

GES Season 3 Regulations

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1. INTRODUCTION

The Gathering of Tweakers Endurance Series (GES) is a series organized by Joep Willemsen and Nick Thissen from the Gathering of Tweakers community.

The GES is the official support series of the [NEO Endurance Series](#) (NES). [RaceSpot.tv](#) broadcasts all GES races.

The purpose of the GES Regulations is to supplement, and not replace the rules defined by the iRacing FIRST Sporting Code. By joining the series, it is assumed that you and your team have fully read and understood both these rules, and the [iRacing FIRST Sporting Code](#).

Unless specified otherwise, the GES Regulations apply to any official Test, Practice, Qualifying or Race session hosted by the GES organizers.

Participation in the series costs a small fee to cover the costs of the broadcast, session hosting and prizes. Any additional and/or penalty fees are donated to the [Motorsport Safety Foundation](#).

Violation of any rule can be penalized. For some rules typical penalties are listed, if none are listed the severity of the penalty is to the discretion of Race Control.

Race Control reserves the right to change the regulations during the season to solve any unwanted situations. These changes will be communicated to all Team Managers in the Drivers Briefing.

2. CONTACT INFORMATION

All official requests / questions, etc. must be sent to our GES E-Mail address, we do not act on PM's or post on the forum: gotracingeu@gmail.com

Always state in the mail subject field the following information:

- *GES - your team id - team name*

GES PayPal: gotracingeu@gmail.com

Always state in notes field of a PayPal payment the following information:

- *GES - your team id - team name – reason for the payment*

GES Website: http://.got-racing.eu/wp/?page_id=2929

GES News: <http://.got-racing.eu/wp/?cat=19>

Facebook: <https://.facebook.com/gotiracing>

Twitter: https://twitter.com/GoT_Endurance

Hashtag: #irGES

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3. DEFINITIONS

Throughout this document we will sometimes refer to various terms that have a specific definition:

3.01 Team

A team is a group of drivers that drive together in one car and occupy one registration slot.

3.02 Driver or Team Member

A driver (sometimes referred to as team member) is a team member that is registered as a driver and is allowed to drive the car.

3.03 Non-driving member

A non-driving member is a *driver* (registered to drive) that is not currently driving a car. This means he is either out of the car completely, or he is in the car but stationary in his pit stall.

3.04 Team Manager

The team manager is one person on the team who is responsible for communication between Race Control and the team members. A team manager may also be a driver. Communication will be done via email, which is supplied during registration.

3.05 Supporting team member

A supporting team member refers to anyone part of a team that is *not* registered as a driver of the team and is therefore not allowed to drive. For example: team managers, spotters and crew chiefs. Of course drivers can also work as team managers, spotters, or crew chiefs as desired (when they are not currently driving), but they are still considered *drivers* in that case.

3.06 Drivers briefing

Document sent to the Team Managers before the first practice of each Event.

3.07 Race briefing

Briefing with the Team Managers in TeamSpeak 15 minutes before the Qualification of each Event.

3.08 Race Control

A group of Stewards led by the organizers of the GES.



4. TEAMS AND DRIVERS

4.01 Drivers

- a) Drivers must have a minimum of **1800 iRating** for the Proto Class and **1600 iRating** for the GT3 and GTC classes. Furthermore all drivers must have a **minimum of D Class** on their road license at the time of their registration. This does not apply to spotters, Team Managers, Crew Chiefs, or any other supporting team members that do not drive the car.
- b) Only registered drivers are allowed to drive the car in any session officially hosted by GoT. If a non-registered driver enters the car during a race, the car will receive a 60 second Stop & Hold penalty. This also holds for drivers that were added to the team after the set deadline, see section 5.02.
 - ⇒ Penalty: Non-registered driver 60 second Stop & Hold & a \$5 penalty fee to GES if applicable (See 5.02d)
- c) A driver may only drive for one team, and may only switch to another team if he has not yet participated in a race (see 5.02f)).

4.02 Teams

- a) Teams must consist of at least 2 drivers at the time of registration and can be supplemented with more drivers later, with a maximum of 6 drivers per team at any one time. This limit does not apply to spotters, Team Managers, crew chiefs, or any other supporting team members.
- b) Teams must choose a car during registration and cannot change to a different car during the season.
- c) In case of a withdrawal of a team, the entry fee will not be refunded.
- d) In case your team will not participate in a race, you must notify the series admins by email in the format described in Contact Information (2). If your car does not show up without notification, your team may be placed on the reserve list and replaced by the first available team on the reserve list.

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5. REGISTRATION AND TEAM MANAGEMENT

5.01 Initial registration into the series

The registration procedure and rules are described in a separate [Registration document](#).

5.02 Changing your team

- a) Your driver registration can be changed until the closing of the registration, see [Registration document](#) and section 16.
- b) After the registration closes, you can still add drivers to your team as long as you stay within the limits of 2 - 6 drivers at any one time, however this may cost a small fee. You can also remove drivers to make room for new drivers.
- c) The first additional driver is free. To discourage additional driver changes, we charge a penalty fee of \$5 for every additional added driver, to be paid via PayPal. This penalty fee will be donated to the [Motorsport Safety Foundation](#).
- d) Any driver change (including removal of drivers) must be reported to the organization before the driver change deadline: Friday 18:00 GMT before the race weekend.
- e) Any driver change after this deadline will be regarded as a driver change for the *next* race, and not for the upcoming race. New drivers that were added after the deadline are not allowed to drive the car and will receive the appropriate penalty if they do drive anyway, see 4.01b).
- f) Drivers that have not participated in a race may still change teams by leaving their current team and joining a different team. Once a driver has entered the track during a race, he is no longer allowed to switch to another team.
- g) Adding a driver is done by mail in the following format:
 - ⇒ iRacing Customer ID
 - ⇒ Driver name (exactly as in iRacing)
 - ⇒ Country
 - ⇒ Current iRating
 - ⇒ Current Safety Rating
 - ⇒ Current License (D, C, B, A, Pro, Pro/WC)
 - ⇒ (Optional) Background info
 - ⇒ (Optional) Twitter handle

