



**iRacing**



**OFFICIAL SPORTING CODE**

**V.2024.03.01**



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# 01 GENERAL PRINCIPLES

## 1.1. iRACING.COM

- 1.1.1. iRacing.com endeavors to create the world's most authentic motorsports racing simulation for the consumer and other markets including providing a high quality centralized and organized real-time online racing platform.
- 1.1.2. iRacing.com serves as the sanctioning body for internet racing conducted through and by iRacing.com. Its mission is to organize and facilitate centralized internet racing competitions, providing structure, consistency and fairness.
- 1.1.3. iRacing.com shall be the sole sporting authority entitled to make and enforce regulations for internet racing competitions as hosted by iRacing.com.
- 1.1.4. iRacing.com may from time to time elect to enter into co-sanctioning agreements or other similar partnerships with other motorsport sanctioning bodies, clubs or organizations to facilitate the organization and execution of a specific internet racing event or series of events.

## 1.2. iRACING OFFICIAL SPORTING CODE

- 1.2.1. To ensure fair and consistent governance of internet racing competition and strive to create a respectful environment, iRacing.com has established the iRacing Official Sporting Code.
- 1.2.2. The iRacing Official Sporting Code, and any addenda, shall govern all internet racing events sanctioned by iRacing.com.
- 1.2.3. It is the obligation and responsibility of all iRacing.com members to read, understand and abide by the iRacing Official Sporting Code.
- 1.2.4. iRacing.com may from time to time, at its sole discretion, revise any or all of the **iRacing Official Sporting Code**.
- 1.2.5. iRacing.com may publish supplementary regulations pertaining to an individual series and/or event. These supplementary regulations are intended to augment the iRacing Official Sporting Code and/or modify certain elements therein to ensure fair and consistent competition in the particular series or event to which the supplementary regulations apply.
- 1.2.6. Unless specifically noted in the supplementary regulations, all rules set forth in the iRacing Official Sporting Code will apply to every iRacing.com-sanctioned event.
- 1.2.7. The iRacing Official Sporting Code affords every iRacing member assessed a penalty or named as a party to protest the right to appeal a decision made by iRacing.com [\[See Appeals, Section 10\]](#). Upon final resolution of such appeals, however, application and interpretation of the iRacing Official Sporting Code by iRacing.com officials shall be final and binding.



# 02 CONDUCT

## 2.1. PRINCIPLES

- 2.1.1. The “catch-all” general article. Be respectful and courteous on and off the track. It is expected that each member will treat other members, drivers, iRacing.com officials, employees, spectators, partners, guests on any iRacing websites and the community generally in a respectful, fair, and courteous manner. Bullying, abusive, threatening, rude, mean, and disrespectful language or actions are not allowed. iRacing.com has sole discretion to determine if the behavior of a member is causing negative issues or angst with others and the community.
- 2.1.1.1. Constructive suggestions and warranted complaints made in a respectful manner are welcome but unfair and consistent negativity towards iRacing.com, other members, or the community is not allowed on iRacing.com.
- 2.1.2. Some of the satisfaction of being a member of our community comes from the personal relationships that are formed and maintained. For that reason, we require members to register using their real names, which, in addition to facilitating friendships, promotes personal responsibility. If there is a justified reason you would not like to use your real name, contact customer support to discuss a name change.
- 2.1.3. Emotions will run as high in our races as they do in all competitive environments. However, rude behavior – whether in actions behind the wheel, in oral communications through in-Sim chat, or in writing on forums – have no place here.
- 2.1.4. The Terms of Use and End User Licensing Agreement to which you agreed upon joining iRacing.com stipulates that iRacing – including its sanctioning organization iRacing.com – will have sole discretion of what constitutes inappropriate on-track or interpersonal behavior, and shall have the authority to impose penalties up to and including revocation or suspension of membership or parts of the membership service. We have no tolerance for deliberately bad behavior, whether on- or off-track. Those individuals who are habitually unable to treat others in an appropriate and respectful fashion on iRacing will no longer be welcome as a member on the iRacing.com service.

## 2.2. ON-TRACK CONDUCT

- 2.2.1. iRacing places a high value on responsible driving and fair competition. Accidents in racing are inevitable; they are a natural consequence of close competition. The iRacing.com graduated licensing program stresses the development of driving skills and the avoidance of accidents, rewarding safe driving and minimizing the number of on-track accidents.
- 2.2.2. In the physical world, the risk of injury and expensive car repairs serves as a natural deterrent to reckless driving. Because those risks do not exist in the virtual world, iRacing uses a system that automatically calculates a driver's safety record through each lap in every Ranked on-track session. The system does not assess blame for an incident, so responsibility for avoiding crashes still resides with each individual driver.
- 2.2.3. While it is not reasonable or feasible for iRacing to directly monitor every on-track session, iRacing.com officials may randomly select sessions to monitor. Drivers can also report reckless and/or erratic driving and attempts at on-track intimidation ([\[See Intentional, Retaliatory, and/or Malicious Wrecking, Section 6.10\]](#)) to iRacing.com officials by submitting a protest through the proper channels ([\[See Protests, Section 9\]](#)). Failure to drive with respect for other competitors could lead to sanctions. Those who habitually engage in bad on-track behavior will be removed from iRacing.com.

- 2.2.4. We believe that racing in the virtual world is a form of motorsport and we are part of the overall motorsports landscape. Our expectation is that all members of our community – racers, spectators, officials, and employees – will conduct themselves in the same way as a respectful participant would at an event in the physical world. Each of us owes every other member of the iRacing community the same courtesy and respect that we expect to receive ourselves.

### 2.3. VOICE AND TEXT CHAT

- 2.3.1. iRacing.com provides means for racers to communicate with one another before, during and after on-track sessions. The high emotions that are a normal part of close racing do not justify verbally abusive or other inappropriate expressions toward officials or other racers. Disrespectful communications, including foul or threatening language and insults, will not be tolerated and could lead to suspension or the cancellation of the offender's membership.

### 2.4. FORUMS

- 2.4.1. The iRacing.com Forum is the social backbone of our community, providing a way for members to interact with one another, exchange information and build friendships. Disagreements are part of the landscape, but in order to maintain a pleasant environment for all community members, participants must not use rude or hostile language. Posts that attempt to publicly confront, bait with excessive negativity, accuse or attack another member, iRacing.com, employees or officials are forbidden. Those who engage in a pattern of such behavior will face penalties that may include revocation of membership.
- 2.4.2. The Private Messaging function is considered part of the iRacing.com Forums, and as such, the same standards for conduct apply to all private messages. Foul or threatening language and insults will not be tolerated and may lead to the cancellation of the offender's membership.
- 2.4.3. The iRacing.com Forums are a place to communicate and socialize about a shared passion for Sim racing, racing, and other general topics as long as they remain a "family-friendly" discussion. Any member who regularly instigates others and turns the nature of a discussion negative or hurtful will be subject to being removed from the iRacing.com Forums at iRacing.com's sole discretion.



# 03 LICENSE CLASS

## 3.1. PRINCIPLE

- 3.1.1. In an effort to provide the best possible racing experience for all competitors, iRacing uses a tiered license class structure for all members.
- 3.1.2. Members start with a Rookie License and progress to higher tiers based on performance and participation. Higher-level licenses are awarded based on the driver's on-track safety record and experience. Each race series are typically restricted to members who possess a certain License Class, grouping drivers with similar safety records and skill. iRating, which measures the overall skill of a driver based on competitive results, does not impact a driver's License Class.
- 3.1.3. Members always earn or lose License Classes sequentially, and each driver has a unique and separate License Class within each racing category, such as Dirt Road, Sports Car, or Oval..
- 3.1.4. License Classes are awarded and lost during the season and at the completion of a season based on driver performance.

## 3.2. LICENSE CLASS ADVANCEMENT

- 3.2.1. Each iRacing.com member starts with a Rookie License for each racing category, such as Dirt Road, Sports Car, and Oval. All other License Classes must be earned.
- 3.2.2. **License Class advancement is based on two factors:**
  - 3.2.2.1. Completion of a Minimum Participation Requirement (MPR).
  - 3.2.2.2. Achievement of a minimum Safety Rating.
- 3.2.3. Higher tier License Classes for each racing category must be obtained in sequential order and the Minimum Participation Requirements are racing category-specific.

## 3.3. LICENSE CLASSES

- 3.3.1. Rookie License (including Rookie and Advanced Rookie) – Indicated by an official red stripe on the driver's car, helmet, and license image.
- 3.3.2. Class D License – Indicated by an official orange stripe on the driver's car, helmet, and license image.
- 3.3.3. Class C License – Indicated by an official yellow stripe on the driver's car, helmet, and license image.
- 3.3.4. Class B License – Indicated by an official green stripe on the driver's car, helmet, and license image.
- 3.3.5. Class A License– Indicated by an official blue stripe on the driver's car, helmet, and license image.
- 3.3.6. iRacing.com Pro & World Championship Series License – Indicated by an official black stripe on the driver's car, helmet, and license image. This license level is limited to the top rated drivers in the world.

## 3.3.7. License Class Examples



## 3.4. MINIMUM PARTICIPATION REQUIREMENTS (MPR)

## 3.4.1. Rookie Licenses

- 3.4.1.1. Rookie License holders are required to participate in at least four Ranked Time Trial Sessions -or- two Ranked Official Race Sessions to be eligible to earn a Class D License in a particular race category. The driver must also maintain the proper minimum Safety Rating for the particular race category.

## 3.4.2. Non-Rookie Licenses

- 3.4.2.1. All Non-Rookie License holders are required to participate in at least four Ranked Time Trial Sessions or four Ranked Official Race Sessions to be eligible to earn a License Class promotion within a particular race category. These Sessions must also have a minimum License Class requirement no lower than the driver's current License Class. The driver must also maintain the proper minimum Safety Rating for the particular race category.
- 3.4.2.2. EXAMPLE: A driver with a Class D License for the Dirt Road racing category may complete the MPR for the current season by competing in four Time Trials or four Official race sessions in a Ranked Class D iRX Volkswagen Beetle Lite. If the same driver were to run race sessions in the Ranked Rookie Pro 2 Lite Off-Road Racing Series - Fixed (This series is the tier below the driver's Class D License, ie: Racing Down), these race sessions would not count towards the driver's MPR.

## 3.4.3. Participation

- 3.4.3.1. In order for MPR to be met and for drivers to be eligible for license promotions, drivers must actively compete in events.
- 3.4.3.2. Participation is defined as the earning of championship points from a Race Session, and completing at least half (rounded down) the number of laps that were completed by the Race winner for your selected Car Class.
- 3.4.3.3. EXAMPLES: In an event where the winner of your selected car class completed all 25 laps, you would need to have completed at least 12 laps and not have been disqualified for your participation to be counted. If every driver within your car class crashed out or was disqualified, your participation laps completed are instead compared against the Race winner, regardless of their Car Class.
- 3.4.3.4. Series that span across multiple standard iRacing seasons (ie: outside of the traditional 13 Week structure) do not count towards participation.

## 3.5. INCIDENTS

- 3.5.1. The iRacing software monitors all on-track sessions (Excluding Testing Sessions, Time Attack Sessions, and Practice Sessions) and any incidents that occur therein. Each incident type has a certain value and the software automatically calculates each driver's incidents for each session.



3.5.1.1. **Table of Pavement Racing Incident Point Values**

INCIDENT TYPE	VALUE
Light contact with another driver	0x
Wheels off the racing surface	1x
Loss of control	2x
Contact with other object	2x
Heavy contact with another driver	4x

3.5.1.2. **Table of Dirt Racing Incident Point Values**

INCIDENT TYPE	VALUE
Light contact with another driver	0x
Wheels off the racing surface	1x
Loss of control	2x
Contact with other object	2x
Heavy contact with another driver	2x

3.5.2. In the event of multiple concurrent incidents (ie: 2x that causes a 4x), only the most serious is counted (ie: 4x).

3.5.3. The iRacing software does not attempt to determine fault as it would not be possible. Incidents are assessed to all involved drivers individually on a no-fault basis – no matter the circumstances.

