REGULATIONS

Version 1.1.1 - 2025-04-16
Language : English

Other version
[French version (Version française)](#)

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History and update of the Regulation

2024-09-04	Creation of the regulation	v1.0
2025-01-06	Added the template link	v1.0.1
2025-03-12	– Addition of article **12.5** – Various corrections	v1.1.0
2025-04-16	– Added 'Black and Orange flag' rule – Addition of a regulation point for the formation lap and double file'.	v1.1.1

2. Organisation

2.1. Introduction

The *FFSCA International Endurance Championship Season 2* is organised by the FFSCA on the Studio 397 rFactor 2 license. Any driver entering the event has this simulation and accepts these rules, agrees to abide by them and must have read all the points.

2.2. Unplanned situation

Any situation not provided for in these rules, as well as any dispute which may arise as to their interpretation, shall be judged by the organisers of the championship and may therefore modify the rules to avoid a similar case.

2.3. Organisation team

The organisers have full powers to organise this championship.
Team is composed of :

- David Lespes
- Mathieu Leclerc
- Julien Lemoine
- Léo Soueges
- Florent Marty
- Damien Fouillet

2.4. Required contents

* TEAMSPEAK 3

During qualifying and official races, you must be present on our Teamspeak to receive instructions from race direction. You must also have a microphone so that you can answer us if race management needs to consult you.

* rFACTOR2

To participate, it is understood that you must own the rFactor 2 simulation and the following free and paid additional content: **Click here**

Finally, you will be given a link to the Workshop object for our championship, containing the skin pack and additional items to connect to the server.

The use of Workshop content outside of our servers is strictly **FORBIDDEN**, otherwise the team in question may be penalized during the race or even disqualified from the championship.

3. Participation

3.1. Participation rights

This championship does not require a 2025 FFSCA licence.

3.2. Limitation of participants

The championship will have a maximum entry of 47 teams. Maximum per class:

LMP2 (Oreca 07) **= 20**

LMGT3 (Aston Martin Vantage, Audi R8 2019, Bentley Conti 2020, BMW M4, Ferrari 488 Evo 2020, McLaren 720S, Mercedes AMG-GT, Porsche 991) = **27**

The organisers reserve the right to set a custom BOP for both LMP2 and GT3 cars.

This may be subject to minor changes during the season but will be fixed at least two weeks before the race.

It is forbidden to share this BOP outside the FFSCA.

It is also forbidden to publicly criticise the BOP in the same way as in the WEC.

3.3. Driver profile in game

Each driver must be connected on the server under his name with the following format: "First name Last name", without accents, nor special characters and in no case a pseudo. Be careful with the space between first name and last name or after the name.

3.4. Driver profile

Each driver will have to be registered under his real name in the format "First Name Last Name" without accents, special characters and in no case his nickname, no [TAG] either.

✅   Edouard Bracame => ok
❌   [JBT] Edouard Bracame => not ok
❌   EdouardBracam3JBT => not ok

4. Team

4.1. Driver/team relationship

Drivers must be part of a team.

4.2. Team compositions

A team consists of a minimum of 2 drivers and a maximum of 3 drivers.

4.3. Driving time

Each driver's driving time must be a **maximum of 75%**. There is no minimum driving time per driver.

On decision of the organisers and in exceptional cases, exceptions to this rule may be given and will be specified in the post-race bulletin. The team wishing to request an exception will have to give a valid reason and the organisation reserves the right to request an audio call with this team.

4.4. Change of category by order of the race direction

The race direction has the right to ask a crew to change to a lower category in case it judges that a driver/crew is too dangerous for the category in which he/she is driving.

5. Absences/Presences

It is requested to declare the entry of each driver of a crew on the tab of the corresponding round on the website.

A driver of a crew may be absent, provided that at least two drivers of the same crew are present.

If a team fails to declare its presence more than twice, it may be disqualified from the championship.

6. Registration

Registration for the championship takes place in the appropriate section on the **SimRacing Management System website** : **[Click here](#)**
Each driver must register individually.

Once registered, a team cannot change class during the entire championship. Similarly, it is not possible to recreate a team in a different class with the same drivers as an existing team.