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6. CARS, CLASSES AND LIVERIES

6.01 Cars

- a) Season 3 will run three classes: Proto, GT3 and GTC. These classes will be scored separately. Each class contains one car type as follows:
 - ⇒ Proto: Corvette Daytona Prototype
 - ⇒ GT3: Mercedes AMG GT3
 - ⇒ GTC: Ruf RT 12R C-spec
- b) There is a maximum of 52 grid slots available. We attempt to keep the grid sizes per class balanced as described in the [Registration document](#).
- c) Weight penalties
There are no weight penalties planned, but Race Control reserves the right to add weight penalties in order to balance interclass interaction if deemed necessary.
- d) Fuel limitations
There are no fuel limitations planned, but Race Control reserves the right to impose fuel limitations.

6.02 Car number

- a) Each class will have a range of numbers available teams can choose from.
 - ⇒ P: 101-199
 - ⇒ GT3: 201-299
 - ⇒ GTC: 301-399
- b) 101, 201 and 301 are reserved for the Champions of the previous GES Season.

6.03 Liveries

- a) GES will run a custom skin pack throughout the season. The download link of the skin pack is published on the Tuesday before Free Practice 1.
- b) Trading Paints will not be used. To avoid conflicts or flashing of skins, GES recommends not running Trading Paints when running in sessions of GES.
- c) All cars are expected to have a custom livery for the season. It is possible to change livery during the season, but please keep changes to a minimum.
- d) Team skins must be submitted at least 7 days before the race.
- e) Instructions for submitting skin:

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- I) Save the skin without decals as car_team_XXXXXX.tga. Replace XXXXXX with the ID of the team. Settings for tga:
 - ⇒ Resolution: 24 bits/pixel
 - ⇒ Compress (RLE): checked
- II) Send the skin to GES by e-mail to gotracingeu@gmail.com. Please include the following team information when submitting your skin:
 - ⇒ Team ID (as defined by iRacing)
 - ⇒ Team name
 - ⇒ Car number
 - ⇒ Car class

6.04 Decals

- a) The GES will run with custom championship decals. These decals will be provided by GES and teams must not include the decals in their own skin file. [Decal download page](#).
- b) Teams are allowed to add a national flag on the hood of the car, this must be included in the skin itself.
- c) The series decals, provided by GES, contains:
 - ⇒ Race number plate
 - ⇒ Official series sticker
 - ⇒ Car class sticker
- d) The background of the car numbers of each class will have its own color. P will be blue, GT3 will be green, and GTC will be orange.

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7. CHAMPIONSHIP

7.01 General

A championship title will be awarded for each class. Points are awarded to the car, not individual drivers. There are no drop races, every race counts for the championship.

7.02 Points structure

a) Points for the championship are awarded after each race according the following table:

Position*	Points	Position*	Points
1	20	9	7
2	16	10	6
3	14	11	5
4	12	12	4
5	11	13	3
6	10	14	2
7	9	15	1
8	8	16 and further	1

* Position means the finishing position within your class.

- b) In order to score championship points, the car must be classified. Conditions for classification can be found in 9.14.
- c) Cars that are not classified will drop to the end of the results, while any remaining (classified) cars behind them move up to fill the position(s).

7.03 Champion

- a) At the end of the season the team with the highest number of championship points in each class will be declared champion of their class.
- b) If two or more teams finish the season with the same number of points, the higher place in the championship shall be awarded to:
- I) The team with the highest number of wins.
 - II) If the number of first places is the same, the team with the highest number of second places and so on until a winner emerges.
 - III) In case of a further tie the teams share the position.

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7.04 CleanX Challenge

- a) For each class there is a separate CleanX Challenge.
- b) Every race the total number of incidents and amount of corners driven of each classified team will be tracked. This means that if a car is disqualified for whatever reason that team will not score points for the CleanX award.
- c) The amount of driven corners and the amount of incidents are both summed over all races of the series.
- d) Based on that the 'Corners per Incident' (CPI) is calculated.
- e) If a team has zero (0) incidents the CPI is set to 99999.
- f) The team with the highest total CPI per class will win the CleanX Challenge.
- g) In case of equal CPI the highest placed car in the championship wins.

8. PRIZES

- a) For each class the following prizes are available in case of a grid of 42 teams:
 - ⇒ 1st Prize: \$103
 - ⇒ 2nd Prize: \$54
 - ⇒ 3rd Prize: \$30
- b) The prize for each class for winning the CleanX Challenge is \$42.
- c) The top 3 teams in each class will receive an invitation to participate as guests in this season's NES 24h of Le Mans final, on March 25-26, 2016.
- d) The winning team in each class will receive an invite to Season 4 of the [NEO Endurance Series](#) (NES).
- e) Prizes are based on a full grid of 42 teams. All prizes are equally lowered if the amount of registrations is lower than 42. All prizes are equally raised if the amount of registrations is higher than 42.
- f) The sum of prizes awarded to teams that have tied in the championship or CleanX Challenge will be shared equally between the teams.
- g) If teams are not able to receive their prizes before the start of the next GES season for whatever reason these prizes expire and are used for the next GES Season.
- h) Prizes are paid via PayPal, transferred to the Team Manager.

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9. RACE EVENTS

9.01 Events

- a) GES no longer strictly follows the same tracks as NES. Event 1 and Event 2 use different tracks.
- b) GES events:

Event	Date	Name	Time of day
1	October 15 th , 2016	4 Hours of Road America (Full)	Afternoon
2	November 12 th , 2016	3 Hours of Imola (Grand Prix)	Morning
3	December 10 th , 2016	4 Hours of Motegi (Grand Prix)	Night
4	January 14 th , 2017	3 Hours of Nürburgring (BES/WEC)	Afternoon
5	February 18 th , 2017	4 Hours of Spa (Grand Prix)	Late afternoon

- c) NES will run a 24 Hours of Le Mans as the 6th event. The top 3 teams of each class in the GES are invited to participate in the NES 24h of Le Mans event. There is no 6th event for the remaining GES teams.

