

LE MANS VIRTUAL SERIES 2021/2022 SPORTING REGULATIONS

v1.4

CONTENTS

INTRODUCTION.....	2
SPORTING OVERVIEW AND KEY POINTS.....	2
CALENDAR.....	2
FORMAT AND EVENT TIMETABLE.....	2
CAR SELECTION.....	3
CONTENT REQUIRED.....	3
POINTS SYSTEM AND STANDINGS.....	4
PRIZE FUND.....	4
ENTRY FORM AND SELECTION COMMITTEE.....	5
COMPETITION RULES.....	5
QUALIFYING AND GRID ORDER.....	7
STARTING PROCEDURE.....	7
DRIVING HOURS.....	8
SERVER SETTINGS.....	8
OFFICIALS, STEWARDS AND BRIEFINGS.....	9
RACING CONDUCT, RULES AND ETIQUETTE.....	9
PENALTIES.....	11
COMMUNICATION.....	11
EQUIPMENT AND TECHNICAL ISSUES.....	11
CODE OF CONDUCT.....	12
MEDIA, FILMING AND CLOTHING.....	14
FURTHER INFORMATION.....	14

INTRODUCTION

Following on from a hugely successful 24 Hours of Le Mans Virtual in 2020 and two amazing seasons of Le Mans Esports Series, we are excited to present the first Le Mans Virtual Series in partnership with the Automobile Club de l'Ouest.

The series is the next level in esports competition, with the most professional and competitive virtual series grids with real world synergies with one of the most high-profile and recognisable international motorsport series.

This document outlines the rules and procedures that will be in effect during the series, with a further appendix that will be provided in future for the Le Mans Virtual finale. This document does not replace the full terms and conditions of entry into the competition, a copy of which can be requested from a member of the LMVS team. By competing in the Le Mans Virtual Series, you fully accept both the terms and conditions and these sporting regulations.

SPORTING OVERVIEW AND KEY POINTS

- The event will be run on the rFactor 2 platform which features:
 - Driver changes
 - Dynamic weather
 - Dynamic day/night transitions
 - Multiclass racing (LMP and GTE)
- Damage will affect a car but damage can be repaired in a pitstop
 - Car will be driveable but may not perform as well as at the start
- Full simulation includes the use of fuel and tyres
- Teams will work to create their own setups to optimise performance
- Each team should contain a roster of four (4) or five (5) drivers which must include at least two (2) FIA International License drivers (Pro).
- For each race teams must field one (1) Pro driver, which increases to two (2) for Le Mans.
- Teams must field a minimum of three (3) drivers for rounds one (1) to four (4) – increasing to four (4) drivers for 24 Hours of Le Mans Virtual.
- Drivers may not compete in more than one car
- Teams will be selected by a committee from the organisers

CALENDAR

Date (2021/22)	Duration	Event
25 th September	4 Hours	Monza
16 th October	6 Hours	Spa Francorchamps
13 th November	8 Hours	Nürburgring Nordschleife
18 th December	4 Hours Approx.	Sebring 500
15-16 th January 2022	24 Hours	24 Hours of Le Mans Virtual

FORMAT AND EVENT TIMETABLE

For each of the specific rounds, see below the individual sessions and timetables. Detailed information will be provided for each race with timings closer to the event.

There will be supplementary regulations and timetables for 24 Hours of Le Mans Virtual in January 2022 provided at a later date.

Date	Time (CEST)	Event	Broadcast
7 days prior	10:00 – 22:00	Test Day 1 *	
6 days prior	10:00 – 22:00	Test Day 2 *	
3 days prior	10:00 – 22:00	Test Day 3 *	
2 days prior	10:00 – 17:00	Free Practice *	
	16:00 – 16:45	Recommended Team Manager Briefing	
	17:00 – 17:45	Practice *	
	17:45 – 18:00	Warmup	
	18:00 – 19:00	1 Hour Test Race	
1 day prior	From 14:00	Drivers must watch recorded video briefing	
	10:00 – 17:00	Free practice*	
	19:00	Latest time for qualifying GTE drivers to connect to server	LIVE
	19:10 – 19:30	Qualifying GTE	
	19:30	Latest time for qualifying LMP drivers to connect to server	
	19:40 – 20:00	Qualifying LMP	
21:00	Starting driver declaration submitted by teams		
Race Day	10:00 – 12:00	Warmup	
	13:30	Latest time for starting drivers to be connected to server	LIVE
	13:55 approx.	Start of pace lap	
	14:00	Race Start	

*Each driver must participate in at least one of the practice sessions or test days and complete a minimum of 5 timed laps.

