

Genuine Racing GT1 Challenge

Season 2014

Rules and Regulations

(Version #3; last updated 27.08.2014)

Table of Contents

- A. General Series Information
- B. Balance of Performance
- C. Entry Procedure
- D. Confirmations
- E. Car Skins and Name Format
- F. Pre-Qualifying
- G. Qualifying
- H. Starting Procedure
- I. General Driving Conduct
- J. Pit Lane and Pit Stops
- K. Blue Flags
- L. Red Flags
- M. Protests
- N. Penalties
- O. Official Classification and Championships
- P. Server Failure
- Q. On-Server Behaviour
- R. Miscellaneous

A. General Series Information

1. The Genuine Racing GT1 Challenge is racing series within Live for Speed, running six events over the course of its season using unrestricted GTR class cars in GT1 specification in a sprint racing environment.
2. All six events will consist of 24 hours of pre-qualifying, from Friday to Saturday, followed by the main event consisting of a 20 minute long qualifying session and a roughly 75 minute long race on Sunday.
3. After the end of pre-qualifying, all pre-qualified and confirmed drivers will be equally spread over the two servers for the main event. Points will be awarded for overall positions, meaning that if for example 20 cars are classified in Server 1, the winner of Server 2 will be classified in 21st position.
 - 3.1. Only one server will be used if fewer than 36 drivers confirm their attendance in the lead-up to the event.
 - 3.2. Two servers will be used if at least 36 drivers confirm their attendance in the lead-up to the event.
4. There will be a drivers' and a teams' championship, with the two top-scoring drivers scoring points towards the team's standings in each event, regardless of which server they raced on.

B. Balance of Performance

1. To make sure all cars are equal over the course of the season, air restrictors and weights will be used to balance the performance of the three cars to be as even as possible level.
 - 1.1) The FZR must run with 26kg of ballast in all official sessions.
2. Any driver, who is found to be using incorrect (too low) restriction values, will immediately be disqualified from the current session.
3. The Balance of Performance may not be adjusted more often than three times over the course of a season. At least one event must pass with an existing BoP before any adjustments can be made by the league administration.

C. Entry Procedure

1. To be able to enter the Genuine Racing GT1 Challenge, each driver must fill in the provided sign-up form in the appropriate thread. The sign-up form must include the LFS licence, real name, team, car number, car selection and nationality. Drivers may only sign up themselves as well, drivers who are signing up friends or team mates must make sure that they also have previously logged into LFSForum and therefore can receive passwords and other private messages.
 - 1.1. Naming a team is not mandatory. Drivers, who enter the series and don't name a team on their entry form, will not be entered into the team's championship, but will score points towards the driver's championship.
2. The available car numbers range from 2 to 99. Car number 1 is reserved for the reigning driver's champion. Should there be too few numbers, the administration will assign further numbers to the range of available numbers for new sign-ups.
 - 2.1. As soon as a car number has been used in an official session, it is assigned to that

driver for the remainder of the season and may not be used by anyone else.

- 2.2. Once selected, a driver's car number can not be changed.
3. Drivers, who change their car selection after the beginning of the season will lose 50% of all points scored in the driver's and team's championships up to that point in the first official session after the car change.
 - 3.1. The only scenario in which the car selection can be changed without the loss of all points is if there is a significant change in the car balancing, whether it be through a patch or a BoP adjustment by the series administration.
 - 3.2. A driver's car selection may also not be changed more than once per season, regardless of the circumstances.
4. All correctly formatted and approved sign-ups will be tracked in a publicly available entry list. Incomplete or incorrectly formatted sign-up forms will be ignored and not added to the entry list.
5. Any changes that are made to a driver's sign-up must be reported to a member of the series, whether that is through a instant messaging, a private message or a post in the sign-up thread is up to the driver. The latter two options are preferred though.
6. Sign-ups will be locked before the start of pre-qualifying. Any already accepted sign-ups may also not be modified after this point.
7. All drivers that have received probations or bans in any leagues or events organised by Genuine Racing may have these penalties count towards this series too, meaning that they may be excluded or closely monitored for the duration of their ban or probationary times respectively. The series administration reserves the right to apply any penalties of this severity that have been given out by other series too, if deemed necessary.
 - 7.1. Every ban and probationary period can be appealed by the affected team or driver. In the case of an appeal, the series administration will review the case at hand again and will give their final verdict about the penalty and future eligibility for any events.