9.02 Event Format

- a) Event times are targeted to be the same in CET (Central European Time). Event 1 is run during summer time, while Events 2 - 5 are run during wintertime. Therefore, the GMT times will shift one hour between Event 1 and Event 2, keeping the CET times the same.
- b) The race-week schedule of Event 1 has the following format with times in GMT:
 - Wednesday - Free Practice 1**
18:00 - 22:00
 - Thursday - Free Practice 2**
18:00 - 22:00
 - Saturday - Warmup, Qualification & Race**
15:35 - 17:00 Warm up (1 hour and 40 minutes)
17:00 - 17:15 Race briefing (15 minutes)
17:15 - 17:30 Qualification (3 laps lone, 15 minutes)
17:30 - 21:30 4H Race
- c) The race-week schedule of Event 2 - 5 have the following format with times in GMT:
 - Wednesday - Free Practice 1**
19:00 - 23:00
 - Thursday - Free Practice 2**
19:00 - 23:00
 - Saturday - Warmup, Qualification & Race**
16:35 - 18:00 Warm up (1 hour and 40 minutes)
18:00 - 18:15 Race briefing (15 minutes)
18:15 - 18:30 Qualification (3 laps lone, 15 minutes)
3H race: 18:30 - 21:30
4H race: 18:30 - 22:30

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9.03 General Event Information

- a) All events will take place on US servers, unless exceptional circumstances prevent this from occurring.
- b) All events will be open setup events.
- c) Free practice servers will be individual sessions (no team settings!), to get as much as possible traffic on the track.
Race servers however will be team sessions. Drivers must make sure they connect to the server with the correct team, with the correct team ID, the correct car and the correct car number.
- d) All events will have rolling starts.
- e) The weather of each series events will be set to realistic.
- f) The time of day of all sessions including practice sessions will match the time of day of the race session as described in 9.01b).

9.04 Free Practice

During Free Practice on Wednesdays and Thursdays, pit and on track conduct are the same as during the race.

9.05 Warm-up

- a) The practice session prior to the race on race days, will be called warm-up.
- b) Prior to the qualification and race there will be a warm-up session. In this sessions teams and drivers need to connect to the server and finalize their preparations for the race.
- c) **IMPORTANT** On race day it is very important every driver connects with the correct team ID, car and car number. Otherwise the skin, live timing and TV graphics will not work. Once connected, iRacing will not allow a driver to reconnect with a different team or car. If a driver fails to connect with the correct team ID, car or car number, the penalty is at the discretion of stewards: penalty may go as far as exclusion of the car.
- d) Teams that receive an incorrect car number outside of their control (e.g. another car has already connected with their number) will not be penalized.
- e) During warm-up, pit and on track conduct are the same as during the race.

9.06 Qualifying

- a) The qualifying session will be 15 minutes long. Cars will be alone on track (lone qualifying) and get 3 flying laps to set their best time.
- b) Any driver registered in a team may attempt one or more qualification lap. It is not required that the driver that qualified starts the race.
- c) Using text or voice chat on the @drivers, @allteams and @club channels are prohibited during the qualifying session.

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⇒ Penalty: warning, which carries over into race.

9.07 Gridding

- a) The grid will be grouped by class.
- b) Every car must start on the grid. It is not allowed to start from the pit lane.
⇒ Penalty for starting from the pit lane: 60 second Stop & Hold.
- c) Cars with no qualification time start from the grid and will be sorted by iRating (as per standard iRacing rules).

9.08 Formation lap

- a) During the formation lap drivers should follow the car in front, or the pace car, at a steady speed and distance. It is not allowed to hang back or leave a big gap within your class with the intention of accelerating early.
⇒ Penalty: hang back or leave a big gap: up to 60 seconds Stop & Hold.
- b) Excessive weaving to warm up tires is prohibited, as it creates potential hazards to other drivers.
- c) Create a gap of about 2-3 seconds between the classes during the formation lap.
- d) In the unlikely event of an accidental standing start, a Full Course Caution will be thrown shortly after the start. Drivers must start *slowly*, gaining positions from a standing start is not allowed. The Full Course Caution is considered a 3-lap formation lap in this case.

9.09 Start

- a) Each class has a separate race start just before the start/finish line. Slower classes will still be pacing when the faster classes are already racing.
- b) For each event, a “starting box” will be defined in the Driver’s Briefing document, consisting of two clearly identifiable points on track. The driver on pole position for each class must start their class race somewhere between these points.
⇒ Penalty for starting before the start box: at the discretion of the stewards, depending on time gained.
⇒ Penalty for waiting until after the start box: at the discretion of the stewards, depending on the resulting danger to other drivers.
- c) When inside the “starting box”, the driver on pole position for each class can decide when to start. They must accelerate instantly from steady pacing speed to full-throttle racing speed with no hesitation and without causing safety issues or confusion for the cars behind.
⇒ Penalty for unsafe start: at the discretion of the stewards – up to 60s Stop & Hold penalty.
- d) Overtaking is allowed as soon as your class race has started. **Exception:** it is not allowed to overtake the *class leader* before the start/finish line, as this will trigger an automatic black flag penalty.