NB: THE ABOVE SCHEDULE IS APPROXIMATE AND SUBJECT TO CHANGE

CAR SELECTION

LMP	GTE
<ul style="list-style-type: none"> ▪ Oreca 07 LMP2 	<ul style="list-style-type: none"> ▪ Aston Martin Vantage GTE ▪ Porsche 911 RSR GTE ▪ Corvette C8.R GTE ▪ Ferrari 488 GTE ▪ BMW M8 GTE

Teams are permitted to create their own custom liveries and control their own sponsorship. The download link for the photoshop file to design your livery will be sent directly to accepted teams by your sporting representative.

Please respect the mandatory logos and spaces, more details are available in Appendix 1.

CONTENT REQUIRED

All drivers will be required to own all of the cars that will be used in the race, as well as the track to be able to join the server. Below are links to the game and the required content.

rFactor 2: https://store.steampowered.com/app/365960/rFactor_2/
 Le Mans: <https://store.steampowered.com/itemstore/365960/detail/37/>

Nürburgring Nordschleife	https://store.steampowered.com/itemstore/365960/detail/36/
Monza	https://store.steampowered.com/itemstore/365960/detail/59/
Spa	https://store.steampowered.com/itemstore/365960/detail/51/
Sebring	https://store.steampowered.com/itemstore/365960/detail/18/
Endurance Pack:	https://store.steampowered.com/itemstore/365960/detail/1004/
Aston Martin Endurance GTE:	https://store.steampowered.com/itemstore/365960/detail/39/
Ferrari 488 GTE:	https://store.steampowered.com/itemstore/365960/detail/46/
Corvette C8.R GTE	https://store.steampowered.com/itemstore/365960/detail/55/

POINTS SYSTEM AND STANDINGS

The Le Mans Virtual Series will award points for drivers and teams based on the World Endurance Championship points system;

0 - 6 Hour Duration	8 – 10 Hour Duration	24 Hours of Le Mans Virtual
1st: 25 points	1st: 38 points	1st: 50 points
2nd: 18 points	2nd: 27 points	2nd: 36 points
3rd: 15 points	3rd: 23 points	3rd: 30 points
4th: 12 points	4th: 18 points	4th: 24 points
5th: 10 points	5th: 15 points	5th: 20 points
6th: 8 points	6th: 12 points	6th: 16 points
7th: 6 points	7th: 9 points	7th: 12 points
8th: 4 points	8th: 6 points	8th: 8 points
9th: 2 points	9th: 3 points	9th: 4 points
10th: 1 point	10th: 2 points	10th: 2 points
0.5 point: For each car finishing beyond 10th place in the overall classification	1 point: For each car finishing beyond 10th place in the overall classification	1 point: For each car finishing beyond 10th place in the overall classification of the 24 Hours of Le Mans.

Points are awarded to the entry/car and not the individual driver.

PRIZE FUND

- 1 There is a \$250,000 prize pool in total for the Le Mans Virtual Series.
- 2 \$125,000 will be awarded for those teams competing in the whole Le Mans Virtual Series, with a full breakdown to be provided at a later date.
- 3 \$125,000 will be awarded for the teams competing in the 24 Hours of Le Mans final, with a full breakdown to be provided at a later date.
- 4 \$10,000 will be awarded as special prizes by the organisers with full details to be announced at a later date.
- 5 There are two (2) Championships to compete in - LMP and GTE.
- 6 Prize money will be distributed to the competing team/entry, not any specific driver/competitor.
- 7 Final Series standings will be decided after the final round of the 24 Hours of Le Mans Virtual.
- 8 Prize money is to be paid within 90 days from the last event of the series.