7.   Paintings

A decoration of the car is required for each team.
Teams will have to provide the PSD file as well as the annex files.
The **PSD** files will be kept and used only by the organisation.
The championship templates will be provided by the organisation.

Your paintwork must remain in the spirit of motor racing, so the Loi Évin applies. This means that no alcohol, tobacco or drug sponsorships are allowed. You must apply the number plate on each side of the car with the correct class colour.

Link to submit your paintings: **Click here**
Link to the championship templates: **Click here**

It is mandatory to use these templates and not to move elements with the name "**DON'T MOVE**".

The organisation is not responsible for any use of brand logos by the riders. The team is solely responsible for the use of brand logos.

Teams have until **16 March 23:59 (CET)** to send in their liveries!

8. Training

Once registered, a minimum amount of driving is required from each driver to participate and to guarantee a knowledge of the track with the selected car.

All drivers will be required to complete a minimum of 20 laps on the training server track except for certain circuits which will be detailed in our appendices.**Drivers will have until the briefing on race day.**

In the event of non-compliance, teams will take a DT for each number of drivers not complying with the rule.

The training server will be closed until the race server is closed.

No training servers will be open for the duration of the race.

9. Schedule

9.1. Schedule

* All hours are in CET/CEST

* In the event of a major problem on a circuit, the organisation may rearrange the calendar and change the circuit, either to another in the calendar or by introducing a new one.

The start of each race will be at 6pm on the day of the race.

- 22/03/2025 - Sebring (4h)*
- 26/04/2025 - Kuwait (4h)
- 17/05/2025 - Istanbul (4h)
- 30/08/2025 - Buriram (4h)
- 27/09/2025 - Cota (4h)
- 18/10/2025- Sepang (4h)
- 22/11/2025 - Le Mans (6h)*

*S397 official paid tracks

9.2.   Qualification type

Qualifying will take place on race day, each category will have 15 minutes. The driver taking part in the qualification will be the one who will take the start, except for technical problems.

In the event that a team runs beyond the qualifying time, this team will be penalised by one DT to be completed within the first 3 laps following the green flag of the race direction.

9.3.   Type of start (for each race)

The type of start will be a rolling start after a manual formation lap.

If a driver does not click on 'Drive' within the time limit for the grid, he will have to leave the pit lane and come out of it only after all the cars have passed following the green flag of the race direction. If not, it will be an automatic 30 seconds Stop&Go if this rule is not respected.

9.4.   Restarting a race session

The organisation may carry out a restart for driver(s) disconnected before the start or during the first lap and formation lap.

9.5.   Interruption of the race

In case of an unwanted interruption of the game server, the race will be restarted with the current ranking (by number of laps completed).

9.6.   Disconnection

In case of disconnection from three cars at the same time, the race direction will re-allocate the lost laps to these teams, otherwise the race direction will not intervene.

9.7.   The "official" sessions

The so-called official races are those with the race-like configuration, including the real-time weather plugin. For each race, an official session week will take place, as below:

Monday	Practice 1 : 05:00pm CET - 08:00pm CET
Monday	Practice 2 : 09:00pm CET - 00:00am CET
Tuesday	Practice 3 : 05:00pm CET - 08:00pm CET
Tuesday	Practice 4 : 09:00pm CET - 00:00am CET

i : It should be noted that these sessions are not compulsory but are strongly recommended, in particular to test the swaps.

10. Behaviour on track

Drivers are asked to respect the pit limiter in all sessions.

During the qualifying sessions, it is requested to return to the pits (no ECHAP on track), only ECHAP in the pitlane.

At the end of the race, it is also requested not to destroy the car in the wall, on the circuit or on an opponent and to return to the pits.

In the event that inappropriate behaviour is reported to the organisation during the practices, the race management reserves the right to apply race penalties for such behaviour.

11. Standings and points allocation

Points are awarded to the team car.
There is no driver classification.

So it doesn't matter which drivers are present/absent at the wheel, it's the team that counts!

The team standings will be based on the best 6 rounds from each team!

11.1. Points system

Points are awarded to each team that finishes the race having covered 90% of the distance of the first in each class.

The distribution of points is done for the ranking at the finish.

The scale is the same for each round.

