



CHAMPIONSHIP RULES

Introduction

Season 3 of the GT3 Star Tour promises to be even more competitive, even more sought-after and even more hotly contested on the track! The growing success of this championship is down to you, the drivers of previous seasons. Thanks to the image you project through your clean, true-to-life driving, many drivers are joining us this year.

Other events could still raise the level of this championship, but that's another story, another project which I hope will see the light of day.

The aim of these regulations is to lay down certain rules to ensure that the races take place in the best possible conditions for each driver. Let's not forget that the most important thing is to have fun driving together, but also to take the competition seriously, because this is virtual motor racing, which means respecting the sporting rules, good behaviour and the organiser.

When it was created, this championship was organised to enable drivers who loved simracing to race on RFactor 2 in multiplayer mode, which didn't exist at the time, in a 'family' setting that was conducive to having fun, a healthy fight on the track and good times together. Today, the state of mind must remain the same, because the world of competition is above all a big family. I have every confidence in you, and I know that you will make the GT3 Star Tour a benchmark competition.

On that note, happy reading and happy racing. See you soon on the different championship tracks!

Registration and participation

To register, you must fill in a questionnaire which will allow you to indicate the car you want for the whole championship and the number you want, from the list of available numbers. Each driver must send his personalised skin to the organiser before 12 January 2025 at the following address: contact@lg-racingteam.fr or via Discord.

Below is the link to the registration form:

<https://simmanagementsystem.com/evenement/252/#generalInfo>

The number of places for the championship is limited to 50. Once the season has started, it will no longer be possible to register.

Registration is open to all and free.

Registering for this course constitutes acceptance of the rules.

Cars selection - Liveries

The choice of car is free. The chassis were made available:

- GT3 : Aston Martin VANTAGE, Audi R8, BMW M4, BMW M6, Corvette C7 GT3-R, Ferrari 488, McLaren 650S, McLaren 720S, Mercedes AMG, Porsche 911.

Drivers will have to create their own personalised livery and are authorised to control their own sponsors, in addition to those of the organiser. The number plate to be placed on the doors, and possibly on the bonnet, will be supplied by the organiser, together with the logo of its sponsors and their location on the vehicle.

Any skin that does not comply with the organizer's requirements will be refused and participation in the championship suspended until validation of a new skin that meets expectations.

Required content

All drivers must own the car that will be used for the entire championship, as well as all the tracks in the programme, in order to join the server (the other cars proposed for the event must at least be loaded into the game).

Organization / Race management

The race will be supervised by several functions:

Server administrators: They manage the server settings, the weather, the grip, the various rules, and make sure everything runs smoothly.

The Streamer: The races will be broadcast live on the PloomGarage Twitch channel.



Calendar



The graphic features the R2 logo, a GLOOM Games logo, and the LGRT (LG Racing Team) logo. The main title is 'GT3 STAR TOUR' with 'SAISON 3' in a red banner. The race schedule is listed on the left, and a box on the right provides session details.

12/02/25 - DAYTONA **28/05/25 - VIRGINIA**
05/03/25 - SEBRING **25/06/25 - LONG BEACH**
26/03/25 - SPA (1H30)
16/04/25 - MONZA
07/05/25 - ROAD ATLANTA

Practice 60mn
Qualification 20mn
Course 45mn*
Skins persos
Météo live !

Preparation

To validate their participation, all drivers registered for the event must comply with the following conditions :

1. Have joined the briefing channel on the official TeamSpeak dedicated to the event in order to take part in the pre-race briefings.
2. Have trained a minimum with the chosen car on the different circuits offered by the championship.

The drivers undertake to carry out practice sessions in order to prepare for the race as well as possible. To ensure that the race runs smoothly, it is preferable to arrive at the circuit knowing the different trajectories, braking points, overtaking zones, etc... This will ensure that the race runs smoothly for all the participants.

Format and times

For each round, the server will propose an official practice session lasting around 60 minutes, a qualifying session lasting 20 minutes and a sprint race lasting 45 minutes, except in special cases (see championship programme above). The weather for all these sessions will be in real mode.

The races will take place on Wednesday evenings, with the qualifying session starting at 8.40pm. A briefing will be held at 8.30pm.

The server will remain open in testday mode between rounds. You'll have to be patient to find your times on the livetiming (recorded every 30 hours), always in real weather conditions and on a track with progressive grip.

Points allocation system

Points distributed for the race (drivers must participate and complete the race to receive points).

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25 à 50
Points	100	80	70	64	60	56	52	48	44	40	38	36	34	32	30	28	26	24	22	20	18	16	14	12	10

Bonus points.