PRIZE MONEY SPLIT

LMVS Series				Le Mans 24 Hours Virtual			
LMP		GT		LMP		GT	
1	\$15,000	1	\$15,000	1	\$15,000	1	\$15,000
2	\$12,500	2	\$12,500	2	\$12,500	2	\$12,500
3	\$10,000	3	\$10,000	3	\$10,000	3	\$10,000
4	\$7,500	4	\$7,500	4	\$7,500	4	\$7,500
5	\$5,500	5	\$5,500	5	\$5,500	5	\$5,500
6	\$4,000	6	\$4,000	6	\$4,000	6	\$4,000
7	\$3,000	7	\$3,000	7	\$3,000	7	\$3,000
8	\$2,500	8	\$2,500	8	\$2,500	8	\$2,500
9	\$1,500	9	\$1,500	9	\$1,500	9	\$1,500
10	\$1,000	10	\$1,000	10	\$1,000	10	\$1,000

ENTRY FORM AND SELECTION COMMITTEE

- 9 All full-season FIA World Endurance Championship teams have been invited to register an entry to the Series. Selected Pro-Esports teams who competed in the 24 Hours of Le Mans Virtual 2020 have also been invited to register.
- 10 Teams are permitted to submit entries for up to four (4) cars.
- 11 The entry fee per car/entry is €2,500. The fee should be paid to Motorsport Games within four (4) weeks after the entry is confirmed.
- 12 The deadline for entries is Tuesday 6th July 2021 – there is no guarantee of selection but an entry constitutes a commitment to take part in the event.
- 13 The final team/entry selection is decided by selection committee, and is at the sole discretion of the committee with no right to appeal.
- 14 The selection committee reserves the right to also select a reserve list of teams that would take priority in the case of a team withdrawal.
- 15 A selection committee will be organised to confirm the entry list. The committee members include: Pierre Fillon, Gérard Neveu, Ben Rossiter-Turner, Lewis Edmondson, Frederic Lequien and Cédric Vilatte
- 16 This process only applies to full season Le Mans Virtual Series entries – there will be another specific entry procedure for 24 Hours of Le Mans Virtual 2021/22.

COMPETITION RULES

- 17 By participating, all competitors agree to be bound by the rules set out in this document, the terms and conditions and the privacy policy exclusively.
- 18 Should it be required, the organisers reserve the right to amend the duration of any session as appropriate and at their sole discretion.
- 19 Final team entries are to be received no later than 6th July 2021.
- 20 Team names must be no more than 25 characters (including spaces).
- 21 Team name changes are not permitted after submission unless with the express permission of the organisers.
- 22 Once approved by the committee, changing car model is not permitted.
- 23 The selection committee have the ability to refuse the participation of a driver who's ability is deemed to be insufficient.
- 24 Car numbers must be between 1-999.

