

FGTA

1.5hours of Laguna Seca

Rules and Regulations.

This is a complete regulation booklet and outlines every piece of information you will need as a driver, team or indeed steward.

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1. Information

This is our 1.5 hour endurance race around the Mazda Laguna Seca raceway hosted on Playstation Network using Gran Turismo 6, the real driving simulator as our battle ground and GTPlanet as our main base of communication. This is a one off single race for the serious racer using past and present GT and LMP race cars.

1.1. General Information

This race was made by Charlie A for his AMS racing team to race in and has now arranged a deal with the FGTA to provide support in the smooth running of the race.

1.2. Host Information

The thread will be handled by Charlie A

To race you will need to add all the hosts on PSN, this is your responsibility NOT the hosts.

Main Host ID: jf517860

Back up host ID: GTP_Caine , Glen-Alz-81

1.3. Lobby Information

The race is hosted in a "friends only" lobby if you do not send a friends request to the hosts you will not be able to enter the race lobby.

Lobby settings are as follows:

Race Settings:

Start type: Grid Start with False Start Check

Boost: Off

Penalty: Off

Tyre/Fuel Depletion: Normal

Grip Reduction on Wet Track/Track Edge: Real

Minimum No. of Pit Stops: 0

Require Tyre change type: Off

Race Finish Delay: 180sec

Visible Damage: On

Mechanical Damage: Light

Slipstream Strength: Real

Driving Aids: All off except ABS on 1

2. Registration

If you wish to register for our series please ensure that you have read all the information within this rule and regulation handbook. You are free to register your team or just register as a driver and sort a team later

2.1. Driver Registration

To register as a driver for this race please leave the following in a post in the race thread
GTP ID:
PSN ID:
Team:
Preferred car choice:

2.2. Registration Cancellation

To cancel your registration just simply send a private message to either of the host GTPlanet accounts to notify the series organisers of your intention to withdraw.

2.3. Team Formation

Teams are already formed in way of cars so drivers will sign to the team whose car they are driving.

Each team will be made up of:

- 1 LMP driver
- 1 GT2 drivers
- 2 GT3 drivers.

~~3. Evaluation~~

As this is a single event you will not be required to be graded.

~~3.1. Driver Evaluation Process~~

~~Not applicable~~

4. Behavior

I would hope I am putting this section in as a matter of procedure but some do need to be told and this is the section that does just this.

4.1. Forum Behavior

All chat on the forum must stay on topic and comply with the GTPlanet Acceptable use policy [\[link\]](#). Please do not discuss on track incidents in public on the thread, the stewards will deal with any incident and take a dim view of public discussions.

4.2. Lobby Behavior

Whilst in the lobby all text or voice chat should remain friendly. Please do not discuss on track incidents in public during the time in the lobby, the stewards will deal with any incident and take a dim view of public discussions.

4.3. On Track Behavior

While on the track you are expected to behave in a reasonable manner and not ruin the experience for others. We aim to achieve a welcoming racing environment with friendly atmosphere. We would like to carry that to the track also.

5. Points

Points will be awarded for finishing position as follows. Drivers must complete at least 65% of the total racing laps before being awarded points.

1st: 38
2nd: 30
3rd: 25
4th: 21
5th: 18
6th: 15
7th: 13
8th: 11

9th: 9
10th: 7
11th:5
12th:4
13th:3
14th:2
15th:1

5.1.1. Bonus points

Bonus points will be awarded to the driver in each class that gets pole position and fastest lap.

Pole Position: 1 point

Fastest Lap: 1 point

5.2. Drivers

Drivers will be awarded points for finish position.

5.3. Teams

The team will score the sum of the points awarded to it's drivers. Independent teams will score 1.5x points at each event to help keep them in contention.

6. Cars

Only cars listed on the current list of regulated cars are allowed to be used in this event. All details can be found in the current car list [\[link\]](#).

6.1. Spec

All cars have a regulation spec that it must be adhered to at all time when using the car in a 1.5h Laguna Seca lounge. All details can be found in the current car list [\[link\]](#). The spec of your car will be checked before any official qualifying or race session.

6.1.1. PP Penalties

~~———— We operate a success penalty system in this championship, which will restrict the PP limit for podium finishers and championship positions as detailed below:~~

~~Podium Finish:~~

~~1st = 3pp — 2nd = 2pp — 3rd = 1pp~~

~~Championship Position:~~

~~1st = 5pp — 2nd = 3pp — 3rd = 1pp~~

~~———— The Championship position penalty is a static penalty carrying on as long as the position is maintained. The Podium penalty is stackable should a driver finish on the podium multiple times. Podium penalty is reset when a driver misses a race or finishes off the podium.~~

6.2. Teams Cars

Teams are already formed in way of cars so drivers will sign to the team whose car they are driving.