Pole position	1 point
More tours led	2 points (3 points in reality, with the addition of a tour led by)
A lap led	1 point
Best lap in race	1 point

Competition rules

- Art 1. By taking part, all competitors agree to be bound by the rules set out in this document.
- Art 2. If necessary, the organiser reserves the right to modify the time and duration of any session at its sole discretion.
- Art 3. Once approved by the organiser, before the start of the championship, changes of car model are not permitted.
- Art 4. Car numbers are chosen by the drivers, subject to availability based on the choices made by previous entrants.
- Art 5. The liveries may not show :
- Vulgar or offensive language or images.
 - Any link to content and/or products that may be considered ethically questionable by the organiser.
 - Logos, text or any other copyrighted or protected intellectual property that does not belong to the rider unless the rider has the express written permission of the holder of the intellectual property in question and can provide this immediately to the organiser on request.
 - Political or religious messages or connotations.
- Art 6. By submitting their livery, pilots agree to its public use in the rFactor2 software without restriction of rights.
- Art 7. Weather conditions will always be in real time, except in special cases. With regard to the identity of drivers, pseudonyms, name tags, "Your Name" or other are prohibited. All drivers must be registered and logged on to the server under their real name in the format "First Name Last Name" without accents, special characters. Each driver profile name is individual. Any misuse of identity will immediately result in permanent exclusion from the championship.
- Art 8. With regard to the identity of drivers, pseudonyms, name tags, 'Your Name' or other are prohibited. Each driver must be registered and connect to the server under his real name in the format 'First Name Last Name' without accents or special characters. Each driver profile name is individual. Any misuse of identity will immediately result in permanent exclusion from the championship.**

Server Settings

- Art 9. The parameters will be as follows:
- Free setup.
 - Flag rules: black flag only.
 - 1 penalty after 5 track limit points (except in the event of wet weather, in which case this number may be increased at the organiser's discretion).
 - Damage multiplied to 80%.
 - No assistance allowed.
 - Live weather except in the event of a very pessimistic forecast (weather set manually).
 - Grip of the track : natural progression of the track.
- Art 10. The setups are not fixed, the pilots are authorized to create their own.

Art 11. The GT3 category has a BOP (Balance of Performance) applied by the developers of rFactor2. The organizer will not modify this BOP throughout the duration of the championship.

Race marshals and briefings

- Art 12. The briefing is compulsory and must be attended by all drivers. To attend the briefing, drivers are asked not to drive and to park their cars in their pits. In the event of failure to comply with this rule, and without a reason deemed valid by the organiser, the driver will suffer a penalty of 5 places on the grid for the round in progress.
- Art 13. The organiser will be responsible for interpreting the rules for each incident reported. The final decision is that of the organiser.
- Art 14. There is no method of appealing against decisions taken by the organiser. By participating, competitors accept the organiser's exclusive competence in sporting matters.
- Art 15. In the absence of stewards during the various sessions, complaints must be made within 2 days of the race (by PM on the discord, by e-mail or via the form on the Simracing Management System platform). If an incident occurs during qualifying, the complaint must be sent to the organiser immediately after the end of the qualifying session by PM on the discord.
- Art 16. If competitors choose to become disruptive as a result of a decision taken by the organiser, they will be referred to the 'Code of Conduct' section, which describes the consequences of such actions.
- Art 17. The organiser will cancel any round where the number of drivers starting is less than 15.

Qualifications

- Art 18. Qualifying of 20 minutes with all the cars on track
- Art 19. It is possible to stop at the side of the track, in complete safety for the other drivers, and to press the ESC button to return to the pits.

Code of Conduct and Etiquette

- Art 20. Drivers must not force others to leave the track.
- Art 21. Drivers are responsible for ensuring that they have a perfect view of the vehicles around them during the various manoeuvres they carry out (rear-view mirrors, camera angle, CrewChief-type software spotter).
- Art 22. If another competitor has a significant part of his car next to a driver at any time, this competitor must leave room for the other. This **significant part** of the car must be next to the competitor outside a braking zone. If a competitor fails to leave space (at least the width of a car) for a competitor who has a significant part of his car alongside him, he risks being penalised after the race in the event of a complaint to the organiser. In this competition, a significant part of the car is defined as a minimum of the front wheel of the car next to the rear wheel of another car. If a competitor comes into contact with a car without a significant part of his own car being next to his competitor before a braking zone, and this car is negatively influenced by this contact, he may then be penalized in the event of a complaint to the organizer.
- Art 23. If a competitor comes into contact with a car without a significant part of his own car being alongside his competitor before a braking zone, and if this car is negatively influenced by this contact, he may be penalised if he lodges a protest with the organiser.
- Art 24. Competitors must not zigzag excessively to defend their position. A rider may leave the racing line and return once. Any other movement may result in a penalty in the event of a protest to the organiser.