- 25 Car numbers are issued by the organisers but can be requested in registration although the organisers are under no obligation to provide the requested number.
- 26 Liveries must be submitted for approval by the organisers no later than 20th August 2021.
- 27 Teams that are committed to the Le Mans Virtual Series in addition to the 24 Hour of Le Mans Virtual are also permitted up to two (2) updated liveries. These must be sent in to the organisers no fewer than 28 days before being required. Additional livery updates may be possible at an additional cost at the discretion of the organisers.
- 28 When submitting relevant information (including liveries), this should be communicated by just one member of each team directly to lemans@motorsportgames.com before the due dates stated above. Communication should include your team name and car number.
- 29 Team liveries may not include:
- Vulgar or offensive language or images.
 - Any link to content and/or products that may be considered ethically questionable to the organising team.
 - Logos, text or any other copyrighted or protected intellectual property that does not belong to the Team unless the Team has express written permission from the holder of the intellectual property in question and can or provide this immediately to the organisers upon request.
 - Liveries with political or religious messaging or connotations are forbidden.
 - The organisers may request at its discretion for logos of series partners to be standardised on all cars competing with contingency space reserved on the rear wing and/or doors/sidepods. Further details will be made available if required.
- 30 Teams are advised that there are reserved areas of the car for series partners (see appendix 1)
- 31 By submitting the livery, the teams agree for the use of the livery publicly in the rFactor2 software free from rights restriction.
- 32 Should team names, liveries and/or logos from two teams be too similar, the organisers reserve the right to request changes to ensure clarity. Priority will be given to the team that submits their information first.
- 33 Should a teams livery contain any logos which are in conflict with series partners, the associated team should email lemans@motorsportgames.com for approval.
- 34 The organisers reserve the right to refuse any team name, logo, livery or driver nomination for any reason.
- 35 Each team should contain a roster of drivers, minimum of four (4) and maximum of five (5), which must include at least 2 (two) FIA International License drivers (Pro). To be considered a professional driver, the International FIA licence holders must also have registered at least 5 (five) races in high-level competition with the decision on eligibility to be determined by the organisers at their sole discretion.
- 36 For each race, the team is able to select their drivers in accordance with the above rules.
- 37 For round one to four (1-4) an team must enter one (1) Pro driver per entry. This increases to (two) for 24 Hours of Le Mans Virtual.
- 38 Teams need to confirm their final drivers for each race no later than seven (7) days prior to the race. After this, driver changes are not permitted unless granted dispensation by the selection committee. Changing your entry significantly from the submission may result in the selection committee withdrawing the car.
- 39 Drivers must complete a minimum of 10 laps (including a minimum of five (5) full timed laps, whilst the five (5) other laps can be pits out – pits in loops) during an official Test Session or Test Race prior to each race.
- 40 It is mandatory for each individual team entry to take part in the 1 hour test race.
- 41 Only one (1) driver needs to participate in the test race but it is mandatory they are part of

- the race driver line-up. This can be a SIM or PRO (FIA) driver.
- 42 Clients are only permitted on the server to race or conduct driver changes, in no other circumstances are spectators allowed to join the official race server without the permission of the organisers.
- 43 Drivers may only join the server for the purpose of conducting driver changes for a maximum of 10 minutes before the changeover.
- 44 Once their stint is complete, drivers must leave the server within three (3) minutes. This will be calculated from the moment the car crosses the pit exit to re-join the track.
- 45 It is forbidden during any official even session to use the text chat in the game.
- 46 A maximum of 12 people per car may connect to Teamspeak (including drivers) at one time.
- 47 TV production and Race Officials can connect to private team channels at their discretion.

QUALIFYING AND GRID ORDER

- 48 Qualifying consists of two (2) x 20-minute session with dedicated qualifying sessions for LMP and GTE.
- 49 It is forbidden to “escape” from a run. Drivers must complete any in-laps back to the pitlane before returning to the menu screen. If a car is damaged and unable to return to the pitlane then the team must immediately contact Race Control for permission to “escape” to the menu screen. If and when granted, that team must sit-out the remainder of the qualifying session.
- 50 The fastest time of the car will determine its position on the grid but if a car sets no lap time during qualifying, it will start from the back of the complete grid.
- 51 The team with the lowest time will start on pole position and the highest time will start in last place.
- 52 Throughout the qualifying session, event staff will be monitoring the participants. If a participant’s actions are deemed to be against these sporting regulations or the spirit of the competition, the organisers may choose to penalise that competitor and/or team.
- 53 Teams are only required to field one driver in qualifying but may choose to change drivers at their discretion.
- 54 Should a competitor fail to set a time during a qualifying session for any reason, their lap time will be set to 10 minutes (600 seconds) for the purpose of calculating the starting grid.
- 55 If more than one team fails to set a time, this portion of the grid will be randomly allocated by the organisers.
- 56 Should two teams end the session with the exact same time, priority will be given to the team that set the lap time first.
- 57 Teams must confirm their starting driver for the race, no later than one (1) hour after qualifying to the organisers. This should be sent by email to lemans@motorsportgames.com. No modification will be accepted after this time.
- 58 The starting grid will be split by class so that the top GTE car will start behind the bottom LMP in any circumstances.

STARTING PROCEDURE

- 59 Teams are instructed to join the lobby no later than 15 minutes prior to the start of an event.
- 60 The driver used by each team at the start of the race must be available to run a test start with all competitors at 1pm CEST on the day of the race.
- 61 Prior to the start of a race, the officials will inform the competitors that the race sequence is about to begin.

