

2026 Sporting Regulations

V 1.3 –30/05/26

ACV
AUTOMOBILE CLUB VIRTUEL

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Preface

Teams and Competitors are responsible for ensuring familiarity with the Sporting Regulations and should only ask for clarifications if something is not stated in this document or if a contradiction or lack of clarity exists.

The wording of this document strives for precision. However, literal interpretations of any regulation herein should not result in behavior that a reasonable person would deem contrary to good sportsmanship.

On occasion, circumstances are presented, either unforeseen or otherwise extraordinary, in which the strict application of the Sporting Regulations may not achieve the intent, purpose, or spirit. In such rare circumstances, ACV may make a determination that is not contemplated by or strictly consistent with the Sporting Regulations. Such determinations are binding and final.

This document version is stated on the title page. This document is superseded when a more recent revision is published.

Updates will be announced in the ACV Discord server.

1. General Provisions

1.1. Organisation

The 24H de la Sarthe is officiated by the Automobile Club Virtuel (ACV).

The race will be held on the iRacing service. Each Competitor will need an active iRacing membership and licensing of the track and car you will race to be able to participate. All iRacing accounts must be a current and accurate representation of each driver's identity and ability. See Section 2.2 for more information.

1.2. Contact

All Competitors are required to be members of the ACV Discord server at all times.

Official communications will take place on the ACV Discord server, through email, or on race day over in-sim communication. Competitors in the Discord server must use their real name as their server profile name.

Discord Server	Email

1.3. ACV Code of Conduct

ACV strives to create a fun, competitive, and immersive environment for Competitors that are passionate about endurance racing. All Competitors are expected to act with professionalism and demonstrate good sportsmanship on and off track.

All teams and drivers are required to adhere to the iRacing Sporting Code.

Additionally, the ACV requires all Competitors to follow the ACV Code of Conduct:

- Competitors must not use derogatory, offensive, or otherwise inappropriate language in any ACV-related communication, public or private.
- Competitors must not engage in or attempt to engage in bribery in connection with ACV.
- Competitors must not enable an ineligible person or team to participate in an ACV event.

Any action suspected to be in breach of these rules should be communicated via email to ACV for investigation. Failure to adhere to the ACV Code of Conduct or the in-session conduct policies below may result in actions up to and including removal from the championship.

1.4. In-Session Conduct

1.4.1. Communications

The in-game radio functionality will be used exclusively by Race Control for essential race communications. All Competitors are required to have their radio enabled and their @RACECONTROL receiver turned on. Drivers or entries who fail to have their Race Control receiver enabled will not be exempt from any penalties that occur due to their negligence.

Public in-game radio or text communications from any team during any official session (practice, qualifying or race) is prohibited. This includes preset text messages like “Pass Right”, “Sorry” and “Pitting In.”

Private chat directed towards another team or driver is prohibited.

Using in-game text chat to contact Race Control is prohibited, with the exception of Tow Requests (1.4.2) or the specific scenario described in 6.2.3.

Chat violations may be subject to a penalty.

Note: A representative from an entry may be requested to visit the Race Control voice chat on Discord at any time during a session.

1.4.2. Towing

Towing during a race without prior authorisation by Race Control is prohibited.

If a car is unable to safely return to the pits under its own power (due to damage, fuel exhaustion, etc.), the driver must make an effort to pull onto the side of the track and stop near a marshal post.

Once stationary, a member of the team must then notify Race Control via the in-game “/rc” text command and request a tow. The message **MUST** include the entry’s car number.

Example: */rc #46 request tow*

Before initiating the tow, the entry must wait for approval from Race Control (via voice or in-game text) to avoid a penalty.

Hardware or system related towing due to disconnects or “Driver Not In World” will not be penalised. However, multiple instances for a single driver may result in a penalty.

1.4.3. Rejoining the Track

Track rejoins must take place as carefully as possible and are the responsibility of the rejoining vehicle. It is expected that all entries use a human spotter. This spotter will be crucial to ensuring a safe rejoin. Any track rejoin that causes an incident or otherwise impedes other Competitors may be considered an “unsafe rejoin” and will be subject to a penalty.

1.4.4. Track Limits

The iRacing track limit system will be used during all official sessions, and invalid laps will be deleted automatically in qualifying. The track limits are typically defined by the white lines left and right of the racing surface. Cars must not advance their position by going off track. If this occurs, the position must be returned as soon as practical or a penalty will be incurred.

1.4.5. Overtaking

It is always the responsibility of the overtaking car to safely initiate a pass. It is the responsibility of both the overtaking driver and the driver being overtaken to ensure a safe outcome. Where two cars are reasonably alongside each other, each must allow for racing room. A car traveling alone may use the full width of the racetrack. Overtaking may be either right or left depending on prevailing conditions.

1.4.6. Incidents

Any driver found responsible for an incident with a lasting effect on another car may be penalised.

1.4.7. Unjustifiable Risk

Any Competitor who engages in any behavior deemed to represent an unjustifiable risk may be penalised. Weaving on straights may be penalised if deemed dangerous.

1.4.8. Blocking

A defending car may make one proactive defensive move, but it may not change direction in reaction to the car behind. Any reactive movement that impedes or closes the door on an approaching car will be considered blocking and may result in a warning or penalty depending on the severity.

1.4.9. Pit Lane

Cars in the pit lane must adhere to the pit lane speed limit, and must also avoid driving unnecessarily slowly. Cars must utilize the fast lane as much as possible. When releasing the car from the pit stall, it is always the responsibility of the released car to avoid any incidents with cars running in the fast lane.

1.4.10. Blue Flags

Blue flags are advisory flags indicating that a faster car is approaching. The car receiving the blue flag is not obligated to give way, and is only expected to avoid driving erratically. The car approaching the blue flagged car is responsible for initiating the overtake cleanly.

2. Entries, Categorisations, and Crews

2.1. Driver Registration

Each Competitor in ACV-sanctioned events must be a minimum age of 16. In order to be designated as a Team Principal, a Competitor must be a minimum age of 18.

