



Regulations v10.9

Version 10.9 of the Gen-X Racing Group racing regulations is valid from 6th April 2026

Egos need not apply / Rubbin' is for the massage parlour not racing /

Push limits, not people / If in doubt, give it back /

Ethos, Pathos, Lagos, Kairos

1. Acceptance and Driver Registration

- 1.1 By completing driver-registration each driver agrees to comply with and accept all regulations and rules contained within these regulations.
- 1.2 Any driver who has not completed the #driver-registration and confirmed agreement will be unable to race in any event until they do so.
- 1.3 All drivers are required to be 18 years of age or older.

2. Blue Flags

- 2.1 At Gen-X we adhere to the universal blue flag rule of you allowing faster cars through if they are about to lap you as well as if they have lapped you before.
- 2.2 Please note though, that GT puts out the blue flags way too early and you do not have to lose 10-14 secs "waiting" for the closing faster car to pass you. ACC is the opposite giving you very little notice.
- 2.3 You must, keep a sharp eye on your rear view mirror and move off the racing line at a safe and suitable place as soon as possible to allow the faster lapping car to pass without being impeded.

- 2.4 If you are faster than a car that has lapped you and you catch it up, you have the right to un-lap yourself by overtaking any car that has previously lapped you.

3. Bump drafting

- 3.1 Drafting is obviously allowed, however, bumping during drafting is not welcomed but also is not illegal, but if a bump during drafting causes the car in front a disadvantage (losing control, spinning out etc) in their race, then penalties will be applied to the bumping car.
- 3.2 Repeated bumping during drafting will also incur a penalty as it deemed as potentially dangerous and unsportsmanlike.

4. Car allocations

- 4.1 To ensure as varied a grid as possible in driver choice championships, the number of drivers allowed to drive the same car is limited to the number shown in each #cars-allocated section, under individual categories and the relevant #championships section.
- 4.2 Where a mandatory change of car is required mid season in any championship, this is the only window cars can be changed in such a championship. If a car is changed outside of this window with the agreement of the @Team Principal a one off championship points penalty of -25pts will be incurred. If a car is changed outside of the allowed window without agreement, then -25 championship penalty points will be levied for each race the incorrect car is used.

See also [Race (Round) participation]

5. Championships/Special Events

- 5.1 To be eligible to participate in any Gen-X championship or special event drivers must sign-up via the appropriate championship registration section, under individual categories e.g. #gr3-sign-ups, #gr4-sign-ups and se-sign-ups.
- 5.2 This grants you the right to enter races in the championship or the special event and reserve your cars for GR events but does not automatically grant you a place in each round.
- 5.3 Any registered driver who has 3 unexplained non-starts after checking in in any one championship will have their points zeroed in that championship.
- 5.4 Any registered driver who has 5 unexplained non-starts after checking in in any one championship will be removed from that championship.
- 5.5 FULL details of each championship can be found in each #championship-details.

See also [Race (Round) participation]

6. Jokers

- 6.1 Some championships allow drivers to use a “joker” once or more in a season. If so, this will be noted on the Championship details in #championships. A joker doubles the finishing points in the race of the driver playing the joker.

- 6.2 Jokers must be declared during race check in and well before the race lobby opens.

7. Liveries

- 7.1 Drivers are welcome to use any livery they wish, in fact, it is encouraged.
- 7.2 Liveries can not contain anything offensive or inappropriate (e.g. nudity, extremism, drugs or tobacco).
- 7.3 A visible race number must also be on all cars.
- 7.4 Liveries for championships can be added to the #livery-showcase for checking and a chance of pre-season bonus points. Only cars posted in the livery-showcase before the lobby opens on round 1 of any championship season is eligible for a possible pre-season bonus.

