



# LE MANS VIRTUAL CUP 2021 SPORTING REGULATIONS

V1.0

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# LE MANS VIRTUAL CUP

## INTRODUCTION

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

The series will allow competitors of all backgrounds, from any team, to earn a place at the 2022 24 Hours of Le Mans Virtual. The competition is open to all owners of the rFactor 2 platform and relevant content and can be attempted through the new and successful competition system directly available in the game.

This document outlines the rules and procedures that will be in effect during the series. 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 organisation team. By competing in the Le Mans Virtual Cup, you fully accept both the terms and conditions and these sporting regulations.

## SPORTING OVERVIEW AND KEY POINTS

1. Drivers whom are registered to a Le Mans Virtual Series team are ineligible to compete in Le Mans Virtual Cup
2. The top two drivers will be invited to compete in the 24 Hours of Le Mans Virtual alongside pro drivers (to be determined by the organisers) either on-site at Autosport International Show or online
3. The event will be run on the rFactor 2 platform and using the Norma LMP3
4. Car setups will be fixed for qualifying and the race
5. Qualifying will be held at set times before each race and will determine which "split" a driver will compete in and the starting order of the race will be determined by this
6. Drivers are allocated championship points based on their finishing position (top 3 splits only)
7. The top 30 drivers at the end of the first three races will be invited to the Super Final on the 17<sup>th</sup> December
  - o The grid order for this race will be determined by the championship position.
8. Full damage simulation will be implemented
9. Full simulation includes the use of fuel and tyres

## QUALIFYING CALENDAR

Date (2021/22)	Event
3 <sup>rd</sup> – 12 <sup>th</sup> September	Monza
26 <sup>th</sup> September – 3 <sup>rd</sup> October	Spa Francorchamps
17 <sup>th</sup> – 24 <sup>th</sup> October	Nürburgring Nordschleife

## RACE CALENDAR

Date (2021/22)	Duration	Event
24 <sup>th</sup> September	45 Minutes	Monza
15 <sup>th</sup> October	45 Minutes	Spa Francorchamps
12 <sup>th</sup> November	45 Minutes	Nürburgring Nordschleife
17 <sup>th</sup> December	45 Minutes	Le Mans* (Super Final)

\*open only to invited drivers based on their qualifying position

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## RACE DAY EVENT TIMETABLE

Time (CEST)	Event
19:50 - 20:05	Registration through Competition System*
20:05 - 20:15	Warmup
20:15	Race Start (45 minutes)

\*Failure to register on-time, despite qualifying will result in a DNS

**NB: THE ABOVE SCHEDULE IS APPROXIMATE AND SUBJECT TO CHANGE**

## 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:	<a href="https://store.steampowered.com/app/365960/rFactor_2/">https://store.steampowered.com/app/365960/rFactor_2/</a>
Le Mans:	<a href="https://store.steampowered.com/itemstore/365960/detail/37/">https://store.steampowered.com/itemstore/365960/detail/37/</a>
Nürburgring Nordschleife	<a href="https://store.steampowered.com/itemstore/365960/detail/36/">https://store.steampowered.com/itemstore/365960/detail/36/</a>
Monza	<a href="https://store.steampowered.com/itemstore/365960/detail/59/">https://store.steampowered.com/itemstore/365960/detail/59/</a>
Spa	<a href="https://store.steampowered.com/itemstore/365960/detail/51/">https://store.steampowered.com/itemstore/365960/detail/51/</a>
Norma LMP3	<a href="https://store.steampowered.com/itemstore/365960/detail/16/">https://store.steampowered.com/itemstore/365960/detail/16/</a>

## POINTS SYSTEM AND STANDINGS

Position	Points
1st	35
2nd	30
3rd	28
4th	27
5th	26
6th	25
7th	24
8th	23
9th	22
10th	21
11th	20
12th	19
13th	18
14th	17
15th	16
16th	15
17th	14
18th	13
19th	12
20th	11
21st	10
22nd	9

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23rd	8
24th	7
25th	6
26th	5
27th	4
28th	3
29th	2
30th	1

For every additional split generated by the competition system, there will be +25 points allocated to split 1. For example, if there are three splits race then the winner of split 1 will receive 85 points, split 2's winner will receive 60 points and split 3 winner will receive

## PRIZES

- 11 The top two drivers in race 4 (Super Final) of Le Mans Virtual Cup will be invited to compete in the 24 Hours of Le Mans Virtual alongside pro drivers (to be determined by the organisers) either on-site at Autosport International Show or online.

## COMPETITION RULES

- 12 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.
- 13 Competitors registered to a team in the Le Mans Virtual Series will be disqualified from Le Mans Virtual Cup.
- 14 Should it be required, the organisers reserve the right to amend the duration of any session as appropriate and at their sole discretion.
- 15 The top competitors may be invited to submit a livery for use in the competition, further details, including the required template, will be available in the rFactor 2 forums.
- 16 Car 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 competitor unless the competitor 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.
- 17 By submitting the livery, the teams agree for the use of the livery publicly in the rFactor2 software free from rights restriction.
- 18 It is forbidden during any official event session to use the text chat in the game.
- 19 TV production and Race Officials can connect to voice channels at their discretion.