3.5.4. iRacing.com typically has an incident limit or maximum set on Race Series which will automatically disqualify and remove a driver from the race should he or she reach the limit. For example, an incident limit of 17 might be set in a given race series. Should a driver reach that limit during a race they will be immediately withdrawn from the session.

3.5.5. iRacing.com may establish different incident point systems for new forms of racing yet to be released based on the nature of the racing.

**3.6. CORNER AND INCIDENT MULTIPLIERS**

3.6.1. iRacing.com places a high priority on safe driving at all times. However, races, and other sessions when incidents can directly affect more than one competitor, are more important than Time Trials and single-car Qualifying. Accordingly, Corner and Incident Multipliers are applied when averaging a recent Ranked session into a driver's Safety Rating.



## 3.6.1.1. Table of Corner and Incident Multipliers

SESSION TYPE	WEIGHT
Time Trial	0.35
Practice - Lone	0.35
Practice - Open	0.50
Qualify - Lone	0.35
Qualify - Open	0.50
Warm-Up	0.50
Heat	1.00
Race	1.00
All Other Session Types	0.00

3.6.2. Incidents are counted throughout each session, including during the cool-down period after the checkered flag. The cool-down period ends after all participants have either crossed the finish line or have left the session.

3.6.3. Corner and Incident Multipliers are subject to change by iRacing.com.

## 3.7. SAFETY RATING

3.7.1. Safety Rating is a value assigned to all racers as a measure of the driver's overall safety record. It is calculated using a formula that takes into account the number of corners a driver completes and the number and severity of incidents that driver accumulated in the process. These factors are averaged over a set number of laps and updated as each new Ranked session is finished.

3.7.1.1 Only Ranked Qualifying, Ranked Time Trial, Ranked Warm Up, Practice within a Ranked Race event, and Ranked Race events adjust competitors' Safety Rating. All events not in this list do not adjust competitors' Safety Rating. For more details on which events affect Safety Rating, check out [Section 4.3.1.1](#).

3.7.2. Each driver has their own Safety Rating for each License Class (ie: Rookie, D, C, etc.) and in each racing category (ie: Oval, Formula, etc.) ranging from 0.00 - 4.99. The higher the value, the safer the driver is for that class and racing category combination.

3.7.3. Whenever a driver's Safety Rating increases across a whole number value, an additional 0.40 Safety Rating is added. Inversely, whenever a driver's Safety Rating decreases across a whole number value, an additional 0.40 Safety Rating is subtracted. These adjustments are made to prevent impactful fluctuations near these key whole number values. For example, if a driver's SR continually fluctuated across a 3.00 value, they would constantly be qualified or not qualified for events requiring a minimum 3.00 SR value, or even their eligibility for a License Class Promotion. This "SR bumper", taking them from 2.98 to 3.41 instead of 3.01 for instance, alleviates the stress users feel at these important numeric boundaries.

### 3.8. MINIMUM SAFETY REQUIREMENTS

- 3.8.1. A driver must achieve and maintain a Safety Rating within a certain range to advance to the next License Class. A driver can track his or her safety record by the Safety Rating number on each racing category license.
- 3.8.2. Drivers start with a Rookie License with a Safety Rating of 2.50 in all racing categories. As the driver completes Ranked race sessions safely, his or her Safety Rating will rise. Conversely, multiple incidents in Ranked race sessions will cause his or her Safety Rating to fall.

### 3.9. PROMOTION

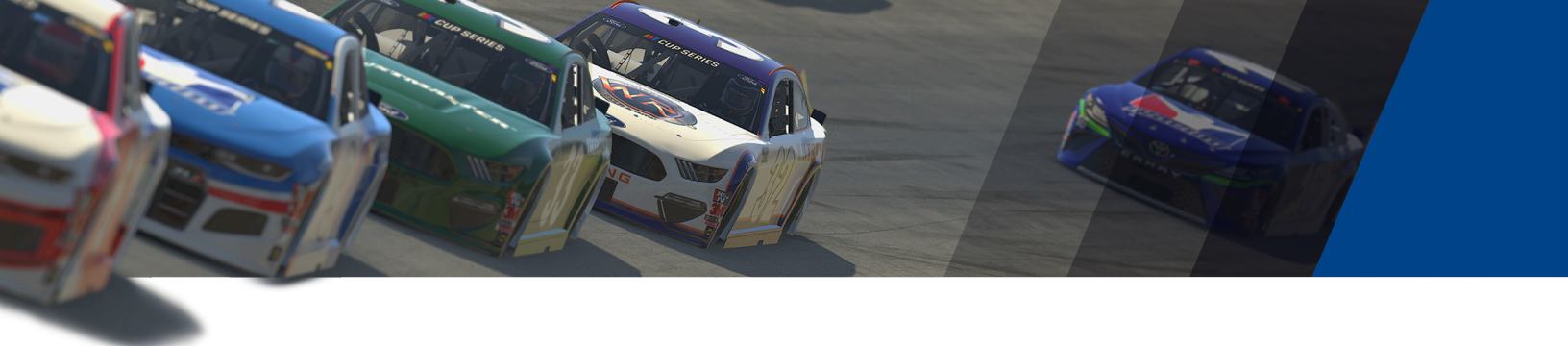
- 3.9.1. **Season Promotion:** Drivers having earned at least a 3.00 Safety Rating by the end of a season and having met the Minimum Participation Requirements (MPR) will be promoted to the next tier of License Class at the conclusion of the season.
- 3.9.2. **Fast Track Promotion:** Drivers having earned at least a 4.00 Safety Rating and having met the Minimum Participation Requirements (MPR) at any point during a season will be promoted to the next tier of License Class immediately.
- 3.9.2.1. An exception to this rule exists for drivers with a Rookie License Class. A driver with a Rookie License Class who has met the MPR and earns a 3.00 Safety Rating at any point during a Season will immediately be promoted to a D License Class.
- 3.9.3. Whenever a driver receives a License Class Promotion, his or her Safety Rating is reduced by approximately 1.00. This "reset" provides drivers with additional room for improving their SR at the new License Class level before earning the opportunity for another promotion.

### 3.10. DEMOTION

- 3.10.1. **Season Demotion:** Drivers with a 2.00 - 2.99 Safety Rating at the conclusion of the season will remain with the same License Class, while drivers with a Safety Rating below 2.00 at the conclusion of the season will be demoted to the previous tier of License Class.
- 3.10.2. **Reckless Driver Demotion:** Drivers whose Safety Ratings drops below 1.00 at any point during a season, including participants in the Pro Series, will be immediately demoted to the previous License Class.
- 3.10.3. Whenever a driver receives a License Class Demotion, his or her Safety Rating is increased by approximately 1.00. This "reset" provides drivers with additional room for improving their SR at the new License Class level before risking another demotion.
- 3.10.4. Rookie and Class D License holders are not subject to demotions of any kind.
- 3.10.5. Former iRacing.com Pro Series License holders must improve their Class A License to a minimum of a 4.00 Safety Rating and only then will they be automatically reinstated as an iRacing.com Pro Series License holder. Moreover, if they drop below a Class A License at any time, their favored status is eliminated and they must meet the License Class promotion requirements as normal.

### 3.11. SERIES ELIGIBILITY

- 3.11.1. In order to be eligible to compete in a given iRacing.com Race Series, a driver must possess at least the minimum required License Class within the racing category of that series.
- 3.11.2. Typically, drivers may Race Down (ie: participate in a series primarily intended for drivers at a lower License Class), but there may be exceptions.
- 3.11.3. Race Series eligibility is displayed on the Race Series information page. The minimum and maximum License Class requirements are displayed, and all License Classes between the displayed Licenses are eligible.



# 04 DRIVER SKILL RATING

## 4.1. iRATING

- 4.1.1. iRating is a measure of racing skill and proficiency and exists to ensure competitive racing and championships by maximizing the chances that similarly skilled drivers compete against one another.
- 4.1.2. Every driver has a separate iRating for each race category (ie: Oval, Dirt Road, etc.). Each category-specific iRating is automatically calculated and updated to reflect the driver's performance in any races joined in that category.
  - 4.1.2.1. Only races in a given category impact a driver's iRating in that category. There is no cross-category influence on iRating.
- 4.1.3. iRatings are the primary factor in assigning drivers to Divisions for the series in which they compete, maximizing competition and allowing members to advance to higher Divisions as their skills improve or return to a lower Division if the competition proves too difficult.
- 4.1.4. iRatings are also used to gauge the level of difficulty of a given race, influencing the calculation of Championship Points to be awarded for each finishing position based on the strength of the field. The higher the degree of difficulty, the more points are available to each driver in the race.
- 4.1.5. iRatings are not visible to members in the Rookie License Class.

## 4.2. CHANGES TO iRATING

- 4.2.1. As iRating is a measure of competitive performance skill, it is only adjusted up or down whenever an event that demonstrates such skill is completed.
  - 4.2.1.1. Only Ranked events that are Official adjust competitors' iRating. In order for a Ranked event to be Official, it must include enough competitors to present a challenge. If enough competitors are present in the session, the event becomes Official, and iRating will be adjusted. This is referred to as "having the race go Official".
  - 4.2.1.2. If a Ranked race starts but there are not enough competitors for the event to become Official, the event will be considered Unofficial. The number of participants needed for an event to become Official is defined by the specific race session rules.
- 4.2.2. Ranked events always impact Safety Rating. iRating is only adjusted if the Ranked event also included enough participants to become Official.

## 4.3. SESSIONS AND DRIVER RATINGS

- 4.3.1. The following table details various events in iRacing and how competing in each will adjust a driver's Safety Rating and/or iRating.

## 4.3.1.1. Table of Session Details and Driver Rating Adjustments

SESSION DETAILS			DRIVER RATING ADJUSTMENTS	
SESSION HOST	RANK	SESSION TYPE	SAFETY RATING	iRATING
iRacing	Ranked	Open Practice	No	No
iRacing	Ranked	Practice	Yes	No
iRacing	Ranked	Warm Up	Yes	No
iRacing	Ranked	Qualifying	Yes	No
iRacing	Ranked	Heat	Yes	No
iRacing	Ranked	Race - Unofficial	Yes	No
iRacing	Ranked	Race - Official	Yes	Yes
iRacing	Ranked	Time Trial	Yes	No
iRacing	Unranked	Open Practice	No	No
iRacing	Unranked	Practice	No	No
iRacing	Unranked	Warm Up	No	No
iRacing	Unranked	Qualifying	No	No
iRacing	Unranked	Heat	No	No
iRacing	Unranked	Race	No	No
iRacing	Unranked	Time Trial	No	No
iRacing	N/A	Time Attack	No	No
iRacing	N/A	AI Event	No	No
User	N/A	Any Event	No	No

## 4.4. TIME TRIAL RATING (ttRating)

## 4.4.1. Time Trial Best Time

- 4.4.1.1. When you run a Time Trial Session, you must complete a number of consecutive laps without incident to register a Time Trial Best Time for that session. Your Time Trial Best Time is the best average lap time over any number of consecutive laps without incident you ran in the session.
- 4.4.1.2. The number of consecutive laps without incident required varies per track. For some short tracks it is 10 laps, and for the longest tracks it may be as few as 2 laps, but it can be any number of laps in between. Joker Laps may not be used for Rallycross Time Trials. After you have registered and joined a Time Trial Session, you can find this value in the Simulator on the "Info" panel.



