



The Forza Le Mans Series Official Rules



Note: These rules are designed to keep the Championship as close as possible to the Le Mans style of racing. Read over them, and ensure you understand them. However, don't be intimidated by the number of rules there are and don't feel that you need to know them all off-by-heart. Just enjoy the Championship! 😊

1 - The Championship

1.1 - Driver's Points

The points that drivers earn in races will go towards their championship. The points from each race will all be added up and the driver with the most points will be crowned World Drivers Champion.

1.2 - Constructor's Points

The points that drivers earn in races will also go towards their team's constructor's championship. The points from all of the team's drivers from each race will all be added up and the team with the most constructors' points will be crowned World Constructors Champion.

1.3.1 - Position Points

Finishing the race in the following class positions will earn you the following amount of championship points:

LMP Class:

1st - 20
 2nd - 16
 3rd - 12
 4th - 10
 5th - 8
 6th - 6
 7th - 4
 8th - 2

GT2 Class:

1st - 20
 2nd - 16
 3rd - 12
 4th - 10
 5th - 8
 6th - 6
 7th - 4
 8th - 2

1.3.2 - Qualifying Points

By qualifying in the following positions in class you will earn the following amount of championship points:

LMP Class:

1st - 3
 2nd - 2
 3rd - 1

GT2 Class:

1st - 3
 2nd - 2
 3rd - 1



1.3.3 - Bonus Points:

By completing any of the following objectives you will earn the following amount of points:

- Fastest lap in class, in lobby: 1
- Fastest lap in class, overall: 1
- Winning the lobby in class: 1
- Completing the full race time: 2

1.4 - Race Suspension

If a race is suspended, and cannot be resumed, no points will be awarded if the race has run for less than 25% of it's full time, half points will be awarded if the race has ran for more than 25% but less than 75% of the full race time and full points will be awarded if the race time has ran for more than 75% of the full race time. Qualifying points are still rewarded in this instance.

2 - Dead Heat

2.1 - Level Points

If two or more drivers/constructors are on the same number points then the driver/constructor who has won more races wins the respective championship.

2.2 - Level Victories

If two drivers/constructors are on the same number of victories then the driver/constructor who has the most second places wins the respective championship.

2.3 - Level Second places

If two drivers/constructors have got the same number of second place then the driver/constructor who has more third places wins the respective championship.

2.4 - Level third places

If two drivers/constructors have got the same number third places then the driver/constructor who has more fourth places wins the respective championship.

2.5 - Level fourth places

If two drivers/constructors have got the same number fourth places then the driver/constructor who has more fifth places wins the respective championship.

2.6 - Level fifth places

If two drivers/constructors have got the same number fifth places then the driver/constructor who has more sixth places wins the respective championship.

2.7 - Level sixth places

If two drivers/constructors have got the same number sixth places then the driver/constructor who has more seventh places wins the respective championship.



2.8 - Level seventh places

If two drivers/constructors have got the same number seventh places then the driver/constructor who has eighth places wins the respective championship.

2.9 - Level eighth places

If two drivers/constructors have got the same number eighth places then the respective championship is declared a draw and all honours and prizes are shared equally.

3 - Team and Driver Entry

3.1 - Notification

The organisers and stewards of the championship must be informed of new driver appointments by the team in question.

3.2 - Transfer

The organisers of the championship must be informed of driver transfers by both teams in question.

3.3 - Teams

Only between 1 and 3 cars may be entered per championship team, this rule applies for both GT2 and LMP teams.

4 - Hardware Problems

4.1 - Communications

All drivers should have a functioning headset so that communications can be made between drivers during the race. If a driver has a broken headset, he should ensure that he has the 'Voice Settings' switched to 'Play Voice through TV' so that information can still be heard.

4.2 - Changing Batteries

If a driver needs to change his controller's batteries during a race he should pull off the racetrack to do so, ensuring he is in a safe place away from the other drivers.

4.3 - Internet Problems

If a driver is experiencing Internet problems he should make sure all other Internet using devices are switched off to allow for a better connection.

5 - Incidents

5.1 - Definition

"Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the stewards by the drivers (or noted by the stewards for investigation) which:

- Caused a collision.
- Forced a driver off the track.
- Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
- Illegitimately impeded another driver during overtaking.
- Impeded any of the rules in this book.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the race.

5.2 - Stewards

It is up to the stewards to decide, upon a report or a request by the driver(s) involved, if a driver or drivers involved in an incident shall be penalised.