See also [Points]

8. Medals & Awards

- 8.1 When a driver finishes 1st, 2nd or 3rd in a championship, a trophy (1st) or medals (2nd and 3rd) icon will be added to their nickname to show appreciation of their participation and achievement.
- 8.2 In addition the following awards will also be awarded and added to Discord IDs for Best livery of a championship season by a peer vote is shown by a palette icon and a wire world icon for a Sportmanship Award during a championship season by a peer vote.
- 8.3 The Sportmanship Award accolade can also be awarded to a community member at any time by the community team principal.
- 8.4 An additional community team principal only award can also be awarded at any time for the Most Improved Driver Award which is shown by a cog icon.
- 8.5 In addition to winning any championship season, if a driver wins every race in a season they are awarded the "Golden Gonads" award shown by a marracas icon.
- 8.6 Achievements are shown in each recipient's Discord tag and the number of awards and Gen-X points in #medal-table.

9. Minimum grid size

- Officially, we do not race with less than 5, for the race to go ahead with less than this is upon the discretion of the host. I.e. possibly it would be a championship decider etc

10. Multiple grids/lobbies

- 10.1 If enough people check in for a race to make full grids in more than one lobby if the championship is not divisional, multiple lobbies will be employed. If the championship is divisional multiple lobbies will always be used split by divisions.

- 10.2 Entrants for each lobby will be by randomised if the championship in question is not organised into separate divisions. If the championship is in question, then the lobbies will also have the same drivers in divided by divisions.
- 10.3 Lobbies will be displayed with entrants and lobby hosts before the race lobby is due to open if randomised, if divisional the lobbies will already be known.
- 10.4 An amended points system will be used when multiple lobbies are used only if the championship is not employing separate divisions. In this circumstance additional points to the normal points system per race, every driver will also be given additional points based on their overall finishing position based on the finishing times of all drivers.

See [Points] also

11. Penalties

- 11.1 Real-time in game track limit penalties should be served off the racing line and the racing line then retaken considerately so as not to hinder a passing driver.
- 11.2 For all other race incidents, we have a clear and simple view for our stewarding, we like to avoid giving penalties where possible and we hope people can resolve issues on track immediately by giving any unfair advantage back (see also 11.4) and after the race also offering a simple apology and acceptance that we're all learning at our own paces. However, when this breaks down drivers can #report-a-race-incident for review by the stewards. Upon any blame being apportioned by the stewards the following sanctions are available to the stewards as detailed in 11.3.
- 11.3 Race incident penalties can include :
 - A warning.
 - A time penalty.
 - A points penalty.
 - A position penalty.
 - Qualifying Ban
 - Race Ban
 - Championship Ban
 - Removal from Gen-X.
- 11.4 Common penalty outcomes include but in no way is limited to :
 - 11.4.1 An advantage gained through **any contact (avoidable or accidental) resulting in an unfair position being gained by a driver forcing another car off track, into a wall or to a complete stop where the positions are not redressed by the offending driver** (position is not given back) – a usual standard time penalty of 30 seconds is levied to the

offending driver's race finish time. This penalty can be replaced by a points or position penalty or have such additional penalties added to the standard time penalty at the discretion of the stewards depending on finishing positions, finishing times and the context and severity of the incident.

- 11.4.2 Avoidable or accidental contact with another driver where the fouled driver loses positions (either to the driver causing contact or any other resultant driver) by going wide, losing temporary control **but continuing** – a time penalty of 15 seconds will normally be added to the driver at fault's finishing race time. If the driver at fault redresses positions to the fouled driver no penalty will be given.
- 11.4.3 Unsafe re-joining to the track by any driver (causing any other driver to lose any time or position, or where contact is made with another car) – 30 seconds added to the fouling driver's race finish time.
- 11.4.4 Reversing on track – disqualification from the race.
- 11.4.5 Weaving to defend (**see also Racecraft section**) without causing 11.4.1 or 11.4.2 – 10 seconds added to the driver at fault's race finish time.
- 11.4.6 Push to pass – if a position is gained, where it is deemed obvious that the pass was facilitated by a push to pass contact move, even if the driver passed carried on the race without incident – a penalty of 10 seconds will be added to the fouling driver's race time.
- 11.4.7 Verbal abuse of a stewards decision rather than using the appropriate appeals procedure will be dealt with as an offense against the Gen-X Code of Conduct and will be dealt with as per regulation 11.8
- 11.5 Penalties are applied after reviewing the #report-a-race-incident submission or any race incident observed and will be published in #steward-reviews.
- 11.6 There is no linear order of the severity of the sanction and any one sanction or combination of can be issued immediately based on the severity and nature of the incident.
- 11.7 Stewards also have the discretion to amend, commute or increase penalties according to the specific incident and circumstances as they see fit.