- 4.4.1.3. Your Time Trial Best Time is maintained per Car Class, per Race Week, separately in each iRacing Series. If when you run a time trial you set a personal-best Time Trial Best Time for that Series, Race Week, and/or Car Class, that Time Trial Best Time is then compared to your best-ever recorded time for that Car Class / Track Configuration combination. If the new session's Time Trial Best Time is better, that will trigger an update to your Time Trial Rating (ttRating).
- 4.4.2. **Time Trial Rating (ttRating)**
- 4.4.2.1. Just like iRating, ttRating is a measure of racing skill and proficiency and exists to ensure competitive racing and championships by maximizing the chances that similarly skilled drivers compete against one another.
- 4.4.2.2. Every driver has a separate ttRating for each race category (ie: Oval, Dirt Road, etc.). Each category-specific ttRating is automatically calculated and updated to reflect the driver's performance in any time trials completed in that category. Only time trials in a given category impact a driver's ttRating in that category. There is no cross-category influence on ttRating.
- ttRatings are the primary factor in assigning drivers to Divisions for each race category time trial in which they compete, maximizing competition and allowing members to advance to higher Divisions as their skills improve or return to a lower Division if the competition proves too difficult [\[See Divisions, Section 5.4.\]](#).
- 4.4.2.3. ttRatings are not visible to members in the Rookie License Class.
- 4.4.3. **Changes to ttRating**
- 4.4.3.1. If a ttRating update for you is warranted, the ratio of your new Time Trial Best Time to the best-ever recorded Time Trial Best Time for any customer at this Car Class / Track Configuration combination is computed. This "normalizes" this Time Trial Session's contribution to your ttRating by putting the value for this Car Class / Track Configuration combination into the same "units" as for any other Car Class / Track Configuration combination. That is, its contribution is just your "percentage" of the best-ever recorded Time Trial Best Time for any customer for the given Car Class / Track Configuration combination. If you just set a new best-ever recorded Time Trial Best Time for that Car Class / Track Configuration combination, your "percentage" will be 100. If you were 1.5% slower than the best-ever, your "percentage" will be 101.5.
- 4.4.3.2. Your ttRating for the license type in use is then computed by combining your "percentages" for each of the most recent 8 Track Configurations for which you registered a Time Trial Best Time using the same license type, regardless of which Car Class was used. Your combined percentage is then scaled to put it into a similar set of units as iRating.
- 4.4.3.3. Since your ttRating only includes your most-recent 8 Track Configurations, this can lead to some unexpected ttRating changes. For example, though you might have just set a better Time Trial Best Time at this Car Class / Track Configuration combination than you had previously set, your ttRating could actually decrease if the new calculation has dropped a previous better overall performance from the calculation, or if the new calculation has dropped your previous Time Trial Best Time for the same Car Class / Track Configuration combination. Your ttRating might also decrease even if you set a better Time Trial Best Time using this Car Class / Track Configuration combination than your previous run if in the interim someone else has set a new best-ever recorded Time Trial Best Time of any customer on the service at that same Car Class / Track Configuration combination. In this case, even though you set a better personal-best time, your "percentage" became worse, because it's now being compared against an even better reference time.
- 4.4.3.4. As ttRating is a measure of competitive performance skill for time trials, it is only adjusted up or down whenever a time trial event is completed.



# 05 COMPETITION

## 5.1. MEMBERSHIP

### 5.1.1. Membership Accounts

- 5.1.1.1. An iRacing.com member only needs a single account to have access to any and all opportunities on iRacing.com. However, it is not prohibited to own more than one account.
- 5.1.1.2. A member is allowed to race under more than one account. However, without exception, a member can only join any given race with one of their accounts.
- 5.1.1.3. A member is responsible for any and all the accounts that they create.
- 5.1.1.4. A member should not own additional accounts to create havoc or for unsporting reasons.
- 5.1.1.5. If a member is disciplined on any one account, the same discipline applies to all of their accounts.
- 5.1.1.6. If a member is suspended or restricted from any part of the service, they are not allowed to use other accounts or open a new account for any reason including to circumvent the penalty. If they do so, further penalties will be applied to all accounts.
- 5.1.1.7. Only the member who created an account can race and participate using that account. However, it is OK and encouraged to let a non-member try iRacing using their account under all of the following conditions:
  - A) For limited demonstration and trial purposes only.
  - B) On the member's own computer and equipment.
  - C) At the member's usual geographic racing location.
  - D) In Single Car Testing Mode only.
  - E) For non-commercial purposes only.

### 5.1.2. Suspension

- 5.1.2.1. iRacing.com may suspend a member for a definite or indefinite period of time in the interest of internet racing, iRacing.com or the membership. The affected member may appeal such a suspension to iRacing.com using the proper channels [\[See Appeals, Section 10\]](#).

### 5.1.3. Involuntary Termination

- 5.1.3.1. iRacing.com may terminate a membership at any time in the interest of internet racing, iRacing.com, or the membership. Such a member shall have no right to receive, and iRacing.com shall not be obligated to refund, any part or all of the fees previously paid by the member to iRacing.com. The affected member may, subject to limitations, appeal such termination to iRacing.com using the proper channels [\[See Appeals, Section 10\]](#).

### 5.1.4. Membership Required

- 5.1.4.1. Every person or entity who desires to participate in an event as a driver must possess a current iRacing.com membership authorizing participation in that capacity.

**5.1.5. Membership Non-Transferable**

- 5.1.5.1. An iRacing.com membership is non-transferable and non-assignable. It may be used only by the person or entity to which it is issued.
- 5.1.5.2. Participating in iRacing.com Sessions under another member's account is forbidden, as is supplying another member with personal account information (Username/Password) to enable him or her to run iRacing.com Sessions on an account other than his or her own. Either action will result in the account suspension of both the account holder and the person competing on his or her behalf. Neither driver will be eligible for any premier series, such as the Pro-Series or Drivers World Championship Series, for a period of no less than one year.

**5.1.6. Removal from an Event**

- 5.1.6.1. An iRacing.com Official may remove a member from an event to promote the orderly conduct of the event. Sanctions issued during an event may not be appealed.

**5.2. COMPETITOR RELEASES****5.2.1. Advertising and Promotion Releases**

- 5.2.1.1. Each member, by participating in any iRacing.com sanctioned-event, grants to iRacing.com, its authorized agents and assigns, an exclusive license to use and sublicense his or her name, likeness and performance, including photographs, images and sounds of such competitor and/or any vehicle that competitor drives in the event, in any way, medium or material (including but not limited to broadcasts by and through television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public or private online services authorized by iRacing.com, sales and other commercial projects, and the like) for promoting, advertising and broadcasting, recording or reporting any iRacing.com-sanctioned event before, during and after such event, and each competitor hereby relinquishes to iRacing.com exclusively and in perpetuity all rights thereto for such purposes.

**5.2.2. Broadcasting and Other Rights**

- 5.2.2.1. Each member, by participating in any iRacing.com sanctioned-event, acknowledges that iRacing.com, and its licenses and assigns, exclusively and in perpetuity owns any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means, process, medium or device (including but not limited to broadcasts by and through television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public or private online services authorized by iRacing.com, sales and other commercial projects, and the like), whether or not currently in existence, all images, sounds and data (including but not limited to in-car audio, in-car video, in-car radio, voice chat, text chat, other electronic transmissions between cars and crews, and timing and scoring information) arising from or during any iRacing.com-sanctioned event or the competitor's performance in the event, and that iRacing.com is and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and in and to any other works, copyrightable or otherwise, created from the images, sounds and data arising from or during any iRacing.com-sanctioned event and the competitor's performance in the event. Each competitor agrees to take all steps reasonably necessary, and all steps requested by iRacing.com, to protect, perfect or effectuate iRacing.com's ownership of other interest in these rights. Each competitor agrees not to take any action, nor cause others to take any action, nor enter into any third-party agreement which would contravene, diminish, encroach or infringe upon these iRacing.com rights.

### 5.3. SANCTIONING

#### 5.3.1. Event Sanctioning

- 5.3.1.1. An iRacing.com-sanctioned Event is an Event which awards Championship Points for Individual or Team Championships and is often referred to as Ranked Official Racing.
- 5.3.1.2. Active iRacing.com members possessing at least the minimum required License Class in the appropriate racing category are authorized to participate in iRacing.com-sanctioned events.

#### 5.3.2. Racing Categories

- 5.3.2.1. iRacing.com-sanctioned competitions are divided by race category based on the nature of the racing venue and vehicle type(s) participating (ie: Sports Car, Oval, Dirt Road, etc.).
- 5.3.2.2. Although all elements of competition, including License Classes, Series, Sessions, Points, and Championships, are generally unique to a particular race category, iRacing.com reserves the right to introduce competitions that include a mix of race categories.

#### 5.3.3. iRacing Series

- 5.3.3.1. Within each race category, iRacing.com sanctions various racing series. Each series is defined by its season schedule (an ordered list of host venues, including track configurations), vehicle(s), and License Class eligibility requirements. iRacing.com reserves the right to modify any series schedule at any time.
- 5.3.3.2. iRacing.com may publish series-specific Supplemental Regulations for any series.
- 5.3.3.3. Within each series are typically three different driving competitions: Race, Time Trial, and Time Attack. Members may compete in any number of these competitions.

#### 5.3.4. Rookie Series

- 5.3.4.1. Rookie Series are standard iRacing Series typically reserved for new iRacing.com members holding a Rookie Class License. Rookie Series are intended to be educational, allowing new members the opportunity to build skills, acclimate to the iRacing simulation software, and to familiarize themselves with the community and the sport of internet racing.

### 5.4. DIVISIONS

#### 5.4.1. Racing

- 5.4.1.1. Each Season, the Series Standings for each Official Ranked Series divides non-Rookie drivers into 10 roughly equal size Competition Division groups. The drivers within each Competition Division are only competing against other drivers within their Competition Division on the leaderboard by earning Championship Points in events throughout the Season. In an Official Ranked Series event, the Championship Points up for grabs are competed for by all drivers on the track for the event and they may be from any Competition Division based on how Race Splits form for the event.
- 5.4.1.2. At the beginning of each Season, all iRacing Members are automatically pre-assigned to a Competition Division based on their iRating as the new Season starts.
- 5.4.1.3. There is a special 11th Competition Division that only includes Rookies - Rookies are excluded from the standard 10 Competition Divisions.
- 5.4.1.4. Non-Standard Official Ranked Series typically will not be segmented into Competitive Divisions, unless otherwise stated in Series-Specific Supplemental Regulations.
- 5.4.1.5. Official Unranked Series do not have Championship Points, and therefore do not have Competition Divisions.

#### 5.4.2. Time Trial

- 5.4.2.1. Time Trial Competition Divisions are determined in the same manner as Racing Competition Divisions except using drivers' ttRating instead of iRating at the start of a new Season.



## 5.5. iRACING SESSIONS AND COMPETITIONS

### 5.5.1. Qualifying

- 5.5.1.1. Qualifying sessions are typically attached to an actual race session and happen right before the race or in some cases can be set as stand-alone qualifying sessions. Attached qualifying sessions or stand-alone qualifying sessions determine the qualifying order, which is used to grid cars in race sessions. For qualifying sessions attached to the actual race session, that specific qualifying session determines the grid order. For stand-alone qualifying sessions, the grid order is based on qualifying lap times set by the user in any of the stand alone qualifying sessions available for the event and race sessions are gridded according to the qualifying order, as it exists at the race session start time.
- 5.5.1.2. For many Qualifying sessions, the Qualifying Conduct Scrutiny system is in effect to help prevent unrealistic preparation exploits. The system has several levels of strictness, and if it detects unusual driving habits, it warns the driver of possible unsportsmanlike conduct before it may disqualify them. If an event is declared a Rain Race before or during Qualifying, the level of strictness for Qualifying Conduct Scrutiny system will be reduced to allow for the slower and more irregular driving expected from rain.
- 5.5.1.3. Incidents are recorded and factored into a driver's Safety Rating calculation for both attached and stand-alone qualifying sessions.
- 5.5.1.4. Drivers who have not posted a qualifying time will be gridded behind all drivers who have posted a time, from highest to lowest iRating.

### 5.5.2. Time Trial

- 5.5.2.1. Time Trials are single-car sessions in which a driver must complete a prescribed number of consecutive laps as quickly as possible and without incident. The best average lap time through a completed sequence is recorded as the driver's Time Trial time. Any incident invalidates the current sequence.
- 5.5.2.2. A Time Trial Session is considered official once the prescribed number of consecutive laps is reached without incident. Official lap times and incidents are recorded and factored into a driver's Safety Rating calculation.

### 5.5.3. Race

- 5.5.3.1. Race sessions are real-time competitions with multiple cars on the same track at the same time.
- 5.5.3.2. All Ranked lap times and incidents are recorded and factored into a driver's Safety Rating calculation.
- 5.5.3.3. All Ranked Official Race Sessions are recorded and factored into a driver's iRating calculation.
- 5.5.3.4. A race session is considered an Official Race Session if it meets the minimum number of drivers as defined by the specific race session rules.