If an incident is under investigation by the stewards, all the teams and drivers will be informed.

If there is an incident involving the stewards another impartial judge will be requested to find a solution to the problem.

All drivers will be made aware of whom the stewards are before each event, and if they are still unaware they may ask at any point.

5.3 - Penalties

The stewards may impose any one of the following penalties on any driver involved in an incident during a race:

- A stop-and-go penalty. The driver must take a pit stop. This is not counted as the driver's mandatory pit stop for the race.
- A grid drop can also be imposed at the driver's next race. The severity of this penalty will be altered according to the incident.
- A time penalty may be added to a competitors total race time.

However, should a stop-and-go penalty be imposed during the last five laps, or after the end of a race, Rule 5.4 below will not apply and 25 seconds will be added to the elapsed race time of the driver concerned.

5.4 - Procedure for Penalties

If a driver receives a stop-and-go penalty:

- The driver will be informed by the stewards of the penalty.
- The driver must then take the penalty within three complete laps.
- The driver cannot serve the penalty under safety car conditions.
- If a driver fails to comply with the penalty he will be disqualified from the race.

If a driver receives a grid penalty:

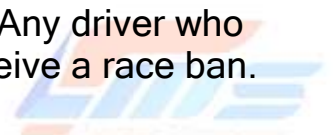
- He will be dropped the places at the end of the qualifying for the next race.

5.5 - Announcing Incidents

If a driver is involved in an incident he must announce this to the other drivers and the stewards so that an investigation can be launched if necessary and so that other drivers are aware of the problem and can drive more cautiously.

5.6 - Other Incidents

Glitches are not allowed; this is considered a form of cheating. Any driver who glitches in any way will be disqualified from the race and/or receive a race ban.



Abusive language and/or trash talking will not be tolerated under any circumstances. Threatening behaviour will also not be tolerated under any circumstances.

Lagging is very off-putting and can cause severe accidents; if a driver is lagging he may be asked to retire by the stewards. To ensure a lag free race all drivers should try and turn off all other Internet using devices in their houses.

6 - Protests

6.1 - Drivers

Any driver can mount a protest against a penalty and can also defend his actions during investigations.

7 - Changes of Driver

7.1 - Teams and Drivers

Each team must have no more than three, and no less than 1, drivers.

Teams may have reserve drivers to replace absentees in a race.

Teams are not permitted to have more than four drivers per season; this number includes test drivers.

Organisers must be informed of permanent driver swaps within the team.

Reserve drivers may compete in place of absent regular drivers in a team.

They must drive a car with the same number as the driver they are replacing.

7.2 - Reserve Driver's Points

The reserve driver scores his own points.

Points scored by the reserve driver do not get added to the absent driver's championship point's tally.

All points scored by reserve drivers will be added to their team's constructor's point's tally.

7.3 - Practice Sessions

Reserve drivers are permitted to take part in practice sessions.

8 - Liveries

8.1 - Approval

A senior authority in the championship must approve all paint jobs.

8.2 - Offensive Schemes

Driver's cars may not have paint schemes containing offensive pictures, sponsors or writing. If the scheme is deemed offensive it must be altered before any further participation in the championship is permitted.

8.3 - Copies

All teams along with the artist have the rights to their paint jobs. If they feel their design has been copied they can launch a complaint.

8.4 - Team Colours

Teams should have clearly identifiable colours on their cars.

8.5 - Car Livery

Both cars must have approximately the same livery, and must use the same livery for every race. If you wish to make substantial changes, you must first consult the organisers. Your cars livery must comply with the following regulations that apply to both LMP and GT2 entries unless otherwise stated:

8.5.1 - Liveries A

All paint schemes must be fully based on race replicas from the Le Mans Series, American Le Mans Series, or the 24 Hours of Le Mans, from the year 2006 and onwards, and on the same chassis as the car.

8.5.2 - Liveries B

All car designs must be approved by a championship official before being allowed to be raced with. The official will advise any changes that are needed.

8.5.3 - Liveries C

On both the left and right hand side of the car there must be its class badge. This is a small white square with either "GT2" or "LMP" written on it. If your car is "GT2" class then the badge must be in orange/red. If it is "LMP" it must be in blue.

8.5.4 - Liveries D

The FLMS logo must be located on both the left and right side of the car.

8.5.5 - Liveries E

Your vehicles number must be clearly visible on both sides of your car.

8.5.6 - Liveries F

The FLMS logo must also be placed on the 'hood / bonnet' area of your car.