- 11.8 Member community violation sanctions can include the following and will be applied after reviewing the #report-a-member-violation submission OR any incident observed :
 - A warning.
 - Being "muted" within the community.
 - A points penalty.
 - Qualifying Ban
 - Race Ban
 - Championship Ban
 - Removal from Gen-X.

See also [Penalty Appeals] and **the Gen-X Code of Conduct Document**

12. Penalty Appeals

- 12.1 One appeal is allowed by either the reporting driver or the reported driver to submitted via the #lodge-an-appeal procedure.
- 12.2 Before the appeal outcome is announced both parties (reporter and reportee) involved in the original incident report will be asked for their respective viewpoints and have the ability to provide video evidence to back up their case.
- 12.3 If the appeal is rejected no further action is allowed.

13. Pit Window

- 13.1 Usually pitting for tyres is not allowed within the first 5 FULL laps of a race or within the last five FULL laps of a race. This means a first stop is not allowed until the END of lap 5 or the end of the lap that is the one preceding the last five laps.
For example, for a 37 lap race with a 5 lap pitting ban at the start and end of the race, pitting is not allowed until the END of lap 5 and the last chance to pit would be the END of lap 32.
- 13.2 There are variables to these usual requirements, and these will always be shown on the #race-calendars and the #race-check-in.

See also [Tyres]

14. Points

- 14.1 From awarded from 1st down to 16th place as follows : 50, 45, 40, 35, 30, 26, 23, 20, 16, 14, 12, 10, 8, 6, 4, 2.
- 14.2 Fastest lap : 1 pt.
- 14.3 Pole position : 1 pt.
- 14.4 Driver of the day (race) : 1 pt.

- 14.5 Multiple lobbies additional points will be the number of participants dropping by one for each overall position : e.g. 20, 19, 18 for two lobbies of 10 drivers.
- 14.6 Correct livery uploaded and displayed before R1 of a season to livery-showcase :
 - One mandatory car : 20 pts
 - Two mandatory cars : 15 pts per car (max 30 pts)
 - Four mandatory cars : 10 pts per car (Max 40 pts).
- 14.7 No points for the subsequent cars will be awarded if presented after R1 has begun.
- 14.8 Pre-Season Bonus reductions :
 - Original work by driver : no reduction.
 - Commissioned work by another person : 25% reduction.
 - Borrowed or downloaded livery (e.g. from the GT7 Showcase) : 50% reduction.
 - Recycled livery : 100% reduction.
- 14.9 Joker : x2 finishing points.
- 14.10 Points order allocation : race finish points + additional overall points - penalty points x joker (not all point types always apply).

See also [Jokers]

15. Promotions and Relegations

- 15.1 If a championship has more than one division there will be driver promotions from lower divisions to higher divisions and relegations from higher divisions to lower divisions for the next season.
- 15.2 The number of drivers promoted and relegated each season will be 3 or 5 dependant on the number of drivers spread over all divisions.

16. Qualifying

- 16.1 If qualifying is stated as "One shot": qualifying for each driver is limited to one flying lap after an outlap. If a driver encounters traffic which disrupts there flying lap or they make a mistake of their own accord they are permitted to abort the qualifying attempt and quit to the pits and make another attempt within the time limit of the qualifying session. Once one flying lap is completed, the driver's qualifying is completed and they must quit to the pits and remain there until the end of the qualifying session. Drivers failing to register a completed flying lap during the qualifying session will start at the back of the grid.
- 16.2 If qualifying is not stated as "One shot" : drivers can have as many laps to record their fastest time as time permits during the qualifying session.

