

IFWL.NET

# RULES & REGULATIONS

## *Season 4 Handbook*

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The official IFWL league handbook - membership, race day, on-track conduct, stewarding, licence points, and the full IFWL Licence System, explained in full.

Valid: **TBC** thru the end of Season 4

*As with any evolving project, IFWL may amend these rules at any point during a season - always check for the latest version.*

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## Preface

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This handbook contains the official rules and regulations for the IFWL league. It exists to give every driver a concise, easy-to-use reference - laid out in plain language rather than a dense grid - covering everything IFWL expects of you and everything you can expect from IFWL in return.

This handbook applies to every series and event IFWL runs. It is also intended to work in unison with anything posted on the official Discord server - [if the two ever conflict, ask a staff member rather than guessing](#). As with any evolving project, IFWL may change these rules and regulations as necessary, at any point during a racing series.

From all of us, thank you for your participation and support.

### Driver compliance

Completing registration and being assessed for placement within IFWL means you're agreeing to follow the rules and regulations administered by IFWL staff and stewards, and to abide by any final decision they render.

IFWL runs automation across SimGrid, Discord, ifwl.net, the IFWL PC app, and the ticket system - all interconnected. Repeated rule breaches are tracked and flagged automatically, and can lead to removal from IFWL or a season ban.

If a driver's conduct is severe enough to breach SimGrid's own Terms of Service (intentional ramming, race obstruction, red-mist incidents), IFWL will report it to SimGrid directly with full supporting information.

Main race series carry a final-2 exclusion: no new signups to an existing event are accepted in the final two races of that series, to keep the field to committed drivers.

Above all: be safe, follow the rules, obey the stewards, and have fun.

## Key Changes In Season 4

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This handbook has been fully rebuilt for Season 4 - same rules where nothing has changed, but rewritten from scratch for clarity. Here's what's actually new:

- **The IFWL Licence System is now fully live.** Every driver must hold a valid licence tier before joining a Season 4 event - see Section 10.
- **A new Licence Obtainment window.** Dedicated PC and Console licence servers, a 2-week time-trial window, and staff tier placement in the final week - see Section 8.
- **Server passwords are no longer fixed for the whole season.** They now change per server, per round, and are only issued to drivers holding a valid licence - see Section 8 and Appendix B.
- **Stewarding now carries real licence-point consequences.** Every at-fault ticket adds Mild/Standard/Severe licence points, and a new Owner-only Emergency Standards Clause can double penalties league-wide when standards slip - see Section 6.
- **This is a working base document for Season 4.** Further races and series are still being finalised and will be added as they're confirmed.
- **Monday Funday is currently expected to move to a GT4 format for Season 4** - not yet finalised, details to follow.

## 1. Membership & Basic Entry Requirements

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- A.** Drivers must remain in the official IFWL Discord server throughout the entirety of the active season. Leaving or unregistering from the Discord server removes you from every active SimGrid event you're registered to, and negatively impacts your attendance record and SimGrid rating.
- B. Important:** your Discord profile name and number must match exactly what's on file with ifwl.net and SimGrid. In the simplest terms - your driver number on SimGrid and on ifwl.net/Discord must match. Any mismatch results in disqualification, and failing to keep this in sync will get you removed from the series you signed up for.
- C.** A Patreon subscription is required for entry into any prize pool IFWL creates. IFWL is not pay-to-win - a Patreon subscription never influences a driver's series sign-up options or the driver placement assessment process in any way. (if a race series has payouts - it will be clearly marked as having one)
- D.** All required DLC packs must be owned, as specified in that series' season announcement on SimGrid, before you can start participating. There are no drop rounds - missing a race because of missing DLC or a track you don't like still results in point penalties.
- E. Sign-up for an IFWL-hosted race must be completed at least 1.5 hours before race start.** With the volume of races IFWL runs on entry lists, this gives admin and staff enough time to get servers correct and minimise downtime. Some exceptions may be made - at staff discretion.