The points scale can be found at the following address : **Points system**

12. Analysis and complaints

12.1. Spontaneous analysis of the organisation

The race direction may analyse and judge a fact without any protest being filed.

12.2. Complaints

At least one admin will be present as a steward on Teamspeak. Drivers or teams who feel aggrieved by an incident will be able to file a complaint on a form provided for this purpose on the site. A ticket on the official discord will be created in order to discuss with the complaining team, the organisation will be able to use this textual means of communication to ask for more information. The steward(s) will analyse the incident and apply a sanction if necessary. The sanction will be announced in whisper on the game.

It is possible to post a protest up to 30 minutes after the finish of the race.

Complaints made during qualifying and arriving within the last 10 minutes of the race will be judged after the race.

Be careful not to abuse the complaints system! The race committee reserves the right to penalise a team for abusive complaints.

12.3.   Penalties publications

Warning
+5 seconds on the race time
+10 seconds on the race time
+20 seconds on the race time
Drive-Through
Stop&Go 5 secondes
Stop&Go 10 secondes
Stop&Go 15 secondes
Stop&Go 20 secondes
Stop&Go 25 secondes
Stop&Go 30 secondes
DSQ of the race

- **This table is a basis for reflection, the stewards reserve the right to increase or decrease a penalty depending on the circumstances**

- **The history of penalties/warnings is taken into account**

- The 'Drive-Through' penalty, i.e. passing through the pit lane without stopping, must be completed within 3 laps.

- The "Stop&Go" penalty must also be carried out during the 3 laps.

- If a "Stop&Go" & "Drive-Through" penalty is decided after the race because of a lack of time or the need for more marshals, it must be carried out at the next race.

12.4. Discord private messages

If you have any questions, please use the various Discords channels allocated for this purpose. If a person/team abuses private messages, a 30-second time penalty may be imposed after 3 warnings.

12.5. Requesting a review of a decision

Each team has a joker for one 'sanction' review request per championship. This review request can only be made for a sanction issued by the post-race committee. All sanctions applied during the race cannot be reviewed.

If the team wins its case, it keeps its joker; otherwise, the team will no longer be able to request a review of a decision and will be penalised by 5 points in the championship.

How do I request a review?
You have 72 hours after the publication of the conclusions of the post-race committee to request a review via a button on the website.
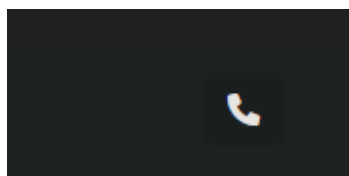
13. Team licence
Each team has a 12 point licence, for each incident the team deemed responsible loses the number of points corresponding to the degree of the infraction.

- Grade 1 : - 1 pt
- Grade 2 : -2 pts
- Grade 3 : -4 pts

★ The organisation may modify the loss of points according to the penalty issued.

★ If a team has no points left, it is suspended for the next round.

14. Additional documents

For each round, a number of supporting documents may be distributed, including a pre-briefing document with various information:
- Time in-game
- Link to the weather forecast
- Information on track limits
- Etc...

This document will be distributed one to two weeks before each race.

Other documents may be distributed if the need arises.
The distribution will take place mainly on the FFSCA Endurance Discord in the channel "documents annexes". Each registrant will have automatic access to this channel as soon as he/she has registered.

15. Briefing and TV broadcast

15.1. Briefing

The briefing will start one hour and 20 minutes before each race as indicated in the schedule of the day. It is compulsory for all drivers.

During this briefing, we will give instructions, remind certain rules, etc...

Drivers will also be able to ask questions in due course and the organisers will be happy to answer them.
Any driver who is late or unable to attend the briefing can report this on the event Discord.

This will be done on the dedicated Teamspeak server. It will be possible to join the Teamspeak 3 server using the button provided for this purpose on the "**teamspeak-infos**" Discord channel.

15.2. TV Broadcast

A TV broadcast will take place, you are asked not to do anything on track and to act as close as possible to reality. For those who want to broadcast their onboard, we can give you the graphic assets for the different overlays.

