



# **2011 SEASON RULES**

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## **A. EVENT INFORMATION**

1) Each team must confirm their entry for a each event in that event's confirmations thread, declaring a race roster as described in rule B1.2. This confirmation thread will be posted no fewer than 7 days prior to the event.

1.1) Managers must confirm their team's entry within 48 hours of event start (Thursday at 16:00 UTC).

1.2) Teams may make post-confirmation lineup changes up to the start of the race, provided they notify the admins when they make a change.

1.3) If a driver is added to a race roster after the start of the race and subsequently takes over the car, the team will incur a SG penalty.

2) Events are held on Saturdays from 16:00 UTC to 21:00 UTC.

2.1) Events begin at 16:00 UTC with a 30 minute "hardcore" qualifying session.

2.2) A 20-minute break/open practice session will occur between Qualifying and Race sessions, from 16:30 to 16:50 UTC.

2.3) Admins will end the practice session at 16:50 UTC to form the starting grid. Races will begin at 17:00 UTC and last for 4 hours.

3) Events will be run with the lighting settings indicated on the schedule.

4) Wind settings for each event will be posted 24 hours prior to the start of the event. These settings will be determined by generating a random number from 1-20 ([www.random.org](http://www.random.org)). If the number is even, there will be no wind. If the number is odd, low wind will be used.

## **B. TEAMS**

1) Teams must publish and maintain their **overall team roster** of a minimum of 2 drivers in the season applications thread. There is no maximum number of drivers for the team roster.

1.1) During each round, a car may be driven by a minimum of 2 and a maximum of 4 drivers.

1.2) Prior to each round, a team must post a **race roster**. This roster must include between a minimum of 2 and a maximum of 4 primary drivers, plus a maximum of 2 reserves. All drivers on the **race roster** must be drawn from the **overall team roster**, as posted and maintained in the season applications thread. Therefore, for each event a team has a pool of up to 6 drivers from which to produce its raceday lineup.

1.3) No single driver may drive more than 75% of the race distance, as calculated by the tracker.

1.4) Each team must appoint a team manager and vice manager. Changes to overall team rosters and postings of race rosters will only be accepted from a team's manager or vice manager.

1.5) Due to the GTR class imbalances, ballast or intake restrictions will be used to even the performance of the cars in the class. Balancing information will be available on the IGTC forums and website.

2) Drivers may only represent 1 team per event.

2.1) Teams may not bring in "ringers" (drivers who are not permanent members of the team) to race in IGTC events. Race and overall team rosters will be checked against LFSWorld team information to determine eligibility.

2.2) Teams that are formed from members of more than one existing LFS team for the sole purpose of competing in the IGTC *are* allowed.

3) A team may only use drivers who are on its current overall team roster. Violating this rule will lead to an automatic disqualification (DQ). If a team wishes to change their team roster in advance of a race, they must do so no later than 24 hours before the start of the event (Friday at 16:00 UTC).

4) Each team must choose their car model before the first round of the season. This choice cannot be changed unless the series balancing is changed, or a physics-related patch is released.

5) If multiple-car entries are allowed, a team may field no more than 2 cars per race.

5.1) Teams fielding 2 cars may use a different model for each car.

5.2) If a multi-car team chooses to use the same car model for both cars, their skins must be significantly different.

6) If the field is full and the waiting list is not empty, a team that misses 2 races without officially withdrawing will be demoted to the bottom of the waiting list. In such an event, the team at the top of the waiting list will be added to the active teams list with the next available car number.

6.1) If a team fails to confirm its entry by the confirmation deadline, approved teams on the waiting list will be given the opportunity to race in the order they appear on the list. If the top team on the waiting list cannot race, the next team will be offered the spot, etc.

6.2) If a team fails to confirm its entry by the confirmation deadline but there are no teams on the waiting list, that team will have its qualifying time disallowed and will start from the rear of the field (see rule F6). If more than one team misses the deadline in this scenario, these teams will be gridded in order of car number (round 1) or points standings (after round 1).

### **C. SKINNING AND DRIVER NAMING**

1) Team skins must display the team's car number at a readable size on the hood/bonnet and both sides of the car. Numbers are not required on the rear of the car. Skins must also use the provided IGTC sunstrip.

1.1) Incorrect skin configuration during qualifying will result in a rear-of-grid penalty (see rule F6). Incorrect skin configuration during a race will result in a DT.