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- I) For **Proto** class, the race has started when the class leader accelerates **or** when the green flag is shown. If the green flag is shown before the Proto leader has accelerated, the race has started for the Proto class, but beware that you still cannot overtake the class leader before the start/finish line.
 - II) For **GT3** and **GTC** class, the race has started when the class leader accelerates. These classes should ignore the green flag. Beware that you cannot overtake the class leader before the start/finish line.
- ⇒ Penalty early start: 60 seconds Stop & Hold penalty.
⇒ Penalty early overtake: 60 seconds Stop & Hold penalty

9.10 Pit Stops

- a) Drivers should safely enter pit lane at all times, in a manner that does not obstruct other drivers on the normal racing line.
- b) Cars on the racetrack may use any portion of the pit exit that is part of the track surface. While a portion of pit exit may be part of the track surface, cars on the racetrack must be aware of cars rejoining while exiting the pits. Any contact that occurs as a result of a car exiting the pit may be penalized.

9.11 Full course caution

- a) During a full course caution, the pace car will enter the track and the field will pace behind the pace car for a minimum of 3 laps. Drive slowly and safely until you catch the drivers behind the pace car. Do not overtake. Follow the instructions on your screen. Pitting is allowed if the pit lane is open. You cannot serve any penalties while under full course caution.
- b) During a full course caution the field will NOT be grouped by class, instead the field order will remain as it was when the caution was thrown, with the classes mixed. The car behind the pace car will be seen as the overall leader and this is the only car that dictates the pacing and restart.
- c) If necessary Race Control can give wave-by commands to cars in GT3 and GTC that were caught behind the overall leader. Race Control will decide whether to take this measure or not depending on the circumstances.
- d) During the pace laps, the same rules apply as during the formation lap, see section 9.08. However, there is no need to leave a gap to other classes since the cars are not grouped by class.
- e) The pace car will leave the track at the end of the "One To Go" last pace lap. During the restart, the same basic rules apply as during the start, see section 9.08d). However, since the classes are mixed, disregard any classes. You can simply view the entire grid as one class for the duration of the caution period and the purpose of this rule.

9.12 Driving Time

Driving time is calculated by laps (not time) of each driver in each team. Race Control will define a maximum number of laps each driver is allowed to complete (equal to 70% of the estimated number of laps in your class). This maximum number of laps will be communicated in the Drivers Briefing before each race. The total amount of completed laps of every driver (as reported in the iRacing results) may not exceed the maximum number of laps defined by Race Control.

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⇒ Penalty: Any laps above the maximum will not be counted and will be deducted from the total laps of your car, and your car will be scored as the last car in the resulting lap.

9.13 Checkered flag

- a) After each driver takes the checkered flag when the race is finished, they should exit their car in a manner that doesn't impede the other drivers.
- b) The winner of each class is allowed to do burn-outs or donuts, as long they don't impede other drivers.
- c) During the cool-down lap, the same rules apply as during the race and penalties can still be given as post-race penalties.

9.14 Classification

In order to be classified, a car must:

- a) Completed at least 70% of the distance (laps) covered by the leader's car of their class, (rounded to the nearest whole number), after deduction of any laps exceeding the maximum driving time of any driver.
- b) A minimum of 2 distinct drivers must have completed at least one lap each in the car during the race.
- c) A maximum of 6 distinct drivers may have driven the car during the race.

9.15 Results

All results are provisional until they are confirmed by the series admins.

9.16 Red Flag

In case of server problems the race may be red flagged.

Red Flag A: in case the entire server and current standings are lost (e.g. a server crash), we will follow the Red Flag A procedure as explained in section 0:

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- a) APPENDIX C – Red Flag A Procedure.
 - l) Note: Red Flag A procedure will only be followed if there is more than 40 minutes remaining in the race. If there is less than 40 minutes remaining, the race is not restarted and the results will be decided by the last completed lap before the red flag.
- b) Red Flag B: in case many teams lose connection due to a problem with the server, but the server and standings itself remain online, we will follow the Red Flag B procedure as explained in section 18: APPENDIX D – Red Flag B Procedure.
 - l) Note: Red Flag B procedure will only be followed if there is more than 30 minutes remaining in the race. If there is less than 30 minutes remaining, the race is not restarted and the results will be decided by the last completed lap before the red flag.

10. RADIO

10.01 General

- a) General official announcements from Race Control will be done within iRacing over the @RACECONTROL radio and / or text channel.
- b) Messages from Race Control to drivers are sent through private text messages or voice chat in iRacing
- c) Messages from Race Control to teams are sent via TeamSpeak, see section 10.02.
- d) Messages from teams and/or drivers to Race Control must be done exclusively via TeamSpeak, see section 10.02.
- e) Using text or voice chat on the @drivers, @allteams and @club channels is prohibited during the race or qualifying session. Penalty for using chat during these sessions, is at the discretion of the stewards after the first warning (See also 9.06c)).

10.02 TeamSpeak

- a) Gathering of Tweakers has a TeamSpeak server available for teams, and its drivers, as well as the broadcasters. It is **mandatory** to join this TeamSpeak server during the race.
- b) All teams must have a non-driving or supporting team member online in their *Garage* channel at all times during the race, who is available for communication in case Race Control summons requests clarification from a team. If no member is available, Race Control cannot communicate with you and protesting is not possible. Race Control will never reply to a driver currently in the car unless he is stationary in his pit stall.
- c) Each team will have its own channel and all team members are expected to go to the channel of their team. Each team channel consists of a public *Garage* channel, and an *In-Car* channel. It is not required to use the *In-Car* channel, but the *Garage* channel will be accessible by Race Control and the broadcast crew, and they may join that channel at any time. The *In-Car* channel may not be joined by anyone except team members. Race Control and the broadcast crew will not join *In-Car* channels. If you do not wish to be disturbed, use your *In-Car* channel.
- d) It is not allowed to join the *Garage* channel (nor the *In-Car* channel) of any team other than your own. Race Control will not search for members outside of their own team channels.