When the race ends and you cross the finish line, it is forbidden to crash your car into the wall or into other cars, even to make a break, we ask you to reach the pits manually. This will allow a parade lap to finish the act correctly. At the end of the race, the first 3 of each class are expected to go to the "Interview Room" channel.

16. Discipline
16.1. Pitlane

The pitlimiter is mandatory in the pits, the drivers once out of the garage will have to drive on the rolling strip which is between the wall and the central white line.

Cars leaving the pit lane are forbidden to drive or cross the white line that delimits your launch strip except in case of force majeure (the crossing is effective as soon as the wheel no longer touches the line).

During qualifying, the cars that are already on the track and therefore on the clock have priority over those coming out of the pit lane.

Cars on track may cross the white pit exit line if there are no cars on track.

! It is forbidden to enter the pit lane during and at the end of the formation lap, even in case of rain, under penalty of being disqualified from the race.

It is forbidden during a FCY/SC phase to make a stop of less than 5 seconds. It is also forbidden to cross the pit lane without stopping in order to gain time. In any case, the car will be penalised. Furthermore, stalling will result in points being deducted from your team licence.

16.2. Defending your position/overtaking

1/ An overtaking attempt is valid as soon as the front wheel (central nut) is level with the rear wheel (central nut) of the other car. When this condition is fulfilled the drivers must leave a sufficient space equal to at least the width of the other driver's car on the track, otherwise the attempt is not valid, so the driver in front can keep his normal trajectory and it is up to the other driver to avoid contact and to come back for another attempt.

2/ There is however an exception to the rule, a driver making a "kamikaze" attack with a large speed difference or launching his attack from too far away and who nevertheless fulfils the above condition, will be the driver at fault in case of contact.

3/ It is forbidden to push or force a rider to go off-track by not giving him sufficient space on the track, the fact of being slightly in front or on the inside does not give you priority.

4/ 4/ It is strictly forbidden to zigzag in order to prevent another driver from taking the slipstream, drivers are authorised to change line only once during a defence, the return on or towards the trajectory is authorised taking care to leave sufficient space if the 2 cars are side by side.

5/ You can only defend your position if the rider attacking you is on the same lap as you, so behind you in the ranking.

16.3.   Back on track

There is a return to the track as soon as the car has more than 2 wheels beyond the limits of the track set by the organisation.
After a run off the track, you must return to the track parallel and in the direction of travel, the cars on the track have priority and therefore you may not interfere with them.
It is forbidden to force the passage and to take the track perpendicularly if there is traffic.
In the event of a spin, the driver must stop his car, and cannot reverse on the track, he will have to go back in the direction of the race out of the track in order to be able to return to the track in safety.

16.4.   Reconnection

During the race from the formation lap onwards, a driver who has been disconnected has the possibility of reconnecting and resuming the race, the driver will nevertheless lose 2 laps if the race has already started (the deco lap + the reconnection lap).
A driver who has not been disconnected and therefore arrives late will not be allowed to join the race session.
The team whose driver is disconnected MUST reconnect the same driver:
Another driver from the team will not be able to take over directly as the game will not recognise him as such.

16.5.   In-game chat

In-game chatting is not allowed during races and qualifying, not even to apologise or otherwise. Any driver breaking this rule will be penalised, even if in anger, think of the others!

16.6. Go to grid/Formation lap/Start

- **Gridding phase :**
  When switching to the race session after the warm-up, you will have 90 seconds to go to the track and as soon as you click on the 'Drive' button, you will be teleported to your starting position on the grid.
  If you click on race after this countdown, you will start from the pit lane.
  The red light is on at the exit of the pitlane, this means that you will start from the pit lane, if you leave while the light is red, you will get a Stop&Go which the game will automatically give you.

- **Formation lap :**
  During the formation lap, all riders must follow each other in a single file at least on the first two sectors.
  The whole field will have to follow the pace of the poleman leader who will set a pace between 100 km/h and 120 km/h over the whole lap, the leader is asked to cross the start line at around 12:00.
  The drivers form the grid on both lanes and must respect the injunctions of the game in order not to be penalized or downgraded by the game.In order to keep the control of your vehicle, you can heat your brakes for the start. To warm up the brakes, press the accelerator and the brakes simultaneously, but it is strictly forbidden to make big brake strokes, under risk of accident during the formation lap.
  It is forbidden to enter the pit lane during or at the end of the formation lap even in case of rain.