- 16.3 It is each driver's responsibility to find clear space for a flying lap. Try to avoid everyone going out immediately or at the end of a qualifying session.
- 16.4 Any car that is on an out-lap, in-lap or not on a flying lap for any other reason MUST drive off the normal racing line and at a significantly slower speed to show that they are not on a flying lap.
- 16.5 Any car that crashes or loses control during qualifying but safely return to the track as not to hinder any car of a flying lap.
- 16.6 There is strictly no racing during a qualifying session.
- 16.7 There is strictly no stopping on track or on the side of the track during qualification. You must retire to the pits.
- 16.8 There is strictly no reversing on track unless recovering from a wall and extreme care must be taken.
- 16.9 There is strictly no overtaking or hindrance of a car on a flying qualifying lap even if you are also on a flying lap and faster, you must fall back and plan your space again. The ONLY time overtaking is allowed during qualifying is when either or both clauses 14.2 and 14.3 are true.
- 16.10 An alleged qualifying infringement must be reported via the #report-a-race-incident system and video evidence must be passed to the @Team Team principal.
- 16.11 It is each driver's responsibility to provide their own evidence of a qualifying infringement – this can be performed by recording your qualifying session using your PS5 or streaming software. Race replays will be recorded and provided by the race host.
- 16.12 An alleged qualification infringement reported will not be investigated unless video evidence is received.
- 16.13 Any driver that is proven to have breached qualifying rules will have their race finish points halved and banned from qualifying in their race and will start from the back of the grid.

17. Race Incidents

- 17.1 Race incidents must be submitted by 9am of the next day after the race in question by the online incident reporting system in #report-a-race-incident . All information must be completed as required.
- 17.2 The incident will be reviewed by a member of the @Stewards Panel.
- 17.3 The steward's ruling on the submitted incident will be posted in #steward-reviews channel for transparency and the reporting driver pinged.

See also [Penalties], [Penalty Appeals] and [Social Behaviour]

18 Race (round) participation

- 18.1 In addition to registering for a championship, drivers must check in for each round of a championship before the lobby opens on the day of a race in the relevant section of #race-check-in. The race check in is posted by the latest on the morning of the race lobby.
- 18.2 Any late entry to a round after lobby opens is upon the discretion of the host.
- 18.3 If you check in for a race but then subsequently can not make the race, please make every effort to notify the admin so your place may be offered to a driver on the wait list (if a one lobby round). Unforeseen things happen, we know that. All we ask is that if you have checked in for a race but then can not race, please let the organiser know before the race lobby opens. This is simple courtesy for the work done behinds the scenes and also means that another driver can be offered a spot to race.

19. Racecraft/race rules

- 19.1 There are not many specific rules relating to rules during races. Hard racing is encouraged but the emphasis is on clean racing and not to impede others racing and includes.
 - 19.1.1 The underlying racing principle at Gen-X is “if in doubt, give it back”. Basically this means that if you think you COULD be at fault for any racing incident that detrimentally affects another driver and allows you to overtake them unfairly then you should redress the positions (give the place back) to the fouled driver as soon as possible.
 - 19.1.2 “Rubbin’ is [NOT] racing” in Gen-X. While in competitive motorsport it is inevitable that there will be some accident unavoidable contact, the idea that such contact is “normal” and part of racing is not shared at Gen-X. Every attempt should be made to keep racing as clean as possible.
 - 19.1.3 Push to pass : is not acceptable and will be dealt with as an infringement of avoidable contact and penalties applied if appropriate. More information of this illegal racing procedure can be seen in regulation 18.5.3.
- 19.2 All in game penalties to be complied with and served off the racing line.
- 19.3 No weaving to defend. You are allowed one move to defend per overtaking opportunity achieved by another driver.
- 19.4 No moving line under braking.
- 19.5 It is the car following that has the responsibility to ensure a safe overtake. It is the car in front that is responsible for safe defending.
 - 19.5.1 While defending or attacking, it is not allowed to force another driver off-track. A driver is considered to be forcing another driver off-track when contact occurs between cars due to cars not leaving at least one car width of space on the side where the other

car(s) is positioned while there is an overlap.