- 62 It is the team’s responsibility to ensure their driver(s) is in the correct car which they have nominated to use in the race in question, with the correct livery applied – failure to do so will result in a penalty.
- 63 When the race starts there will be a short period of time to line up on the grid, competitors must ensure they do so as quickly as possible. Once the countdown timer hits zero (0) there will be no further opportunity to join the starting grid.
- 64 Once the transition to the start of the race has begun there is no longer an opportunity for the driver to check the performance of equipment. Therefore, subsequent equipment performance will be considered unfortunate for that competitor but there will be no further opportunity to rectify the problems without affecting the race.
- 65 When the race starts there will be a short period of time to line up on the grid, competitors must ensure they do so as quickly as possible. Once the countdown timer hits 0 there will be no further opportunity to join the starting grid.
- 66 As previously mentioned, the starting grid will be split by class so that the top GTE car will start behind the bottom LMP car in any circumstances.
- 67 The Race Director or the Assistant Race Directors may, at their sole discretion, choose to restart the race.

DRIVING HOURS

- 68 Teams must field three (3) drivers for rounds one (1) to four (4) – increasing to four (4) drivers for 24 Hours of Le Mans Virtual from their roster.
- 69 For each race there are specifications for minimum and maximum time of a driver in a car. If these are exceeded or fallen short of, the driver/team can be penalised and/or excluded from the points for that race.
- 70 If the race is interrupted, the driving time of the corresponding driver will also be interrupted for this period.
- 71 Different minimum driving times apply for the different race distances. For the 24 Hours of Le Mans Virtual, individual driving times apply.
- 72 Drivers may not drive more than three (3) hours within a five (5) hour period
- 73 Driving hours are determined and apply to both Pro and Sim drivers
- 74 Should it be necessary to change the driving time requirements due to unforeseen circumstances, this will be clearly posted in #timekeeping on discord and available to all team managers.

Duration	Min (Mins)	Max (Mins)
4 hours	40	120
6 hours	60	180
8 hours	90	240
24 hours	240	420

SERVER SETTINGS

- 75 The settings will be as follows:
- Flag Rules – Full without DQ
 - Fuel Usage: Normal
 - Tire Usage: Normal
 - Mechanical Failures: **Normal**
 - Traction Control: 0 (Off)
 - Anti-Lock Braking: 1 (Low)

- Stability Control: 0 (Off)
 - Auto Shifting: Off
 - Steering Help: Off
 - Braking Help: Off
 - Damage Multiplier: 100%
 - Weather settings: at the discretion of the organisers
- 76 Setups are not fixed, teams are able to make their own.
- 77 For LMP, Aero package “Standard, all dive planes” will be mandated for rounds one (1) to four (4).
- 78 For 24 Hours of Le Mans Virtual, the “Le Mans” aero package will be set for the LMP field.
- 79 The GTE category has a BOP (Balance of Performance) applied by the developers of rFactor2. The organisers reserve the right to amend the BOP, in coordination with the developers, at any point up until the day before each race.
- 80 Whilst the mechanical failures are off, it is not permitted to run with so much radiator tape that your car is smoking. This may result in a penalty.
- 81 The weather settings will be applied by the organisers . As with real-world, weather can often play a part in the changing and evolving strategies throughout the race, forcing teams to adapt.
- 82 A weather forecast report will be shared with teams no fewer than 48 hours before the start of the race.

OFFICIALS, STEWARDS AND BRIEFINGS

- 83 The organisers will appoint officials to oversee the event who will be announced at a later date.
- 84 In any interpretation of the rules, the final decision is that of the Race Director or the Assistant Race Directors.
- 85 In the absence of the Race Director for whatever reason, their assistant takes this role and responsibility for decision making.
- 86 There is no method through which appeals on decisions made by the Race Director or Assistant Race Directors may be made. By participating, competitors agree to their sole jurisdiction in sporting matters.
- 87 Should competitors choose to become disruptive following a decision made by the event officials they will be referred to the section “CODE OF CONDUCT” which outlines the consequences of these actions.
- 88 All drivers must ensure they make themselves familiar with all sporting regulations and the written race briefing or addendums from the race officials.
- 89 There will also be a video briefing that will take place that will be mandatory for all drivers to watch prior to the race.
- 90 Additional briefings may be requested by the Race Director or their assistant, it is imperative at least one team member attends ad-hoc meetings and take responsibility for passing on any required information to their other team members.