### 5.5.4. Time Attack

- 5.5.4.1. Time Attack is a hot-lapping competition with a single car on track attempting to achieve the fastest possible lap time. A racer must complete this process for an entire series of tracks which typically match the iRacing Season Race Schedule (ie: the tracks and the car selection combinations used for the Season's Time Attack will match the track and car selection combinations used for the Season's Races). Once complete, the system takes your fastest single lap time as your submitted score for each track in the Time Attack Series and totals them as your final Time Attack Score.
- 5.5.4.2. A racer may drive as many laps as desired on any or all the tracks in the Time Attack Series to try and continually improve his or her Time Attack Score, status on the Time Attack Leader Board, and worldwide competition standings. Joker Laps may not be used for Rallycross Time Attacks.
- 5.5.4.3. The Time Attack World Champion is the racer with the best Time Attack Score for the Season.
- 5.5.4.4. There are 10 tiers of skill on the Time Attack Leader Board to help racers identify their personal performance compared to all other iRacing.com members. Part of the challenge and fun of the Time Attack system is to try and move up the tiers, and to become a World Champion!

5.5.4.5. **Table of Time Attack Tiers**

TIER NAME	COLOR	PERCENTILE	
World Champion		10%	0%
Pro		20%	11%
Expert		30%	21%
Advanced		40%	31%
Senior		50%	41%
Skilled		60%	51%
Intermediate		70%	61%
Club		80%	71%
Challenger		90%	81%
Novice		100%	91%

5.5.4.6. Each season, a brand new Time Attack Competition will start and there will be no carry-over from prior seasons.

5.5.4.7. Safety Rating and iRating are both completely disabled during Time Attack sessions, and they have no effect on a racer's Time Attack Score.

5.5.4.8. While driving a Time Attack session, some of the standard iRacing simulation parameters are frozen to maintain identical track and vehicle performance for each lap.

- All participants receive identical weather conditions for all sessions run, and it does not change during the session.
- The Dynamic Track system is disabled; the track does not heat-up, collect rubber, marbles, or dirt, and every session will begin with identical track state parameters.
- Tire wear is disabled.
- Fuel is not consumed.
- Tire temperature is NOT disabled during Time Attack sessions. Tires DO build up heat during Time Attack sessions.

## 5.6. INDIVIDUAL CHAMPIONSHIP POINTS

### 5.6.1. Race Points

5.6.1.1. Race Event Points:

A) Race Event Points are scored in Ranked Official Series Races.

B) Races are valued by the Strength of Field (SOF), which is based on the iRatings of the drivers in the field for the event. The higher the SOF, the more points are available for each finishing position.

C) Race Event Points are also adjusted for field size. The larger the field, the smaller the difference in Race Event Points awarded for each finishing position.

## 5.6.1.2. Race Week Points:

A) Drivers may compete in as many Ranked Series Races as they choose in a given race week.

B) The best 25% of a driver's race performances (based on Race Event Points scored) in a given Race Week, rounded up to the next whole number, will be calculated at the conclusion of each Ranked Series Race during the week. This final average at the conclusion of each Race Week will be the driver's Race Week Points total, and counts towards the Season Championship in that series.

C) Example:

A driver completed 9 Ranked Official Series Races during the week.

$25\% \times 9 = 2.25$ , and 2.25 rounded up to the next whole number is 3.

Therefore, the driver's 3 best performances in the Ranked Official Series Races are averaged together to calculate the driver's Race Week Points.

D) Example:

A driver completed 15 Ranked Series Races during the week, of which 13 events were unofficial, due to a lack of field participation.

$25\% \times 2 = 0.50$ , and 0.50 rounded up to the next whole number is 1.

Therefore, the driver's single best performance in the Ranked Official Series Races is used as the driver's Race Week Points.

## 5.6.1.3. Season Race Points:

A) Season Race Points are calculated by totaling the Race Week Points earned by a driver in a given Ranked Series throughout the Season.

B) Typically, a driver's best 8 weeks of the normal 12 week race schedule will count towards Individual and Club Championships.

## 5.6.2. Time Trial Championship Points

5.6.2.1. Time Trial Championship Points for each Car Class within each Series are scored in Time Trial Sessions. A driver's best average lap time over a number of consecutive laps without incident laps is recorded and points are awarded [\[See Time Trial Best Time, Section 4.4.1.\]](#).

5.6.2.2. Time Trial Championship Points are awarded linearly. Strength of field is not calculated. Each Race Week, the driver with the fastest Time Trial Best Time (average lap time over a number of consecutive laps without incident) is awarded 100 Time Trial Championship Points. All drivers below the fastest driver are awarded Time Trial Championship Points linearly with a precision of 1/1000th of a Time Trial Championship Point between positions.

5.6.2.3. Time Trial Championship Points are updated in real-time throughout the Race Week, until the end of the Race Week when they are frozen and finalized.

## 5.6.3. Season Time Trial Championship Points

5.6.3.1. Season Time Trial Championship Points for each Car Class within each Series are calculated by totaling a driver's weekly Time Trial Championship Points, as finalized at the conclusion of each Race Week. A driver's best 8 weeks of the normal 12 week race schedule will count towards the Overall and Divisional Time Trial Championships. Finally, for each Car Class within each Series, the Driver with the highest total Time Trial Championship Points for each Division and for the Overall are crowned the Season Time Trial Champions [\[See Divisions, Section 5.4.\]](#).

## 5.7. INDIVIDUAL AND TEAM CHAMPIONSHIPS

### 5.7.1. iRacing.com Championships

- 5.7.1.1. Race championships, known as the iRacing.com Championships, are decided by the accumulation of Race Points in Ranked Race Sessions in a given season.
- 5.7.1.2. Individual drivers and teams may participate in as many Ranked Race Sessions as they like during a given race week. Race Points will be finalized at the end of the race week and recorded as the Race Points total for that week. These finalized race week Race Point's count towards the season-ending Race Point grand total.
- 5.7.1.3. Each Ranked Race Series shall crown an overall Season Race Champion, and Divisional Race Champions for each of 10 competition divisions.
- 5.7.1.4. Ranked Race Series open to Rookie License Class holders will also crown a Season Race Champion, and Divisional Race Champions for the eleventh rookie-only division.
- 5.7.1.5. Although Race Points, Race Week Points, and Season Race Points are calculated, non-standard, four-week Rookie Series do not include seasonal championships.
- 5.7.1.6. Season Time Trial Champions will be determined in the same manner as Race Series Champions.

### 5.7.2. Championship Points Tie Breaker

- 5.7.2.1. Although not displayed in the displayed Series Championship Points, these values extend several decimal places. This sometimes leads to the standings displaying a tie when there actually is not a tie. However, there are cases where the points are exactly the same to the decimal point. In these rare cases ties will be broken in the following order:
  - A) Wins – The driver who has the most wins will be awarded the position.
  - B) Top 5 Finishes – The driver with the most Top 5 finishes will be awarded the position.
  - C) Average Finish – The driver with the better finishing average will be awarded the position.
  - D) Least Incidents – The driver with the least amount of incidents will be awarded the position.
  - E) Laps Led – The driver with the most laps led will be awarded the position.





# 06 RACE PROCEDURES

## 6.1. INDIVIDUAL REGISTRATION

- 6.1.1. All Ranked iRacing.com races are typically available for registration 30 minutes prior to the start of the event.
- 6.1.2. A race start timer is present for each race event, counting down to the start of the race session.
- 6.1.3. Anytime between the opening of registration and 2 minutes prior to the session start time, drivers may withdraw from the race session without Race Points or iRating penalty.
- 6.1.4. Withdrawing from a Ranked race session with 2 minutes or fewer left on the countdown timer may result in a forfeit.
- 6.1.5. Drivers who forfeit a race will be credited with a last-place finish and earn 0 Race Points for that race. The race will also be counted in the Race Week Average ([See Race Week Points, Section 5.6.1.2](#)).
- 6.1.6. Drivers who forfeit a race will be credited with a last-place finish and this will be reflected in their iRating by a change equal to a last place finish.

## 6.2. TEAM REGISTRATION

- 6.2.1. Team Racing has different joining, qualifying, withdrawing and registration rules. Most Official Team events utilize the Declare Team Drivers system and the Drive Fair Share rule. These rules are both optional choices for Hosted Sessions. Some events also require a specific minimum number of declared drivers in order to participate.
- 6.2.2. The Declare Team Drivers system requires a team member to register themselves and/or their teammates as drivers for a Team Session. With this system, you must select the members from your team that will be drivers when registering the team for the Team Session. All declared drivers must drive during the event. A member can only be registered to drive for a single team for any event with the same Race (all sessions starting from the same time slot are considered the same race). Any team members not declared as drivers will be allowed to join as crew.
- 6.2.3. The Drive Fair Share rule operates as follows: All declared drivers must drive the car a “fair share” of the team’s laps, or the team will receive a **post-race disqualification**. A fair share is defined as at least 25% of an “equal share” of the laps.
  - 6.2.3.1. **EXAMPLE A)** For a time-based endurance race, you’ve formed a team of 6 drivers. When the checkered flag flies, your team has run a total of 827 laps. The “equal share” of laps for this event would be 137.833, rounded up to 138 laps (827 laps / 6 drivers = 137.833 laps each). A “fair share” is at least 25% of this “equal share”, or 138 laps x 25% = 34.5 laps, rounded up to 35 laps. Therefore, each driver on your team must have driven at least 35 laps each in order to meet the Drive Fair Share rule requirement.
  - 6.2.3.2. **EXAMPLE B)** For a laps-based endurance race (500 laps), you’ve formed a team of 18 drivers. When the checkered flag flies, your team has run a total of 500 laps. The “equal share” of laps for this event would be 27.777, rounded up to 28 laps (500 laps / 18 drivers = 27.777 laps each). A “fair share” is at least 25% of this “equal share”, or 28 laps x 25% = 7 laps. Therefore, each driver on your team must have driven at least 7 laps each in order to meet the Drive Fair Share rule requirement.

**6.3. FIELD SIZE**

- 6.3.1. The minimum number of drivers for a Ranked Race is typically set at 6 drivers, but this is a guide and not a rule. Various other factors can impact adjusting the minimum number of drivers including community input.
- 6.3.2. The maximum number drivers will be determined for each Ranked Race to try and ensure safe, fun, and competitive racing within each License Class.

**6.4. RACE LENGTH**

- 6.4.1. Race lengths are determined based on community input, data, historical experience, fun, competition, and other factors. iRacing.com reserves the right to adjust race lengths for all series on a seasonal basis.

**6.5. RACE SPLITS**

- 6.5.1. iRacing.com strives to have similarly skilled drivers racing together in each event. The more drivers that register for a given race time, typically the closer the skills of each driver will be matched for that race. Should more drivers register for a race session than the track and/or series allows, the race will be instantiated and the registered drivers are split into separate fields that race at the same time.
- 6.5.2. Drivers are placed in a particular race split based primarily on their iRating at the time of the start of the race.
- 6.5.3. Other factors may be taken into account for determining race splits beyond iRating at the sole discretion of iRacing.com in order to improve the online competition environment.

**6.6. WARM-UP**

- 6.6.1. After Race Splits are processed and the session has begun, each race has a Warm-Up period of approximately 2 to 10 minutes. This time is to ensure all drivers have loaded into the session, and allow for a bit of additional practice on the track.
- 6.6.2. The checkered flag is displayed at the conclusion of the predetermined Warm-Up time. After 10 seconds, the Gridding process begins.

**6.7. GRIDDING**

- 6.7.1. At the start of the gridding process, each driver will have between 60 and 120 seconds to place his or her car on the starting grid. This is done by clicking on the green "GRID" button at the top of the screen. The time limit available to drivers is determined by the Session type.
- 6.7.2. Any driver not gridding his or her car within the time limit must start the race from his or her pit box, with a possible hold from Race Control to ensure safe entry onto the track.
- 6.7.3. The time limit for gridding may conclude early if all drivers complete gridding early. When this occurs, Race Control will proceed directly to starting.

**6.8. STARTING****6.8.1. Standing Start**

- 6.8.1.1. Races at Road tracks typically use a standing start.
- 6.8.1.2. For a standing start, the countdown to the start of the race will be signaled by the sequential illumination of four red lights. After a short delay, all four red lights will turn green simultaneously, signifying the green flag has been thrown and the race has started.
- 6.8.1.3. Any motion by a car prior to the display of the green flag may be viewed by Race Control as a jumped start and result in a black flag Stop-and-Go penalty.