Each team will be made up of:

1 LMP drivers

1 GT2 driver

2 GT3 driver.

7. Tyres

In the 1.5h Laguna Seca race we use the racing compound tyres available.

7.1. Available tyres

Racing Hard

Racing Medium

Racing Soft

Racing Intermediate

Racing Heavy Rain

7.2. Tyre regulations

You must start the race using the Racing Medium tyre. After the 1st lap you are free to choose what tyre you wish to use.

8. Race day Procedure

During the race day we try to keep to a strict timetable. This is so that drivers can clearly plan their evening and have a good idea what time they will be free to continue with real world commitments or other racing series.

8.1. Timetable

All times are in EST (GMT-5)

All times are approximate although we aim to keep as close to schedule as we can.

14:00 - Room opens

14:30 - All drivers are expected to have attempted to connect to the server.

Free practice continues until 14:35

14:35 - track reset and spec check

14:45 - Qualifying start

15:15 - Qualifying end.

15:15 - Pre race break

15:30 - Race start

17:00 - (approx) - Race end

8.2. Spec Checks

Before you will be allowed to qualify or race we will check your car's spec to ensure no drivers are able to run their car at a spec that is not regulation. This will be done by setting the lounge settings to allow your car's maximum spec. Once this is done you will be asked to join the event using the "enter" button, **DO NOT** use the "go to track" button.

8.2.1. Parc Ferme

Once your car has been checked you will be in "parc ferme" conditions. This means you are no longer allowed to enter the settings of your car. If you wish to change tyres for any reason you can do so from the driving options menu.

8.3. Qualifying

Qualifying will be done using the Practice within the online lounge, Drivers will park in the pits until the host says "Quali Green". Drivers may then proceed onto track and begin qualifying. The session will last for 30 minutes. Once the 30 minutes are up, the host will say "Quali Over". Drivers on a hot lap may complete the lap, but may not start a new lap. Drivers must then return to the pits. DO NOT leave track until told to do so by the host.

8.4. Race

During the race there is a lot of regulations to comply to. Using common sense and being aware of where other cars are on track around you will keep you from breaking any of the racing regulations.

8.4.1. Race start

———Drivers must start the race on the Racing Hard tyre. However, if there is changeable conditions, drivers may change to suitable tyres for the race start. Drivers will be asked to enter track and park in the pits. We will then leave the pits in Grid order and park at Turn 2 to ensure we have the correct grid order. Once the order is set, the race countdown timer will begin. ~~Once all cars have been spec checked you will enter into qualifying (details outlined in section 8.3.). Once the qualifying session has ended you will have 3 minutes before the race starts. When the race starts we will head straight into the pace lap.~~

8.4.1.1. Pace lap

———~~When the start timer counts down we will leave the grid in an orderly fashion for a pace lap. The speed limit for the pace lap is 62mph (100kph). Tyre warming is allowed during the pace lap.~~

8.4.1.2. Rolling start

———~~As we approach the last turn the leaders should slow to bunch the cars into 2x2 formation with the pole sitter ready to be on the inside line for turn 1. The start of the grid markings on track marks the start of the acceleration zone. The pole sitter can the accelerate at any time from here. If the pole sitter has not accelerated before crossing the start line then the race goes green regardless and it is the pole sitters loss for sleeping on the start. Full~~

~~details will be put in the driver briefing for every for each race as minor details may change depending on track layout.~~

8.4.2. During the race

Once the race has started you should race hard but fair. Your 1st objective is to find a way through turn 1 without being involved in or causing an incident.

8.4.2.1. Track limits.

Track limits are always defined by the white if you can not see a white line then 2 wheels should always stay in contact with the racing surface. This does not include the red and white kerbs, only the tarmac.

8.4.2.2. Attacking the car ahead

When you find yourself attacking a car in front of you, you will need to keep calm and ensure any attempt at a pass is completed safely without causing contact or forcing the other car off the road. The ahead car is allowed to drive each corner as fast or as slow as they see fit. Please make sure you are aware that you will need to brake earlier when you have had a good slipstream and therefore have a higher than usual top speed. The lead driver always has the right to use any part of the track they wish without fear that the car behind will put their nose somewhere dangerous. Although if you successfully get a reasonable amount of your car up the side of the lead car then racing room and respect must be given by both drivers.