D. Confirmations

1. All drivers who set a time in pre-qualifying and intend to take part in the main event must confirm their attendance for each event by posting in the event's confirmation thread by 23:59 UTC on the Saturday before the main event.
 - 1.1. A confirmation post must include a driver's, car number, real name, LFS licence and team name.
 - 1.2. During the period of the confirmations opening to the deadline, all drivers who have set a lap time in pre-qualifying may confirm their attendance, as long as they are within 103.5% of the fastest time set during pre-qualifying.
 - 1.3. Drivers who are unable to attend pre-qualifying may still confirm their event attendance if they are sure they can attend it, but have to meet the 103.5% rule in qualifying and may only start in the lowest server active in that round.
 - 1.4. Any pre-qualified drivers confirming after the deadline on Saturday at 23:59 UTC, will still be allowed to race, but must start from the back for the (first) race.

However, they will still be allowed to race in the server they qualified themselves into.

2. No drivers, that have signed up after the confirmation deadline has ended will be allowed to race under any circumstances.
3. Any drivers that have confirmed their attendance and can not turn up for the main event must withdraw from the event within 48 hours of the event completion on Sunday evening. Once per season, a team mate can withdraw a driver who's unable to participate, in the case that he can't do it himself.
 - 3.1. If a driver's confirmation isn't withdrawn in time, he will receive a 50-point penalty after his first offence and will be no longer allowed to compete in the series after his second offence.

E. Car Skins and Name Format

1. All car skins must display the required number boards on both sides between the wheels and the bonnet/hood of the car as well as the provided sun strip.
 - 1.1) Any drivers who use skins which do not comply with the previous rule will be penalised with a two point penalty in a main event.
 - 1.2) Skins must also be compliant with the skin regulations on lfsworld.net, meaning that they must not include any nudity, pornographic, racist or any other extremely offensive content. Any driver who's found to be using a skin that's violating these rules will be put on probation for the remainder of the season, or be excluded if necessary.
2. All drivers must use the official name format for their class during all official sessions.
 - 2.1) The official name format for all drivers is: **001 F.Lastname**
 - 2.2) A driver's number must at all times be white, his actual name may be any colour he wants it to be.
 - 2.3) Failure to meet rule E.2 will result in a two point penalty in the main event.

F. Pre-Qualifying

1. Pre-Qualifying will determine which drivers will be allowed to take part in the main event. To do so each driver must set a lap time which is within 103.5% of the fastest pre-qualifying time.
2. During pre-qualifying all drivers may run as many laps as they wish to do. Spectating and jumping to the pits is allowed.
3. Any drivers on the server may not interfere anyone else's qualifying laps in any way. This includes hot laps as well as out and in-laps.
4. Drivers exiting the pits should wait until the track is clear before joining the racing line. The same applies to driver's who have gone off line to let a car by or are recovering from an incident.
5. Violating rules F.3 and F.4 may result in penalties if reported to or observed by or reported to the series administration. For pre-qualifying related incidents, a replay has to be provided to show what exactly happened.

6. The administration reserves the right to ask drivers for replays, to make sure their laps were clean. Usually only drivers from the top end of the field, or drivers with seemingly very fast split/sector times will be asked to provide the replays of their pre-qualifying laps.
6. Drafting as well as bump-drafting are strictly forbidden during pre-qualifying. All competitors are encouraged to immediately report and occurrences of either to the series administration via the protest thread for the round. To do that, the drivers making the reports must include the time of day (either local time or UTC) and if possible also provide a replay.
7. All drivers are required to use the correct name format during pre-qualifying. Not doing so will result in a 5-place penalty in the pre-qualifying results.
8. Drivers who excessively cut during pre-qualifying to gain an advantage will be disqualified from the session and be refused entry into the main event.
9. During pre-qualifying, all drivers may only use the car they have chosen to compete with for the season. Any drivers who set a lap time with multiple cars will be excluded from the session and refused entry into the main event.
10. Any driver who is not within 103.5% of the fastest time in pre-qualifying will not be allowed to take part in both, the qualifying and the race.
 - 10.1. The series administration reserves itself the right to make exceptions to this rule, should the driver in question be deemed to be fast enough to compete.