8.5.7 - Liveries G

Your vehicles number must also be visible on the 'hood / bonnet' of your car.

8.5.8 - Liveries H

Your cars number must also be on the rear bumper of the car, unless you drive an LMP car, where this addition is not necessary.

8.5.9 - Liveries I

GT2 cars must also have the FLMS logo on the rear bumper. This addition is not required for LMP cars.

8.5.10 - Liveries J

The "class badge" for your vehicle must also be placed on the rear bumper of your vehicle; this is a requirement for both LMP and GT2 classes.

8.5.11 - Liveries K

GT2 cars must also show the drivers gamertag on the rear bumper of their car. LMP cars do not require this.

9 - Pit Lane and Pit Stops

9.1 - Minimum Pit Stops

All drivers must take a minimum of one pit stop per race; failure to do this will result in disqualification from the race. Exceptions to this rule will be made clear to all participants before the race.

9.2 - Pit Lane Entry

When entering the pits, drivers must warn other drivers and must not cut any parts of the entry. Deliberately blocking the pit lane entrance is unsporting and therefore will be punished. If a driver is unsure of any areas of the pit entry he should immediately query his problem with the authorities.

9.3 - Pit Lane Exit

When exiting the pits the drivers must not cross the 'white line' marking the exit and must follow the full exit without cutting any part. Any driver caught crossing the 'white line' will be given a stop-and-go penalty. Deliberately blocking the pit lane exit is unsporting and therefore will be punished.

9.4 - Leaving Pit Lane

When exiting the pit lane, drivers must give right of way to other drivers currently on track. This does not mean that a driver cannot fight for position upon exiting the pit lane, however they should be aware of the hazards and speed differentials involved. Drivers should also warn other drivers that they are re-joining the track.

10 - Car Requirements

10.1 - Classes

The Forza Le Mans Series runs with 2 car classes on track simultaneously. This means that 2 sets of car regulations are required. The 2 classes are "LMP" for sports prototype entries, and "GT2" for sports grand touring entries.

10.2 - Illegitimate Modifications

Any competitor or team caught modifying their vehicles to a standard other than that stated in the rules will be punished with a minimum of a 1 race ban. Therefore, if any uncertainty arises it is of the competitor's utmost interest to raise the problem.



10.3 - LMP Class Requirements

Cars entered in the LMP class must fit into these rules in order to be considered legitimate to race:

10.3.1 - LMP Class Requirements A

LMP Class entries must be from the year 2006 or onwards, this ensures we have an up to date series and don't get any rule crossing.

10.3.2 - LMP Class Requirements B

LMP Class entries must be R1 Class without any upgrades, however if you wish to enter a non-R1 Class car then championship officials can make exceptions on request.

10.3.3 - LMP Class Requirements C

LMP Class entries must have a Performance Index rating of between R1-940 and R1-998.

10.3.4 - LMP Class Requirements D

Only cars that are specified as LMP2 Class may have any engine, or engine related upgrades, such as Aspiration or drive train, applied. LMP1 Class cars are not allowed any engine related alterations.

10.3.5 - LMP Class Requirements E

All LMP Class entries are allowed to have any wheel rim changes or upgrades applied.

10.4 - GT2 Class Requirements

Cars entered in the GT2 class must fit into these rules in order to be considered legitimate to race:

10.4.1 - GT2 Class Requirements A

All GT2 entries must be from the year 2006 or onwards.

10.4.2 - GT2 Class Requirements B

All GT2 entries must be R3 Class with no upgrades applied. However, on request championship officials can make exceptions.

10.4.3 - GT2 Class Requirements C

GT2 Class entries must have a Performance Index rating of between R3-700 and R3-760

10.4.4 - GT2 Class Requirements D

GT2 Class upgrades are not allowed. If you wish to use an upgrade please ask championship officials for advice and assistance.

11 - Practice Sessions

11.1 - Official Practice Sessions

Official practice sessions will be held, but these are not compulsory. There will be a start of season practice session held to officially commence the season and an end of season practice session to officially end the season.

11.2 - Times

Practice sessions, both public and private, may be held at any time.

11.3 - Late Arrival

Late arrival to official practise sessions is not a problem, as practice sessions do not have strict starting and ending times. Drivers and teams are open to come and leave as they wish.

12 - Qualifying

12.1 - Time and Date

Qualifying will last 1 hour, and take place on the same day as the race. Details on specific event times will be shown in the season calendar.

12.2 - Time for Laps

All drivers can complete their qualifying laps at any point during the specified hour time frame as long as it is in an official hosted lobby.