- **Start :**

  The starting sequence is launched after the formation lap. The start is given when the class leader crosses the start line, at which point all other drivers in the class may accelerate simultaneously without waiting to cross the line in turn.

  The 2 categories will have to respect this procedure, which will lead to 2 distinct starts (LMP2 then GT3). A sound signal will be given to start each category.

  We remind all drivers that it is mandatory to maintain your initial side on the grid at the time of the start.

  If you are positioned on the right at the beginning of the formation lap, you must remain on the right side after the reformation into double file. Likewise, if you are positioned on the left, you must remain on the left side after the reformation.

  Any failure to comply with this rule may result in a penalty for the first car in violation.

16.7. Weather

The weather will be managed by a weather plugin reflecting the live weather of the circuit. The organisation has no power of decision on the race weather!

16.8. Tires regulations

The tire regulations consist of the tyres provided by the mods.

16.9. Damage

In case of major damage, and the car can still reach the pits, it is allowed to return to the pits with a reduced speed, outside the trajectories, or even outside the limits of the track if it is possible

to go to the pits to repair, you must be careful not to disturb anyone and not to create an additional incident

If the car has lost aerodynamic elements that are important for the stability of your car on the track and with the other competitors around you, you are obliged to return to the pits to make repairs within one lap of your incident or risk being disqualified from the race.

Repair time: variable depending on damage

Aerodynamic: *up to 300 seconds maximum*

Mechanical: *up to 300 seconds maximum*

16.10.   Track respect

The limits of the track are managed by the game and a number of points are allowed for the race.

16.11.   Escape on track

During the official sessions, you will not be allowed to escape outside the pit lane, escape is allowed in the pit lane.
During the race: if your car is destroyed, and you can't reach the pit lane to repair it, you can make a break and your race will stop there.The organisation reserves the right to "TOWING" a car back into the race after x minutes in the pits.
We remind you that if another driver is responsible for your abandonment/escape, you must still respect the rule and you can if you wish make a claim against the driver you consider to be at fault.

16.12. Blue flag and yellow flag

Blue flag : latecomers will be shown a blue flag when they are caught by other drivers, if it is a driver of the same category, so they must make way for the car behind them at the first opportunity.

If it is a car from another category, the blue flag is only indicative and there is therefore no obligation.

Nevertheless, it is forbidden to voluntarily block a driver when the blue flag is present.

(Example: shift to the inside of a bend to delay overtaking).

Yellow flag : It signals an accident, so it is advisable to slow down, and it is strictly forbidden to overtake in the yellow flag zone, you can overtake the drivers involved in the incident (stopped on the track or slowing down) and outside the yellow flag zone.

Yellow flags are signalled in 3 ways when they are incorporated into the circuit:

Via your screen in the upper left corner

Via the lighted signs at the edge of the track

Via the track marshals who wave the flag when the incident is directly on the track and hold it when the incident is outside the track limits

Any driver who causes an over-accident by not respecting the yellow flag will be heavily penalised.

16.13. Black & orange flag

Warning of a dangerous issue on the concerned driver's vehicle. The driver must return to the pits at the end of the lap.

Race control will announce: ''. The driver must then immediately return to the pits to carry out the necessary repairs. Failure to do so by the end of the lap following the announcement will result in disqualification by race control.

16.14. Full course yellow

In case of an incident on the track, the race direction will use the "full course yellow" tool which allows to slow down all the cars at the pit-limiter on action of the race marshals who see the necessity to ensure the safety on the track of all the competitors and while preserving the gaps between competitors. To announce the full course yellow, the race direction will announce on TeamSpeak in first message:
-        "Full course yellow in 10 secondes"
-        "9 secondes"
-        "8 secondes"
-        "7 secondes"
-        "6 secondes"
-        "5 secondes"
-        "4 secondes"
-        "4 secondes"
-        "3 secondes"
-        "2 secondes"
-        "1 seconde"
-        "Full course yellow deployed"

When the first message is spoken, "Full course yellow in 10 seconds":

⇒ all cars must stop their overtaking manoeuvre intra category.