G. Qualifying

1. Qualifying will take place right before the race and will be 15 minutes in duration.
2. During the session, a driver may run an unlimited amount of laps, but must not interrupt any other team's qualifying laps in any way, whether they are on an in or out-lap.
 - 2.1. Drivers who block others or cause incidents of another nature during the duration of qualifying may face penalties if those incidents are protested.
3. Any drivers that are participating but have not set a lap time during the pre-qualifying for that event must set a lap time that's within 103.5% of the fastest qualifying time in their server.
4. The results of qualifying will set the grid for the race (barring any penalties).
 - 4.1. Drivers who have rear-of-grid penalty going into the main event will not be allowed to set lap times in qualifying.
5. Drivers who haven't set or were unable to set a time in qualifying will start from the back of the grid in numerical order. Same applies to drivers with rear-of-grid penalties, who must start behind all other cars who set no time.

H. Starting Procedure

1. Each race will start with a flying start after a formation lap behind the Pace Car. The PC speed will be determined by the race administration.

2. As soon as the lights go green on track, the Pace Car along with the field will start the formation lap.
3. During the formation lap, tyre warming is allowed, as long as no other driver is being impeded by it.
4. As soon as the pole sitter is given control over the field, any tyre warming must stop. Violations will result in a warning the first time and in a drive-through penalty for every offence after that.
5. After the pole sitter has taken over control, the field must form up in single-file formation, with the pole sitter always being on the inside for the first turn. From this point onwards the leader and the rest of the grid must keep a constant speed of roughly 100 km/h. The leader's pace must not drop below his speed by more than 10% (10 km/h) or exceed it by more than 20% (20 km/h), or he will be penalised with a stop-go penalty.
6. Any driver who spins during the formation lap or leaves the track for any other reason may not retake his original position, but must rejoin the queue in the position he rejoins the track in. Any driver that retakes his original position after a warm-up lap incident will be penalised with a drive-through penalty.
7. When the green flag is waved, overtaking will be permitted. Any drivers that overtake before the green flag is shown will receive a drive-through penalty.
8. Drivers who lose connection to the server during the formation lap may rejoin the race session as long as the green flag has not been shown.

I. General Driving Conduct

1. All drivers must pass in a safe manner and respect their opponents. Both drivers must also take into account leaving room for lag.
2. Drivers may not make more than one move off and one move back onto the racing line when defending their position from another car, again leaving room to account for lag. Violating this rule may result in a drive-through penalty.
3. Drivers wanting to unlap themselves must follow rule I.1. Lead lap drivers who are defending against lapped cars must follow rule I.2.
4. Drivers should not put more than two tyres off the racing surface (including, tarmac, curbs, and green sections) to gain time. In some cases, special layouts will be put in place to prevent cutting.
5. Incidents caused by violations of rules I.1 to I.4 may result in drive-through or stop-go penalties, depending on the severity of the incident.
6. Significantly damaged cars may be instructed to pit for repairs. Drivers will have five minutes to follow the order before getting disqualified.
7. After completing the race, drivers should continue around on a cool-down lap and return to the pit lane before spectating. Podium finishers must assemble at the start-finish line for a podium shot after their cool-down lap.
8. Wrong way driving, for any other reason than to recover from an incident, is strictly forbidden under all circumstances. Incidents caused by unnecessary wrong-way driving will result in an immediate disqualification.

9. In races, all drivers who have flipped their car or have gotten stuck in the gravel and are unable to recover must withdraw from the session by spectating. Rejoining the race afterwards will not be allowed and doing so may result in a penalty.