**6.8.2. Rolling Start**

- 6.8.2.1. Races at Oval tracks typically use a rolling start.
- 6.8.2.2. Once all drivers are on the grid, the pace car will lead the field around the track, and then exit the track to enter pit lane. The pole position car will then take control of the field and will be expected to maintain pace speed until the start of the race.
- 6.8.2.3. The race should be started by the Green Flag or Leader once the pace car has left the racing surface. As the front row of cars approach the start/finish line, the green flag will be shown, signifying the start of the race.
- 6.8.2.4. The leader of the second pace line may not pace in front of the leader of the first pace line (pole position). If the leader of the second pace line passes the leader of the first pace line (pole position) before the start/finish line he/she may be issued a penalty by race control.
- 6.8.2.5. During rolling starts with Start Zones, the flagger controls the initial start of the race. The leader must maintain pace speed until the flagger waves the green flag. The flagger will start the race at any time he/she chooses once the leader is inside the defined Start Zone. Failure to maintain pace speed as the leader after the pace car exits the racing surface until the flagman starts the race may result in a black flag.
- 6.8.2.6. During restarts with Start Zones, the leader controls all race restarts. The leader must maintain pace speed until their car is inside the defined Start Zone. Once in the Start Zone, the leader can choose at any point to begin accelerating to restart the race. If the lead car does not accelerate by the end of the Start Zone the flagman will restart the race automatically. Failure to maintain pace speed as the leader after the pace car exits the racing surface and until the race start may result in a black flag.
- 6.8.2.7. For races at Oval tracks, drivers shall not pass cars in their own pacing line on the left-hand side before the start/finish line. Drivers attempting to improve their position by passing on the left-hand side before the start/finish line will be given a black flag Stop-and-Go penalty by Race Control.
- 6.8.2.8. For race at Road tracks, rolling start drivers are expected to stay in their respective pace line until the green flag is given. Once the green flag has started the race drivers may pass cars before the start finish line if desired.
- 6.8.2.9. Drivers are not allowed to approach the start/finish line as a race transitions from pacing, for example under yellow flag or at the start of a race, to speeds that are well beyond the pacing speed or speed of the leaders in an attempt to time the green flag to unfairly overtake other cars. An example of this would be to come up behind and catch a pack of cars pacing at 80 mph under yellow flag conditions at a speed of 150 mph in the vicinity of the start/finish line just as the race goes to green flag, and passing those cars. Under those conditions, the car catching up to the field from behind should slow down and get in line at the back of the pack at pacing speed and then begin racing as normal once the green flag is given.

**6.8.3. Starting from Pits**

- 6.8.3.1. Regardless of Standing or Rolling start type, any driver that failed to grid his or her car within the time limit, or chose not to, will start the race from his or her pit box.
- 6.8.3.2. Drivers who start from the pit are required to exit the pits behind ALL cars who start on the track. This includes all cars from all car classes in a multi-class session.
- 6.8.3.3. At some tracks, Race Control will administer a hold on all drivers who start from the pits in order to ensure safe entry to the track for all drivers. If the Race Control hold time is not sufficient, drivers starting from the pits must still wait until all gridded drivers have passed the pit exit before they may enter the track.

**6.9. PIT PROCEDURES**

- 6.9.1. For Race Control purposes, the start of pit lane is defined by a pair of yellow cones, one on each side of the lane, and the end of pit lane is defined by a pair of green cones, one on each side of the lane.

- 6.9.2. When leaving his or her pit stall, a driver shall as quickly as is practical enter the acceleration/deceleration lane in order to avoid incidental contact with cars being automatically placed into nearby pit stalls. Similarly, a driver should remain in the acceleration/deceleration lane until just prior to entering his or her pit stall in order to avoid incidental contact with cars being automatically placed into nearby pit stalls.
- 6.9.3. Pit lane speed limits are in place for all iRacing series sessions. Drivers must slow to the posted pit lane speed limit prior to passing through the two yellow cones that mark the entrance to pit lane, and drivers may not accelerate above the pit lane speed limit until after passing through the two green cones that mark the exit of pit lane. Failure to obey the posted pit lane speed limit will result in a 15-second black flag Stop-and-Hold penalty.
- 6.9.4. At tracks with defined pit lane entry and exit, as indicated by existing painted lines, barriers and/or cones, drivers must observe and obey such demarcations. Failure to do so on entry may result in a 15-second black flag Stop-and-Hold penalty. Failure to do so on exit may result in a black flag Stop-and-Go penalty.
- 6.9.5. A driver's car must be inside his/her assigned pit box to serve a penalty or receive pit service. All penalties are served after pit service has been completed.
- 6.9.6. A driver may call for a tow to the pits at any point during a race by pressing the Enter/Exit/Tow Car control (also known as "Reset"), which will move the driver forward around the track to his or her pit stall, where they will be held for some amount of time that represents a tow vehicle returning the driver's car to the pits. The time the tow takes is based on how far forward around the track the driver's car is being towed, so that the driver is neither gaining nor losing track position to the other competitors, plus a base penalty time for calling for a tow. If the tow takes a driver across the start/finish line to his/her pit stall, the driver will be scored for that lap after the tow completes. Once the tow is complete, the driver's pit crew may complete any requested pit work and attempt to repair the car, and any pending penalties will be served.
- 6.9.7. The duration of a tow is based on minimizing advantage gained or lost relative to other competitors on track regardless of where on the track a tow is called for. To this end, the duration of the tow is longer while a full course caution is in effect and competitors on track are travelling at pacing speeds, than during green flag racing when competitors are at full racing speed. Any tow in progress will lengthen or shorten the remaining time appropriately if a full course caution begins or ends while still towing.
- 6.9.8. Exiting a car or disconnecting from the server while driving is equivalent to requesting a tow. The tow continues while the driver is out of his or her car and/or disconnected and trying to rejoin. The driver may re-enter his or her car at any time during or after the tow, but will still have to wait for the tow duration to complete before performing pit crew actions, serving penalties, or continuing the race.
- 6.9.9. In Rookie and Class D License Class series, the first request for a tow during the race will be of a slightly shorter duration than a regular tow, and the driver's car will be fully repaired and restored by the tow. Any subsequent requests for a tow will be regular tows with normal tow duration and no repairing or restoration of the car will occur, leaving any repairs to the pit crew to attempt. In Class C, B, A, and Pro License Class series there are no fast repair tows, only regular tows.
- 6.9.10. A driver may pit under power, without pressing "Enter/Exit/Tow Car," as often as he/she chooses, for the purposes of changing tires, refueling, and repairing, and/or serving penalties.

## 6.10. INTENTIONAL, RETALIATORY, AND/OR MALICIOUS WRECKING

- 6.10.1. Driving in the opposite direction of race traffic during any session will be viewed by Race Control as deliberate reckless driving. A furlled black flag warning will be displayed immediately. Failure to comply promptly will result in disqualification.
- 6.10.2. Driving in the opposite direction of race traffic after a driver has completed a Race will result in a one-lap penalty, assessed in the final scoring. At the conclusion of any multi-car session, drivers must either return safely to pit lane or bring their car to a safe stop off the racing surface so as not to create an incident hazard for other competitors still at speed.
- 6.10.3. Deliberate, blatant, intentionally malicious, or retaliatory wrecking, for any reason, is prohibited. Competitors who believe that they have been victims of such action – and those competitors who believe that they have witnessed such action – are strongly encouraged to file a protest through the proper channels ([See Protests, Section 9](#)).



### 6.11. RAIN RACING

6.11.1. When the track surface reaches a threshold for water saturation, an event will be declared a Rain Race. Once an event is declared as a Rain Race, it may not be undone and the changes that result from this are in effect for the current and all remaining Sessions of the event until the event concludes. When a Rain Race is declared, a variety of processes, procedures, and rules are irrevocably changed.

#### 6.11.2. Race Control

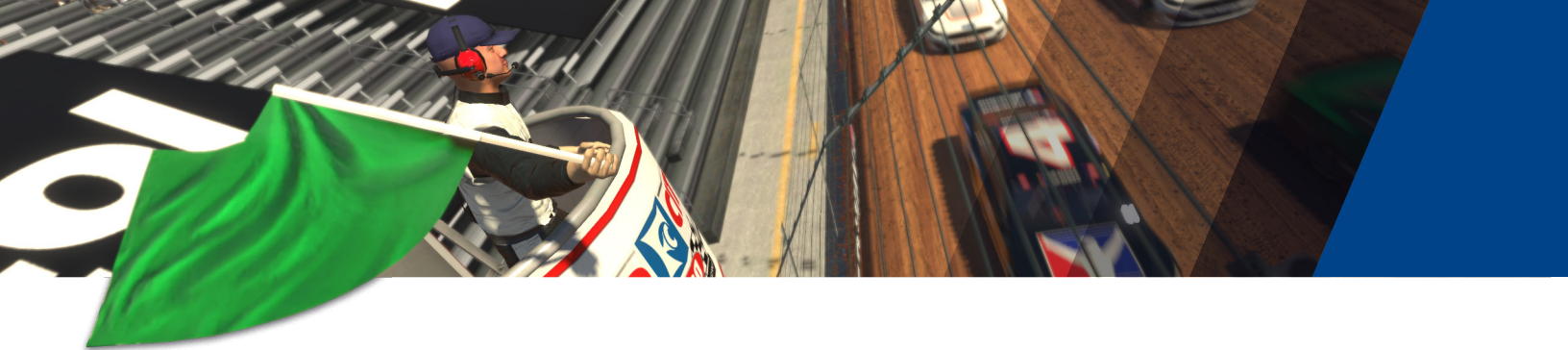
- 6.11.2.1. When the Driving Line Driving Aid is enabled, the driving line displayed on the track surface is updated each lap. The driving line displayed is generated from an interpolation between the normal driving line and the rain driving line, based on current track saturation.
- 6.11.2.2. If an event is declared a Rain Race before or during a Qualifying session, the Qualifying Conduct Scrutiny system remains active, and its sensitivity will be updated based on the changing track surface conditions.
- 6.11.2.3. Race control will apply gain-time and course-cut penalties based on calculations that include the effects of rain on anticipated driver pace. As track saturation changes, these calculations will be updated throughout the event.
- 6.11.2.4. Events will not be red flagged or end prematurely as a result of rain.

#### 6.11.3. Starts & Restarts

- 6.11.3.1. If an event is declared a Rain Race before gridding occurs, race control will override the "Start Race with Qualifying Tire Choice" rule if it was selected and allow drivers to select any tire compound to start the race.
- 6.11.3.2. If an event is declared a Rain Race before a restart occurs, race control will override the event's selected format for restart type and a single-file rolling restart format will be used.

#### 6.11.4. Tires

- 6.11.4.2. If an event is declared a Rain Race, all tire rules are nullified. Drivers may change tires with no restrictions for the remainder of the event.



# @7 **FLAG SIGNALS**

## **7.1. GREEN FLAG**

- 7.1.1. A green flag indicates the start of a race, a clear track condition, and/or the cancellation of a previous flag condition, such as a caution.

## **7.2. WHITE FLAG**

- 7.2.1. When displayed at the start/finish line, a white flag indicates the start of the last lap and will be displayed to the leader first and then to the remainder of the competitors.

## **7.3. CHECKERED FLAG**

- 7.3.1. A checkered flag indicates the end of a Session, Warm-Up, or Race.

## **7.4. BLUE FLAG**

- 7.4.1. A blue flag with a diagonal yellow stripe indicates faster cars are approaching. This flag is informational only.
- 7.4.2. In all cases, it is the responsibility of the faster car to safely overtake the slower car. It is the responsibility of the slower car to maintain a consistent line. It is strongly recommended that a slower car being lapped makes every reasonable effort to facilitate a safe pass.