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- e) The broadcast crew may visit your *Garage* channel at any time to request an interview.
- f) It is **mandatory** to use your exact iRacing and your team name behind it between brackets in TeamSpeak. Example: *Joep Willemsen (Gathering of Tweakers 1)*. If the name is too long, abbreviate your team name.
- g) TeamSpeak Server details:
 - ⇒ Server: ts.got-racing.eu:9988
 - ⇒ Password: **got-event**

11. RACE CONTROL

11.01 General

- a) All series events will have a live Race Control, consisting of multiple stewards monitoring on-track activity.
- b) Race Control has the ability to hand out penalties to drivers or teams who fail to drive in a clean, fair manner, act recklessly, or otherwise affect the spirit of competition within this series, according to the [iRacing FIRST Sporting Code](#) and this document.
- c) Penalties handed out during the race cannot be protested or discussed during the race with Race Control.
- d) Race Control may remove drivers from the track if they feel that their speed or lap times are too slow, or if they pose a risk to other drivers due to their driving or internet connection. The driver will first be warned and given time to correct this. In case the issue persists, the driver shall be ordered to retire from the race and another driver may replace them.
- e) Race Control will not reverse penalties generated by iRacing itself.
- f) Race Control has the ability to throw a full course caution (yellow flag). The pace car will enter the track and the field will do at least 3 pace laps. This will only be used in extreme situations, for example when the track is fully blocked. Pitting is allowed if the pit lane is open. You cannot serve any penalties while under full course caution.
- g) Stewards from the Race Control may race in the championship and when doing so act only as drivers and not as a stewards while racing. When the stewards are out of the team car and have left their team TeamSpeak garage channel, they again become GES stewards. If the stewards' cars are in any way involved in incidents, which need to be reviewed by the Race Control, stewards affiliated with these cars shall not participate in judging these incidents, and other not involved stewards take over the responsibility in this case.

11.02 Communication to and from Race Control

- a) Communication from Race Control to teams and/or drivers will be done via TeamSpeak, or from within iRacing, depending on the situation (see section 10.01).
- b) Communication from teams and/or drivers to Race Control must be done exclusively via TeamSpeak. Race Control will not read or respond to messages sent in the @RACECONTROL channel.
- c) Race Control will never reply to a driver currently in the car unless he is stationary in his pit stall.

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- d) Race Control will only (re-)act on 'poke messages' if the person who pokes Race Control is in the Waiting Room at TeamSpeak.

11.03 Live Race Control document

Race Control will update a live Race Control document during the race, which lists penalty investigations, warnings and penalties issued. This document is available at our site and can be used by teams to follow the decisions of Race Control. You can find the page [HERE](#).

11.04 Incidents

- a) Race Control can start an incident investigation when an incident or breach of rules occurs.
- b) To make sure Race Control does not miss incidents, teams are encouraged to file an on-track protest against other teams or drivers for breaking any rule or to call attention to a situation. See 11.05 for the protest procedure.
- c) Race Control may summon a non-driving team member of all teams involved in an incident for clarification of the events leading to the incident. A steward from Race Control may join the *Garage* channel of your team in that case. Non-driving team members are encouraged to join the 'Race Control → Waiting Room' channel when involved in incidents to speed up the process.
- d) When appropriate, all teams involved in the incident will be interviewed separately and have the chance to explain their view of the incident.
- e) If no non-driving team member is available, you forfeit your chance to share your view of the incident and risk Race Control obtaining a one-sided view from the other party.

11.05 On-track protest procedure

- a) Filing an on-track protest is done exclusively via TeamSpeak via the following procedure:
 - I) Join the 'Race Control → Waiting Room' channel.
 - II) "Poke" one of the stewards in the 'Stewards' channel to grab our attention. Race Control won't act on "Pokes" if sent by someone outside the Waiting Room.
 - III) You will be moved to one of the 'Protest' channels. Wait for an available steward to join you.
 - IV) **Write** your protest in the private channel chat in the required format.
 - V) Voice chat is allowed, but the protest must be written in text chat to avoid miscommunications.
 - VI) Once the protest is received, the steward will return to the 'Stewards' channel to review the incident. Wait in the 'Protest' channel for the steward to return.
 - VII) Once the steward returns, you have the chance to give your view of the incident and explain what happened. When the steward is satisfied, you will be dismissed and can return to your team channel.
 - VIII) If further clarification is required, Race Control will contact you via TeamSpeak private text chat.
 - IX) If Race Control cannot find you or any team mate in your own *Garage* channel and further clarification is required, the protest may be dismissed. Make sure a non-driving or supporting team member remains available until the protest has been handled.
- b) The written protest must follow the following format:

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- ⇒ Protesting car number: ###
- ⇒ Protested car number: ###
- ⇒ Reason for the protest:
- ⇒ Timestamp of the incident: h:m:s

Example protest form:

- ⇒ Protesting team car number: 199
 - ⇒ Protested team car number: 199
 - ⇒ Reason for the protest: Deliberate dive bombing in turns 2 and 3.
 - ⇒ Timestamp of the incident: 1:23:49
- c) Once race control has made a decision, the stewards will publish the outcome in the live Race Control document, and issue the relevant penalty if required.
- d) In case of a warning, Race Control will notify the driver that receives the warning in addition to publishing it in the live Race Control document.
- e) In the event of an incident taking place in the last stage of the race, race control may review the incident after the conclusion of the race. In this case, only post-race penalties will be applied, see section 11.07.
- f) Drivers or teams may not argue about the decisions of race control during a race. Any decisions made by race control during a race is final.
- g) A protest must be filed as soon as possible after the incident happened, and after a maximum of 15 minutes after the incident.