## 2. Attendance & Participation

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Consistent participation is a requirement for every IFWL driver. SimGrid lets you withdraw from a race before it begins - use it. Repeated no-shows, rage-quitting, or idling in the paddock all result in immediate disqualification from that race.

### Penalty points for unannounced no-shows

| Series                                    | Points per missed race | Max before DQ |
|-------------------------------------------|------------------------|---------------|
| ACC - Console Monday Funday               | 1                      | 8             |
| ACC - Console Pro Am                      | 5                      | 10            |
| ACC - Console Beginners                   | 5                      | 15            |
| ACC - PC Monday Funday                    | 1                      | 8             |
| ACC - PC Pro Am Series                    | 5                      | 10            |
| ACC - PC Beginner Series                  | 5                      | 15            |
| LMU - LMP2 & LMGT3 Multiclass (PC)        | 5                      | 10            |
| LMU - 2 Hours of Le Mans (£100 prize pot) | None allowed           | —             |

### Informed withdrawals allowed before removal from series

An informed withdrawal - telling IFWL in advance you can't make it - is treated far more leniently than a silent no-show, but it's still not unlimited:

| Series                                    | Informed withdrawals allowed |
|-------------------------------------------|------------------------------|
| ACC - Console Monday Funday               | 3                            |
| ACC - Console Pro Am                      | 2                            |
| ACC - Console Beginners                   | 2                            |
| ACC - PC Monday Funday                    | 3                            |
| ACC - PC Pro Am Series                    | 2                            |
| ACC - PC Beginner Series                  | 2                            |
| LMU - LMP2 & LMG3 Multiclass (PC)         | 2                            |
| LMU - 2 Hours of Le Mans (£100 prize pot) | None allowed                 |

- C.** Minimum attendance expectations: 20% of series races for Beginner, 20% of series races for Pro.
- D.** IFWL allows drivers to submit a ticket to clear missed-race penalty points from SimGrid - evidence must be supplied with the ticket.

### 3. Race Times & League Timelines

All race start times are listed in GMT/BST as applicable - SimGrid adjusts the displayed start time per driver profile timezone automatically.

#### Scheduled start times

| Series          | PC start time      | Console start time |
|-----------------|--------------------|--------------------|
| Beginner Series | 18:30 UK (BST/GMT) | 18:30 UK (BST/GMT) |
| Pro Am Series   | 18:30 UK (BST/GMT) | 18:30 UK (BST/GMT) |
| Monday Series   | 20:00 UK (BST/GMT) | 18:30 UK (BST/GMT) |

Session-format detail for each series (Section 4) also states a start time - if the two ever differ, treat this table as the scheduled headline time and check the event listing on SimGrid for the exact time of that specific round.

#### Session length details

| Series                                                     | Practice | Qualifying | Race    |
|------------------------------------------------------------|----------|------------|---------|
| ACC - Beginner Series (PC/Console)                         | 60 min   | 20 min     | 60 min  |
| ACC - Pro Am Series (PC/Console)                           | 60 min   | 20 min     | 60 min  |
| ACC - Monday Funday (PC/Console P60)                       | 20 min   | 10 min     | 30 min  |
| LMU - LMP2 & LMG3 Multiclass (PC, 19:30 start)             | 20 min   | 20 min     | 60 min  |
| LMU - 2 Hours of Le Mans (PC, 19:30 start, £100 prize pot) | 25 min   | 20 min     | 120 min |

## 4. Sim & Series-Specific Regulations

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Every IFWL series shares the same core rules (Sections 1, 2, and 5), but pit-stop handling, car changes, live stewarding, and broadcast coverage differ by series. Start times for each are in Section 3 above.

### PC / Console Beginner Series

- Pit-stop requirements and global race settings: refer to SimGrid for the event. All driving assists are optional.
- Car changes: allowed.
- Live stewards: none - post-race ticket system only.
- Commentary/broadcast: not provided in the Beginner series.