At the time of the last spoken message, "Full course yellow deployed".
⇒ all cars will have to run at the 80hm/h pit-limiter.

If the Full race yellow lasts for a while, if a team notices that a competitor has reduced the gap, before the penalty, the aggrieved team may come and report to the race stewards the real gap noted and the stewards will ask to give back the seconds gained to the team caught in default on the track by lifting their foot.

⚠ The organisation will have a live summary via a tool of the real speeds of the cars, so it will be able to know immediately if a car is above 80 km/h at the moment of the message "Full race yellow deployed".

To signal the end of the full race yellow, the race direction will announce :
- "Green flag in 10 seconds"
- "9 secondes"
- "8 secondes"
- "7 secondes"
- "6 secondes"
- "5 secondes"
- "4 secondes"
- "3 secondes"
- "2 secondes"
- "1 seconde"
- "Green green green"

At the time of the "Green green green", all cars will again be able to accelerate and overtake each other.Stopping in the pits during the full race yellow phase is allowed.

In the case of an inter-category overtaking, this is permitted until the message ""Full course yellow deployed"" appears.

It is forbidden during an FCY phase to stop for less than 5 seconds. In any case, the car will be penalized. Furthermore, gaining time by such a stop will result in points being deducted from your team licence.

16.15.   Safety car

In case of an incident on the track, the race direction will be able to use the safety car tool which allows to slow down all the cars. A regrouping will then take place behind the safety car. To announce the safety car, the race direction will announce on TeamSpeak as first message :
Safety car, safety car

At this point the safety car will wait at turn one and then drive at a pace that allows the cars involved to return to the pits. Stopping in the pits during the safety car phase is permitted.

It is forbidden during a SC phase to stop for less than 5 seconds. In any case, the car will be penalized. Furthermore, gaining time by such a stop will result in points being deducted from your team licence.

16.16.   Your streams

In order to avoid any problems of disclosure of sensitive information, we ask all streamers not to share the streamed organisation's Discord, as well as the various login links and links to the Workshop.

In the event that such a case should occur, the teams involved may be sanctioned.

Likewise, any comments deemed inappropriate by race management will be sanctioned.

16.17.   Passenger mode

It is forbidden to use passenger mode on a car that is not your own. If this happens, all the cars in the team will be DSQ'd.

16.18. Pit entry & pit exit

It is forbidden to overtake a car in these two areas. These are defined in the text briefing distributed at each round by race management.

16.19. Red flag procedure

This point only concerns the case of a massive disconnection of a large number of participants on the server.

No pit stops will be tolerated during the red-flag procedure. In the event of an imminent fuel shortage, contact race direction.

A Code 80 procedure is triggered and the race direction announces :
- "red flag"

follow-up of directives :
- "everyone stop on last turn"

Drivers must therefore get to the start line as quickly as possible and must keep to the left, in single file, leaving a gap to the car in front.

When all the drivers are back online, the race direction will use a software program to give the order of the cars. The crews whose names are mentioned must go to the assembly point given in the briefing.

They are assembled one behind the other, in a single thread.

Once all the teams have been called, the drivers start driving at the pit-limit for at least the first lap.
During this time, race management allocates the laps lost to the teams that have been disconnected.

The race leader must maintain a constant speed.

We leave things to chance, like Peugeot and Ferrari in SPA in the 2024 WEC.

When all the teams are in the right positions, the race can be restarted.

Penalties not carried out by disconnected drivers will be given again so that they can be purged.

17. Server settings

The server settings will be available on the tab of the corresponding run on the website ([SimRacing Management System](#)).

18. Questions on the Regulation

A questionnaire will be available once the registration form has been completed. This questionnaire will be the last step to validate your registration. It will deal with the present rules with various multiple choice questions (only one correct answer each time). You will need to have 4 correct answers out of 5 questions to see your registration validated. This questionnaire must be filled in for each driver.

Any questions?

A channel named "faq-sporting-rules" is set up on the FFSCA Endurance Discord to ask your questions. The organisers will answer them as soon as time permits.

FFSCA GT Series

FFSCA GT - Facebook page

Discord FFSCA Endurance