2) Driver names should be formatted in the following manner:

**XX [First initial].[Last Name]**

...for example:

**01 J.Smith**

Where "XX" is the team's car number. Car number must be in white. Team colors may be used in the rest of the name, if so desired. All drivers from a given team should use the same naming color scheme.

3) Failure to properly format one's name in a race session will result in a DT penalty.

## **D. PENALTIES**

### 1) In-race Penalty Scale:

Level 1: Drive-through (DT)

Level 2: Stop and Go (SG)

Level 3: One-lap (-1L)

Level 4: Black Flag (DQ)

### 2) After-race Time Penalty Scale:

Category 1: DT equivalent (C1)

Category 2: SG equivalent (C2)

Category 3: One-Lap (-1L)

3) Cars issued a DT or SG penalty must complete the penalty within 10 minutes, or the given penalty will be upgraded to the next level of severity.

3.1) A repeated offense will receive a penalty of the next highest level of severity.  
Escalation beyond -1L will result in a DQ.

4) Drivers issued a DQ penalty (black flag) should return to the pits and spectate within 1 lap. Failure to do so may result in exclusion from future series participation.

5) Penalties for actions committed by drivers coming into the server (i.e., for driver changes) will not be handed out to the active driver. These penalties will be given to the incoming driver after they have taken over the car.

## **E. PROTESTS**

1) Drivers and managers are encouraged to protest incidents during the course of the event. To do so, a team representative should make a post in the event's race report thread in the following format:

*Car Numbers:*

*Lap/Time:*

*Description of incident:*

- 1.1) The incident will be investigated by the marshals and a verdict will be posted as a reply to the original protest.
- 2) Protests lodged during the last hour of an event will not be ruled upon until after the end of the race. No in-race penalties will be assessed with less than 30 minutes remaining in a race.
- 3) If a team is unable to lodge a protest during the course of the race, a protest may be made post-race. Drivers and managers have **one hour** from the end of the event to lodge protests.
  - 3.1) Penalties delivered due to a final-hour or post-race protest will follow the penalty scale described in rule D2.
- 4) Frivolous objections are strongly frowned upon and may lead to penalties.
  - 4.1) Only teams directly involved in an incident or infraction may lodge a protest.
- 5) Post-race objections may be lodged regarding incidents in qualifying, but will not result in time penalties. These incidents may result in official warnings, probation, or a grid penalty for the subsequent round. Extreme incidents may receive extreme penalties.
- 6) Verdicts are final and may not be protested.



## F. QUALIFYING CONDUCT

- 1) Drivers must try to avoid impeding the progress of another driver's hotlaps.
  - 1.1) Drivers on out-laps or in-laps should **never** impede another driver's hotlap.
  - 1.2) Drivers exiting the pits during qualifying should wait until the track is clear before joining the racing line.
  - 1.3) Drivers should not exit the pit lane if there is not enough time remaining in the session to complete another hotlap.
  - 1.4) Drivers on hotlaps are **not required** to give way to faster drivers who are also on hotlaps. Drivers should try to leave a gap to cars ahead when beginning a hotlap.
  - 1.5) If observed by the admin team, incidents resulting from drivers disregarding rules F1-1.3 will result in the deletion of those teams' qualifying times. These teams will then start from the rear of the grid (see rule F6).
- 2) Each car may be driven by 1 driver in each qualifying session. This driver does not have to start the race, but **must** drive at some point during the race.
- 3) Qualifying sessions in IGTC will use the "hardcore" format. Shift-P and Shift-S may not be used except to end one's session.
  - 3.1) Drivers who run out of fuel on-track should spectate immediately and remain in spectator mode until qualifying has finished.
  - 3.2) Teams using Shift-P or Shift-S and subsequently exiting the pit lane will be placed at the rear of the starting grid (see rule F6).
- 4) Drivers who excessively cut the course during qualifying in order to gain an advantage (see rules H4-4.1) will have their lap times deleted and will start the race from the rear of the grid (see rule F6).
- 5) Drivers who receive on-track penalties during qualifying (speeding in pits, etc) should serve them during qualifying. Penalties not served during qualifying will be reapplied during the race.
- 6) Teams who commit rules infractions during qualifying will be placed at the rear of the grid in the following order:
  1. Teams who chatted during qualifying (in chronological order)
  2. Teams who used incorrect skins in qualifying (in order of qualifying time)
  3. Teams who failed to confirm entry on-time (in order of confirmation)
  4. Teams who spectated and rejoined the qualifying session (in chronological order)
  5. Teams who qualified with incorrect ballast (in chronological order)
  6. Teams who cut the course in qualifying (in chronological order)
  7. Teams who violated rules F1-1.3 (in chronological order)

## **G. RACE START / RESTART CONDUCT**

1) Races are started/restarted in single file, behind a safety car (hereafter SC) driven at roughly 100-160kph (60-100mph). All drivers must leave a comfortable gap to the car ahead during the re/start lap, and must drive with respect for their fellow competitors.