8.4.2.3. Defending from the car behind.

While defending from a car behind obviously you own the track and the racing line, you can approach this in any manner you wish, but without sudden or unexpected maneuvers. Brake testing the car behind is strictly forbidden! Once the car behind has started his maneuver to pass there is only a small window of opportunity to defend your position before it will be too late for the driver behind to back out from the maneuver safely if you close the door, so be careful and be aware of where other cars are around you.

8.4.2.4. Defending on a straight

While you are on a straight the rules are simple. You may move once do defend your position. Once you have made your move you may move back towards the normal racing line but must leave space for the attacking car when you do so. Weaving on a straight during the race is not allowed.

8.4.2.5. Lapping

While lapping is happening the car about to be lapped is entitled to keep to their racing line and the lapping car must find their way past. When the lapping car makes their move to pass the lapped car is not allowed to defend their position. A lapped car may unlap themselves if they find themselves in a position of having a clear advantage with grip and can pass and clear the racing line without holding up the lead car and can then pull away to avoid being blue flagged again.

8.4.3. End

~~———— The race will be set to allow 2 extra laps, 1 at the start as a pace lap and one at the end for a parade lap. The race will end when the text chat box pops up with the message that the leader has crossed the control line in 1st place, 1 lap left. When this message pops up the race is over and all cars must race to the finish line of their current lap. There will be information in the drivers briefing to advise all drivers of where to park their car on the parade lap to wait for all other cars to finish and arrive in the designated parking place. We will then drive in order to the finish line, any lapped cars may continue if they wish as results will be taken from the finish line at the start of the parade lap. Maximum speed for the parade lap is 100mph (160kph).~~

8.4.4. Retiring

If for any reason you wish to retire from the race you must do so by driving to the pit lane and pressing pause to hold your car in your pit box. DO NOT park your car on track anywhere as this can result in unwanted or unnoticed movement of your car and also cause distraction to other drivers.

9. Incidents

An incident can be many things from corner cutting, pit line cutting to full multiple car

pileups and all should be reported by the driver so that they can be looked at by the stewards.

9.1. List of Usual Incidents

This list outlines the usual incidents we see, although it is not a definitive list and any other incident will be looked at and the stewards may apply a penalty if they see fit.

Jump Start - ~~This is where either the leader accelerates too early or a following driver accelerates too early resulting in a jump start.~~

Track limits - Track limits are defined by the white line along the edge of the track. If there is no white line then 2 wheels must stay in contact with the racing surface, this does not include any kerbs or concrete.

Avoidable contact - This is defined as contact between two or more car's that could have been avoided by one or more drivers.

Racing incident - This is defined as contact between two or more car's that could in no way be avoided by any of the drivers involved.

Failure to comply with tyre regulations - Self explanatory really but this is the name of the incident when a drivers fails to use the racing medium tyre during a full dry race.

Driving standards - This covers many aspects of your driving including but in no way limited to:

- Dangerous driving or maneuvering.

- Driving the wrong way on track.

- Also can include track and pit lane limits if seen to be dangerous.

Blocking - this is where a driver intentionally blocks another car from passing after they have defended their position as much as legally allowed. Please refer to [8.4.2.3](#) and [8.4.2.4](#). for full information.

Pit Lane Infringement - Pit lane entry and exits are usually set with a solid white line. It is the drivers responsibility to keep their car within the confines of the white line at all times while entering / exiting the pit lane. Any chicanes / corners in pit lanes must also be taken at an appropriate speed so as the driver doesn't cut / loose control.

Ignoring blue flags - This is where a driver that is about to be lapped defends their track position even though the car behind is a lap ahead. Please refer to [8.4.2.5](#). for full information.

Misconduct - This defines all lounge and thread conduct, for full details on thread and lounge conduct please refer to rules [4.1](#). and [4.2](#). The stewards may apply a penalty for misconduct if they see fit.

For a full list of penalties please refer to section [12](#).

9.2. Incident Reporting

If an incident occurs any or all the drivers involved or that saw the incident should complete an incident report [\[link\]](#). This allows the stewards to quickly find and review the incident.

10. Stewarding

All FGTA races will be reviewed by a panel of stewards after the race. We have 3 stewards attending each so that each steward can put their opinion to the race director and then the race director will review the opinions and take the majority opinion. If the stewards fail to provide a majority opinion then the race director may do what he sees best.