### PC / Console Pro-Am Series

- Pit-stop requirements and global race settings: refer to SimGrid for the event. All driving assists are optional.
- Car changes: not allowed.
- Live stewards: none - post-race ticket system only.
- Commentary/broadcast: commentary provided on the official IFWL Twitch.

### Monday Funday

- Session format: Practice 20 min (Console 60 min) | Qualifying 10 min | Race 30 min.
- Pit-stop requirements and global race settings: refer to SimGrid for the event.
- Car changes: allowed.
- Live stewards: none - post-race ticket system only.
- Commentary/broadcast: none.
- **Series notes:** this is a fun, turn-up-and-race series.

#### Season 4: possible GT4 switch

Monday Funday is currently expected to move to a GT4 format for Season 4 - this is not yet finalised, and details will follow once confirmed.

### LMU - LMP2 & LMGT3 Multiclass

- Session format: Practice 20 min | Qualifying 20 min | Race 60 min (19:30 start).
- Pit-stop requirements and global race settings: refer to SimGrid for the event.
- Car changes: not allowed.
- Broadcast: yes - on the official IFWL Twitch.

### LMU - 2 Hours of Le Mans (£100 prize pot)

- Session format: Practice 25 min | Qualifying 20 min | Race 120 min (19:30 start).

- No withdrawals and no missed-race allowance apply to this one-and-done event - see Section 2.

Further races and formats are still being finalised for Season 4 and will be added here as they're confirmed.

## 5. Racing Rules for All Drivers

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- A.** Respect all staff, stewards, and drivers.
- B.** No dangerous behaviour - ramming, brake-checking, dive-bombing, blocking, punting, or similar.
- C.** Overtaking: the overtaking driver is responsible for executing a safe passing move.
- D.** Defensive driving: one move is allowed, and it must be performed prior to braking.
- E.** If you spin, hold the brakes. When rejoining, any unsafe re-entry onto the track will be penalised.
- F.** Driving in the wrong direction relative to the race leads to an instant disqualification.
- G.** All lapped drivers must yield under blue flags. A lapped driver may un-lap themselves if faster, but cannot defend the position.
- H.** All vehicles must comply with IFWL's Balance of Performance (e.g. ACC uses Low Fuel Motorsport for BOP settings).

## 6. Stewards, Tickets, Appeals & Licence Points

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### The ticket, appeal & decision timeline

- A.** The incident ticket submission window begins immediately after the race completes, and stays open for 24 hours.
- B.** The appeals submission window begins immediately after the ticket window closes, and lasts a further 24 hours.
- C.** The stewards' final decision is concluded and posted within 24 hours of the appeals window closing.
- D.** So the full ticket → appeal → decision process is expected to conclude 72 hours after the race completes.
- E.** It's the responsibility of every reporting driver to save any replays or streams that can support the claim made in their ticket.
- F.** A steward's final decision may take longer to post if ticket volume or other circumstances require it.

### Licence points from stewarding

From Season 4, every ticket that resolves with a driver found “at fault” carries a licence-point consequence in addition to any on-track time penalty. The severity band assigned to the incident - Mild, Standard, or Severe - sets both.

#### The severity bands aren't new - they're already in the steward code system

Every steward penalty code in Appendix C already carries an MI (Mild), ST (Standard), or SE (Severe) suffix - e.g. RP5MI, RP5ST, RP5SE for an illegal overtake of increasing severity. That same severity is what determines the licence points below - there's no separate classification step.

| Fault severity | Licence points (normal) | Licence points (ESC active) |
|----------------|-------------------------|-----------------------------|
| Mild           | 1                       | 2                           |
| Standard       | 2                       | 4                           |
| Severe         | 3                       | 6                           |

**Head Steward discretion:** the Head Steward retains discretion over the final severity classification (and therefore the points) applied to any individual ticket - the bands above are the standard, not a rigid formula that overrides steward judgement.

## The Emergency Standards Clause (ESC)

The Emergency Standards Clause is an Owner-only escalation tool, held in reserve for when driving standards need a league-wide correction.