- 19.5.2 An attacking driver must be far enough alone side the defending car to be able to claim an apex during an overtake attempt, so that the defending driver can clearly see the overtaking car (in effect this means that the the blindspot caused by a- pillars need to be considered when apportioning blame of any contact in these circumstances).
- 19.5.3 While attacking, it is not allowed to engage in a tactic called '*push-to-pass*'. A driver's move is considered a '*push-to-pass*' move when contact occurs between the defending and attacking car due to the attacking car 'using / leaning on' the defending car to stop and/or turn their own car in order to make the corner and/or the pass. Often, push-to-passing also results in / involves forcing another driver off the track.
- 19.5.4 A driver is considered to be dive bombing when they are attempting an overtake on another car from very far back, often to the surprise of the driver ahead. Dive bombing in itself is not illegal, though often these types of moves results in forcing another driver off-track, and/or push-to-passing.
- 19.6 There is strictly stopping on track or on the side of the track during racing. You must retire to the pits.
- 19.7 There is absolutely NO reversing on track in practice, qualifying or a race unless recovering from off track and the only way is to reverse. Any other occurrence will result in penalties equating the irresponsible and inconsiderate behaviour.
- 19.8 If you gain an advantage at the expense of another driver, wait and give the place back (redress positions) at the earliest, safest opportunity.
- 19.9 If you need to relinquish a place back to another driver to redress positions, you may not then attempt to retake the position until at least 5 corners further on, to allow any damage received by the disadvantaged driver to be repaired.
- 19.10 If you lose control or have contact with another driver and find yourself off track it is every driver's responsibility to ensure a safe re-join to the track without affecting other cars. This may require waiting for others cars to pass safely before you can re-join the track.
- 19.11 Finish line celebrations are allowed IF no following cars are within a distance that any celebration will affect the safe unhindered finishing of the following cars – this includes Yellow Flags being deployed because of a celebration which causes other cars behind to receive finishing time penalties through no fault of their own, even if no contact happens.
- 19.12 Incidents are to be reported via the report-a-race-incident channel.

See also [Blue Flags], [Race Incidents], [Social Behaviour] and [Penalties]

20. Race quits and no shows

- 20.1 Gen-X staff spend a lot of time behind the scenes ensuring races are available as often as possible to drivers, provide statistics, race results, championship tables and more. This is all done in their own time and often takes precedence over their own practicing. If you are having a bad race, please respect the effort that has been made and try and finish the race, no race is a waste, even if at the back of the field, there is always something to learn.
- 20.2 If you have a technical issue that "forces" you to disconnect from the lobby please let the admin know before results are applied with evidence if possible. No penalty will be applied but you will receive zero points for the applicable race.
- 20.3 The Gen-X staff are quite experienced and can spot a rage or apathetic quit. When this happens and there is no evidence to refute the issue a red DNF will be placed on the table for that driver - any combination of 3 red DNFs or 3 red DNSs in one season of any championship will result in that driver being removed from that season of that championship.
- 20.4 Any driver who does not attend the race lobby after they have checked in AND not informed the host or team principal will receive a red DNS. Any combination of 3 red DNSs and red DNFs of any championship season will result in that driver being removed from that season of the championship.
- 20.5 Pitting and remaining in the pits until the end of the race is not counted as a Red DNF penalty as long as the driver does not rejoin the race, if the driver rejoins the race 20.6 will be evoked.
- 20.6 Pitting until near the end of the race and completing a minimal number of laps at the end of a race to avoid a DNF will be classed as a Red DNF and receive a penalty.
- 20.7 A total of a combination of red DNFs and/or red DNSs of 5 across all championships within any one season will result in the driver being removed from ALL championships they have entered in that season.