11.06 Race penalty decisions

Penalty decisions that can be given during the race include (but are not limited to) the following points a) until e):

- a) Drive Through penalty
Drive through the pit lane without stopping. You are **not** allowed to stop in your pit stall or do any pit work. This penalty will be given via a public announcement on the @RACECONTROL text channel.
- b) Stop & Go penalty
Drive through pit lane, stop in your pit stall, and immediately drive away to continue racing. You are **not** allowed to combine this penalty with a regular pit stop. This penalty will be given via a black flag command.
- c) Stop & Hold penalty
Drive through pit lane, stop in your pit stall. You will be held for the duration of the penalty. When completed, you must drive away immediately. You are **not** allowed to combine this penalty with a regular pit stop. This penalty will be given via a black flag command.
- d) Give Back Position penalty
Slow down safely and allow the other car to overtake you, then continue racing as usual. In case you or the other car pits or cannot continue driving before the position has been given back, you must slow down to a point where the other car would have overtaken you in normal racing conditions. In this case the Race Control steward will monitor your driving and notify you if the penalty has been served or if you are required to slow down further. This penalty will be given via a public announcement on the @RACECONTROL text channel.
- e) Warning
A warning does not require any action from your side. However, a second warning for a similar offence automatically results in a penalty. Warnings will be given to the team in private via iRacing private message to the team.
- f) No Further Action (NFA)
No action is required. The incident does not warrant a penalty to either side, but Race Control may decide to send a notice to any teams involved if their driving could be improved.
- g) Automated penalties given by iRacing software
Penalties given by the iRacing software include but are not limited to Stop & Hold penalties, for example: speeding in pitlane, overtaking the class leader before start/finish line, ignoring a slow-down penalty, etc. You are **allowed** to combine these penalties with a normal pit stop as desired.
Note: Race Control will not clear or reverse penalties automatically given by iRacing.
- h) Penalties that are given by Race Control stewards and involve a trip through pit lane (Drive Through, Stop & Go and Stop & Hold) may **not** be combined with a pit stop. You are **not** allowed to take any fuel, nor change any tires, nor do a driver swap, nor take optional repairs. The length of your pit stop must be exactly equal to the length of your penalty, and your car may not sit in the pit stall for longer. The only **exception** is required repairs, which cannot be skipped and must be taken in the same stop.

⇒ Penalty for combining penalty and pit stop: Stop & Go.

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- i) Penalties that are given automatically by the iRacing software may be combined with a pit stop as desired.
- j) All penalties must be served within 3 green flag racing laps, and before the end of your race. In case a penalty is not served at the end of the race, Race Control may in some cases apply additional penalties on top of the default penalty applied by iRacing (which will reset your car to be behind any cars in your lap).
- k) Penalties cannot be served under full course caution.
- l) Penalties given during the race cannot be appealed during or after the race.

11.07 Incident categories

- a) Incidents can be loosely categorized into the following categories:
 - I) **Exceeding Track Limits:** involves teams repeatedly exceeding track limits as defined by iRacing. See 13.02.
 - II) **Unjustifiable Risk:** may involve some of the following events: Having to take avoiding actions in order to facilitate a pass; multiple faster cars overtaking a slower class car in the same corner; overtaking slower class cars in very low-percentage corners, meaning the corner is not usually suited for overtaking and therefore creates a dangerous situation; positioning the car less than ideal and creates potential dangerous situation; unsafe rejoin meaning not having a stationary car after a spin in case of other cars nearby or rejoining before track is safe.
 - III) **Barging:** may involve a light avoidable contact where the victim car experiences some of the following events but essentially, the victim car can continue racing after being affected only slightly: The victim car is not spun, or does not go off-track, or is not coming to a halt, or does not suffer mechanical difficulty requiring it to pit directly for repairs, or the incident does not result in a change of position in class for the victim car.
 - IV) **Avoidable Contact:** An Avoidable Contact may involve some of the following events: The victim car spins, or goes off-track, or is coming to a halt, or suffers mechanical difficulty requiring it to pit directly for repairs, or the incident results in a change of position in class for the victim car.
- b) Penalties as a result from infractions in these categories will be determined from the following guidelines:

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- I) Exceeding Track Limits:
First offence results in Warning, any subsequent offences result in Drive Through penalties.

 - II) Unjustifiable risk:
May result in Warning, Give Back Position, or Drive Through penalty.

 - III) Barging:
May result in Give Back Position, Drive Through or Stop & Go penalty.

 - IV) Avoidable Contact:
May result in Stop & Hold penalty between 10 and 60 seconds.
- c) Repeat offenders (teams that were penalized for incidents previously) will receive more severe penalties for subsequent incidents.

11.08 Penalties decided after the race

Any penalty decided after the race (because the incident occurred in the last stages of the race) may result in either loss of positions in the final result, or may carry over to the next race, depending on the severity of the penalty.

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11.09 Post-race protest

- a) A post-race protest not previously dealt with can be filed after checkered flag has been waved at each racing event and before two whole days after. To file a post-race protest, send an email to gotracingeu@gmail.com with the following:
 - ⇒ A replay file (not a video recording) of only the incident (not the entire session/race)
 - ⇒ The standard format for a protest as described in Section 11.05b)
 - ⇒ A brief description the team's or driver's point of view of the incident.
- b) The post-race protest must be filed within 2 days after the race event race day. This means that if the race is taking place on a Saturday, the deadline for the post-race protest is the following Monday before 23:59 GMT.
- c) The stewards will review the incident and publish the decision in the official iRacing.com forum thread in Private League & Hosted Racing sub forum.
- d) Post-race penalties resulting from a post-race protest may be appealed by the penalized team only up to 24 hours after being posted. The appeal must be sent to gotracingeu@gmail.com. Decision from the appeal will be posted as soon as possible.
- e) A post-race protest can only relate to an incident in the last stage of the race.

12. BRIEFING

12.01 Drivers briefing

- a) On Tuesday before each series event weekend, all team managers will receive the drivers briefing from the organization by e-mail.
- b) The drivers briefing contains important information about the upcoming event for all drivers and crew chiefs.
- c) Distribute the briefing to all drivers and make sure all drivers read it carefully.

12.02 Race Briefing

- a) On race day, 15 minutes before the qualification, there will be a mandatory meeting between Race Control and all team managers.
- b) In this meeting the teams have the opportunity to ask final questions.
- c) All team managers must be in the *Race Briefing* channel on TeamSpeak for the meeting.
- d) If the team manager is unavailable, another team member must attend the meeting.