## **7.5. YELLOW FLAG**

- 7.5.1. A yellow flag signals a caution of some kind.
- 7.5.2. When a yellow flag is displayed, this indicates danger; passing is not advisable, be prepared to slow down, and that the track may be partially or completely blocked.
- 7.5.3. **Yellow Flag Procedures – Road**
  - 7.5.3.1. On road courses, if a local yellow flag is displayed, all drivers should be aware that there is an incident on track and proceed with caution.
  - 7.5.3.2. In the event of a full-course caution, a yellow flag will be displayed at the start/finish line and all corner stations. Race Control will freeze the running order and send the pace car out to pick up the race leader. Drivers must comply with instructions from Race Control regarding where to line up behind the pace car.

#### 7.5.4. Yellow Flag Procedures – Oval

- 7.5.4.1. On oval tracks, a yellow flag will signal a full-course caution. The pacing order will be frozen at the moment the full-course caution begins. Cars causing the caution or otherwise seen as out of control may, however, not be awarded a place in the pacing order until they are detected to be on course and under control. Race Control will instruct the leader to follow the pace car. All other drivers must fall in line in accordance with instructions from Race Control. To assist drivers in preparation for a restart, up /down arrows will be shown to help with positioning. Failure to line up correctly by the time a driver attempts a pit entry or the race restarts will result in the offending driver receiving a black flag penalty.
- 7.5.4.2. While pacing during a full-course caution, Race Control will signal two laps to go, then one lap to go until the green flag restart.
- 7.5.4.3. When there are two laps of pacing to go until the green flag restart, Race Control may restructure the pace lines in preparation for the restart. Racers that are not on the lead lap will be shuffled down the pacing order, behind racers that are on the lead lap.

#### 7.5.5. Wave-By

- 7.5.5.1. When there are two laps of pacing to go until the green flag restart, Race Control will restructure the pace lines in preparation for the restart. Racers that are not on the lead lap will be shuffled down the pacing order, behind racers that are on the lead lap. Pit lane is closed to all lead lap cars that have not pitted. If a lead lap car pits under this condition, he or she will have to serve a green flag penalty stop.
- 7.5.5.2. When there is one lap of pacing to go until the green flag restart, Race Control will issue the Wave-By to all cars between the pace car and the leader of the race. Pit lane is closed to cars receiving the Wave-By. Should the driver pit, he or she will have to serve a green flag penalty stop.

### 7.6. BLACK FLAG

- 7.6.1. A black flag signals a warning or penalty of some kind.
- 7.6.2. When displayed furled, this indicates a warning from Race Control and action may be required by the driver, such as slowing on course, to avoid an in-session penalty.
- 7.6.3. When displayed unfurled, this indicates an in-session penalty from Race Control. The driver must either return to his or her pit box or drive through pit lane without stopping to serve the penalty. Race Control will inform the driver which type of penalty has been earned.
- 7.6.4. When displayed with an orange circle, fondly known as a “meatball”, this indicates your vehicle has suffered excessive damage and it is unsafe to continue racing. The driver must return to the pits for required repairs or be disqualified.
- 7.6.4.1. Some types of vehicle damage can not be repaired during an event. If your vehicle suffers too much damage that is unable to be repaired, upon arriving back at your pit stall, your pit crew will inform you that your race is over.
- 7.6.5. When displayed with a white “X,” this indicates disqualification from the session. The driver will be removed from the session. Drivers disqualified from a session in this way will still be able to enter subsequent sessions for the same event.

#### 7.6.6. Black Flag Procedures

- 7.6.6.1. Race Control may assess four types of Black Flag Penalties:

**A) Stop-and-Go** – This penalty requires the penalized driver to return to his or her pit box and come to a complete stop inside the box before rejoining the race.

**B) Stop-and-Hold** – This penalty requires the penalized driver to return to his or her pit box and come to a complete stop inside the box. Race Control will then hold the driver for a specific duration of time before releasing them to rejoin the race.

**C) Drive-Through** – This penalty requires the penalized driver to drive through pit lane without stopping. Race Control will clear the penalty as the driver exits pit lane. Drive-Through penalties may not be served alongside any other black flag penalty applied to the driver.

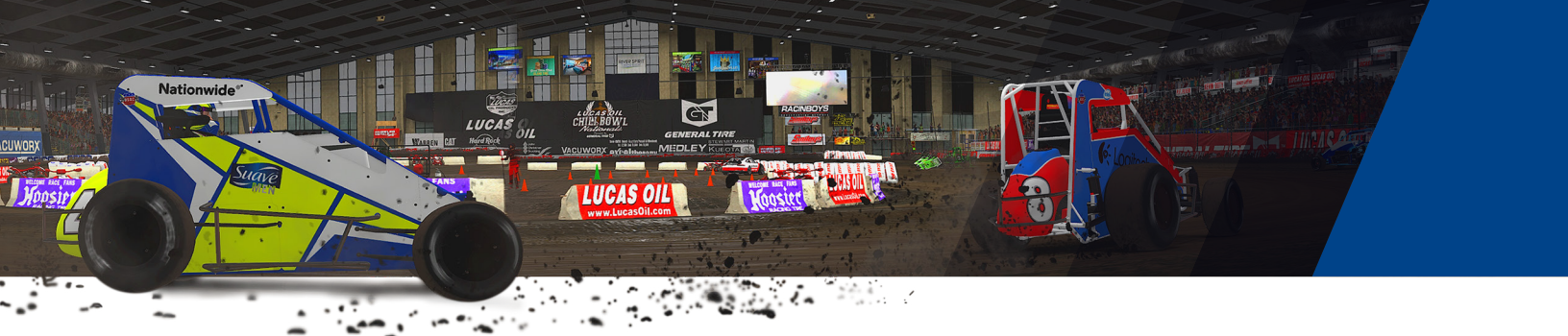
**D) Disqualification** – Upon disqualification, a driver has 30 seconds to pull off of the racing line and exit the Session, otherwise Race Control will automatically remove the disqualified driver. Race Control will immediately remove any driver from a session who is assessed a disqualification black flag for driving the wrong way on the track.

- 7.6.6.2. If a driver is assessed a black flag penalty by Race Control in any session, he or she must return to the pits within the next three laps to serve the penalty. Although the driver's lap count will continue uninterrupted, lap times will not be recorded until the driver has served his/her penalty.
- 7.6.6.3. The driver may not use the Enter/Exit/Tow Car control (also known as "Reset") to return to the pits to serve a black flag penalty during a race session. Using the Reset control to expedite clearing of a black flag is allowed as a convenience only in Testing, Practice, Qualifying, and Time Trial Sessions.
- 7.6.6.4. Failure to return to the pits and serve a black flag penalty will result in the application of a time penalty after the completion of the race.
- 7.6.6.5. Serving a Stop-and-Go or Stop-and-Hold penalty should be done without performing any pit service. If any service is done to the car during the penalty stop there will be an additional hold time added to the penalty. To avoid this, unselect all pit service options before entering the pit stall to serve the penalty.

## 7.7. FAILURE TO COMPLY

- 7.7.1. Failure to comply with any flag signal may result in a black flag penalty being assessed by Race Control.





# 08 PENALTIES

## 8.1. BREACH OF RULES

8.1.1. Any of the following offenses, in addition to any offenses referred to previously, shall be deemed to be a breach of iRacing.com rules:

- 8.1.1.1. Any fraudulent conduct or any act prejudicial to the interests of any competition or to the interests of internet racing in general.
- 8.1.1.2. **Automated Driving Inputs** - Drivers may not utilize third-party software and/or hardware to modify or automate direct real-time human control inputs to the iRacing simulation. Exceptions may exist under iRacing's sole discretion for supporting accessibility features for disabled drivers or other reasons iRacing deems acceptable.
- 8.1.1.3. **Blocking** - The leading driver is allowed to run a defensive line. However, blocking occurs when a leading driver actively adjusts his or her driving line based on the actions and/or positioning of a pursuing driver. For example, veering left to prevent a pursuing driver from passing on the left while running on a straight.
- 8.1.1.4. **Cheating** - Members may not cheat or otherwise engage in conduct deemed by iRacing to be in conflict with the spirit or intent of the Simulation or Sporting Code.
- 8.1.1.5. **Cutting the Course** - Drivers gaining an advantage by following a course configuration other than the one specified for the event will be assessed a black flag Stop-and-Hold penalty by Race Control, with the duration of the hold being equal to the illegally gained time advantage plus 15 seconds. Any other cutting the course infractions will result in a furred black flag warning and the driver will have 15 seconds to slow down and comply before being assessed a black flag Stop-and-Hold penalty by Race Control, with the duration of the hold being equal to the illegally gained time advantage plus 15 seconds.
- 8.1.1.6. **Damaged Vehicles** - Drivers may not drive damaged vehicles on the apron at reduced speeds with the intent of gaining positions from drivers that have retired or disconnected due to damaged race cars. The intent of this action is contradictory to the spirit of competition and creates an unsafe environment for the remaining drivers not damaged and still racing. A protest may be filed through the proper channels for this offense [\[See Protests, Section 9\]](#).
- 8.1.1.7. **Illegal Surfaces** - Drivers can only use the racing surface and allowed areas of the track for Qualifying and Racing. Any disallowed areas of the track and any advantages gained through their use will be determined by iRacing.com. A protest may be filed through the proper channels for this offense [\[See Protests, Section 9\]](#).
- 8.1.1.8. **Intentional Caution** - Drivers intentionally stopping on or off the racing surface to intentionally bring out a caution period for their benefit, or the benefit of another driver, is forbidden and subject to adverse administrative and /or punitive actions.
- 8.1.1.9. **Nefarious Tactics** - Drivers may not use nefarious tactics to gain an advantage in Qualifying or Racing. iRacing.com will determine what constitutes an advantage.

- 8.1.1.10 **Tanking** - Drivers may not perform in such a manner so as to intentionally lower one's own License Class, iRating, and/or Safety Rating. This behavior can be ruinous to other participants in the Session and a protest may be filed through the proper channels for this offense [\[See Protests, Section 9\]](#).
- 8.1.1.11 **Tire Compound Change Requirement** - If this rule is enabled for a Race Session, each participant must perform a tire compound change pit stop and complete a full race lap using at least two different types of dry weather tire compounds. Drivers or teams that fail to meet this requirement will be disqualified.
- 8.1.1.12. **Tow Laps** - Drivers may not use the Enter/Exit/Tow Car control (also known as "Reset") to gain positions during a race. This includes driving your damaged vehicle to your pit box then exiting the pit box and then using the Reset function to move forward around the track to complete laps and pass competitors who have since retired or disconnected from the race session. A protest may be filed through the proper channels for this offense [\[See Protests, Section 9\]](#).
- 8.1.2. Any member found in breach of the iRacing Official Sporting Code, Addenda thereto, or any Supplementary Regulations by iRacing.com may result in penalty for the offending member. The decisions will become immediately binding regardless of pending appeals. The penalty will remain in effect until the appeal process has concluded. All appeals are to be made according to the proper procedure, and are subject to limitations [\[See Appeals, Section 10\]](#).

## 8.2. APPLICATION OF PENALTIES

- 8.2.1. Penalties may be applied as follows, and in no particular order:

- 8.2.1.1. **Coaching** - A member may receive acknowledgement that their behavior is in violation of iRacing's rules or the spirit of fairplay. They will also receive instruction on how to avoid or prevent this violation in the future. They are expected to learn from these instructions. This penalty is not subject to appeal.
- 8.2.1.2. **Post-Results Disqualification** - A member or team may be Disqualified from a Race or event after Results have been posted. Their Championship Points for the Race or event will become 0, and they will drop to a last place finish. This penalty may be subject to appeal [\[See Appeals, Section 10\]](#).
- NOTE: This penalty is exclusively different from Disqualification that may occur during an event from activities governed by Race Control or Session Admins such as reaching the total incident point cap for the session, not obeying race session rules (such as the driver fair share requirements or tire compound change requirements), or being manually disqualified by a Session Administrator. Race Control or Session Admin-controlled Disqualification are not subject to appeal [\[See Black Flag, Section 7.6\]](#).
- 8.2.1.3. **Restriction** - A member may be restricted from use or participation in one or more various parts of iRacing.com, the iRacing application, and/or the iRacing Simulation for a given duration. These penalties may be subject to appeal [\[See Appeals, Section 10\]](#). Restrictions may include and are not limited to the following:
- A) The ability to participate in Race and Qualifying Sessions for a specific Official iRacing Series.
  - B) The ability to participate in Race and Qualifying Sessions for ALL Official iRacing Series.
  - C) The ability to participate in Hosted Sessions.
  - D) The ability to participate in any and ALL multiplayer Sessions of any kind.
  - E) The ability to Spectate Sessions.
  - F) The ability to use in-Simulation voice chat and/or text chat..
- 8.2.1.4. **Suspension** - A member may be suspended entirely from use or participation on iRacing.com, the iRacing application, and/or the iRacing Simulation for a given duration. Suspension penalties may include up to all iRacing services, and may remain in place for an indefinite duration. This penalty may be subject to appeal [\[See Appeals, Section 10\]](#)
- 8.2.2. If a member receives any Restrictions or Suspensions, the full term of the penalty must be served while the member's iRacing.com membership is active or until it expires.