- A.** If the League Owner observes a recent spike in poor standards within one or more series during a season, they alone have the authority to enable the Emergency Standards Clause.
- B.** Once enabled, the ESC stays active for exactly three weeks - three rounds - giving drivers three rounds to demonstrate an improvement in standards.
- C.** While active, the Head Steward doubles every penalty outcome issued through stewarding tickets - not just licence points. For example, a ticket that would normally carry a 20-second time penalty instead carries 40 seconds while the ESC is in effect. Licence points double the same way (see the table above).
- D.** The IFWL Traffic Light System (TLS) records and processes these increased penalty values when calculating a driver's overall standards level - their Green, Amber, or Red status.
- E.** While the ESC is active, both the Stewarding System and the Licence System display a clear notification confirming it's in effect.
- F.** If standards return to an acceptable level before the three weeks are up, the Head Steward may raise this with the League Owner and request early termination. The final call to enable or terminate the ESC always rests solely with the League Owner.

## 7. Commentary, Broadcasting & Media

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**Official commentators:** "Ze Lexi" and "D Crossman."

**Commentary availability:** the PC Beginner series doesn't have live commentary (results only). All Pro-Am races have commentary available.

**Media platforms:** YouTube, Twitch, TikTok highlights, and the ifwl.net archives.

## 8. Driver Placement & Obtaining a Licence

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Previously, new and existing drivers could openly self-assign to Beginner, Am, or Pro in SimGrid, with IFWL admin correcting anyone in the wrong classification without notice - keeping Pros out of Am or Beginner, and Beginners out of Pro. From Season 4, initial placement is handled properly, up front, by the IFWL Licence System instead.

## The Season 4 obtainment process

1. Immediately after Season 3 concludes, dedicated Licence Obtainment servers open for both PC and Console - one server per platform, running a fixed, set track with matching temperatures and session times on both platforms.
2. Drivers have a 2-week window to set their licence times. A minimum of 15 laps is required - there's no maximum, and laps can be set at any point across the 2 weeks.
3. In the final week of that window, IFWL staff review every driver's submitted times and place them into their correct licence tier.
4. Once placed, your licence tier determines which Season 4 races you're eligible for, and unlocks the correct SimGrid sign-up link for that tier.

### IFWL still reserves the right to reassign

Getting placed isn't a one-time, unchangeable event. IFWL reserves the right to reassign or remove a driver from a tier for balance, and reviews standing throughout the season - including via the licence points and ESC system in Section 6.

**Server passwords are now tied to your licence:** from Season 4, race server passwords are no longer fixed for the whole season. The password now changes per server, per round, and is only issued to drivers holding a valid licence for that event. See Appendix B.

## 9. Driver Promotion & Relegation Guidelines

### To be finalised

The full Season 4 promotion and relegation guidelines are still being written and will be published here once confirmed. In the meantime, tier placement follows Section 8, and ongoing standing is influenced by ticket outcomes and licence points as described in Section 6.

## 10. The IFWL Licence System

Every driver must hold a valid IFWL licence to join a Season 4 event. Your licence records your tier, your on-track history, and your standing with IFWL - it's the single source of truth for where you race.

### What your licence tracks

- Your current tier, and the full history of every tier change made to your licence, and why.
- Your licence points, added automatically whenever a ticket against you is finalised at fault (see Section 6), including any doubling from an active ESC.
- Your overall standards status under the IFWL Traffic Light System (TLS) - Green, Amber, or Red.

## How you get one

See Section 8 for the full Season 4 obtainment process - in short: a 2-week time-trial window on a dedicated PC and Console licence server, minimum 15 laps, followed by staff placing every driver into their correct tier in the final week.

## What your tier unlocks

Your licence tier determines which Season 4 races you can see and join, and unlocks the correct SimGrid sign-up link for that tier. A licence isn't a one-time event - IFWL staff can move a driver between tiers during the season where pace, standards, or conduct requires it.