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13. ON TRACK CONDUCT / BEHAVIOUR

13.01 General

- a) It is expected that all drivers within the series race in a fair, honest manner, paying consideration to other drivers on the race track, and not commit any action that may bring the league into disrepute.
- b) All drivers, and team members, should treat other drivers, team members, and race control with respect at all times. Not just on track, but also outside the race sessions. Any driver failing to observe this at the discretion of the stewards: penalty that may go as far as exclusion of the driver.
- c) Drivers are expected to treat other members within the series in a courteous manner at all times. Drivers using insulting, threatening, racist, sexist, homophobic, or any other form of derogatory behavior, either in written or spoken format, in the league race server or otherwise will face severe penalties, up to and including exclusion from the league.
- d) In case a car gains a position by an unfair manner, like exceeding track limits or car contact, a penalty can in some cases be avoided by giving back the position.
- e) It is the responsibility of both the overtaking driver and the driver being overtaken to assure safe overtaking.

13.02 Track limits

- a) The racing surface is defined by iRacing.
- b) Drivers leaving the racing surface may not improve their position at any time. Drivers must also concede position if leaving the racing surface avoids another car overtaking them.
- c) Drivers may not leave the racing surface to gain a time or speed advantage over other cars in any circumstances. Penalty for gaining time by going off track is at discretion of the stewards.
- d) Exceeding the track limits is a protestable offense under the following conditions:
 - I) The protested car is going off track repeatedly and / or many times.
 - II) The protested car is clearly gaining time or positions by going off track.
 - III) The protesting team must be in direct competition with the protested car.
- e) Too many unnecessary or frivolous protests for exceeding track limits will result in a warning or penalty for the protesting team.

13.03 Incidents

- a) In case an incident is clearly happening in front of you, you must slow down and may not take advantage of the situation (e.g. by overtaking).
- b) Cars clearly taking advantage of the situation may be protested. Penalty is at the discretion of the stewards depending on the situation.
- c) If your car was involved in an incident, you are allowed to continue if its handling is safe enough, and does not endanger other cars. This is primarily the responsibility of the driver (and the team), but Race Control may require any damaged car to pit or request a tow for damage if deemed necessary. If drivers do not comply with this request immediately they will be disqualified.

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13.04 Resuming after an incident

- a) Resuming driving after your car was involved in an incident must be done in a safe manner without interfering with other cars. Make sure the track around you is clear before making any dangerous maneuvers (e.g. turning your car, rejoining the track, etc.).

⇒ Penalty for causing additional incidents by unsafely resuming: up to 60 second Stop & Hold

14. Most important rule

Have fun and respect each other while participating in the GoT Endurance Series.

Remember: **Gathering of Tweakers: Serious iRacing with a smile!**

15. APPENDIX A - List of all predefined Penalties

- ⇒ 4.01b) Non-registered driver: 60 second Stop & Hold & a \$5 penalty fee to GES if applicable (See 5.02d)
- ⇒ 5.02c) Penalty fee of \$5 for every additional added driver after the first free one.
- ⇒ 9.05c) Failing to connect with the correct team ID, car or car number: The penalty is at the discretion of stewards. The penalty may go as far as exclusion of the car.
- ⇒ 9.06c) Using text or voice chat on the @drivers, @allteams and @club channels results in a warning, which carries over into race
- ⇒ 9.07b) Starting from the pit lane: 60 second Stop & Hold
- ⇒ 9.08a) Hang back or leave a big gap : up to 60 second Stop & Hold
- ⇒ 9.09d) Early start: 60 second Stop & Hold
- ⇒ **Fout! Verwijzingsbron niet gevonden.** Early overtake: 60 second Stop & Hold
- ⇒ 9.12 Driving Time exceeded: laps not counted
- ⇒ 11.01d) Driver forms a risk to others: remove driver from track
- ⇒ 11.06h) Combining penalty with pitstop: Stop & Go
- ⇒ 11.07b) & 13.02) Penalty for exceeding track limits: (first) Warning, (subsequent) Drive Through
- ⇒ 13.04 Penalty for causing incidents by unsafely resuming: up to 60 seconds Stop & Hold

16. APPENDIX B - Important dates & deadlines per race

- I) **Saturday 7 days before the race:**
 - ⇒ Last day for sending in custom Car Liveries (6.03d))
- II) **Tuesday before the race:**
 - ⇒ Distribution to Team Managers of the drivers briefing (12.01)
 - ⇒ Download link published of the last Skin Pack (6.03a))
- III) **Friday before the race and before 18:00 GMT:**
 - ⇒ Deadline for changing your team (5.02)
- IV) **Saturday and 15 minutes before the Qualification:**
 - ⇒ Race briefing (12.02)
- V) **Monday after the race and before 23:59 GMT:**
 - ⇒ Last moment for post race protest (11.09)

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17. APPENDIX C – Red Flag A Procedure

17.01 Usage

Red Flag A procedure will be followed if:

- a) A server problem occurs that causes the server and current standings to be lost. A complete server restart is required.
- b) There is more than 40 minutes remaining in the race. Since the server restart is expected to take ~20 minutes, it makes little sense to restart a race with just a few laps.

17.02 The procedure in short

Once the server is lost, a new server will be started. Join the Teamspeak Driver Briefing channel for instructions. The new server will start with a warmup and qualification, but nobody is allowed on track. Only the overall leader takes the start, all other cars stay in pit lane. The overall leader will drive on pit limiter. Cars will be instructed to leave pit lane one by one in their correct order and join the pacing line. Cars who had lost laps on their class leaders will be given black flags and will be hold in the pits for an appropriate amount of time. "Green flag in this lap" will be announced and class leaders can restart in the start box similar to the race start. Cars with a black flag may not join the restart but drive into pit lane immediately to serve the black flag.

