

1. General

1.1 Each car can register between 2 and 3 Main Drivers.

1.2 The deadline for driver line-up changes is 48 hours before the start of the event's official qualifying session, as per the race's schedule.

1.3 A driver who has not raced in a VWSC race this season will be allowed to participate ONLY if he is teaming up with an existing driver/team. His class rating/allowance will be given by the series admins.

1.4 Cars must have at least 1 current VWSC modern series driver.

1.5 This is an endurance round where each car is shared among various drivers. Each car is required to do at least 1 driver swap during a race (unless solo driver → read 1.8).

1.6 Using the rFactor 2 driver swap feature is mandatory – this specifically means drivers of a team are not allowed to participate using the same computer.

1.7 Minimum drive times per driver:

- 2 driver teams: 30% of the race distance (1 hour 25 mins)

- 3 driver teams: 20% of the race distance (55 mins).

1.8 Solo drivers must perform a DT during the first 3 laps of the race (see Appendix).

1.9 Race will start at 11:00 US ET / 15:00 GMT.

2. Car brand/class

2.1 Each team and solo driver in VWSC must use the car brand/class they raced with as of the previous round.

2.2 In the case of outsiders pairing a VWSC driver they must use the car brand/class the driver is in. Exceptions may be made by series Admins.

2.3 In the case of two/three solo (non-team drivers) decide to pair up together they must use 1 of the two/three car brands they race in the regular season and be in the same driver class. Exceptions may be made by series Admins.

3. Race Weekend

3.1 Regular VWSC race weekend format will be used.

4. Qualifying

4.1 ALL drivers will have to join prior to the official qualifying session and remain connected during switchover to the qualifying session in Driver mode NOT Spectator mode. This is to make the drivers eligible to score points in the current rF2la app.

4.2 Only 1 driver qualifies the car and will also start the race. The non-qualifying drivers will have to make sure their car is out of the way and not blocking the Pit Boxes of the drivers qualifying.

5. Warm-Up

5.1 Once Warm-Up starts all non-starting drivers need to exit the server. Only starting drivers need to remain in this session.

6. Race

6.1 It is mandatory for drivers to be on the CMS Discord server during ALL sessions except Race. During RACE session they are allowed to move to their respective Discord Team channel.

6.2 It is recommended that the in-car driver always has at least one team-mate present in their team channel. The team-mate can easily contact the race admins through a direct message on Discord if any problem occurs before or during the race.

6.3 S397 recommends swapping drivers to connect to the server (as spectators) 5 mins prior to driver swap and outgoing driver remain no longer than 5 mins after the driver swap to avoid server load. It is strongly encouraged for drivers/teammates to be always in communication with each other.

7. Chat

7.1 Drivers **are not allowed to use in-car text chat during Qualifying or Race sessions** for any reason, including “Sorry”, “Pit in” and “Pit out”. A time penalty for in-game chatting during the race and qualifying would be 10 seconds minimum for each occurrence to be applied to race results after the race. Drivers **are allowed** to use in-car text chat during Practice, Warm-up, and post-Race.

7.2 The Race Steward will use ALL CAPITALS to make posts that must be read. Drivers are expected to read these and are subject to any penalties associated with not following any instructions given.

8. Points

8.1 Each driver will score Championship points based on the VWSC Points system for Le Mans for the Driver’s Championship.

8.2 Each **team** (car) will score Championship points based on the VWSC Points system for Le Mans for the Teams’ Championship. All drivers in the car will also individually score the same points towards their driver’s championship (i.e., car finishes 2nd, the team receives 36 points and each driver receives 36 points).

8.3 Specific points allocation for the 4.8 Hours of Le Mans is as following: 1st: 50 points 2nd: 36 points 3rd: 30 points 4th: 24 points 5th: 20 points 6th: 16 points 7th: 12 points 8th: 8 points 9th: 4 points 10th: 2 points 1 point: For each car placing beyond 10th place in the class classification of the 4.8 Hours of Le Mans.

9. Penalty levels and overview

9.1 Penalties can be received either from stewards, in-race from the game’s automated track-cut or pit lane infractions or as post-race added time penalty.

10. Race stewards

10.1 We will attempt to have the race to be Live Steward and incidents/penalties be addressed during the race. If this is not the case, IRR penalties will be applied against the race results as time penalties.

Appendix

The fact about single driver going for an almost 5hr long race solo, is that it is doable only by some drivers, who have good stamina and usually are experienced in such challenges. So, enduring 4-5 or even 7-8hr long drive times is not a problem for them. We've seen drivers who can do this with ease many times over the years. Obviously, this is not for everyone, and the thought process here is that we needed to compare these able drivers to team efforts and look for advantages/disadvantages. A team effort of 2 or 3 driver line up has more concerning points than a single driver:

- 1) Logistics of multi driver schedule, min drive time, communications among drivers and understanding team effort
- 2) Building a setup that suits everyone
- 3) Driver swap procedure that needs to go smoothly
- 4) potential multipoint hardware failure/disconnects

Single drivers will have no such headaches thus a single DT is issued as "fair play". It is in the spirit of the race that solo drivers *would* partner other solo entries and experience the thrill of multi-driver, multi-class, Endurance Sportscar Racing!