1.1) Admins may instruct drivers to close or lengthen gaps during the SC lap(s), and may decide to wave off the start/restart if gaps are too great. In this case the field will complete another lap behind the SC before a second attempt to take the green.

2) When the SC enters the final sector, it will accelerate away from the field and enter the pit lane. The leader should maintain a speed of no more than 100kph/60mph until he reaches the line and green cones that signify the beginning of the restart zone.

3) After crossing the restart line, the leader may return to full race pace. Once the leader has returned to race pace, the green flag will be displayed.

3.1) Once the leader has begun to accelerate, he must not slow again except in the case of natural braking points.

3.2) No car may overtake the SC before it enters the pitlane. The leader should time his acceleration with this rule in mind.

3.3) Drivers may not overtake on starts or restarts before reaching the start/finish line.

3.4) Drivers judged to have jumped the start, to have lagged back and subsequently gained a significant speed advantage on a re/start, or to have begun an overtaking maneuver before the start/finish line will be punished with a DT/C1 penalty.

4) Drivers who spin during a SC lap must blend into the queue in the position at which they recover. If necessary, a marshal will direct the driver as to which position to assume. Drivers who attempt to re-take their original position after spinning will be subject to a DT penalty. All such incidents will be investigated and if the spin is determined to have been caused by another car, that car will be penalized with a DT/C1 or SG/C2 penalty, depending on the severity of the incident.

4.1) Drivers who meet any of the DNF criteria for an IGTC race during the race start will not be allowed to rejoin the race.

5) Drivers may weave to warm their tires during SC laps until the final sector of the re/start lap. No tire warming is allowed after crossing the final sector split. Tire warming after this point will result in a DT/C1 penalty. This behavior may not be protested post-race.

## **H. GENERAL RACING CONDUCT**

- 1) Drivers must overtake in a safe and respectful manner, including giving reasonable space in order to account for lag.
- 2) When defending a position, drivers may make 1 move off and 1 move back on to the racing line, always remembering to leave room to account for lag. Violating this rule will result in a DT/C1 penalty.
- 3) Drivers attempting to un-lap themselves must follow Rule H1. Leaders who are defending against a lapped car must follow Rule H2.
- 4) Drivers may put up to 2 tires off of the racing surface in order to overtake or gain time. Excessive cutting of the course (more than 2 tires off-track in an attempt to gain an advantage), if seen by a race marshal, will result in a DT/C1 penalty.
  - 4.1) The “racing surface” is defined as all areas that are asphalt, concrete (including green sections), or curbing. Raised, perpendicular “speed bump” curbing is not included.
  - 4.2) In certain cases, special layouts and/or rules may be put in place to prevent cutting.
- 5) An incident resulting from a driver’s failure to abide by rules H1 through H4 will result in a DT/C1 or SG/C2 penalty (depending on the severity of the incident) for the offending driver.
- 6) Drivers must remain between the pit exit lines as defined by the event layout when exiting the pits, under all circumstances. Failure to abide by this rule will result in a DT/C1. This infraction may not be protested post-race.
- 7) Cars that are significantly damaged may be instructed to return to the pits for repairs. Drivers have 2 laps to comply with such an order, after which they will be DQ’d.
- 8) A race ends when the *leader* crosses the start/finish line after the allotted race time. Drivers must continue driving until the yellow “FINISHED” text is displayed at the top of the screen. Failure to do so will result in a DNF.
  - 8.1) After completing the race, drivers should continue around on a cool-down lap and return to pit lane before spectating. Podium finishers must assemble at the start-finish line for a podium shot after their cool-down lap.

## I. BLUE FLAGS

1) When being lapped, a driver is expected to drive a normal racing line and avoid erratic movements that may confuse the lapping cars.

1.1) Lapped drivers must yield position upon the first properly-presented overtaking maneuver by a lapping car. A properly-presented overtaking maneuver implies that 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 maneuvers presented by lapping cars. Any defensive maneuver will result in a DT/C1 penalty. A defensive maneuver resulting in contact will result in a SG/C2 penalty.