12.3 - Qualification for Race

Following the end of the qualifying session, all times posted by competitors will be recorded and ranked in order from fastest to slowest. Drivers will start the race in this order. The top 4 LMP and the top 4 GT2 drivers will gain entrance into lobby 1 for the race. The bottom 4 LMP and the bottom 4 GT2 drivers will enter lobby 2 for the race.

12.4 - Pulling Off the Track

If during a qualifying session a driver needs or wants to pull off the track he may do so. The driver should pull off the track and into a safe area away from the track so not to distract other drivers. However, drivers leave themselves at risk of a penalty if there is an incident (even if they were not moving at the time).

12.5 - Damage

Simulation damage, fuel and tyre wear will be switched on during all qualifying sessions.

12.6 - Giving Way

If during a qualifying session a faster car is coming past you, you must give way and come off the racing line to let them past. A driver who has been proven to have deliberately blocked another car will be penalised.



12.7 - Late Arrival

Late arrival to qualifying sessions (After the allotted hour) will result in no qualifying time; therefore all late arrivals will automatically be ranked at the bottom for qualifying.

13 - The Grid

13.1 - Grid Order

Once drivers have been ranked in grid order, a one lap race will take place, in each lobby, in which the competitors must complete it in their qualifying order. The lobby must have the 'Grid Order' setting to 'Lobby Points'.

Drivers who did not set a qualifying lap time will start from the back of the grid. All the non-qualifiers must start the race in order of appearance, filling up from the highest position to the lowest, behind the qualified drivers.

13.2 - Start

The start will just be a rolling start. Drivers will reverse off the grid slowly to a point around half a lap from the start line, without crossing the start finish line. They will then form up and wait for the signal to be given for the race rolling start to begin.

14 - The Race

14.1 - Time

The race will begin at a time specified in the season calendar, However it is requested that all drivers arrive 30 minutes earlier than the specified time so they can be notified of any information they need, and can take part in pre-race preparations and interviews. The race and qualifying will take place on Saturdays.

14.2 - Race Restarts

If in the opening few laps there is a crash the race may be deemed unsafe by stewards and restarted. A maximum of 2 restarts (3 starts) may be instigated.

14.3 - Retirement

If a driver wishes to retire he must notify all other drivers in the race and either pull off the track to a safe place to stop or leave the race. Drivers who retire will receive no completion points, and only 75% of their final classification points, no matter where they are classified at the end of the race.

If a driver lags out of the race, this will counted in the same way as if the driver decides to retire, however it will be noted as a 'mechanical failure' as opposed to 'driver error'.

14.4 - Damage

Simulation tyre wear, fuel and damage are switched on in all races.

Any car with engine damage or steering should go to the pits immediately to get it repaired; otherwise they risk facing sanctions for endangering other competitors if an incident occurs.



14.5 - Assists

STM and the Auto-brake feature are banned. All other assists are allowed.

14.6 - Late Arrival

If you are going to be late to a race, you should inform the organisers as soon as possible. The organisers will attempt to stall the start for as long as possible but this may not always be possible. If you are 10 minutes late without informing the organisers, the race will start without you. The race will not restart for latecomers once started.

14.7 - End of Race Procedure

Drivers who have finished and are waiting for the other drivers to finish must record the fastest lap times and race times of themselves and the other drivers. Each and every driver must save the replay of the race and may be asked to upload it to their storefront, for any necessary steward investigations.

14.8 - Race Official

The decision of the designated race official, in conjunction, and in view of the steward's thoughts is final, and must be obeyed, even if you believe it to be incorrect. You may suggest ideas to the race official, however you must wait until after the race has finished before launching or making any complaint towards the race official.

15 - Safety Car

15.1 - Reasons for Deployment

If there has been an incident involving serious damage to one or more cars then the safety car may be used if it is deemed needed by the drivers and the stewards.

15.2 - Race Leader

Once an incident has occurred and it is deemed necessary to deploy the safety car the race leader must slow down to around 80mph and he is then counted as the safety car. The rest of the field will then also slow down and follow the safety car around the track. As it is likely the safety car will be a faster LMP car, please bare in mind the performance limitations of the slower GT2 category.

15.3 - Clearing damage

Once the pack has been slowed down the damaged cars may slowly make their way to the pits to be repaired. If the pack needs to pass the damaged cars the damaged cars must pull off the track and out of the way of the pack until it has passed. Once the damaged cars have pitted they must re-join at the back of the pack.