Each driver competing in the 24H de la Sarthe must possess an ACV driver license categorisation. This requires a minimum iRating of 1500 and a minimum iRacing (Sports Car) license of Class B. Additionally, each driver is expected to have experience racing in multi-class environments and to demonstrate multi-class etiquette. Drivers that meet these requirements may apply for ACV competition.

Derogated Drivers: *Drivers with an iRating of 1300-1499 and a minimum safety rating of Class A 3.50 (Sports Car) may be granted a Bronze categorisation and allowed to compete.*

Once a driver is approved and categorised, the driver must accept access to the “Automobile Club Virtuel” league (League ID: 11154) in iRacing.

This may be found in the iRacing UI under *Leagues -> My Leagues -> Sort by League Invitations.*

Drivers not yet on a team but interested in competing in ACV may fill out the ACV Driver Application. Once categorised, such drivers may use the “Free Agent Declaration Form” to announce their availability to teams.

2.2. Driver Categorisations

2.2.1. ACV Driver Categorisations are initially determined using current and historic iRating. Driver categorisations will be determined immediately upon ACV approval. For drivers that have not yet competed in an ACV event, categorisations shall be reviewed and if necessary, revised by the ACV no later than 2 weeks prior to the first race of the season.

2.2.2. Driver categorisations will be assigned based on the following table as a guide:

Driver Categorisation	iRating
BRONZE	1500 - 2249
SILVER	2250 - 2999
GOLD	3000 - 3999
PLATINUM	4000 - 6000

2.2.3. By monitoring performance metrics during the season, the ACV may determine that a driver's previously assigned categorisation does not appropriately represent their ability. In such cases, observed driver pace and historical iRating trends or anomalies will be taken into consideration and a special mid-season recategorisation may be implemented.

2.2.4. Instances of account sharing, or the use of alternate/secondary accounts or "smurfing" to obtain a lower rating is forbidden and will result in a championship disqualification for that driver and team entry. Any team suspected of exploiting the driver categorisation system should be protested so that the ACV may initiate an investigation.

2.2.5. New driver applications will be reviewed by the ACV at most once per week.

2.2.6. Any driver without an ACV categorisation will not be allowed to participate in practices, qualifying, or the race.

2.3. Entry for the Race

2.3.1. Entry for the 2026 24H de la Sarthe is valid for the single race, and does not grant the entry access to a grid slot in any championship.

2.3.2. Accepted entries will be subject to an entry fee of €50 or $60 for the race.

2.3.3. Entries that fail to pay the entry fee by 48 hours after notification of their acceptance to the grid may have their acceptance rescinded.

2.3.4. The transfer of control of any entry to a third party is prohibited without prior approval.

2.3.5. Any withdrawal is irrevocable and will not result in any reimbursement of the entry fees.

2.4. Entry Admission

2.4.1. Teams may apply for an entry by using the appropriate form. The grid slot decisions are not subject to appeal.

2.4.2. Team Names: Joke or meme team names are not permitted, nor are any names involving profanity, obscenity, or anything deemed to be detrimental to the standing of the 24H de la Sarthe. All team names are subject to approval, at the discretion of the ACV.

2.4.3. Max Entries Per Team: Each team will be limited to 4 entries total, and a maximum of 2 entries in any given class.

2.4.4. Assigned car numbers can not be changed after entry acceptance. The number “1” will be blocked for the preceding season’s overall winner, should they elect to use it.

2.4.5. The iRacing team ID of an entry must be the same team ID from the approved application, unless prior approval was attained.

2.4.6. Max Grid Size: The maximum grid size for the 24 Heures de la Sarthe will be 20 Hypercars, 15 LMP2 (including LMP2 and LMP2 Pro/Am), and 25 LMGT3 entries. However, these numbers may be adjusted slightly to facilitate a max grid of 60 cars overall.

2.4.7. Reserve List: The ACV may establish a reserve list if deemed necessary.

2.5. Liveries

2.5.1. Teams are required to submit a custom livery for approval for each of their entries. Each entry competing in the 24H de la Sarthe must use the mandatory numberboards and decal packs provided. Appendix II of this document should be referenced for additional guidelines.

2.5.2. Reserve list entries must have an approved livery.

2.5.3. For entries on the grid, updated liveries must be submitted by the entry deadline. (Sunday 23:59 GMT, at the beginning of the race week.) Liveries may be submitted after this deadline, but will result in a start from the back of the grid penalty.

2.5.4. By participating in the 24H de la Sarthe, teams agree to allow ACV and its partners to use their livery for photos, videos, and other promotional content.

2.5.5. Realistic driver names and country flags near the door areas are strongly encouraged.

2.5.6. Due to ACV standards as well as the requirements from our broadcast partners, team names and liveries must comply with the following guidelines:

- Team logos, names and liveries must abide by iRacing's custom paint policy.
- Additionally, the following are not permitted:
    - Car brand logos inconsistent with the car.
    - Commercial logos, unless readily available on the iRacing Paint Shop, or granted permission, in writing from the company in question.
    - Anything offensive, or deemed to be detrimental to the standing of the 24H de la Sarthe, at the discretion of the ACV.
    - Liveries that do not demonstrate a cohesive and intentional design. (Submissions that appear incomplete, overly simplistic, or lacking in visual structure may be disallowed.)

2.6. Crew Member Registration

An individual of the minimum age of 16, that does not hold the safety rating, license class, or iRating necessary for ACV Driver Categorisation may still participate in the 24H de la Sarthe as a crew member. Crew members are members of teams performing duties to include spotter, strategist, engineer, etc. in practice, qualifying, and race sessions. Crew members must never enter the car in any official ACV session.

3. Entry Classes

3.1. Multi-Class Championship Race

This race will use four different classes, all with separate race scoring.

Unless otherwise specified at the discretion of the ACV, car class for an entry can not be changed once accepted to the grid. It is permissible to apply for a new entry with your desired car class, subject to grid slot availability and ACV approval. However, championship points will not carry over and will remain with the entry that earned them. Any new entry will start with 0 points.