RACING CONDUCT, RULES AND ETIQUETTE

- 91 Drivers must not force others off the track.
- 92 If any another competitor has a ***significant portion*** of their car alongside a driver at any time, then that competitor will be required to leave space for the other. This significant portion of the car must be alongside the competitor outside of a braking zone. Should a

- competitor fail to leave space (a minimum of one car's width) to a competitor that has a "significant portion" of their car alongside them, then they will be at risk of being placed under investigation by the event officials and this may result in a penalty. In this competition a "significant portion" of the car is defined as a minimum of the car's front wheel being alongside another car's rear wheel.
- 93 Should a competitor make contact with a car without a significant portion of their own car alongside their competitor prior to a braking zone, and that car is negatively influenced by this contact, then they may be placed under investigation and receive a warning or penalty.
- 94 Competitors must not excessively weave to defend their position. A driver may move off the racing line and return once. Any further movement may result in a warning or penalty.
- 95 Competitors must obey track limits. Track limits 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 to the car, not just individual drivers, but additional penalties may be applied by the officials at their discretion. Please see the "PENALTIES" section of the rulebook.
- 96 In the event human stewards monitor track limits, competitors will be given 3 track limit warnings before a penalty is applied.
- 97 If a yellow flag warning is shown at any point during the race, drivers must take caution and be prepared to stop and/or take avoiding action.
- 98 If a competitor is re-joining the circuit or recovering following an incident, regardless of blame/fault, it is imperative that they do so safely. They should re-join when possible in a safe and controlled manner in order to prevent further incidents. Failure to do so may result in a warning or penalty.
- 99 Drivers should be aware that there are two categories – LMP and GTE and that the LMP cars will be faster. Drivers should, where possible and safe to do so facilitate the safe passing of faster cars.
- 100 Blue flags will be issued for drivers that are one or more laps behind the car that is approaching, please respect these by allowing them to pass where possible.
- 101 The use of the pitlane for any other reason than fixing damage, refuelling, changing tyres, driver changes or serving a penalty is strictly prohibited.
- 102 When re-joining the track from the pitlane, drivers must stay to the right of the pit exit line and neither cross nor touch the solid white line. This may result in a penalty.
- 103 **There is only one safety car which will be deployed by the server and driven by AI. A safety car can be deployed at any time at the discretion of the Race Director. Drivers must follow the on-screen instructions at all times.**
- 104 For a safety car restart, the **game** will declare a green flag. Drivers may resume full racing speed but **may not overtake before crossing the start/finish line**.
- 105 Race Control may call a "Full Course Yellow" at this time, drivers will be required to reduce their speed to 60kph (pitlane speed limiter). The race officials will advise competitors on Teamspeak that this is going to happen and countdown from five (5) to zero (0) – at this point all competitors must be at no more than 60kph and overtaking is prohibited except in the case of stranded or damaged cars. When race officials are ready to restart they will again countdown from five (5) to zero (0) and drivers can resume full racing speed.
- 106 The pitlane will be open from the start of the race until the end of the race unless otherwise advised by Race Control.
- 107 Drivers must ensure their headlights are operational at night and at any time requested by Race Control. Failure to do so may result in a penalty.

- 108 Drivers are allowed to flash their headlights – but it must be appropriate. Flashing is not required, and should not be overused.
- 109 Drivers will be warned, and could face a penalty if they are judged to flash their lights excessively.
- 110 Should a team wish to make a formal complaint about another competitor or team, they must inform the Race Director or the Assistant Directors within three (3) laps of the incident, following this any requested investigation is null and void.
- 111 Only one team member is permitted at any one time to contact the Race Director and the Assistant Race Director.