17.03 The full step-by-step procedure

1. If you lose connection and suspect a server crash, join the Teamspeak **Driver Briefing** channel and await instructions.
2. Race Control will announce Red Flag on the Teamspeak Driver Briefing channel.
3. Race Control saves race information and standings.
4. A new server will be started as soon as possible.
5. The session will start with 10 minute warm-up plus a 5 minute qualification to allow teams to join.
6. **No cars are allowed on track even during warm-up. Do not enter your car.**
7. Race time will be approximated such that the end of the race is the same as it would be without the red flag. The red flag time period is lost and no extra time is added.
8. When **gridding** starts, **only the overall leader** may click the **Grid** button.
9. All other cars **starts from pit lane**. Wait until the grid timer has finished and then click the **Start from pits** button.
10. Race Control starts announcing cars to leave pit lane in the correct order.
 - a. Cars will be allowed to leave pit lane in their class order, grouped by class.
 - b. **Wait** until Race Control calls your car number, then exit the pit lane.
11. The class leader **remains on pit limiter**. Cars behind can catch up (carefully), and then **enable pit limiter** once they have caught up. Leave a sensible gap.
 - a. Do not overtake.
 - b. The pacing will be **single file**, do not drive side by side.
 - c. Class leaders leave a sensible gap to the faster class ahead, similar to the start pace lap.
12. We will do at least one full "pace lap", with pacing speed decided by the pit limiter speed of the Proto leader.
 - a. During the pace lap(s), any incorrect ordering of cars will be sorted by communication with the cars involved.
13. Cars that were lapped will now receive a **black flag** approximately equal to the number of laps they were down from their class leader.

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- a. These black flags **must** be serviced in the last “pace lap”, just before the class leader restarts the race.
14. Once everything is sorted, Race Control will announce **Green flag in this lap**. This will be announced far from the start/finish to avoid confusion.
 - a. Class leaders may start the race **once inside the start box** as defined in the briefing, similar to the actual race start.
 - b. The restart is **single file**, do not drive side by side.
 - c. Lapped cars who received a black flag must drive into the pits to serve the penalty immediately and cannot take part in the start.
 - d. Penalties for early or late starting or overtaking are the same as in the actual race start.

18. APPENDIX D – Red Flag B Procedure

18.01 Usage

Red Flag B procedure will be followed if:

- a) A server problem occurs that causes the many teams to disconnect, but the server itself and standings remain online and no server restart is required.
- b) There is more than 30 minutes remaining in the race. Since the restart is expected to take ~15 minutes, it makes little sense to restart a race with just a few laps.

18.02 The procedure in short

Once a red flag situation is announced, all cars enable pit limiter. Class leaders will stop at designated points on track and form a queue in the current order on track. Once all queues are complete, all cars drive into the pits and can take full pit service. Once all teams have reconnected, cars will be instructed to leave the pits in the order as it was before the red flag. Wave-by commands will be issued manually via text chat to cars that have lost a lap. “Green flag in this lap” will be announced and class leaders can restart in the start box similar to the race start.

18.03 The full step-by-step procedure

1. Red flag is announced on iRacing voice and text channels
2. Race Control saves race information and standings.
3. All cars enable **pit limiter** and keep a reasonable gap between cars to avoid ghost contacts during the server problem period.
4. Do **not** overtake unless required by the following rules.
5. The three class leaders **stop** at the designated **red flag stopping point** on track as defined in the event briefing.
 - a. Stop on the **right side** of the track, leave space on the left for passing cars in other classes.
 - b. **Turn off your engine** when you stop to avoid overheating.
 - c. Each class has their own red flag stopping point.
6. All remaining cars keep driving and join a queue behind their stopped class leader.
 - a. Drive slowly on the **left side** of the track, cars may be stopped on the right side.
 - b. Stop behind the car ahead of you and **turn off your engine** to avoid overheating.
 - c. Once all cars have stopped in their own class queue, Race Control will message class leaders to drive into the **pit lane**. Drive on pit limiter.
7. All cars follow their class leaders into pit lane and enter their own pit stall.

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- a. **Turn off your engine** to avoid overheating.
 - b. All pit service is **allowed** including fuel, tires, driver swaps, repairs and serving penalties.
 - c. Do **not** leave your pit stall until instructed.
8. We wait for all teams to reconnect and enter their car in the pit lane.
9. Race Control starts announcing cars to leave pit lane in the correct order.
 - a. The field will be ordered by the standings as they were **before** the red flag, only **grouped** by class.
 - b. **Wait** until Race Control calls your car number, then exit the pit lane.
10. The class leader **remains on pit limiter**. Cars behind can catch up (carefully), and then **enable pit limiter** once they have caught up. Leave a sensible gap.
 - a. Do not overtake.
 - b. The pacing will be **single file**, do not drive side by side.
 - c. Drive on the **right side** of the track. Leave space on the left side for any passing cars that will be taking a wave-by.
 - d. Class leaders leave a sensible gap to the faster class ahead, similar to the start pace lap.
11. We will do at least one full “pace lap”, with pacing speed decided by the pit limiter speed of the Proto leader.
 - a. During the pace lap(s), any incorrect ordering of cars will be sorted by communication with the cars involved.
 - b. During the pace lap(s), any remaining incorrect loss of laps will be sorted by a wave-by.
 - c. When you receive a wave-by, you are allowed to overtake the pacing cars and run a lap at speed (safely).
 - i. Drive on the **left side** of the track, take care of slow cars on the right side.
 - d. Rejoin the pacing queue **at the end of your class**.
 - e. If necessary, Race Control will then tell you to overtake remaining cars to get your original position back.
12. Once everything is sorted, Race Control will announce **Green flag in this lap**. This will be announced far from the start/finish to avoid confusion.
 - a. Class leaders may start the race **once inside the start box** as defined in the briefing, similar to the actual race start.
 - b. The restart is **single file**, do not drive side by side.
 - c. Penalties for early or late starting or overtaking are the same as in the actual race start.

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