3.2. Driver Declarations & Driver Lineups

3.2.1. Each Team Principal must submit a valid driver declaration for each entry. Each driver declaration must have an ***active driver lineup*** that includes:

- 3 ACV-approved and categorised drivers, the combination of which satisfies one of the categorisation combination options found in sections 3.3, 3.4, 3.5, or 3.6.

3.2.2. Optionally, each entry's driver declaration may also include:

- A 4th ACV-approved and categorised driver, as specified in sections 3.3, 3.4, 3.5, or 3.6.

3.2.3. Changes to an ***active driver lineup***:

- May be submitted at any time before the entry deadline, without penalty.
- May be submitted after the entry deadline, and will result in a start from the back of the grid penalty for the race.

3.2.4. For any official session (including practices, qualifying, or the race) only a declared driver on the ***active driver lineup*** of an entry is permitted to drive the car.

3.2.5. **Minimum/Maximum drive time:** The maximum drive time for a driver is determined by referring to the charts found under 3.3, 3.4, 3.5, and 3.6. The drive times will be determined by average lap time and lap count. Time during FCY, VSC, or SC will count towards drive time. Teams are responsible for ensuring compliance with the minimum and maximum drive-time requirements of their selected lineup option.

3.3. HYPERCAR (HY)

The HYPERCAR will be the top-class of the 24H de la Sarthe.

Line-ups for a single event must contain drivers in accordance with one of the categorisation options found in the chart below. Teams are responsible for ensuring compliance with the minimum and maximum drive-time requirements of their selected lineup option.

3 Driver Line-ups	Driver 1	Min	Max	Driver 2	Min	Max	Driver 3	Min	Max
Opt 1	SILVER			SILVER			SILVER		
Opt 2	SILVER			SILVER			GOLD		
Opt 3	SILVER			SILVER			PLATINUM		
Opt 4	SILVER			GOLD			GOLD		
Opt 5	SILVER			GOLD			PLATINUM		
Opt 6	SILVER			PLATINUM			PLATINUM		
Opt 7	GOLD			GOLD			GOLD		
Opt 8	GOLD			GOLD			PLATINUM		
Opt 9	GOLD			PLATINUM			PLATINUM		
Opt 10	PLATINUM			PLATINUM			PLATINUM		

Optional 4th Driver: A team may nominate a 4th driver to their lineup. This driver may be categorised as **Silver**, **Gold**, or **Platinum** and shall not have a minimum or maximum drive time.

Cars eligible in this class are only those listed below. Other cars may be added if released on the iRacing service:

- Acura ARX-06 GTP
- BMW M Hybrid V8
- Cadillac V-Series.R GTP
- Porsche 963 GTP
- Ferrari 499P

LM-Prototype 2 (LMP2)

The LMP2 class will be considered the second class of the 24H de la Sarthe.

Line-ups for a single event must contain drivers in accordance with one of the categorisation options found in the chart below. Teams are responsible for ensuring compliance with the minimum and maximum drive-time requirements of their selected lineup option.

3 Driver Line-ups	Driver 1	Min	Max	Driver 2	Min	Max	Driver 3	Min	Max
Opt 1	SILVER	6 h 00	14 h 00	SILVER	6 h 00	14 h 00	SILVER	6 h 00	
Opt 2	SILVER	6 h 00	14 h 00	SILVER	6 h 00	14 h 00	GOLD		
Opt 3	SILVER	6 h 00	14 h 00	SILVER	6 h 00	14 h 00	PLATINUM		
Opt 4	SILVER	6 h 00	14 h 00	GOLD	6 h 00		GOLD		
Opt 5	SILVER	6 h 00	14 h 00	GOLD	6 h 00		PLATINUM		

Optional 4th Driver: A team may nominate a 4th driver to their lineup. This driver may be categorised as **Silver**, **Gold**, or **Platinum** and shall not have a minimum or maximum drive time.

Cars eligible in this class are only those listed below. Other cars may be added if released on the iRacing service:

- Dallara P217 LMP2

3.4. LM-Prototype 2 Pro/Am (LMP2 Pro/Am)

The LMP2 Pro/Am class will be considered the third class of the 24H de la Sarthe.

Line-ups for a single event must contain drivers in accordance with one of the categorisation options found in the chart below. Teams are responsible for ensuring compliance with the minimum and maximum drive-time requirements of their selected lineup option.

3 Driver Line-ups	Driver 1	Min	Max	Driver 2	Min	Max	Driver 3	Min	Max
Opt 1	BRONZE	6 h 00	14 h 00	BRONZE	6 h 00	14 h 00	BRONZE	6 h 00	14 h 00
Opt 2	BRONZE	6 h 00	14 h 00	BRONZE	6 h 00	14 h 00	SILVER	6 h 00	14 h 00
Opt 3	BRONZE	6 h 00	14 h 00	BRONZE	6 h 00	14 h 00	GOLD		
Opt 4	BRONZE	6 h 00	14 h 00	BRONZE	6 h 00	14 h 00	PLATINUM		
Opt 5	BRONZE	6 h 00	14 h 00	SILVER	6 h 00	14 h 00	SILVER	6 h 00	14 h 00
Opt 6	BRONZE	6 h 00	14 h 00	SILVER	6 h 00	14 h 00	GOLD		
Opt 7	BRONZE	6 h 00	14 h 00	SILVER	6 h 00	14 h 00	PLATINUM		
Opt 8	BRONZE	6 h 00	14 h 00	GOLD			GOLD		
Opt 9	BRONZE	6 h 00	14 h 00	GOLD			PLATINUM		

Optional 4th Driver: A team may nominate a 4th driver to their lineup. This driver may be categorised as **Bronze** or **Silver**, and shall not have a minimum or maximum drive time.

Cars eligible in this class are only those listed below. Other cars may be added if released on the iRacing service:

- Dallara P217 LMP2

3.5. LM-Grandtourer 3 (LMGT3)

This LMGT3 class is considered the fourth class in the 24H de la Sarthe.

Line-ups for a single event must contain drivers in accordance with one of the categorisation options found in the chart below. Teams are responsible for ensuring compliance with the minimum and maximum drive-time requirements of their selected lineup option.

