply a Stop-Go or Drive-Through penalty at their discretion.

Art 81. Time penalty (after the race) - The stewards may decide to add time or laps to a crew after the race.

Art 82. Grid penalty - 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 stewards may find the actions, attitude or behaviour of a driver/team to be contrary to the spirit of the competition and deserving of disqualification. This may apply to crews and teams.

Art 84. As a reminder, all penalties issued by the stewards are final.

## Communication

Art 85. All race control information will be transmitted from the stewards' voice channel on the official TeamSpeak (version 3) dedicated to the event, by "whisper" on all the crew channels.

Art 86. Penalties (other than automatic track limits and pit lane penalties) will be announced via this same TeamSpeak channel (version 3), and by "whisper" to all participating crews present in the different channels.

Art 87. Text chat in rFactor2 is only allowed for commissioners.

Art 88. It is therefore compulsory for the driver at the wheel and one of the crew members to be permanently connected to TeamSpeak (version 3).

## Departure procedure

Art 89. Crews are requested to join the server no later than 15 minutes before the start of a session.

Art 90. It is the responsibility of the crew to ensure that their driver(s) are in the correct car that they have designated for use in the race in question, with the correct livery applied - failure to do so will result in a penalty.

Art 91. Before the start of a race, the stewards will inform the drivers that the race sequence is about to begin.

Art 92. At the start of the race, there will be one minute and thirty seconds to line up on the grid, and drivers must make sure they do so as quickly as possible. Once the countdown reaches 0, there will be no possibility of rejoining the starting grid.

Art 93. Once the transition to the start of the race has begun, the driver 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 driver, and there will be no further opportunity to rectify problems without affecting the race.

- Art 94. The race will start from a standing start behind a manually-operated safety car for a single-file warm-up lap. If a safety car is not used for any reason, the driver in pole position must maintain a maximum speed of 150 km/h in a straight line to the start line. Once through the Porsche corners, the drivers will rejoin in 2 lanes before reaching the last 2 chicanes. The safety car will switch off its flashing light when the drivers return to 2 lanes. The LMP2 and GT3 polemen will have to respect the space between the different categories (100 to 200m. to avoid over-accidents. Each category will start and drivers will only be authorised to overtake the car in front of them once they have crossed the start line. Drivers who fail to comply with this rule will be penalised. Please note that the safety car is likely to slow down considerably in certain bends. Keep your distance to avoid causing incidents.
- Art 95. As mentioned previously, the starting grid will be split by class, regardless of the qualifying result, so that the best GT3 car will start behind the last LMP2 car in all circumstances. The same applies to LMP2 and HYPERCAR.
- Art 96. The stewards may, at their sole discretion, decide to restart the race.

## Equipment and technical issues

- Art 97. Drivers are responsible for providing and maintaining their own equipment.
- Art 98. As indicated in the starting procedure above, drivers are responsible for checking that their equipment is in good working order before the start of the race.
- Art 99. Technical problems during the race can be considered unfortunate.
- Art 100. If a driver is disconnected from the server, the car will be returned to the pit lane and the number of laps lost may be restored by the stewards without any advantage over the other crews, if the incident occurs only once (after verification of the replay by the stewards). On the other hand, if the connection problem persists (new disconnections or poor quality connection), the crew in question will initially be penalised by the number of laps lost during this disconnection and may be disqualified by the stewards. Fuel and tyres cannot be changed when the car is reinstated on the server. The car will retain the same setup, condition and damage as at the time of disqualification/disconnection
- Art 101. If a technical (equipment) problem occurs during the race, the driver must, if possible, park his car in an area where there is no risk to other participants and, above all, must not press the ESCAPE button. A member of the crew concerned may then come to the stewards' TeamSpeak (version 3) channel to report the problem. The stewards will then be able to disqualify the driver manually so that he can solve his hardware problem before being re-qualified. Any time lost cannot be recovered. If a technical problem forces a driver to retire from a race, the team concerned will be considered DNF.
- Art 102. If there is a catastrophic network failure that affects the server host, the following procedure will be followed:
- If a breakdown occurs during the first 10 laps of the race (defined by the car leading the race), the race will be signalled suspended by the stewards with a red flag "Red Flag... Red Flag" and will be restarted from the beginning for the remaining race time, with the drivers taking their original starting positions on the grid.
  - If a breakdown occurs after 10 laps (defined by the leading car of the race), the race will be signalled suspended by the stewards by a red flag " Red Flag... Red Flag " and the race will resume with the drivers resuming their positions in their category as they were at the time of the last passage of the leading driver over the finish line when the breakdown occurred. The race will continue for the duration of the remaining time.
  - If a breakdown occurs in the last hour of the race, the race will be red-flagged by the stewards and the final classification will be that of the last car to cross the finish line when the breakdown occurred.
  - Under these conditions, when the race resumes, the drivers will be grouped together for a new start in accordance with the classic starting procedure, in the order as it was at the time of the server cut (and



divided by category)), but the number of laps already completed will be restored, either automatically or progressively manually.

Art 103. If a technical red flag is required by the stewards :

- a. Drivers must line up in single file behind the start finish line. No overtaking is permitted. The first rider to reach the finish line stops and so on.
- b. timing will not be interrupted.
- c. the stewards may decide to stop and/or modify the driving time and will communicate this to the teams.
- d. The time at which the race resumes will be communicated via the official TeamSpeak (version 3) dedicated to the event
- e. Under these conditions, when the race resumes, the order and the number of laps should be identical to that recorded when the red flag was announced. The cars will then be grouped together for a new start in accordance with the standard starting procedure

Art 104. Regardless of the red flags, the race will finish at 15:00 once the leader has crossed the line.

## Claims

Art 105. Complaints must be made via the official SIMRACING MANAGEMENT SYSTEM platform made available to crews. The team/crew manager, or one of the drivers if the latter is at the wheel, fills it in and is asked to be as precise as possible (the name of your team, the number of your crew, the name of the accused team, the number of the accused crew, the lap during which the incident took place, if possible the bend concerned and a concise description of the incident).

Art 106. Complaints must therefore be lodged live (within 3 laps of the incident), not after the race. For your information the replay will be activated on the server and will be available after the race.

## More information

All other information should be sent to [contact@lg-racingteam.fr](mailto:contact@lg-racingteam.fr). The organiser will reply as soon as possible.

The final version of the sporting regulations will be sent to the drivers 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 DRIVERS.**





# Appendix 1 - Mandatory deliverables and logos

All liveries must respect the fixed and compulsory positions of the organiser's visual elements in the templates provided.

Make sure that the LED position indicator is not obstructed.

The organiser will provide each team with a PSD file corresponding to the templates. He will also provide the VEH file and create the skin thumbnails.

Each team/team must therefore provide :

- the DDS file for the skin (name format type xx\_F488\_DTHLeMans.dds),
- the DDS file of the texture regions (format of type name xx\_F488\_DTHLeMans\_region.dds),
- the corresponding JSON file (format of the name 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 representing 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 **15 September 2025**. Failure to meet this deadline may result in the withdrawal of your team from the race or the use of a basic livery from the game.