10.1. Stewards

To discuss any stewarding with the stewards please do this using their personal accounts as there is no guarantee that the stewards account will be logged into all the time as it will only be used for keeping the thread up to date.

This is the Personal accounts of the WGTC stewards:

GTPlanet ID, PSN ID

Race Director: Charlie A, Warlie12

Head Steward: gtpcaine, GTP_Caine

1st Steward: Glenalz81, Glen-Alz-81

2nd: Steward: Mini Stiggy, jf517860

10.2. How a complaint should be looked at.

When an incident is reported by one or more drivers the stewards will then ask all drivers involved to complete an incident report [\[link\]](#) if they haven't already done so. The stewards and the race director will then review the replay independently from each other to look at the incident from all camera angles available and use the graphics on screen to try to determine the cause of the incident, what the drivers did to try to avoid the incident and if any drivers are at fault. Once they have all done this they will give their report and suggested

action to the race director for the race director to review and act as necessary.

11. Disconnection

In the event of a single disconnection the race director will wait for the affected driver to return to the race lobby. Once the driver is back in, the race director will announce a “red flag” situation over the microphone. At this time all drivers remaining in the race should drive to the start grid in formation. No overtaking is allowed in this time. Laps completed will be noted as well as driver positions needed for the restart with any disconnected drivers starting at the back of their category. In the event of a mass disconnect (2 or more drivers) the race director will immediately call a red flag, and the same procedure for a single disconnect will take place. Should a disconnect happen after 75% of the race distance, it is at the discretion of the race director if the race gets red flagged. It will be taken into consideration the position of the affected driver at the time of the disconnect, their position in the championship, and how far through the season we are. IE a championship front runner disconnecting from the lead at the penultimate race will result in a red flag. However someone in last position in the championship would not.

11.1. Restart

Once all the disconnected drivers have successfully rejoined the lounge or the 20 minutes has elapsed the restart will begin with laps completed reduced from the remaining race distance and weather and time set to how it was at time of red flag. Once this is complete normal start procedure will begin as described in part [8.4.1](#).

12. Penalties

When an incident occurs the stewards will review the incident following the procedure outlined in part [10.2](#). and may apply a penalty if they see fit.

12.1. Usual Penalty types used by stewards

This is a list of the usual penalty types the stewards will hand out for small incidents. This is in no way a definitive list and the stewards are free to penalise as they see fit.

Reprimand - This is effectively a warning, these accumulate over the series and will start adding other penalties as outlined below

3 Reprimands - 5 place grid penalty.

6 Reprimands - 5 championship point deduction for the driver.

9 Reprimands - Driver race ban

12 Reprimands - Driver series ban

Time penalty - size dependant of severity of incident (minimum 30 seconds)

Drivers championship points deduction - size dependant of severity of incident
(minimum 5 points)

12.2. Other penalty types

If an incident is severe enough or a driver becomes a persistent offender the stewards can impose a more severe penalty if they see fit. This list outlines the usual options we will turn to in this situation but we are not limited to just these options.

Teams points deduction - If we think the team could help stop an issue we may issue a teams points deduction.

Driver race ban - If we think an incident is severe enough we may impose a race ban of one or more races.

Series ban - If we think a driver just won't listen and becomes a huge issue we may impose our most severe penalty in banning the driver from the rest of the season and possibly any future seasons or other events hosted by any of the series organisers.

12.3. Appealing a Penalty

If you for any reason you disagree with a penalty you receive you may appeal the decision once. This must be done by sending a private message to the race director within 24 hours of the penalty being published. Please give the reason you think we should reconsider our decision. We will then look over all the information we have again and publish our decision and make any necessary amendments to the race results.

If your appeal is denied then the decision will be final. Any further complaints will be ignored and if they persist then a further penalty may be applied.

13. Small print and Acknowledgements

These rules and regulations are property of the FGTA and may be used by all the series organisers for any and all their racing series. This is an outline of the minimum we expect of you as an FGTA driver. If there is something we have missed this does not mean you are allowed to do this. All rules and regulations are subject to changes if we see fit. penalty types are an outline but we are in no way limited to these.

Thanks to our race organiser
Charlie A

Thanks to our stewards
gtpcaine
Glenalz81
Mini Stiggy

14. Useful Links

Here are some useful links I think every online competitive driver should read

[GTPlanet OnLine Racing \(OLR\) Rules & Guidelines \(thanks to GTPlanet admin\)](#)

[Good OnLine Racecraft Guide \(thanks to VBR\)](#)