

Genuine Racing Grand Touring Masters

Season 2014

Rules and Regulations

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A. General Series Information

1. The Genuine Racing GT Masters is racing series within Live for Speed, running five events over the course of its season using restricted GTR class cars in GT2 specification.
2. All five events will consist of 24 hours of pre-qualifying, from Friday (19:00 UTC) to Saturday (19:00 UTC) 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 the 31 fastest drivers will advance into the main event. Drivers who pre-qualified in positions 32 to 35 should be ready to replace any drivers who made the cut but can't attend.
4. There will be a driver's and a team's championship, with the two highest finishing drivers scoring points towards the team's standings in each event. The finishing position of each driver will also decide whether he will gain or lose success ballast.

B. Balance of Performance

1. To make sure all cars have an equal chance 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 19% of air-restriction in all official sessions.
 - 1.2) The FXR must run with 21% of air-restriction and 10kg of ballast in all official sessions.
 - 1.3) The XRR must run with 23% of air-restriction in all official sessions.
2. Any driver, who is found to be using incorrect (too low) restriction values will be immediately disqualified from the 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 GenR GT Masters, each driver must fill in the provided sign-up form in the appropriate thread. The sign-up form must include the LFS username, real name, team, car number, car selection and nationality.
 - 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 0 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 made to a driver's sign-up form must be reported to the league administration, or the change will be ignored.
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 will 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. Series exclusions as a result of a too high amount of penalty points can not be appealed.

D. Confirmations

1. All drivers who set a time in qualifying and intend to take part in the race must confirm their attendance for each event by posting in the event's confirmation thread by 23:59 UTC on the Saturday before the race.
 - 1.1) A confirmation post must include a driver's car number, real name, LFS username and teamname.
 - 1.2) During the period of the confirmations opening to the deadline, all drivers who have set a lap time in qualifying may confirm their attendance, as long as they are within 105% of the pole position time.
 - 1.3) The 31 fastest confirmed drivers from pre-qualifying will be allowed to take part in the main event. The 32nd to 35th fastest confirmed drivers should be on stand-by if any of the top 31 drivers can't attend the event.
 - 1.4) Any qualified drivers confirming after the deadline on Saturday at 23:59 UTC, will only be allowed to race if a replacement driver does not show up and must start from the rear of the grid in numerical order.
 - 1.5) Should there be fewer than 31 qualified cars, signed up drivers who have failed to qualify may confirm and start from the back of the grid in numerical order (behind all drivers who did set a time during pre-qualifying).

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 then do not turn up for the main event will receive a 30-point penalty for the first offence and will be excluded from the remainder of the season after the second offence.

E. Car Skins and Name Format

1. All car skins must display the required numberboards on both sides between the wheels and the bonnet/hood of the car as well as the provided sunstrip.
 - 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 the Top 31 times.
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.
7. 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.

8. All drivers are required to use the correct name format during pre-qualifying.
9. Drivers who excessively cut during pre-qualifying to gain an advantage will have one second added to their fastest qualifying time.
10. During pre-qualifying, all drivers may only use the car they have chosen to compete with for the season. Any drivers who set a qualifying time with multiple cars will be excluded from the event.
11. Any driver who is not within 105% of the fastest time in pre-qualifying will not be allowed to take part in both, the qualifying and the race.

11.1) The series administration reserves itself the right to make exceptions to this rule, should the driver in question be good enough.

G. Qualifying

1. Qualifying will take place right before the race(s) and will be 20 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. The results of qualifying will set the grid for the race (barring any penalties).

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.

J. Pit Lane and Pit stops

1. During all races, there is a mandatory pit stop to be completed between the first three laps of the race and the last three 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 shall drive through pit lane in the fast lane, and not cut the pit lane by going over all the pit stalls. This especially applies to drivers serving drive-through or stop-go penalties. Cutting pit lane will result in a warning or, if repeated, in a drive-through penalty.

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 pit completed.