- 8.2.3. If a member receives any Restrictions or Suspensions, they are not allowed to use other iRacing accounts or open new iRacing accounts for any reason, including an attempt to circumvent the penalty. Additional penalties may be applied to all involved accounts.
- 8.2.4. Regardless of any Protests, Appeals, or Penalties assessed, iRatings, ttRatings, and Safety Ratings will not be adjusted.

### **8.3. FORFEITURE OF AWARDS**

- 8.3.1. Any competitor or iRacing.com member penalized in any way may lose the right to receive awards granted for a racing or driving competition at the sole discretion of iRacing.com.
- 8.3.2. iRacing.com retains the right to withhold any awards from competitors if found that he or she has violated the Terms of Service, The End User License Agreement, Code of Conduct, or the iRacing Official Sporting Code.

### **8.4. PUBLICATION OF PENALTIES**

- 8.4.1. iRacing.com reserves the right to publish the name of any iRacing.com member assessed a penalty, as well as the nature of the infraction or violation and any associated penalties, in its own publications or those of any other affiliated public forum.



# 09 PROTESTS

## 9.1. WHO MAY PROTEST

- 9.1.1. The right to file a Protest shall rest with any iRacing.com member who observes the incident in question or feels any part of the iRacing Official Sporting Code or Official Rules of iRacing.com have been violated. Each member, alone, may protest any decision, act, or omission of iRacing.com, an official, a driver, or other person connected to the competition, which the protestor believes is unfair or in violation of the iRacing Official Sporting Code or other official regulations or rules of iRacing.com.

## 9.2. LODGING A PROTEST

- 9.2.1. A Protest must be made in writing, specifying which sections of the iRacing Official Sporting Code, Racing Rules, Club Rules, Series Rules, or other official iRacing.com rules have been violated.
- 9.2.2. Protests may only be filed using the Official Protest Form. This may be located by navigating to the Help menu at the bottom-left corner of iRacing and then clicking on the File Protest button, or using the File Protest button directly from the Session Results page for the Session in question. This is the only method to formally lodge a protest.
- 9.2.2.1. Evidence is required when filing a Protest via the Official Protest Form. Evidence includes any files that support your claims, such as any or multiple of the following: screenshots, replays, video captures, audio recordings, and results screens. It is recommended to have your evidence ready to attach to the Official Protest Form before starting to file a Protest.
- 9.2.3. Protests must be made within 7 days of the infraction or violation that is being protested.

## 9.3. REVIEW OF A PROTEST

- 9.3.1. It is expected that protests shall be reasonable, logical, and based on sound evidence, thus well founded. Nevertheless, a well-founded protest may still be defined as one upon which reasonable people may differ.
- 9.3.2. iRacing.com shall review a protest as soon as practical after the protest is lodged and during normal business hours. Affected parties may be notified about the protest and judgment of the protest. iRacing.com shall review all evidence and be entitled to discuss the incident with other witnesses or parties involved or to gather additional evidence.
- 9.3.3. iRacing.com may investigate any member against whom one or more protests have been filed, regardless of the outcome of any protests against or appeals by that member.
- 9.3.4. Regardless of the outcome of any protest, iRacing.com may deem a protest to be frivolous or incomplete if it is found by iRacing.com to not to be reasonable, logical, or based on sound evidence. iRacing.com reserves the right to assess a penalty on any member filing a frivolous protest.
- 9.3.5. All parties concerned shall be bound by the decision given, subject only to a formal appeal [\[See Appeals, Section 10\]](#).



# 10 APPEALS

## 10.1. RIGHT TO APPEAL

10.1.1. Any member assessed a penalty shall have the right to appeal any decision or penalty imposed by iRacing.com unless otherwise stated in the penalty notice itself, or in the iRacing Official Sporting Code.

## 10.2. WELL-FOUNDED APPEALS

10.2.1. To be considered, an appeal must be well founded. An appeal shall be reasonable, logical, and based on sound evidence. Regardless of the outcome, iRacing.com may deem an appeal to be frivolous if it is found not to be reasonable, logical, and based on sound evidence. iRacing.com reserves the right to assess a penalty to any member filing a frivolous appeal.

## 10.3. INITIATING AN APPEAL

10.3.1. Appeals must be made in writing, specifically asking for an appeal, specifying the exact nature of the appeal and why it is believed an appeal is warranted, along with all evidence to support the appeal. Written appeals must be addressed to "Appeals Committee-iRacing" and submitted to [Appeal@iRacing.com](mailto:Appeal@iRacing.com). This is the only place to formally make an appeal. Appeals must be submitted within seven days of the penalty or decision being appealed. Any evidence, data, recordings or third party accounts are welcome and encouraged to be submitted with appeal. "Intent to Appeal" or other informal appeals of any kind will not be accepted.

### 10.3.2. Example of a Properly Formatted Appeal:

Sporting Code Section:	5.1.1.2
Driver:	Joe Smith
Grounds for and Description of Appeal:	I feel the wrong decision has been made because...
Accompanying Attachments:	chat_text.jpg

## 10.4. NOTIFICATION AND FINAL APPEAL DECISION

10.4.1. iRacing.com will notify the member of its final decision as soon as possible after the decision is rendered. iRacing.com shall also have the right to publish the appeal to other or all iRacing.com members. Members or any persons shall have no right of action against the Appeals Committee, or iRacing.com. The appeal decision and resolution is final and binding with no other right to appeal.

10.4.2. All iRacing.com members expressly agree not to initiate or maintain claims, suits or actions of any kind, including without limitation arbitration proceedings, against iRacing.com or anyone acting on behalf of these organizations, with respect to any final appeal decision.

10.4.3. All iRacing.com members expressly agree that if any member initiates or maintains any claim, suit or action in violation of the above provision, that member will reimburse iRacing.com for all costs and expenses relating to the claim, suit or action, including attorneys' fees, and that such amount represents damages and not a penalty against the member.





# 11 *HOSTED SESSIONS*

## 11.1 HOSTED RACES

- 11.1.1. All member-hosted sessions are unofficial. Safety Rating and iRating will not be gained or lost during any member-hosted session.
- 11.1.2. Points will not be awarded in hosted races nor be displayed in the results of these sessions.
- 11.1.3. Hosted races may be used as a vehicle for League racing.
- 11.1.4. The Code of Conduct applies to Hosted Sessions.
- 11.1.5. Violations of the Code of Conduct may be protested through the proper channels [\[See Protests, Section 9\]](#).



# 12 **SANCTIONED RACE SERIES**

## 12.1. NASCAR

- 12.1.1. The NASCAR Series follows the iRacing.com License Class progression requirements [\[See License Class, Section 3\]](#).
- 12.1.2. Race Points will be calculated in the same way as the iRacing.com-sanctioned Race Series [\[See Individual Championship Points, Section 5.6\]](#) in all NASCAR Divisions with the exception of the NASCAR iRacing.com Pro Series and the NASCAR iRacing.com World Championship Series. The names of these series are subject to change based on various factors including sponsorship.
- 12.1.3. The NASCAR iRacing.com World Championship Series will use the NASCAR-sanctioned Race Points system that does not include averaging. Additional rules for these series are posted in the reference section of iRacing.com. In addition, regular communication typically occurs between iRacing.com and the NASCAR iRacing.com World Championship Series drivers through email and private forums.
- 12.1.4. The NASCAR Competition Advisory Board includes official iRacing.com and official NASCAR staff.



# 13 MULTICLASS RACING

## 13.1. QUALIFYING AND GRIDDING

- 13.1.1. Qualifying is conducted in the same manner as other Standard iRacing.com Series [\[See Qualifying, Section 5.5.1\]](#).
- 13.1.2. All multiclass races are gridded based on the relative speeds of each car class, with the fastest car class at the front. Within each car class, drivers are gridded based on their qualifying time. For instance, the slowest Riley DP driver is gridded behind all other Riley DP drivers, but all Riley DPs are gridded in front of all Ford Mustangs.
- 13.1.3. Drivers that do not post a qualifying time prior to a Race will be gridded at the back of their respective car classes, ordered by iRating.
- 13.1.4. No car classes may start the race until the fastest class has started or the green flag is waved.

## 13.2. INDIVIDUAL CHAMPIONSHIP POINTS

- 13.2.1. Series Championship Points are awarded based on the size of the field for each car class and are calculated in the same manner as other Standard iRacing.com Series [\[See Race Points, Section 5.6.1\]](#).
  - 13.2.1.1. EXAMPLE: The first Daytona Prototype driver to cross the finish line will score first place points based on the size of the field of all the Daytona Prototype drivers in that race. Additionally, the first Radical SR8 driver to cross the finish line will receive first place points based on the size of the field of all Radical SR8 drivers.
- 13.2.2. Competitors are not locked into a specific car class for any given race week and can compete for both class championships in the series.
- 13.2.3. iRating is gained or lost from only the drivers competing in the same car class. Essentially, two (or more) completely separate race series are being determined in the same race session.



# 14 WORLD CHAMPIONSHIP, PRO, AND eSPORTS SERIES

*iRacing.com hosts and manages a number of eSport races and series that are beyond our standard series and are considered “professional”, select or elite. These races or series are often accompanied by prizes and additional focus. The iRacing Pro and World Championship license level Series are notable examples of series of this type. This section applies to all iRacing Pro license level series, iRacing World Championship license level series and any other series or race in which we state that this section of the Sporting Code is in effect.*

*This section is intended to address the unique nature of these series with additional rules and expectations for the Participants. This section does not replace any other iRacing official documents or legal agreements.*

*Information and rules about each particular iRacing.com World Championship Series, Pro Series, and other premier series are typically covered in separate documents, located in the reference section of our member site or other designated areas of our websites.*

## 14.1. CONDUCT AND RULES

- 14.1.1. All drivers in any Pro, World Championship or Premier Series will be held to a higher standard of behavior and sportsmanship than standard iRacing series on and off the track. The drivers in these series are some of the best in the world and represent Sim racing and our community. It is a privilege to drive in these competitive series, not a right. It is expected that each driver in these select series will treat other drivers, iRacing.com officials, employees, partners and the greater community with courtesy, respect, and dignity on and off the race track. Participants are not only expected to conduct themselves in accordance with the iRacing Sporting Code, but also in a manner that reflects positively on iRacing, its affiliates, and partners. Additionally, Participants shall conduct themselves in a way that is not harmful to business as deemed by iRacing.
- 14.1.2. iRacing appoints a Race Official or Race Director for each Pro, World Championship license level Series or Premier series. There could be more than one appointed Race Official. iRacing will typically make known the Lead Official or Race Director. The official(s) will likely be in communication with the participants and will be available to answer questions. The Race Official(s) will have general oversight and control of the Series and will represent iRacing. The race Official and/or Race Director has full authority to represent iRacing, and his or her decisions and instructions must be followed. Not every decision is appealable, and in those cases, the Race Officials' decisions are final. Any decisions made by the appeal board, are also final [\[See Appeals, Section 10\]](#).
- 14.1.3. Any Race Official has the authority to remove a driver from a race at their sole discretion if they deem there is inappropriate behavior either on the track or in voice chat.
- 14.1.4. All iRacing decisions are final. Drivers agree to be bound by iRacing's Final Decision. Failure to accept iRacing decisions, including race penalties or other penalties, could result in series related penalties or removal from the series or the iRacing service. These select series are often very tense and come with higher stakes than standard iRacing Series. If you are unable to accept these decisions, even if you don't always agree with them, then this series level may not be for you.