## GRID ORDER

- 20 Qualifying will be held at set times before race 1-3 (as defined in “QUALIFYING CALENDAR”) and will determine which “split” a driver will compete in and the starting order of the following race.
- 21 Race 4 (the Super Final) will only consist of the top 30 drivers and the grid order will be set by championship position.

## STARTING PROCEDURE

- 22 It is the driver’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 may result in a penalty.
- 23 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.
- 24 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.
- 25 The start will be a standing start and controls/actions determined by the game
- 26 The Race Director or the Assistant Race Directors may, at their sole discretion, chose restart the race.

## SERVER SETTINGS

- 27 The settings will be as follows:
- Flag Rules – Black only
  - Fuel Usage: Normal
  - Tire Usage: Normal
  - Mechanical Failures: On
  - Traction Control: 0 (Off)
  - Anti-Lock Braking: 0 (Off)
  - Stability Control: 0 (Off)
  - Auto Shifting: Off
  - Steering Help: Off
  - Braking Help: Off
  - Damage Multiplier: 100%
  - Weather settings: at the discretion of the organisers
- 28 Setups are fixed.
- 29 For LMP, Aero package “Standard, Medium Downforce” will be mandated for all rounds one (1) to four (4).
- 30 For all rounds Tyres are set to “Normal”.
- 31 The weather settings will be applied by the organisers in confidence, this will not be shared with the competitors. As with real-world, weather can often play a part in the changing and evolving strategies throughout the race, forcing competitors to adapt.

## OFFICIALS, STEWARDS AND BRIEFINGS

- 32 The organisers will appoint officials to oversee the event who will be announced at a later date.
- 33 In any interpretation of the rules, the final decision is that of the Race Director or the Assistant Race Directors.
- 34 In the absence of the Race Director for whatever reason, their assistant takes this role and responsibility for decision making.
- 35 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.
- 36 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.
- 37 All drivers must ensure they make themselves familiar with all sporting regulations and the written race briefing or addendums from the race officials.

## RACING CONDUCT, RULES AND ETIQUETTE

- 38 Drivers must not force others off the track.
- 39 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.
- 40 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.
- 41 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.
- 42 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.
- 43 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.
- 44 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.
- 45 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.
- 46 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.
- 47 The use of the pitlane for any other reason than fixing damage, refuelling, changing tyres, driver changes or serving a penalty is strictly prohibited.
- 48 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.
- 49 There is only one safety car which will be controlled by a driver nominated by the organisers. A safety car can be deployed at any time at the discretion of the Race Director. Competitors will be informed using voice chat that this will happen and countdown from five (5) to zero (0) – at this point they must reduce their racing speed, be prepared to stop and **not overtake** any category of car. The safety car will pick up the lead car after turn one (1). Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous for other drivers at any time while the safety car is being deployed will be reported to the officials. Competitors must listen closely to Teamspeak/Discord instructions from race officials.
- 50 For a safety car restart, the Race Director will declare a green flag. Drivers may resume full racing speed but **may not overtake before crossing the start/finish line**.
- 51 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/Discord 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.
- 52 The pitlane will be open from the start of the race until the end of the race unless otherwise advised by Race Control.
- 53 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.
- 54 Drivers are allowed to flash their headlights – but it must be appropriate. Flashing is not required, and should not be overused.
- 55 Drivers will be warned, and could face a penalty if they are judged to flash their lights excessively.

## PENALTIES

- 56 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 competitor 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 competitor'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.

57 There is no form of protest or appeal for any penalty decisions made by the race officials.

## COMMUNICATION

58 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.

59 All drivers must provide the organisers with their Skype user ID where all interviews will happen.

60 Text chat in rFactor2 is permitted only by officials

61 All race control information will be issued by voice through Teamspeak/Discord  
Penalties (other than automatic track limits and pitlane penalties) will be announced in a Discord channel

## EQUIPMENT AND TECHNICAL ISSUES

62 Competitors are required to provide and maintain their own equipment.

63 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.

64 Technical issues during the race may be treated as unfortunate.

65 Should a competitor disconnect from the server, the car will be returned to the pitlane with no penalty required to be served should they reconnect.

66 Should a technical issue force retirement from a race that competitor/team shall count as "retired"

67 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 laps 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 after 10 laps are completed (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 hour 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.

68 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 competitors
  - The race restart time will be communicated using Teamspeak/Discord
- 69 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.
- 70 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.
- 71 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.

## CODE OF CONDUCT

- 72 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.
- 73 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.
- 74 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.
- 75 Any other behaviour as determined to be cheating, gameplay, gamesmanship or gaining an unfair advantage in any way by organisers.
- 76 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.
- 77 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
- 78 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
- 79 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.

- 80 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.
- 81 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.
- 82 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](mailto:lemans@motorsportgames.com) inbox where the Le Mans Virtual Series team will monitor and reply as soon as possible.

# LE MANS VIRTUAL CUP

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