J. Pit Lane and Pit stops

1. During all feature races, there is a mandatory pit stop to be completed between the first two laps of the race and the last two laps of the race.
 - 1.1. During the mandatory pit stop, all four tyres of the car must be changed, not doing so will result in a 30-second penalty.
 - 1.2. For the pit stop to count towards the mandatory stop, a driver must cross the pit entry speed limit line within that pit window, or the pit stop will not count as the mandatory stop.
 - 1.3. Drivers who make a pit stop, but outside the pit window will receive a post-race one-lap penalty.
 - 1.4. Failure to make a pit stop will result in a disqualification from the race.
2. Drivers should only pass stopped cars in pit lane on the opposite side of the pit garages to avoid accidents. Drivers should also give stationary cars room when passing, just in case they start moving.
3. Incidents taking place in pit lane will be punished with the same severity as incidents on track.
4. The blend line on pit exit is not to be crossed by any parts of the car. Crossing the pit exit line with two or more wheels will result in a drive-through penalty. Driving on the line will not result in a penalty, as long as it isn't crossed. Pit entry is not always enforced, but if it is, the same penalty is available.
5. Should the race be abandoned before all cars have completed their mandatory pit stop, the minimum pit stop time (meaning the time it takes to go through pit lane and change all four tyres) will be added to the last lap all cars who haven't completed their pit stop.

K. Blue Flags

1. Drivers who are being lapped are expected to drive a normal racing line and must avoid manoeuvres that might confuse lapping cars.
 - 1.1. Lapped drivers must yield position upon the first properly-presented overtaking manoeuvre by a lapping car. A properly-presented overtaking manoeuvre implies the lapping driver is close behind the lapped driver, "shows a nose" to indicate his intentions, and follows through cleanly while leaving sufficient room for the lapped car.
 - 1.2. Lapped drivers must not defend against overtaking manoeuvres presented by lapping cars. A defensive manoeuvre will result in a drive-through penalty. A defensive manoeuvre resulting in contact will result in a stop-go penalty.
 - 1.3. Drivers who have been successfully lapped must not attempt an immediate re-pass unless it cannot be avoided.

2. Lapping drivers must use caution when overtaking lapped cars. Over-aggressive or poorly-presented overtaking attempts resulting in contact will result in a stop-go penalty.
3. Drivers found guilty of multiple instances of blocking in a single race - along with drivers found guilty of multiple incidents resulting from a lack of respect for lapped cars - may face penalties, series probation or exclusion from the season.

L. Red Flags

1. A red flag may be used when a third or more of the field are involved in an incident or in the event of a mass disconnect.
2. When the red flag is waved due to a mass time-out/server problem, all cars should continue round the track slowly and come to a hold before the start-finish line. After the red flag message is displayed overtaking will be forbidden, all cars must reach the end of the lap in the same order as they were on track when the red flag was shown.
3. Red flags waved due to major accidents at the start of the race will result in the race session being ended and restarted with the same grid order. The drivers who are found to have contributed to the red flag being displayed will be penalised after the race.
4. During a Red Flag period the chat will remain closed until the race administration opens it. For each line of chat when the chat is closed during the red flag, a one point penalty will be imposed on that driver.

M. Protests and Appeals

1. Drivers may protest any incidents they were involved in. The only way to do so is by making a post in the season's protest thread using the appropriate protest format.
 - 1.1. Incidents will be investigated and the final verdicts will be posted quoting the original protest.
 - 1.2. Members of the race administration are also allowed to file protests if they feel an incident has to be investigated. However, they must do so within one hour of the event finish or their protests will no longer be accepted.
2. All protests will be dealt with after the race. There will be no in-race penalties for protested incidents. All protested incidents will be penalised accordingly, so that every driver receives the level of penalty he deserves.
3. In severe cases, the race administration may assign penalties to drivers during the race, e.g. intentional wrecking.
4. Frivolous protests will be ignored and if repeated lead to penalties against the drivers filing them.
5. Major incidents occurring in the starting or final stages of a race will automatically be investigated by the series administration. For these incidents the same procedure as described in Rule M.1.1 will be applied.
6. Protest verdicts can be appealed by the penalised driver or team only. To do so the driver(s) involved must post an appeal in the season's protest thread within 48 hours of the original protest verdict being published. Appeals are only accepted if they're sent by PM. A decision on whether the penalty will be changed, upheld or even withdrawn will be made within the next three days.