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

1. Drivers may protest any incidents they were involved in. To do so, they must make a post in the event's appropriate protest thread using the official 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 race 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. Protested incidents may result in drive-through, stop-go or points penalties, which are applied after the race.
3. In severe cases, the race administration may assign penalties to drivers during the race, e.g. intentional wrecking.
4. Protest verdicts can be appealed by the penalised driver or team only. To do so the driver(s) involved must send an appeal to a member of the series administration within 48 hours of the original protest verdict being published. A decision on whether the penalty will be changed, upheld or even withdrawn will be made within the next three days.
5. Frivolous protests will be ignored and if repeated lead to penalties against the drivers filing them.
6. 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 N.1.1 will be applied.

N. Penalties

1. There are five levels 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.
 - Level 1: warning
 - Level 2: drive-through penalty
 - Level 2: 5-place grid penalty
 - Level 2: 10-point penalty
 - Level 3: stop-go penalty
 - Level 3: 10-place grid penalty
 - Level 3: 20-point penalty
 - Level 4: one-lap penalty
 - Level 4: rear-of-grid penalty
 - Level 4: 40-point penalty
 - Level 5: disqualification
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 less 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.
 - 6.1) 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 one-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.

O. Official Classification and Championships

1. All drivers which start a GenR GT Masters race will be classified in the results and given points, provided that they finished at least 50% of the race distance. The only exception is if a car gets disqualified, then that driver is placed behind all others in the results and will receive no points.
 - 1.1) Disqualifications due to too low restrictions will not be considered.
2. There are two official championships in the Genuine Racing GT Masters.
 - 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.
 - 2.3) There are also three unofficial cups for the top drivers with each car model, called the FXR, FZR and XRR Cup respectively. Points in those standings will only be awarded for finishing positions in the race though.
3. Championship points are awarded on the following scale (next page):

Position	Points	Position	Points
1st	100	17th	28
2nd	90	18th	24
3rd	85	19th	22
4th	80	20th	20
5th	76	21st	18
6th	72	22nd	16
7th	68	23rd	14
8th	64	24th	12
9th	60	25th	10
10th	56	26th	8
11th	52	27th	6
12th	48	28th	4
13th	44	29th	3
14th	40	30th	2
15th	36	31st	1
16th	32	Qualifying P1	3
Qualifying P2	2	Qualifying P3	1
Highest Climber	3	DNF before 50%	0
Most Laps Led	2	Lead a Lap	1

- 3.1) Drivers that compete in all rounds of the championship will receive 10 bonus points.
- 3.2) Drivers that compete in all but one rounds of the championship will receive 6 bonus points.
- 3.1) Driver's that compete in all but two rounds of the championship will receive 3 bonus points.
4. Any drivers retiring before the 50% mark of the race distance will not be given points.
5. 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 for the GenR GT Masters 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 GT Masters 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) Blocking of messages will not be punished, provided the driver immediately unblocks. Should this not be the case after a driver has been told to do so, the same penalty will be applied.
2. 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.
 - 2.1) The use of button clutch is also prohibited. Drivers must use an auto clutch, but may also use an axis clutch (clutch pedal) if they're using it in combination with a h-pattern (manual) shifter.
3. Bump drafting is strictly forbidden in all official sessions. Anyone caught will be penalised accordingly.
4. 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.
5. 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.

6. 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.
7. 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 the league administration, so that before an event rules can be put in place to clarify the situation in question.

S. 2014 Schedule

1. Round 1 - Kyoto Ring GP Long (KY3B)
Distance: 32 laps (236.064 km)
2. Round 2 - Blackwood GP Track (BL1)
Distance: 65 laps (214.955 km)
3. Round 3 - Fern Bay Gold (FE3)
Distance: 60 laps (210.840 km)
4. Round 4 - South City Long (SO4)
Distance: 49 laps (197.421 km)
5. Round 5 - Aston National (AS3)
Distance: 43 laps (240.886 km)