## Passwords are now tied to your licence

Race server passwords are no longer fixed for the whole season. The password now changes per server, per round, and is only made available to drivers who hold a valid licence for that event - see Appendix B.

### Issues with your licence?

Raise it with IFWL staff via the official Discord. Do not attempt to race without a valid licence for the event - this will result in removal from the race.

## Appendix A: Glossary of Terms & Definitions

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| Term           | Meaning                                                                                                                                                                       |
|----------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DQ             | Disqualification.                                                                                                                                                             |
| DNS            | Did Not Start.                                                                                                                                                                |
| DNF            | Did Not Finish.                                                                                                                                                               |
| BOP            | Balance of Performance.                                                                                                                                                       |
| TLS            | The IFWL Traffic Light System - the overall Green/Amber/Red standards status calculated from a driver's ticket and licence-point history.                                     |
| ESC            | The Emergency Standards Clause - an Owner-only, 3-week penalty-doubling escalation. See Section 6.                                                                            |
| Licence points | Points added to a driver's licence whenever a ticket against them is finalised at fault - Mild (1), Standard (2), or Severe (3), doubled if the ESC is active. See Section 6. |
| MI / ST / SE   | The severity suffix on every steward penalty code - Minor/Mild, Standard, and Severe. See Appendix C.                                                                         |

## Appendix B: IFWL Race Server & Contact Information

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### Server passwords

- Passwords now change per server, per round.
- Only issued to drivers holding a valid licence for that event - see Section 8 and Section 10.
- No password is printed in this document.

### Contact & server information

**Official website:** <http://ifwl.net>

**Discord:** contact the league on our Discord server - you can join directly via [ifwl.net](http://ifwl.net), then hit Join Us.

**SimGrid:** visit the IFWL SimGrid community page for further information - <https://www.thesimgrid.com/communities/IFWL>

## Appendix C: Steward Penalty Codes Explained

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These are the codes IFWL stewards issue on tickets, and the ones you'll see referenced if you submit a ticket on another driver. Every code carries an MI (Mild), ST (Standard), or SE (Severe) suffix - that severity is also what sets the licence points in Section 6.

| Code  | Gro<br>up | Title                                            | Description                                                           | Who                    | Penalty          |
|-------|-----------|--------------------------------------------------|-----------------------------------------------------------------------|------------------------|------------------|
| RP1MI | RP1       | Unsafe Track Rejoin                              | Driver rejoins track dangerously and causes an issue.                 | Rejoining driver       | 0s               |
| RP1ST | RP1       | Unsafe Track Rejoin                              | Driver rejoins track dangerously and causes an issue.                 | Rejoining driver       | 20s              |
| RP1SE | RP1       | Unsafe Track Rejoin                              | Driver rejoins track dangerously and causes an issue.                 | Rejoining driver       | 45s              |
| RP2MI | RP2       | Unsafe Pit Exit - Crossing Pit Line              | Driver exits the pits in an unsafe manner and causes a collision.     | Exiting driver         | 5s               |
| RP2ST | RP2       | Unsafe Pit Exit - Crossing Pit Line              | Driver exits the pits in an unsafe manner and causes a collision.     | Exiting driver         | 20s              |
| RP2SE | RP2       | Unsafe Pit Exit - Crossing Pit Line              | Driver exits the pits in an unsafe manner and causes a collision.     | Exiting driver         | 45s              |
| RP3MI | RP3       | Blue Flag Abuse / Blocking While Lapped          | Lapped driver impedes or blocks faster cars.                          | Lapped driver          | 5s               |
| RP3ST | RP3       | Blue Flag Abuse / Blocking While Lapped          | Lapped driver impedes or blocks faster cars.                          | Lapped driver          | 20s              |
| RP3SE | RP3       | Blue Flag Abuse / Blocking While Lapped          | Lapped driver impedes or blocks faster cars.                          | Lapped driver          | 45s              |
| RP4MI | RP4       | Formation Lap / Start Line Infringement          | Occurs before race start, on the formation lap before lights out.     | Driver out of position | Post-race ticket |
| RP4ST | RP4       | Formation Lap / Start Line Infringement          | Occurs before race start, on the formation lap before lights out.     | Driver out of position | Post-race ticket |
| RP4SE | RP4       | Formation Lap / Start Line Infringement          | Occurs before race start, on the formation lap before lights out.     | Driver out of position | 30s              |
| RP5MI | RP5       | Illegal Overtake (Off-Track or Gained Advantage) | Driver gains a position off-track or without completing a legal pass. | Overtaking driver      | 5s               |
| RP5ST | RP5       | Illegal Overtake (Off-Track or Gained Advantage) | Driver gains a position off-track or without completing a legal pass. | Overtaking driver      | 20s              |
| RP5SE | RP5       | Illegal Overtake (Off-Track or Gained Advantage) | Driver gains a position off-track or without completing a legal pass. | Overtaking driver      | 45s              |
| RP6MI | RP6       | Late Blocking / Moving Under Braking             | Driver defends with a late move under braking.                        | Defending driver       | 5s               |