N. Penalties

1. There are several types of penalties that can be assigned after pre-qualifying, qualifying or race sessions.
 - 1.1. List of penalties that may be assigned during or after a session.
 - Warning (WN)
 - Drive-Through Penalty (DT)
 - Stop-Go Penalty (SG)
 - Grid Penalty (GP)
 - Points Penalty (PP)
 - Lap Penalty (LP)
 - Race Ban (RB)
 - Disqualification (DQ)
 - 1.2. Any driver who receives three warnings will automatically receive a 25-point penalty that is not appealable.
2. The following penalties are penalties that will affect a range of events and may be applied at any point.
 - Category 1: series probation

A series probation will be in effect for at least one but no more than six months. During the probation period all penalties may be escalated to the next highest level if it is deemed necessary.
 - Category 2: series exclusion

A series exclusion will be in effect for at least two months and may last up to twelve months. During the exclusion period the driver in question is not allowed to take part in any official sessions and will be on series probation in any other GenR related league.
 - Category 3: global probation

A global probation can last up to 12 months and affects all Genuine Racing organised events. During a global probation all penalties given to a certain driver or team will automatically be one level higher in severity.
 - Category 4: global exclusion

During a global exclusion period, the driver in question is not permitted to take part in any Genuine Racing organised leagues or events. Global exclusions can last up to 24 months.
3. Any driver issued a drive-through or stop-go penalty during the race must serve that penalty within three laps of issuance. Failing to do so will automatically result in the penalty being upgraded to the next higher level.
 - 3.1. Due to Rule N.3 no penalties will be assigned during the race with three or fewer laps to go.
4. Should two penalties of an equal level be issued to a driver in very close succession, the driver will then receive a penalty of the next-highest level instead.
5. Drivers who receive a rear-of-grid penalty in (or for) qualifying will start behind all other starting cars in each race.
 - 5.1. Should multiple drivers receive this penalty they will be in the same order relative to each other as they were before the penalties were applied.
6. Drivers who receive a lap penalty after the race will be placed as the last car on that lap in all cases.

- 6.1. Should multiple drivers receive this penalty and end up on the same lap, their order will be equal to the way it was before the penalty was applied.
7. If a driver receives a penalty for the next event he attends, but does not attend any of the future events, that penalty will be converted into a points penalty.

O. Official Classification and Championships

1. All drivers which start a Genuine Racing GT1 Challenge race will be classified in the results and given points, provided that they finished at least 75% of the race distance. Completing less than 75% of the race distance will result in you getting DNF points only and not being classified among the other cars that did complete the minimum distance. The only case in which a driver does not score any points is if he gets disqualified, then that driver is placed behind all others in the results and will receive no points.

1.1. Only disqualifications for incidents and major rule violations will be considered.

2. There are two official championships in the Genuine Racing GT1 Challenge.
 - 2.1. The Driver's Championship is awarded to the driver who scores the most points in the season.
 - 2.2. The Team's Championship is awarded to the team which scores the most points in the season.
3. Championship points are awarded on the following scale:

1st	-	250	points
2nd	-	225	points
3rd	-	210	points
4th	-	200	points
5th	-	195	points
6th	-	190	points
7th	-	185	points
8th	-	180	points
9th	-	175	points
10th	-	170	points
11th	-	165	points
12th	-	160	points
13th	-	155	points
14th	-	150	points
15th	-	145	points
16th	-	140	points
17th	-	136	points
18th	-	132	points
19th	-	128	points
20th	-	124	points
21st	-	120	points
22nd	-	116	points
23rd	-	112	points
24th	-	108	points
25th	-	104	points
26th	-	100	points
27th	-	96	points
28th	-	92	points

29th - 88 points
30th - 84 points
31st - 80 points
32nd - 76 points
33rd - 72 points
34th - 70 points
35th - 68 points
36th - 66 points
37th - 64 points
38th - 62 points
39th - 60 points
40th - 58 points
41st - 56 points
42nd - 54 points
43rd - 52 points
44th - 50 points
45th - 48 points
46th - 46 points
47th - 44 points
48th - 42 points
49th - 40 points
50th - 38 points
51st - 36 points
52nd - 34 points
53rd - 32 points
54th - 30 points
55th - 28 points
56th - 26 points
57th - 24 points
58th - 22 points
59th - 20 points
60th - 18 points
61st - 16 points
62nd - 14 points
DNF under 75% - 5 points
Pole Position - 5 points (both servers)