3 Driver Line-ups	Driver 1	Min	Max	Driver 2	Min	Max	Driver 3	Min	Max
Opt 1	BRONZE	6 h 00	14 h 00	BRONZE	6 h 00	14 h 00	BRONZE	6 h 00	14 h 00
Opt 2	BRONZE	6 h 00	14 h 00	BRONZE	6 h 00	14 h 00	SILVER	6 h 00	14 h 00
Opt 3	BRONZE	6 h 00	14 h 00	BRONZE	6 h 00	14 h 00	GOLD		
Opt 4	BRONZE	6 h 00	14 h 00	BRONZE	6 h 00	14 h 00	PLATINUM		
Opt 5	BRONZE	6 h 00	14 h 00	SILVER	6 h 00	14 h 00	SILVER	6 h 00	14 h 00
Opt 6	BRONZE	6 h 00	14 h 00	SILVER	6 h 00	14 h 00	GOLD		
Opt 7	BRONZE	6 h 00	14 h 00	SILVER	6 h 00	14 h 00	PLATINUM		

Optional 4th Driver: A team may nominate a 4th driver to their lineup. This driver may be categorised as **Bronze** or **Silver**, and shall not have a minimum or maximum drive time.

Cars eligible in this class are only those listed below. Other cars may be added if released on the iRacing service:

- Acura NSX GT3 Evo 22
- Aston Martin Vantage EVO GT3
- BMW M4 GT3
- Corvette Z06 GT3.R
- Ferrari 296 GT3
- Ford Mustang GT3
- Lamborghini Huracán GT3 Evo
- McLaren 720S GT3 Evo
- Mercedes-AMG GT3 Evo 2020
- Porsche 911 GT3 R (992)

If iRacing releases a new model or “Evo” version of the same manufacturer, a one-time switch to the new model is permitted.

4. Calendar & Overall Structure

4.1. General

The 2026 24H de la Sarthe will be a standalone race that does not earn points for any championship. The four winners will be the highest placed cars in their respective class.

4.2. Calendar

Event	Duration	Date	Time (GMT)	Sim-Time
Test Day & Grid Photo	3 Hours	30th May	18:00 GMT	30th May, 19:00
Qualifying & Hyperpole	2 Hours	31st May	18:00 GMT	31st May, 20:00
Free Practice 1	2 Hours	2nd June	18:00 GMT	2nd June, 14:00
Free Practice 2	2 Hours	3rd June	18:00 GMT	3rd June, 14:00
Free Practice 3 (Night)	2 Hours	4th June	20:00 GMT	4th June, 22:00
24 Heures de la Sarthe	24 Hours	6-7th June	13:00 GMT*	6th June, 16:00 (Race)

*Session start time is 13:00 GMT, and timed for the race to start just past 14:00 GMT.

4.3. Points

4.3.1. For 2026, points will not be allocated for this event.

4.4. Bonus Points

4.4.1. For 2026, bonus points will not be allocated for this event.

4.5. Prizes

4.5.1. Prizes may be announced, subject to sponsorship.

4.6. Allocation of the higher place in the Series

4.6.1. For 2026, points will not be allocated for this event.

5. Race Week

5.1. Race Day Session

Briefing	Warm-Up	Grid Placement	Race
12:00 GMT	13:00 GMT	13:40 GMT	14:00 GMT
30-45 minutes	40 minutes	20 minutes	24 hours

5.2. Entry Deadline

The “Entry Deadline” will be at 23:59 GMT on May 29th. This will serve as the deadline for:

- Driver lineup changes.
- Livery submissions/changes.
- Reserve list promotions to the grid. No promotions will take place after this deadline.

5.3. Low Entry Cancellation

If the Race Event entry list contains 40 entries or less, the race will be cancelled and refunds will be issued.

5.4. Session Registration

Teams and drivers are responsible to load into all official sessions with the following:

- correct team (iRacing team ID)
- correct team name as stated in the entry list
- correct car number
- correct car class and model, if applicable

Note: Only 1 car per approved entry is authorised in all official sessions.

A team entry that joins incorrectly (without one of the above) will be penalised, as iRacing does not allow entries to re-register. (Penalty Table 6.2.1)

5.5. Briefing

A written driver briefing will be shared on the ACV Discord preceding every race and/or qualifying event.

A required live Driver Briefing will also be held prior to the race day session. The racetrack will be closed and no cars are allowed on track while the briefing is held.

The live briefing will take place in the ACV Discord server's "Pre-Race Briefing" channel. Each entry must send at least one representative (Team Principal, Driver, or Crew Member) to the briefing. Failure to comply with this requirement will result in a penalty.

During the live briefing, the latest version of the written driver briefing will be presented. The written briefing supersedes this document (Sporting Regulations).

Race Control will make an announcement when/if the practice session is resumed.

5.6. Session Settings

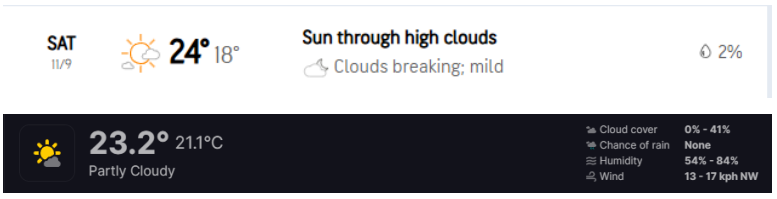
5.6.1. For all sessions,

- Fast Repairs will be disabled.
- Auto-clutch will be the only assist allowed.

5.6.2. For all sessions,

- ACV will make a reasonable effort to ensure weather conditions are representative of the real-world forecast corresponding to the scheduled time of each session. Forecast data will be captured on the calendar day prior to the session.
- Sessions will be set to forecast mode, and session settings may be regenerated multiple times in order to achieve weather conditions reasonably representative of the real-world forecast, including factors such as chance of rain, temperature, and cloud cover, using AccuWeather.com as the primary reference.
- ACV will target an in-game chance of rain within ±5% of the real-world forecast. For example, if the real-world forecast indicates a 26% chance of rain, the in-game rain percentage may reasonably range from 21% to 31%.