15.4 - Roll Over

If a competitor has rolled his car this must be announced and the safety car will automatically be brought out. The driver of the rolled car must then pit, returning to the pit at safety car speed. Failure to do so may result in a penalty.

If the car came to rest off of it's wheels (On it's roof or sides), then the competitor may not proceed to roll the car back onto its wheels until the stewards and race official have given permission. Permission will only be given once the entire pack has been slowed behind the safety car and is a safe distance away from the said incident. The rolled car must then proceed to the pit at safety car pace.

15.5 - Releasing the Pack

Once the damaged cars have been cleared, and have re-join the back of the queue behind the safety car, then the safety car can speed up and the pack can be released at the start of the next lap. Once the safety car has crossed the starting line it is then re-classified back as the race leader, and overtaking is allowed.

15.6 - Overtaking

No overtaking is allowed under safety car conditions and drivers may not overtake until they have crossed the start line following the restart. Lapped cars cannot pass the safety car to un-lap themselves.

15.7 - Pit Lane

The pit lane will not remain open under safety car conditions and cars only permitted to take pit stops at this time if they have been given instruction to repair damage by the officials. No penalties may be served under the safety car.

16 - Suspending a Race

16.1 - Reasons

A race will only be suspended in extreme circumstances. The stewards and race official will take the decision. If the race cannot be resumed, Rule 1.5 will apply and results will be taken from the order after the last completed lap.

17 - Resuming a Race

17.1 - Order

The restart order will be the order in which the cars were in on the last completed lap before the race was suspended. Any car, which retired from the race, cannot re-join.

17.2 - Number of laps

The number of laps to be completed after the restart will usually be half of the normal distance of the race, if this is deemed appropriate.

17.3 - De-Brief

If a race has to be restarted there will usually be a short de-brief before the restart, explaining why the race was restarted and how to avoid this problem in the future.

18 - Tuning



18.1 - Tuning Setups

Drivers and teams are allowed to change their tuning setups to optimise their car's performance.

18.2 - Sharing Setups

Teams and drivers are allowed to share their tuning setups if they wish, however this could lose them some advantage over the other teams.

18.3 - Selling / Buying Setups

It is legal to sell or buy setups for game credits or profit.

19 - Backmarkers

19.1 - Lapping

If a quicker driver is lapping a slower driver, then different situations can arise. If a leading class car is lapping a slower car from the same class then it is the responsibility of the slower car to move offline to allow the faster vehicle through. However, if an LMP car is lapping a GT2 car then it is the responsibility of the LMP car to ensure that no incidents occur. GT2 cars are not obliged to move out of the way of faster LMP cars.

19.2 - Blue Flags

If a lapped car blocks a leading car from coming through then the driver can appeal to the stewards. If the driver is perceived to have persistently blocked the faster car they may receive a penalty.

19.3 - Warning Other Drivers

If a driver is about to lap another driver he should warn the backmarker so that he is aware and can move out of the way.

20 - General Driving

20.1 - Defensive Driving

Drivers are allowed to block or defend their line, as often as perceived necessary per straight or corner, however they must not alter their line whilst braking onto the approach for a corner. Drivers should also take care not to swerve or dart across the track, as this is dangerous.

20.2 - Aggressive Driving

If a driver is driving too aggressively and pulls a dangerous manoeuvre, he may receive a warning or punishment if necessary. If a driver is pushing too hard it is advised that he calms down and therefore slows down to avoid a large crash.

20.3 - Bad Driving

Driving the wrong way is a serious offence and will be punished very harshly.

Driving too slow is dangerous as it may catch out other drivers, drivers will receive warnings and/or penalties for driving dangerously slow.

22 - Race Length

21.1 - Timed

All races of the Forza Le Mans Series are ran under timed conditions, not a set number of laps. The winner of the race is the driver who has completed the most laps in the said time.

21.2 - Distance

The distance of races will vary from event to event. Most events will last around 2 hours, and will be run with a timer of about 2 hours and 25 minutes. The 25 minutes allows for the rolling start, and allows time for competitors to complete their laps at the end of the race.

Some races are held over a longer distance of 3 hours and 30 minutes; these races will have a race timer of around 3 hours 55 minutes, the extra 25 minutes again allowing for the rolling start procedure, and end race procedure.

21.3 - End Procedure

At the end of a race, competitors must embark on a warm down lap and then pull to a stop on the circuit, allowing time to record race details and information; celebrations such as doughnuts are permitted.