4. Only the two top-scoring drivers of each team will score points towards the teams' championship in each event.
5. Any drivers retiring before the 75% mark of the race distance will only be given DNF points and will not be ranked among the classified drivers.
6. In the event of a tie in the points standings, the position in question will go to the driver with the most race victories. If neither driver has a win or not more than the other, the position goes to the driver with the most second place finishes, etc.

P. Server Failure

1. Should the main server(s) for the event experience a mass disconnect the race will be red flagged.
2. If the race has run at least 50% of its scheduled distance it will be declared as completed and half points will be awarded.
3. For any server problems occurring after the 75% mark of the race will be declared as completed, and full points will be awarded.

4. Should the race not have run to half its scheduled yet, the race will be completely restarted. If a back-up server is available, the race will be fully restarted there. If there is no back-up server to switch to or no time to resume the race, the race will be postponed and the whole event will be re-run at a later date.
5. If a mass time-out has occurred the drivers who lost connection are encouraged to rejoin the server to await further instructions from the race administration. Should the server be permanently offline, the race administration will give their orders through the race discussion thread in the series' forum.

Q. On-Server Behaviour

1. All participants in the Genuine Racing leagues and events are expected to respect each other on and off-track.
2. Purposefully distracting another driver during a practice or qualifying session, whether it be through chat messages or on-track actions, will result in penalties if reported to (or observed by) the series administration.
3. Any drivers, who insult another competitor or admin based on their race, beliefs or nationality, will instantly receive a 24 month long global exclusion from all Genuine Racing organised events and leagues. Other insults will also be penalised, depending on the severity of them.
4. Should the option to kick or ban other players be enabled on the event servers, whether it be because the server is unpassworded for practice between events or for any other reason, no competitor will be allowed to ban another series participant from the server, no matter what the reason might be. Instead, it should be reported to a member of the series administration, so he can deal with the situation at hand.

R. Miscellaneous

1. Chatting during qualifying and race sessions is strictly forbidden. This includes both unintentional pressing of binds and intentional chats. Each line of chat while the chat is closed will result in a 1-point penalty.
 - 1.1. Drivers who block messages are not going to be penalised, but may miss admin messages, so they're advised to not block them.
2. The car reset option in the server settings will be disabled at all times. Should it be enabled, any driver aware of it must report it to a member of the series administration as soon as possible.
3. Should a new version LFS containing revised physics, tracks or cars specifications be released within seven days of an event taking place, the series administration will review if that new version will be used for the upcoming event.
4. Any driver found to be using hacks or any programs or software to gain an advantage will be excluded from all Genuine Racing organised series and events. All points scored by that driver for the team's as well as driver's championship will be nullified. The driver will automatically receive a twelve month global exclusion, which can not be appealed.
 - 4.1. All competing drivers are advised to use auto-clutch or an axis clutch in form of a clutch pedal. Button clutch should not be used in the interest of sportsmanship and keeping a level playing field as it provides a big advantage. It isn't forbidden

to use it, but not favourably looked upon on.

5. Bump drafting is strictly forbidden in all official sessions. Anyone caught will be penalised accordingly.
6. Misbehaviour towards the race administration and other competitors during events or during open practice will always result in penalties if observed by or reported to the league administration. All drivers are asked to respect each other on and off the track.
7. An event may be suspended, postponed or cancelled by the race administration if the number of qualified cars is below 33% of the available grid-size (less than ten cars). If the event can not be resumed or rescheduled within three weeks of its original date it will be dropped from the season schedule.
8. The administration reserve the right to modify this document at any time for any reason it deems fit. Should changes be made during an ongoing round the series administration will decide whether the changes will apply immediately or for future meetings.
9. It is every competitor's responsibility to familiarise themselves with this rulebook and abide all rules listed above. Any loopholes found in the rules must be reported to the league administration, so that before an event rules can be put in place to clarify the situation in question.