Example:



5.6.3. Starting track state will be set at 0% at the launch of Test Day, 50% at the start of Qualifying and Hyperpole, and 100% for all further sessions. Marbles and dust will be cleaned between each session.

5.7. Free Practice Sessions

5.7.1. Track limits and on-track incidents will not be monitored, however sportsmanship and general racing etiquette should be ever present. Actions like blocking, unsafe rejoins, and purposeful wrecking must be avoided. Race Control retains the right to refer inappropriate actions to the Stewards.

5.7.2. Only 1 car per approved entry is authorised.

5.8. Warm-Up (Practice in Race Session)

5.8.1. Once the race session has started, there will be a 40 minute open warmup session to allow for entries to load in.

5.8.2. Track limits and on-track incidents will not be monitored, however sportsmanship and general racing etiquette should be ever present. Actions like blocking, unsafe rejoins, and purposeful wrecking must be avoided. Race Control retains the right to refer inappropriate actions to the Stewards.

5.9. Qualifying

5.9.1. Qualifying sessions for the 24H de la Sarthe will be held on a separate day prior to the race and will determine the starting grid through a two-stage format consisting of Qualifying and Hyperpole.

5.9.2. The qualifying day will consist of the following sessions:

- LMP2 + LMGT3 Qualifying (30 Minutes)
- Hypercar Qualifying (30 Minutes)
- LMP2 + LMGT3 Hyperpole (20 Minutes)
- Hypercar Hyperpole (20 Minutes)

5.9.3. The LMP2 + LMGT3 Qualifying session shall be an open session involving all entered LMP2 and LMGT3 cars.

Advancement to Hyperpole:

- Top 8 LMP2 cars by fastest lap time will advance to Hyperpole
- Top 12 LMGT3 cars by fastest lap time will advance to Hyperpole

Cars not advancing to Hyperpole will be placed on the starting grid behind Hyperpole participants in their category according to their fastest lap time in Qualifying.

5.9.4. The Hypercar Qualifying session shall be an open session involving all entered Hypercar cars.

Advancement to Hyperpole:

- Top 8 Hypercar cars by fastest lap time will advance to Hyperpole

Cars not advancing to Hyperpole will be placed on the starting grid behind Hyperpole participants in their category according to their fastest lap time in Qualifying.

5.9.5. The LMP2 + LMGT3 Hyperpole session shall be an open session involving only those cars which advanced from Qualifying.

Grid positions determined:

- LMP2 positions 1–8
- LMGT3 positions 1–12

5.9.6. The Hypercar Hyperpole session shall be an open session involving only those Hypercar cars which advanced from Qualifying.

Grid positions determined:

- Hypercar positions 1–8

5.9.7. Only one driver may drive an entry in each session. The driver participating in Hyperpole must be different from the driver who participated in the preceding Qualifying session for that car.

5.9.8. Any LMGT3 entry that records a representative lap time in Hyperpole must have used a Bronze-rated driver in either Qualifying or Hyperpole.

5.9.9. Failure to comply with the driver participation requirements in Articles 5.9.7 and 5.9.8 may result in deletion of qualifying times and/or further sporting penalty at the discretion of Race Control and the Stewards.

5.9.10. Cars shall line up at pit exit. The green flag and the checkered flag for each session will be controlled by verbal command from Race Control.

NOTE: Written messages may be displayed, but only verbal commands from Race Control are controlling.

5.9.11. All cars may complete their current lap until crossing the finish line (timing line) after the checkered flag.

- Any car from a previous session that remains on track when the next session receives the green flag will be held responsible for any impeding or contact

5.9.12. Any car known to have a Start from Pit Lane / back of the grid penalty shall not participate in Qualifying or Hyperpole.

5.9.13. If a car tows to the garage at any time during Qualifying or Hyperpole, that car will no longer be permitted to participate in the remainder of Qualifying and Hyperpole on that day.

This includes, but is not limited to:

- Towing during LMP2 + LMGT3 Qualifying
- Towing during Hypercar Qualifying
- Towing during LMP2 + LMGT3 Hyperpole
- Towing during Hypercar Hyperpole

The car will retain any valid lap time recorded prior to the tow unless otherwise penalized.

5.9.14. Any car utilizing exploits to gain an advantage during qualifying is forbidden and will be penalized.

5.9.15. Any unfair on-track behavior such as blocking, erratically changing lanes, wrecking, unsafe rejoins, or standing on track for an unnecessarily long period is prohibited. Such behavior will be penalized.

5.9.16. Leaving the pit lane while another qualifying session is active, without the instruction or permission of Race Control, may result in exclusion from qualifying and/or disqualification from the race.

5.9.17. During qualifying sessions, each car is required to have:

- A spotter, and
- A team representative that is contactable by Race Control

These may be the same person.

5.10. Race

5.10.1. The Race is 24 hours in length. The race ends when the overall race leader takes the checkered flag after the timer has expired.

5.10.2. During race sessions, each car is required to have a human spotter and a team representative that is contactable by race control. These may be the same person.

5.10.3. The iRacing penalty and off-track systems will be used. The incident limit will be 20x for a Drive-Through Penalty. A subsequent DT penalty will be given after every 10 incident points afterwards.

5.10.4. Stewards will be responsible for issuing additional penalties during the race. Stewarding decisions may be monitored by using the link provided on Discord.

5.10.5. **Starting Grid**

Cars will be placed on the grid per category in the following order:

1. Hypercar
2. LMP2 and LMP2 Pro/Am (intermixed)
3. LMGT3

5.10.6. **Starting Procedure**

Any declared driver may start the race. The race will have a double-file rolling start, separated by classes, after at least one full formation lap.

Once directed by Race Control, drivers must keep the formation as tight as possible. A gap of 1 second is allowed between classes. All cars should maintain the appropriate distance until they have crossed the start line.

The **first car** in the pacing line shall maintain a consistent speed until the start signal is given. The start signal is the iRacing “Green Lights” message. When the start signal is given, the first car **MUST** accelerate to start the race.