- Art 25. Competitors must respect the limits of the track. The limits of the track are defined by the solid white lines. A car must keep two or more wheels within these white lines. This is penalised by the rFactor2 software according to the server programming.
- Art 26. If a competitor rejoins the track or recovers following an incident of any kind, it is imperative that they do so in complete safety. If possible, they must rejoin in a safe and controlled manner in order to avoid further incidents. Failure to do so may result in a penalty in the event of a complaint to the organiser.
- Art 27. Blue flags will be shown to drivers who are one or more laps behind an approaching car, please respect them by allowing them to overtake without resisting, if necessary by moving out of the way without surprising the faster driver. When joining the track from the pit lane, drivers must stay to the right (or left depending on the circuit) of the pit exit line and not cross the solid white line. This may result in a penalty by the rFactor2 software.
- Art 28. It is strictly forbidden to use the pit lane for any purpose other than repairing damage, refuelling, changing tyres or enforcing a penalty.
- Art 29. When rejoining the track from the pit lane, drivers must stay to the right (or left depending on the circuit) of the pit exit line and not cross the continuous white line. This may result in a penalty via the rFactor2 software.
- Art 30. The safety car will not be used during the race (only for the flying start phase).
- Art 31. The pit lane will be open from the start of the race until the end of the race.
- Art 32. If a driver wishes to lodge a formal protest against another driver, he must inform the organiser immediately after the end of the race with a deadline of 2 days, failing which any investigation requested will be null and void.
- Art 33. All participants must conduct themselves in a manner that reflects positively on the organiser (and any of its partners) and the participants and comply with all applicable laws and regulations at all times.
- Art 34. Participants must not engage in any behaviour that the organiser deems detrimental to the event, the reputation or relationships of any individual or its partners.
- Art 35. No betting or gambling by a participant or any person linked to a participant is permitted under any circumstances. Furthermore, no competitor or related person may benefit directly or indirectly from a bet or gamble.
- Art 36. Participants must not offer or accept any gift or reward to or from anyone for services promised, rendered or to be rendered in connection with the event.
- Art 37. Participants must at all times respect those involved in the organisation of the event, sponsors and/or any partners. Participants must not use obscene gestures, offensive language or comments, in particular:
- a. Hate speech or discriminatory behaviour - Participants may not use any language deemed by the organiser to be obscene, rude, vulgar, insulting, threatening, abusive, libellous, defamatory or otherwise offensive or objectionable; or promote or incite hatred or discriminatory behaviour, at any place and at any time. Entrants may not use any facilities, services or equipment provided or made available by the organiser or its subcontractors to publish, transmit, broadcast or otherwise make available any such prohibited communications. Participants may not use this type of language on social networks or during public events such as streaming.
 - b. Violent or physical aggression or behaviour towards the organiser, any of its partners or other participants will not be tolerated.
 - c. Harassment of any kind is strictly prohibited. Harassment is defined as systematic, hostile and repeated acts over a considerable period of time, aimed at isolating or ostracising a person and/or undermining the person's dignity.
 - d. Discriminatory comments, phrases or gestures - Attacking the dignity or integrity of a person, or a group of persons, a team, a brand, a sponsor or a country, by means of

contemptuous or discriminatory comments or actions on the grounds of race, skin colour, religion, national or ethnic origin, religion or belief, skin colour, ethnic, national or social origin, gender, language, religion, political or any other opinion, financial situation, birth or any other status, sexual orientation or any other reason will not be tolerated.

- e. Trolling - Any participant who posts inflammatory, superfluous or off-topic messages in an online community, such as a forum, chat room or blog, with the primary intention of provoking an emotional reaction from readers or otherwise disrupting the normal topic of discussion. Any behaviour deemed contrary to this Code of Conduct is punishable at the sole discretion of the organiser and may result in disqualification.

Art 38. Drivers and/or competitors publishing negative, disruptive and brand-damaging content on social networks about the organiser, the game and their potential partners in general and/or any other participant, including but not limited to images and videos of game errors, may result in the participant being withdrawn (as a consequence) from the event.

Penalties

There are several types of penalty issued in this competition. It is important that competitors are aware of the differences between them and how to act when each type of penalty is received. These penalties will only be issued after the race, and within a maximum of 2 days.

- Art 39. Reprimand - the organiser may warn a rider before imposing penalties in the event of a repeat offence.
- Art 40. Stop-Go or Drive-through penalty - Managed by RF2 or applicable at the start of the following race.
- Art 41. Time penalty (after the race) - the organiser may decide to add time to a driver after the race, thus influencing his ranking.
- Art 42. Grid penalty - the organiser may decide on a number of penalty places on the grid for the next round of the championship (5 or 10 depending on the seriousness of the incident).
- Art 43. Disqualification - in extreme circumstances, the organiser may find the actions, attitude or behaviour of a competitor to be contrary to the spirit of the competition during one of the rounds of the championship and that this merits disqualification for the remainder of the championship.
- Art 44. As a reminder, all penalties issued by the organiser are final.
- Art 45. Should a driver fail to turn up for 2 consecutive races without giving a valid reason or without giving any news, the organisers reserve the right to disqualify him from the championship.**

Start procedure

- Art 46. The start of the race will be a double file start - the drivers will follow the safety car for one complete lap before it enters the pit lane. Overtaking will be authorised at the green flag after crossing the start line.
- Art 47. For special cases, on certain circuits, this rule may be modified and the organiser will make this known during the briefing.