1.2) A driver who has been successfully lapped **must not** attempt an immediate re-pass unless it cannot be avoided.

2) Teams are expected to monitor the tracker and LFS Remote in order to provide their driver with information regarding the status of lapped or lapping cars.

2.1) Ignorance of a lapping or lapped car’s position in the running order is not an acceptable excuse for blocking.

3) Lapping drivers must use caution when overtaking lapped cars. Over-aggressive or poorly-presented overtaking attempts resulting in contact will result in a SG/C2 penalty as described in rule H5.

4) Teams found guilty of multiple instances of blocking in a single race—along with teams found guilty of multiple incidents resulting from a lack of respect for lapped cars—may face point penalties, probation, or suspension.

## **J. DRIVER CHANGES**

1) Each team may execute a maximum of 3 driver changes per race, per car. Driver changes resulting from disconnects do not count toward this total.

1.1) Each team must execute at least 1 driver change per race, per car (see rule B1.1).

2) After a driver change, the exiting driver must leave the server in a timely manner.

2.1) During a driver change, the incoming driver should not join the server until the lap prior to the in-lap.

## **K. SAFETY CAR / FULL-COURSE YELLOW CONDUCT**

1) The SC **will** be automatically deployed by race control if:

- A car is stranded in the gravel
- A car is out of fuel and cannot return to the pits under its own power
- A car is flipped anywhere on the course
- A portion of the track is badly obstructed by an incident involving a number of teams

The SC **will not** be *automatically* deployed by race control if:

- A car has a punctured tire
- A multi-car incident that does not obstruct the track

1.1) A driver beached in the gravel or out of fuel must wait to be pushed out of the gravel or back to the pits by the push car. Drivers returning to the pits under their own power after an incident must be mindful of the damage to their car.

1.2) A car flipped onto its roof or side must remain in the race until the SC has collected the field and the admins instruct the driver to spectate.

1.3) Unless a driver first returns to the pits and parks in a garage stall, spectating without permission from the admins will result in a 5-point penalty.

2) When the SC is deployed, the track is under a full-course yellow condition and the field is frozen. Drivers are to cease racing for position and fall in line. Drivers may maintain full race pace until they reach the pit entry for the first time under SC conditions. After passing pit entry, drivers should begin to gradually slow to meet the SC queue.

2.1) Overtaking under a full-course yellow will result in a DT/C1 penalty, unless the overtaking driver promptly relinquishes the position. This includes re-taking position after spinning, as described in rule G4.

2.2) When the SC exits the pits, it will pick up the race-leading car. If the leader inadvertently passes the SC after it has exited the pits, the driver must slow carefully and allow the SC to re-pass.

3) Driver changes and other pit stops are allowed at any time during SC periods.

4) Each time the SC passes the pit exit at the head of the queue, the exit is **closed**. When the pit exit is closed, drivers may enter the pit lane but may not leave it until the exit re-opens. The exit re-opens once the last on-track car in the queue has passed.

4.1) When the pit exit is closed, pitting drivers must form a queue at pit exit and wait until the exit status indicator at the bottom of the screen changes to "OPEN." Exiting the pit lane while the indicator reads "CLOSED" will result in a DT penalty.

4.2) Per rule K2, drivers may **not** pass another car after exiting the pits during a SC period.

5) If the lead car in the SC queue pits, the next car on track will take the lead of the SC queue, even if the car is one or more laps down.

6) A car may not serve a DT or SG penalty under Safety Car conditions. If a SC period occurs during the 10 minutes allotted to serve a penalty per rule D3, the driver in question must serve the penalty on the first lap following the restart.

## **L. DISCONNECTIONS**

1) If a driver loses connection to the server, the team may rejoin the race. The tracker will continue to calculate the team's total laps and place the team accordingly in the standings.

1.1) Drivers who disconnect will be credited with the last lap completed prior to disconnecting.

1.2) Disconnections will be closely monitored for suspicious activity. A team must never gain time from a disconnection. Time gained in this manner will be countered with time penalties. Repeated or flagrant uses of disconnects to gain time will be met with C3 or points penalties, suspension, or exclusion from future series participation.

2) Drivers exiting the pits following a disconnection must take care to exit the garage safely, without endangering other cars occupying the pit lane. Incidents resulting from a careless garage exit will result in a SG/C2 penalty.

3) Using Shift-P or Shift-S immediately after re-joining the track following a disconnection will not result in a DNF, provided the driver has not left the pit lane.