| Code   | Gro up | Title                                  | Description                                                         | Who               | Penalty |
|--------|--------|----------------------------------------|---------------------------------------------------------------------|-------------------|---------|
| RP6ST  | RP6    | Late Blocking / Moving Under Braking   | Driver defends with a late move under braking.                      | Defending driver  | 20s     |
| RP6SE  | RP6    | Late Blocking / Moving Under Braking   | Driver defends with a late move under braking.                      | Defending driver  | 45s     |
| RP7MI  | RP7    | Divebomb / Overly Ambitious Lunge      | Overtake attempt from too far back causes contact.                  | Overtaking driver | 5s      |
| RP7ST  | RP7    | Divebomb / Overly Ambitious Lunge      | Overtake attempt from too far back causes contact.                  | Overtaking driver | 15s     |
| RP7SE  | RP7    | Divebomb / Overly Ambitious Lunge      | Overtake attempt from too far back causes contact.                  | Overtaking driver | 45s     |
| RP8MI  | RP8    | Rear-End Collision (Braking Zone)      | Driver hits the car in front under braking.                         | Driver behind     | 5s      |
| RP8ST  | RP8    | Rear-End Collision (Braking Zone)      | Driver hits the car in front under braking.                         | Driver behind     | 20s     |
| RP8SE  | RP8    | Rear-End Collision (Braking Zone)      | Driver hits the car in front under braking.                         | Driver behind     | 45s     |
| RP9MI  | RP9    | Squeezing Off Track / Not Leaving Room | Driver forces another car off track, or fails to leave racing room. | Defending driver  | 5s      |
| RP9ST  | RP9    | Squeezing Off Track / Not Leaving Room | Driver forces another car off track, or fails to leave racing room. | Defending driver  | 20s     |
| RP9SE  | RP9    | Squeezing Off Track / Not Leaving Room | Driver forces another car off track, or fails to leave racing room. | Defending driver  | 45s     |
| RP10MI | RP10   | Excessive Flashing                     | Driver tries to impair vision by flashing lights.                   | Overtaking driver | 15s     |
| RP10ST | RP10   | Excessive Flashing                     | Driver tries to impair vision by flashing lights.                   | Overtaking driver | 15s     |
| RP10SE | RP10   | Excessive Flashing                     | Driver tries to impair vision by flashing lights.                   | Overtaking driver | 15s     |

## Addendums & Erratta

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The section numbering in this handbook is deliberately stable, so mid-season rule changes are easy to notate here and then fold into the next full rebuild.

**22/08/2026:** Complete Season 4 rebuild of this handbook, moving from the old grid-table layout to this format. Added the IFWL Licence System (Sections 8 & 10), stewarding licence points and the Emergency Standards Clause (Section 6), rotating per-round server passwords (Appendix B), and other Season 4 changes noted in “Key Changes for Season 4.”