Once a car accelerates at race start, it must commit to a continuous acceleration. Failure to do so, except in the avoidance of an incident, will be considered a race start violation and is subject to a penalty.

The iRacing green flag is not an indication for cars to accelerate without reference to the car ahead. A minimum of a SG30 penalty may be issued to cars that make contact with the car ahead in this situation.

All cars will keep their position in their assigned column until they have passed the Start Line.

Cars changing lanes or overtaking any car in column is prohibited. “Column” is defined by the grid markers. Cars are expected to drive within the grid markers until the Start Line.

5.10.7. **Starting from Pit Lane:**

Cars starting from pit lane, either by penalty or otherwise missing the grid, may exit pit lane when the last car that has taken the green flag passes the pit exit cone on the race track. This requirement is waived in the scenario in which a car on track is disabled or otherwise unable to continue past the pit exit cone. In such a scenario, the cars starting from the pits may exit the pits ahead of the disabled car but still behind the final running green flag car.

5.10.8. **Finish Procedure**

Chequered flag: when the scheduled time for the race has elapsed or the full race distance has been covered, the chequered flag will be shown to the car that is leading the general classification (overall leader) when it crosses the finish line on the race track.

After receiving the end-of-race signal, **all cars must proceed on circuit for a cool-down lap, enter the pits, and park at their assigned pit stall**. Erratic driving, intentional crashing, sudden stopping, or unauthorised towing after the race is prohibited and will result in a penalty. Not completing the cooldown lap due to running out of fuel will also result in a penalty.

5.11. Classification

To be classified, a car must:

- Cross the finish line on the race track when the checkered flag is shown, or
- Have covered at least 75% of the distance (in laps, rounded down to the nearest whole number) covered by the car classified in first place in their respective class.

Once all post race inspections and reviews are complete and results have been made official by the ACV, championship points, if applicable, will be awarded to the entries.

6. Race Control

6.1. Race Neutralisations

6.1.1. Full Course Yellow (FCY)

The Race Director may declare a Full Course Yellow period if they decide that this is necessary due to an obstruction or hazard on track. The FCY is a tool intended for short neutralisations mainly for interventions lasting equal to or less than one lap traveled at the speed of the **pit speed limiter (PSL)**. The official track status within iRacing will remain "green", but the procedures of this section will be followed.

The announcement of a FCY being imminent will be made by the Race Director over iRacing radio message to all Competitors. Example:

"Stand By for Full Course Yellow."

Pit lane entry will be CLOSED when an imminent FCY is announced. **Pit lane exit will remain OPEN**. Cars requiring emergency service (urgent refueling or damage that would otherwise cause a hazard) should disregard the closed pit entry. Any car that enters a closed pit entry and remains stationary in their pit-stall for at least 5 minutes will not be penalised. If entering a closed pit entry for pit stops of a shorter duration, a drive-through penalty will be assessed after pit lane entry opens.

The Race Director will then initiate the verbal notification and subsequent verbal countdown in the following format:

"Full course yellow in 10 seconds: 10…9…8…7…6…5…4…3…2…1… Full Course Yellow NOW."

All cars must slow to PSL speed. Any car still above PSL speed by the end of the word "NOW" in the countdown above will be subject to a penalty.

Cars must remain at PSL speed and in single file while under FCY. Overtaking/Overlapping is prohibited under the FCY except to avoid contact or if a car slows down with an obvious problem. Momentary overlaps that are immediately ceded shall not be penalised.

Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the FCY is in use, should be reported to the stewards.

If conditions are suitable for a return to green flag racing, the FCY period will come to an end with the following verbal notification and subsequent verbal countdown:

"Full course yellow ending in 10 seconds:
10…9…8…7…6…5…4…3…2…1… FULL Course Yellow Removed."

All cars will then return to racing speed. Any car determined to have accelerated off the PSL speed before the Race Director begins the word "*FULL*" will be subject to a penalty.

6.1.2. **Virtual Safety Car (VSC)**

The Race Director may declare a Virtual Safety Car when deemed necessary. The official track status within iRacing will remain "green", but the procedures of this section will be followed. Each VSC period will be systematically followed by a Safety Car procedure.

Note: Towing to the pits must be coordinated with race control, as per the guidelines specified in section 1.4.2 of this document.

The VSC will be used for an approximate duration of 2 laps before deployment of the Safety Car (SC).

The announcement of a VSC being imminent will be made by the Race Director over iRacing radio message to call Competitors. Example:

"Stand By for Virtual Safety Car."

Pit lane entry and exit will remain OPEN for the duration of the VSC procedure.

The Race Director will then initiate the verbal notification and subsequent verbal countdown in the following format:

"Virtual Safety Car in 10 seconds:
10…9…8…7…6…5…4…3…2…1… Virtual Safety Car DEPLOYED."

All cars must slow to PSL speed. Any car still above PSL speed by the end of the word "DEPLOYED" in the countdown above will be subject to a penalty.

Cars must remain at PSL speed and in single file while under VSC. Overtaking/Overlapping is prohibited under the VSC except to avoid contact or if a car slows down with an obvious problem. Momentary overlaps that are immediately ceded shall not be penalised. Cars must maintain a safe distance from the car ahead at all times during the VSC.

Any car being driven unnecessarily slowly, erratically or in a manner deemed potentially dangerous to other drivers at any time whilst the VSC is in use, should be reported to the Stewards.

After approximately 2 laps, the Race Director will then deploy the full Safety Car (SC) procedure as indicated in section 6.1.3.

At the discretion of the Race Director, if the nature of the incident on track is incompatible with its deployment or when the cars are grouped together, the Safety Car may be deployed directly without prior deployment of the VSC.

6.1.3. Safety Car (SC)

A Safety Car period will always follow a VSC, or may be deployed on its own. Additionally, a FCY period may be followed by a Safety Car intervention at the discretion of the Race Director.