PENALTIES

- 112 There are several types of penalties issued in this competition. It is important that the competitors are aware of differences between them and how to act when each type of penalty is received.
- Reprimand – The Race Director or their assistant may warn a driver or team prior to additional sanctions at their discretion. These warnings will be officially recorded and may be used when deciding subsequent penalties.
 - Stop-Go Penalty - As appropriate, the Race Director or Assistant Race Director can apply a time penalty at their discretion.
 - Drive Through Penalty - As appropriate, the Race Director or Assistant Race Director can apply a time penalty at their discretion.
 - Time Penalty (Post-Race) –The Race Director or their assistant may decide to add time or laps to a team’s car after the race.
 - Disqualification – in extreme circumstances the race officials may find the actions, attitude or behaviour of a competitor/team to be contrary to the spirit of the competitions and find that this is worthy of a disqualification. This can apply to drivers and teams. If a driver is disqualified the team must ensure this driver is not used in the remainder of the event
- 113 There is no form of protest or appeal for any penalty decisions made by the race officials.

COMMUNICATION

- 114 All drivers must be connected to the organiser’s video streaming conference call (Zoom) with a clear line of sight to their face with no obstructions (except if there is a specific allowance made by the organisers) when they are racing. Details of the meeting drivers are required to join will be shared on the live event date via Discord. Failure to comply with this regulation may result in any level of punishment outlined in “PENALTIES” as determined by the organisers, or provide evidence which may result in disqualification.
- 115 All drivers must provide the organisers with their Skype user ID where all interviews will happen.
- 116 Text chat in rFactor2 is permitted only by officials
- 117 All race control information will be issued by voice through Teamspeak
Penalties (other than automatic track limits and pitlane penalties) will be announced in a Discord channel

EQUIPMENT AND TECHNICAL ISSUES

- 118 Drivers/teams are required to provide and maintain their own equipment.

- 119 As outlined in the starting procedure above, the competitors are responsible for checking the working order of their equipment prior to the start of the race.
- 120 Technical issues during the race may be treated as unfortunate.
- 121 Should a team disconnect from the server, the car will be returned to the pitlane with no penalty required to be served should they reconnect.
- 122 Should a technical issue force retirement from a race that competitor/team shall count as “retired”
- 123 If there is a catastrophic network failure which affects the lobby host, the following procedure will be followed.
- If a failure happens within the first 10% of the race (defined by the race leading car), the race will be red flagged and restarted from the beginning, with competitors taking their initial grid starting position. The red flag time may continue to count towards to the total time, at the discretion of the race officials.
 - If a failure happens between 10-90% of the race (defined by the race leading car), the race will be red flagged and the race will restart with the competitors taking their positions at the start of the lap prior to when the failure occurred. The red flag time will continue to count towards to the total time, at the discretion of the race officials.
 - If a failure occurs in the final 10% of the race, the race will be red flagged, the result will stand as of the last lap completed by the car leading the race.
- 124 Should a technical red flag be required:
- Drivers should line up in single file order behind the start finish line. No overtaking is permitted.
 - The timekeeping will not be halted
 - The officials may take the decision to stop and/or modify the driving time and will be communicated to the teams
 - The race restart time will be communicated using Teamspeak and/or Discord
- 125 In the event of technical or network failure with the broadcast/organisers game, the Race Director has the authority, at their discretion, to restart that specific stage or race even if competitors are unaffected.
- 126 Should a race need to be restarted it would be using a single-file rolling grid with the positions correct as of the last full lap completed by the car leading the race.
- 127 In the event of technical or network failure with the broadcast/organisers game, the Race Director has the authority, at their discretion, to restart the race at any point, even if competitors are unaffected.
- 128 A catastrophic network failure is defined by a connection or server issue which affects a minimum of 3 teams at the same time.