See also [Penalties]

21. Restarts

- 21.1 If driver has a technical problem a race restart can be requested.
- 21.2 The request for a restart must come within the 1st lap of the race and be made to the lobby host.
- 21.3 The request for a restart to the lobby host can be made via in game text chat or an audio chat.
- 21.4 The request must be respectful and a maximum of three times. Further requests may incur a non-sportsmanship penalty.
- 21.5 If a request for a race start is made during the first lap of the race the lobby host must restart the race with the original qualifying grid.

- 21.6 If a request for a race start is made after the first lap of the race the lobby will not restart the race.
- 21.7 If a request is made within the first lap but the lobby host does not restart the race, the driver requesting the restart can file an incident report.
- 21.8 You can NOT request a race restart for any non-technical issue.
- 21.9 If a race restart request is later to be found to be fraudulent in that no technical issue was apparent and the restart was to avert a bad start or disadvantaged by another driver's racecraft (incident report) the driver who requested the race restart will have sanctions and penalties levied.
- 21.10 If a lobby crashes of its own technical issues then the following regulations will apply :
 - 21.10.1 If the lobby crashes in the first 5 laps of a race, the race will be restarted in full with the original qualifying grid.
 - 21.10.2 If the lobby crashes from lap 5 onwards but before race distance the entire race will be restarted with the grid reset as per the race order at the time of the crash.
 - 21.10.3 If the lobby crashes after half distance of a race, the race will be restated with a race count of half the number of original laps and a grid equal to that of race positions at the time of the crash.
- 21.11 A maximum number of 3 attempted race restarts for ANY reason will be attempted. After this the race will be deemed void - a decision on re-running the race at a later date should then be sort from the @Team Principal.
- 21.12 Any driver who does decides not to restart a race when needed will forfeit their race points.
- 21.13 If drivers decide not to re-run race and opt for a result to be set from a crashed lobby the following will apply :
 - 21.13.1 If the race is over-half distance half points will apply.
 - 21.13.2 If the race is under half distance by over quarter distance, quarter points will apply.
 - 21.13.3 If the race is less than a quarter complete, no points will be given.
See also [Penalties] and [Race quits and no shows]

22. Social behaviour

- 22.1 Gen-X is an all inclusive racing community. This means that all drivers, no matter of their driving ability, are welcome as long as they are respectful to all others.
- 22.2 Any driver using insulting, threatening or insulting speech/text or generally disrespecting any other member within any Gen-X chat platform should be reported via #report-a-member-violation and action will be taken to address the behaviour swiftly.

- 22.3 If a member feels threatened, bullied or offended they should use the #report-a-member-violation section for reporting the incident.
- 22.4 The Team Principal will action the complaint immediately.

See also [Swearing/Banter] and [Penalties]

See also the Gen-X Code of Conduct Document

23. Swearing/bantering

- 23.1 Banter can be fun, and swearing is somewhat normalised in modern life as such this is allowable AS LONG AS IT DOES NOT IMPACT NEGATIVELY on another member.
- 23.2 Be mindful not to take it too far. If someone finds something offensive it is not funny, even if the poster thinks it is and it will be addressed.
- 23.3 If a member feels they are being bullied, either directly, or indirectly via banter please use #report-a-member-violation to report it. Such behaviour will not be tolerated and will be addressed swiftly.

See [Social Behaviour] and [Penalties] also.

See also the Gen-X Code of Conduct Document

24. Tyres

- 24.1 Tyres available and mandatory are detailed on the relevant #race-calendars.
- 24.2 Any minimum stint stated as continuous on one set of tyres of each compound. For example : 5 continuous laps on one set of RS or 10min stint on one set of RH. NOT : multiple sets of the same compound making up the total minimum stint period.

See also [Pit Window]