The **pit lane entry will be CLOSED** when the Safety Car is initially deployed. As the pace car approaches pit entry, iRacing will display “pit lane open.” All drivers are to ignore this message, as

The **pit lane will remain CLOSED** until Race Control announces it has opened over voice and text chat in sim. **The Safety Car period may end before the pit lane is opened**. There shall be no guarantee of an open pit lane during a Safety Car period.

If Race Control opens the pit lane, it will occur after the “Pass-Around” is completed, and all cars receiving the Pass-Around have caught the end of the Safety Car queue.

When entering pit lane during a Safety Car, teams MUST ensure that they do not overtake the pace car, or a car that remains on track. Relying on your spotter and/or the “relative” black box is critical. Black flags for the offending car will not be cleared.

Any car that enters a closed pit entry and remains stationary in their pit-stall for at least 5 minutes will not be penalised. If entering a closed pit entry for pit stops of a shorter duration, a drive-through penalty will be assessed after the neutralisation ends.

While under SC, cars must maintain adequate distance and avoid erratic acceleration or deceleration at all times. Overtaking/Overlapping is prohibited, except to avoid contact or if a car slows down with an obvious problem. Momentary overlaps that are immediately ceded shall not be penalised.

6.1.4. “Pass-Around”

The Race Director will authorise a "Pass-Around" for any car that has their class leader behind them in the Safety Car queue.

The order and eligibility is established at the time that Race Control announces *“Prepare for Pass-Around”*. Once announced, a car’s eligibility or ineligibility for the Pass-Around shall not change, including if the class leader (and any subsequent car) stops, exits the racetrack, and/or takes an improper Pass-Around.

After the “Prepare for Pass-Around” announcement is made, all cars must remain in single-file on the left half of the track, and any weaving must cease. Cars receiving the Pass-Around should quickly but safely overtake the SC queue on the right half of the track. Once clear of the SC queue, Pass-Around cars should catch the pack at racing speed. Drivers and spotters must listen to any and all instructions from Race Control during this process.

6.1.5. **Red Flag**

If deemed appropriate due to hazardous track conditions or widespread session connectivity problems, the Race Director may call for a Red Flag. The Red Flag will always be preceded by a FCY. The Red Flag will be announced by in-sim voice and text chat message from the Race Director.

The overall race leader will stop on the main straight just before the finish line. All other cars will line up behind in single file. Engines are to be turned off to prevent overheating.

If a team is disconnected and reconnects, they may rejoin the session but must remain in their pit stall.

When the Red Flag ends, a normal SC period will begin. All cars on track shall safely accelerate to catch the Safety Car queue. Any car in the pit lane should verify iRacing pit exit status before rejoining the track.

6.1.6. **Restarts after Safety Car**

Restarts will be single-file. The field will restart as one group, with classes intermixed. All cars are required to ensure there are no unnecessarily large gaps between them and the car in front, regardless of class.

<u>When entering the final sector with Safety Car's lights extinguished:</u>

- The first car in line behind the Safety Car controls the pace and may fall further than five car lengths behind the safety car.
- All cars must cease
    - Weaving
    - Brake Warming
    - Any manoeuvre that rapidly changes their speed
- All cars are to maintain a steady and predictable pace until their final acceleration

The first car in the pacing line shall control the restart.

Overtaking/Overlapping any car before the Finish Line (timing line) is prohibited.

The iRacing green flag is not an indication for other cars to accelerate without reference to the car ahead.

Once a car accelerates, it must commit to a continuous acceleration. Failure to do so will be considered a race restart violation and is subject to a penalty.

6.2. Penalties

6.2.1. In addition to penalties administered by iRacing, the following penalties will be implemented by the stewards:

Applications	Penalty Type
Racing Incident: no infraction or equally shared incident responsibility has been determined.	No Further Action (NFA)
Rules infraction observed and noted. Team notified via in-game text. A more severe penalty may be issued at any next occurrence of the same infraction. Examples include blocking, blue flag violation, aggressive driving, text/audio chat violations, and other incidents at the discretion of the stewards.	Warning
Livery submission after entry deadline, driver lineup change after entry deadline, maximum driver allocation exceedance, incorrect team name format, missing the driver briefing, ineligible qualifying driver, other infractions at the discretion of the stewards. DT will follow.	Start from back of the grid
Start from pit lane penalty, start from back of the grid penalty, entering closed pit lane, other incidents at the discretion of the stewards.	Drive-Through (DT)
Failure to perform post race cooldown lap under its own power	Drive-Through (DT) (cf. Post-race conversion)
FCY/VSC speed violation, overtaking off track without returning position, race start/restart procedure violation, blocking, other incidents at the discretion of the stewards.	Drive-Through (DT)
Avoidable contact/incident responsibility, unsafe rejoin, other incidents at the discretion of the stewards.	Drive-Through (DT)
Major avoidable contact/incident responsibility, any avoidable contact/incident responsibility under SC or FCY/VSC or due to an unsafe rejoin, other incidents at the discretion of the stewards.	Stop and Go 30 Seconds (SG30)
Repeated violations from above, other incidents at the discretion of the stewards.	Stop and Go 60 Seconds (SG60)
Unauthorised tow, other incidents at the discretion of the stewards.	Stop and Go 300 Seconds (SG300)
Unauthorised driver/driver lineup, incorrect car number/class/model	Disqualification (DSQ)
Failure to follow RC instructions, egregious unsportsmanlike conduct (including blatant intentional wrecking), intentionally causing a neutralisation to gain an advantage for themselves or another entry, other incidents at the discretion of the stewards.	Disqualification (DSQ)
Drive Time Violation (post-race)	Warning, Time Penalty, or Disqualification (DSQ) depending on severity.

6.2.2. **Serving Penalties**

All Competitors have three green flag laps to serve any penalties. Failure to do so will result in a disqualification received from iRacing. Therefore, it is recommended to serve a penalty as soon as possible as disqualifications will not be overturned.

Penalties will not be considered served if the track status is any of the following:

- Full Course Yellow
- Virtual Safety Car
- Safety Car
- Red Flag

6.2.3. If an entry is faced with a scenario where iRacing disqualification is imminent, yet track status is FCY or VSC, they must:

- Serve the penalty under FCY or VSC to prevent iRacing disqualification.
- Notify Race Control (/rc) that the penalty must be reapplied when the track status returns to green.