CODE OF CONDUCT

- 129 All participants are expected to conduct themselves in a manner that reflects positively on the organisers (and any of its affiliates), press, attendees, and other participants and comply with all applicable law and regulation at all times.
- 130 Participants shall not engage in conduct which the organisers deem to be harmful to the business, reputation or relationships of an individual or of their partners.
- 131 No forms of cheating, gameplay, gamesmanship or gaining an unfair advantage in any way will be tolerated. This includes, but is not limited to:
- Hardware modification - Any modification made to a piece of hardware allowing it to function in a way the manufacturer did not intend. This includes adding or inserting anything not originally on the hardware configured by the organisers.
 - Hacking - Any modification made to the game or other software by any person other

- than by way of standard software patches or updates.
- Exploiting game glitches - Intentionally using any in-game bug to seek an advantage. Exploiting is defined as utilising any game function that, in the sole determination of the organisers, is not functioning as intended.
 - 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.
 - Collusion - Any agreement among two (2) or more participants and/or other persons to affect any competition or race and/or opposing drivers.
- 132 Any other behaviour as determined to be cheating, gameplay, gamesmanship or gaining an unfair advantage in any way..
- 133 Participants are responsible for notifying the organisers at the earliest opportunity of any form of cheating, gameplay, gamesmanship or gaining an unfair advantage by any other Participant that they know of.
- 134 Competitors must notify the organisers of any unfair exploits that they become aware of. Any Participant who is deemed, in the sole determination of the organisers, to have cheated or behaved in any way as described above may be penalised and/or disqualified
- 135 No betting or gambling by any participant or anyone connected to any participant, is allowed under any circumstances. Moreover, no competitor or related person may benefit directly or indirectly from any betting or gambling
- 136 Participants shall 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.
- 137 Participants must be respectful of the staff involved in the tournament organisers, sponsors, and/or partners at all times. Participants must not use obscene gestures, language, or offensive comments, including:
- Hate speech or discriminatory behaviour - Participants may not use language that is deemed by the organisers to be obscene, foul, vulgar, insulting, threatening, abusive, libellous, slanderous, defamatory or otherwise offensive or objectionable; or promote or incite hatred or discriminatory conduct, in or near any racing area, at any time, off or on broadcast. Participants may not use any facilities, services or equipment provided or made available by the organisers or its contractors to post, transmit, disseminate or otherwise make available any such prohibited communications. Participants may not use this type of language on social media or during any public facing events such as streaming.
 - Violent or physical aggression or behaviour - abuse of the organisers, its affiliates, or other participants will not be tolerated.
 - Harassment of any kind - is strictly prohibited. Harassment is defined as systematic, hostile and repeated acts taking place over a considerable period of time, which are intended to isolate or ostracize a person and/or affect the dignity of the person
 - Discriminatory words, phrases, or gestures - Offending the dignity or integrity of a private person, or group of people, a team, a brand, a sponsor, a country, through contemptuous or discriminatory words or actions on account of race, skin colour, ethnic, national or social origin, gender, language, religion, political opinion or any other opinion, financial status, birth or any other status, sexual orientation or any other reason will not be tolerated.
 - Trolling - Any participant who posts inflammatory, extraneous, or off-topic messages in an online community, such as a forum, chat room, or blog, with the primary intent of provoking readers into an emotional response or of otherwise disrupting normal on-topic discussion. Any conduct that is deemed to be in violation of this Code of Conduct is punishable at the sole discretion of the organisers and may result in disqualification

from the Le Mans Virtual Series.

- 138 Drivers and/or competitors posting negative, disruptive and brand damaging content on social media about the organisers, the game, ACO, FIA WEC, Motorsport Network, Motorsport Games, Studio 397, and their partners in general and/or any other participant, including but not limited to images and videos of game faults, may result in the participant (accordingly) being withdrawn from the Competition. Positive and engaging content is highly encouraged, as long as the content is from areas permitted by the organisers.
- 139 Rallying other drivers to forfeit the competition - Any drivers found to be instigating forfeits from other drivers will be removed. This includes creating group conversations on any platform asking other drivers to retire/forfeit.

MEDIA, FILMING AND CLOTHING

Further details will be announced at a later date.

FURTHER INFORMATION

All further information should be directed to the lemans@motorsportgames.com inbox where the Le Mans Virtual Series team will monitor and reply as soon as possible.

**PLEASE NOTE: THE ORGANISERS RESERVE THE RIGHT TO AMEND THE RULES AS APPROPRIATE.
ANY CHANGES WILL BE COMMUNICATED DIRECTLY TO THE COMPETITORS**