## **M. DNFs**

1) DNFs result from:

- Being stranded on one's roof/side
- Exiting the racing area (either stranded outside the fence or "took the wrong route")
- Using Shift-P or Shift-S (with the exception of the instance specified in Rule L3)

2) If a team DNFs, it will get credit for the last lap completed prior to the DNF.

3) All teams who DNF will be classified behind all finishing teams in the final standings. The IGTC tracker will classify these DNFs amongst themselves according to laps completed and on-track position.

3.1) Teams who DNF will receive points for their finishing position, except for 30<sup>th</sup> position, which receives 0 points by default (see rule O.1).

3.2) All teams who are DQ'd will be placed behind all teams who DNF in the final standings, and are ineligible for points.

## **N. FORCE MAJEURE**

1) A state of *force majeure* is in effect when the primary race server's connection crashes, or the race is red-flagged due to other server problems.

2) In cases of *force majeure*, the race will either be restarted on the existing server or moved to a designated backup server and restarted.

2.1) An interrupted race will be restarted with the time remaining rounded to the nearest hour. For example: if 15 minutes of a race are completed before the stoppage, the race will be restarted with 4 hours remaining. If 30 minutes or more of a given race hour are completed, that hour will be counted as completed.

2.2) The grid for a restarted race will be set using tracker data for the last completed lap before the red flag or crash. Furthermore, all IGTC admins and marshals will have replay auto-save enabled as a backup.

2.3) Restarts following a server crash will be handled in the same manner as a normal race start. See rules G1 to G5.

## **O. POINTS SYSTEM**

1) Championship points system:

1st	50
2nd	40
3rd	35
4th	32
5th	30
6th	28
7th	26
8th	24
9th	22
10th	20
11th	19
12th	18
13th	17
14th	16
15th	15
16th	14
17th	13
18th	12
19th	11
20th	10
21st	9
22nd	8
23rd	7
24th	6
25th	5
26th	4
27th	3
28th	2
29th	1
30th	0

2) Bonus points:

2.1) Pole position at each event is worth 1 bonus point.

2.2) Any car that competes in all rounds without being disqualified from an event will receive 10 bonus points at the end of the season.

3) In the event of a tie in the final points standings, the position in question will go to the team with the most wins. If neither team has a win, the position goes to the team with the most second place finishes, etc.

## **P. COMMUNICATIONS**

1) During each event, admins and marshals will be available in the IRC channel #IGTC @ Gamesurge. Each team **must** have a representative present on this channel during each race to facilitate easy communication with series admins. Failure to have a representative present when needed will result in a C1 penalty.

2) Drivers involved in an incident affecting a large portion of the field, drivers flipped on course, and drivers stuck in a gravel pit are encouraged to use the SC Alert bind (\$SC) to alert the admins. The bind should be used only when necessary; misuse may be penalized at admin discretion. We recommend you bind this command to a wheel button or an ALT/CTRL-F# button.

## Q. MISCELLANEOUS

1) Chatting is strictly forbidden during Qualifying and Race sessions. This includes both unintentional pressing of binds and intentional chats. Violations of this rule during qualifying will result in a rear-of-grid penalty as described in rule F6. Infractions during the race will result in an immediate DT penalty, or a C1 penalty if committed during the final 30 minutes.

1.1) Blocking of messages will not be punished, provided the driver immediately unblocks.

2) Race control messages will be broadcast both as center-screen RCMs and admin chat text (upper left).

2.1) Race control messages and the corresponding chat text are color-coded to help drivers recognize them. Yellow flag and SC messages will be displayed in **yellow** and the green flag message will be displayed in **green**.

3) In situations of extreme lag, marshals will ask a lagging driver and/or his team to fix the problem. From the time of notification, the team has three laps to fix the situation or make a driver change. After the three laps have expired, if the problem is not fixed the car will no longer be scored. If the lag persists, the driver will be kicked for the safety of the other teams.

4) Any driver found to be using hacks or other outside resources to gain an advantage will be permanently disqualified from all IGTC events. Furthermore, their team will lose all points for previously completed races in which that driver participated.

Note: Common sense is to be used regarding the rules. Teams who discover an unseen loophole should bring it up prior to an event, so that the event organisers can give a ruling on it. Participants in the series are expected to respect the marshals' decisions and accept their rulings. Team Leaders, please make sure that all of the members of your team have read and fully understand the rules. The rules are subject to change throughout the season--all drivers are asked to re-read the rules prior to each event.