Failure to notify RC may lead to the penalty being re-applied as a post-race penalty.

6.2.4. **Post-Race Penalty Conversions**

If a penalty is not/can not be served before the end of the race, the following conversions to post-race penalties will be applied:

- DT: Time loss conversion determined per track
- SG30: DT +30 seconds
- SG60: DT + 60 seconds
- SG300: DT + 300 seconds

If a penalty is not served due to an entry retiring from the race, the Stewards may, at their discretion, impose a start from the pits penalty for the next race.

Appendix I: DEFINITIONS

Automobile Club Virtuel (ACV) - The sanctioning body of the 24H de la Sarthe.

Chief Steward - The head steward during a race. Typically the most experienced in stewarding, this individual collaborates with the stewards to determine penalties, and then reports their decision to the Race Director.

Competitor - A general term referring to all approved Drivers, Crew Members, and Team Principals.

Crew Member - A Competitor approved to act as spotter/strategist/engineer for a team. A Competitor approved as a Crew Member alone ***may not*** perform the duties of a Driver.

Driver - A Competitor approved to compete as an ACV-categorised driver. Any Driver is approved to perform the duties of a Crew Member for their team.

Driver Categorisation - A categorisation given by ACV of either Bronze, Silver, Gold, or Platinum.

Entry - Any single car entered into a race/season.

Free Agent - An ACV-approved and categorised driver that does not yet belong to a team and has declared their availability using the Free Agent form.

Full Course Yellow (FCY) - A period during which the race is neutralised, and cars reduce their speed to that of the pit speed limiter. Not to be confused with the Safety Car (SC) period.

Pre-Race Briefing - The required meeting held over voice chat in Discord, that takes place prior to each race.

Race Control (RC) - The designated group of personnel in charge of making in-race decisions about race procedures and penalties. For ACV, this is an all-encompassing term that includes both Race Directors and Stewards.

Race Director - The individual responsible for overseeing and coordinating the general aspects of the race including neutralisations. This individual also receives the stewarding decisions from the Chief Steward and applies them.

Racing Line - The general or preferred line taken by most of the cars in their respective classifications around the track or through a specific corner.

Racing Room - The minimum space (1 car width) a driver must leave for another car that has established a legitimate, alongside position. This space must allow the other car to remain on the racing surface at all times without being forced off-track or into an avoidable collision.

Racing Surface - The surface that makes up the boundaries of the track. The racing surface is defined by iRacing's off-track limits. Any changes to this definition will be listed in the Drivers' Briefing.

Safety Car (SC) - A period during which the race is neutralised and the Safety Car is out on track. Not to be confused with the Full Course Yellow (FCY).

Steward - Officials tasked with ruling on incidents and breaches of the Sporting Regulations, and determining penalties for said violations.

Team - The managing entity of one or multiple entries.

Team Principal - The Competitor responsible for all entries of a team. The Team Principal, required to be age 18 or older, is responsible for communication with ACV Organisers/Race Control, and for communicating necessary information with the rest of their team.

Appendix II: LIVERY DETAILS

1. National Flag

- The flag of each entry's nationality, measuring 52x37 pixels, shall be affixed to the front hood and within the green zone.

2. Number Plates

- Three number plates shall be affixed on each car; one on each side, and one on the hood.
- Teams must use one of the provided number plate templates.
- Dimension changes are not permitted.

3. Race Numbers

- Custom race number font is permitted, and may be placed on your livery within the boundaries of the number plate area. No part of the number may overlap or go over the block layer.
- Number font and thickness is at team discretion. However, the number must be clear, simple, and sufficiently legible from a distance.
- Number color must provide a strong contrast with the number plate background color of each class.
- All fonts and colors are subject to approval from livery scrutineering.

4. Class Decal

- Positioning must not exceed the green zone.
- For prototypes, the 3 class decals must be affixed to each side of the car, and to the front end.
- For LMGT3, the 4 class decals must be affixed to each side of the car, to the front end, and to the rear end. Class decals must be placed near the number plate, with the exception of the rear class decal.
- Dimension changes are not permitted.

5. Championship Logo Decal

- A decal with the championship logo is attached to each number plate, and shall not be modified.

6. Spec Maps

- Spec Maps are required, but mandatory decals and number plates must be excluded from any spec map texture/finish.

7. Suits and Helmets

- Custom race suit and helmet designs are optional.
- If submitted, suits must include the 24H de la Sarthe patches as provided on the suit template.
- Dimension changes are not permitted.

8. Templates

- The template files will be made available on the official website or ACV Discord.

9. Submission

- Livery file names must be submitted in the following format:
    - Liveries: **car_num_team_(team-ID).tga**
    - Spec Maps: **car_spec_team_(team-ID).mip**
    - Suits: **suit_(team-ID).tga**
    - Helmets: **helmet_(driver-ID).tga**

10. Team Paint Shop Configuration

- Teams MUST ensure the “Preferred Car #” is set to their designated car # in the 24H de la Sarthe.
- To prevent livery glitches from appearing with your approved livery, the selected “team paint shop livery” must NOT be any of the included “real world” liveries. Ensure a simple iRacing “3 color” livery pattern is selected instead.

11. Reference Model: HYPERCAR





12. Reference Model: LMP2





13. Reference Model: LMP2 Pro/Am





14. Reference Model: LMGT3





Appendix III: TECHNICAL SPECIFICATIONS & BOP

1. Tyre Allocations

- The following allocations will be used for all race weekends, and apply to the race only:
  - HYPERCAR: 15 tyre changes
  - LMP2 & LMP2 Pro/Am: 15 tyre changes
  - LMGT3: 16 tyre changes
- If the race is declared wet at any time, the tyre allocation limits will be automatically removed by iRacing.

2. Balance of Performance (BOP)

- Any BOP applied for the race will be:
  - **Posted in the ACV Discord**
  - **Applied and visible in the in-game sessions**