- 14.1.5. All decisions regarding rules, the interpretation of rules, changes in the series including termination of the series, eligibility, prizes, general judgement, racing, racing incidents, driver participation, competition changes, schedule, schedule changes, penalties, protests, appeals, misconduct or any other service or series related decisions lie solely with iRacing, and all decisions are final. Other than the standard appeal procedure, decisions cannot be appealed further [\[See Appeals, Section 10\]](#). Any decision of any kind shall not give rise to any claim nor shall iRacing, nor affiliates, licensors, officers, employees, directors or agents be liable in any way for any legal or other remedy, damages or loss of any kind.
- 14.1.6. Any series or race is subject to change at any time.
- 14.1.7. iRacing may suspend, terminate, or delete any Participant's account for any reason or no reason with or without notice.
- 14.1.8. iRacing is not responsible for any damages, loss, liabilities, injury, satisfaction or disappointment incurred or suffered by a Participant as a result of participating in a race/series or accepting any prize.
- 14.1.9. iRacing can change or modify the Sim, software, cars, tracks, and rules at any time. iRacing is not responsible for the untimely or any loss of access to the service (for example during a race) or connection quality to the service. iRacing may take action including removing a participant from a race or series if iRacing at its sole discretion deems the participant's connection quality impacts other drivers.





# 15 GLOSSARY

## 15.1. GLOSSARY OF TERMS

15.1.1. iRacing, like any serious hobby or software, has a plethora of language and terms that are either unique to the simulator, or have a slightly different meaning than the term out on a real track. This glossary should provide you with some of the most often used terms within the world of iRacing.

**3D Foliage System** - A Graphics feature which procedurally generates 3D foliage of an appropriate biome type at tracks which are seeded with the system. Foliage may include grasses, shrubs, boulders, cacti, flowers, and other small environmental assets. 3D foliage has no impact on driving or physics, but should decorate the world much more realistically. You can control the appearance and detail of the system from the Graphics Options menu.

**Active Reset** - An iRacing feature that allows a driver in a solo offline session to set a single save point for their car state with a key press (Save Start Point). The driver can also set an end point, and then load the save point with another key press (Run). A custom sector delta is also created to help the driver repeatedly practice the selected portion of the track.

**Admin** - An administrator for an event. Admins possess special powers during an event to help run the race, such as being able to manually trigger flags and disqualify drivers. When creating a Hosted Session, the creator can select Admins.

**AI Racing** - A form of solo competition in which a member competes against computer-controlled opponents. Users have a full range of customization options available when creating these Sessions including selecting the car(s), track(s), Series options, AI difficulty and skill ratings, paint schemes, and much more.

**Appeal** - Process by which a member who was assessed a penalty may attempt to overturn the penalty by submitting a reasonable and logical counter argument to iRacing.com. [\[See Appeals, Section 10\].](#)

**Auto Fuel System** - A selectable refueling option which provides you with enough fuel to reach the end of the event, or a full tank if needed. The amount is determined by the car, track, your driving behavior throughout the Event, and other variables.

**Black Flag** - A signal of warning or penalty during an event. [\[See Black Flag, Section 7.6\].](#)

**Blocking** - When a leading driver actively adjusts their driving line based on the actions and/or positioning of a pursuing driver in an attempt to prevent them from passing. [\[See Breach of Rules, Section 8.1\].](#)

**Blue Flag** - A signal indicating faster cars are approaching. [\[See Blue Flag, Section 7.4\].](#)

**Car Class** - A competitive grouping of vehicle models. The vehicles are usually of equal quality and type to promote fair competition, such as the three models of NASCAR Cup Cars, the GT3 cars, GTE cars, and many more. Some car models are alone in their own car class.

**Clutch Assist** - One of several driving aids available within iRacing that helps in some way with shifting gears. These include: Auto Clutch, Auto Blip, and Auto Shift. Some events may restrict the use of these driving aids.

**Championship Points** - Points earned when participating in Ranked Official Race events based on performance. [\[See Competition, Section 5\].](#)

**Checkered Flag** - A signal indicating the end of a Session, Warm-Up, or Race. [\[See Checkered Flag, Section 7.3.\].](#)

**Competition Divisions** - Ten groupings of similarly skilled drivers that form based on participation in a Series or Time Attack. [\[See Divisions, Section 5.4.\].](#)

**Consolation Session** - A Race session that can be held during Heat Racing events in which the top competitors who did not advance directly to the Feature event hold a Race. Based on Heat settings, the winner(s) of this event may advance to the Feature event.

**Corner Multiplier** - A variable, based on the complexity of the track, applied when averaging recent results into a driver's Safety Rating. [\[See Corner and Incident Multipliers, Section 3.6.\].](#)

**Customer ID#** - A unique number assigned to each Member upon account creation. This number can be used and shared to aid Members finding each other, and should always be shared when contacting Customer Service.

**Damage Model** - Damage to cars in iRacing is simulated based on physics calculations and physical properties. Many systems and properties can be affected by car damage including paint scrapes, bent suspensions, removed tires, and blown engines. Damage sustained also impacts a car's ability to perform correctly, and some damage can be repaired in the pits.

**Declare Drivers** - Some Team Racing Events require a team member to declare themselves and/or their teammates as drivers for a Team Session during registration. Any team members not declared as drivers will only be allowed to join as crew. [\[See Team Registration, Section 6.2.\].](#)

**Dirt Oval** - One of several license classes available within iRacing. Dirt Oval racing is defined by specialized cars driving on circular tracks composed completely of a dirt racing surface.

**Dirt Road** - One of several license classes available within iRacing. Dirt Road racing is defined by a variety of types of cars and trucks driving on non-circular tracks composed at least partially of a dirt racing surface. This includes rallycross racing and dirt truck racing.

**Disable Car Damage** - User-created sessions have the option to entirely disable car damage of all types, which causes all sustained damage to be repaired immediately after the wreckage settles, or a few seconds after it occurs.

**Disqualified** - Removed from a Session. Disqualified drivers will be placed behind all users that were not disqualified and may not receive championship points for the event. Users may be disqualified from events for reaching the total incident point cap for the session, not meeting the driver fair share requirements, not meeting the required tire compound change rule during the race, or other reasons listed in this document. [\[See Breach of Rules, Section 8.1.\].](#)

**Divisions** - Groupings of drivers for a Series based on skill level, previous performance, and iRating. Ten Divisions are formed by equally separating all participating drivers - Rookie Drivers form an 11th Division. [\[See Divisions, Section 5.4.\].](#)

**Drive Fair Share** - When this rule is in effect for Team Racing events, at least the minimum number of drivers specified by the session must drive the car a "fair share" of the team's laps, or the team will receive a **post-race disqualification**. A fair share is currently defined as at least 25% of an "equal share" of the laps. [\[See Team Registration, Section 6.2.\].](#)

**Driver Change** - During some Team events, the driver of the vehicle must be swapped with a different team member in order to prevent disqualification. Some Team events also require each Team driver to drive a "fair share" of the event based on it's duration and team size.

**Driving Aids** - A system that includes several options for assisting a learning driver. These can be found on the Options screen. Some Driving Aids are not allowed in some session types.

**Dynamic Sky** - A weather option that causes the sun and clouds to move realistically as the Session time advances. Movements of these bodies cause racing parameters, such as temperature, lighting, and shadows, to change throughout the Session.

**Fast Repairs** - A special type of repairing that immediately restores a vehicle to factory fresh, removing any and all damage. Many events do not allow these types of repairs, or only allow a limited number.

**Feature Race Session** - The final Race session held during Heat Racing events. Any Safety Rating and iRating adjustments will be fully weighted in this session.

**Fixed Setup** - An event classification where participants are required to utilize an identical pre-built package of the customizable settings for a vehicle. Some events require Fixed Setups, meaning all vehicles are using identical setups and vehicle parameters.

**Force Feedback (FFB)** - Physical impulses and forces that are applied to a user's racing wheel hardware based on in-Simulator events such as curb strikes, rumble strips, lack of power steering, and collisions. These movements aim to better simulate the physical experience of driving. Not all racing wheel hardware is equipped to provide FFB, but those that are may be customized to a varying degree in order to fine-tune a users experience.

**Forfeit** - Withdrawing and leaving an event which has already started. Drivers who forfeit a race will be credited with a last-place finish and earn 0 Race Points for that race. The race will also be counted in their Race Week Average.

**Formula** - A license type for asphalt road racing that includes cars without fenders.

**Forums** - The private online discussion community for iRacing Members. Connect with other Members, discuss your favorite car or Series, learn about new releases, and share your knowledge with the community.

**Full Course Caution** - A period when on track racing is neutralized by race control [\[See Yellow Flag, Section 7.5.\]](#).

**Green Flag** - A signal indicating the start of a race, a clear track, or a cancellation of a previous flag condition. [\[See Green Flag, Section 7.1.\]](#).

**Grid** - The order and array of vehicles at the start of a Race session. This order is usually determined by performance in Qualifying sessions that precede the Race. [\[See Qualifying, Section 5.5.1.\]](#).

**Heat Racing** - A Race event structure that can include multiple small session events. The event can be structured like a real-world race weekend or tournament, where performance in early events determines eligibility for participation in later events. Heat Racing can include Practice, Qualify, Heat, Consolation, and Feature sessions.

**Heat Session** - A Race session within a heat Racing event. The results of a Heat session can impact the participants in the Feature race session. Any Safety Rating and iRating adjustments will be weighted by 50% in this session.

**Hosted Session** - A user-created event. These events are highly customizable - able to feature any car(s) and track desired, as well as session types, special rules, team and participant settings, weather and track parameters, and more. Hosted Sessions may be purchased at \$0.50 per hour of race server time. [\[See Hosted Sessions, Section 11.\]](#).

**Incident Limit** - A maximum number of Incident Points that may be accumulated by a participant before Race Control automatically disqualifies and removes the driver from the session. [\[See Incidents, Section 3.5.\]](#).

**Incident Multiplier** - A variable, based on the severity of incidents, applied when averaging recent results into a driver's Safety Rating. [\[See Corner and Incident Multipliers, Section 3.6.\]](#)

**Incident Point** - Points earned by participating in incidents during a Session. Different types of incidents carry different weights, and these points are a major factor when determining changes in Safety Rating at the end of a Session. [\[See Incidents, Section 3.5.\]](#)

**iRacing Credits** - A currency awarded by iRacing to Members. iRacing Credits are awarded each Season through Race Participation (up to 10.00 iRacing Credits per Season), and they may also be awarded by iRacing for other reasons as applicable.

**iRacing Dollars** - Converted currency saved to a Member's account that may be used for a variety of purchases. iRacing Dollars may be purchased directly from the iRacing Store at a 1.00 to \$1.00 USD rate. They are also awarded when a Gift Card code is redeemed. They may be gifted to other Members, but not transferred from one account to another.

**iRating** - Values each member possesses that measure the overall skill and proficiency within each license type. iRating is used to ensure competitive racing by having similarly ranked drivers participate in the same Sessions, and is adjusted after each Official Session based on each driver's performance. [\[See iRating, Section 4.1.\]](#)

**Joker Lap** - An alternate section of a track unique to Rallycross racing that must be driven a certain number of times. Joker Lap sections always differ from the standard circuit, and change the ideal running lines and strategy for the lap(s) that use them. The number of times a Joker Lap must be completed is defined by the event itself. Joker Laps may not be used during Qualifying, Time Trial, or Time Attack.

**League** - A private social group created and run by Members. Leagues often focus on a particular type of racing, or consist of a group of Members who enjoy racing together. Leagues may use Hosted Sessions to create and run their own private Series and Seasons, including championship point structures.

**License Class** - An overall skill rating each Member possesses for each type of racing. License Classes are divided into tiers of ascending skill, and may be adjusted based on Safety Rating. [\[See License Class, Section 3.\]](#)

**License Demotion** - The process by which a Member's License Class may move down a tier. Based on Safety Rating, this may happen during a Season, or at the end of a Season. [\[See License Class, Section 3.10.\]](#)

**License Promotion** - The process by which a Member's License Class may move up a tier. Based on Safety Rating, this may happen during a Season, or at the end of a Season. [\[See License Class, Section 3.9.\]](#)

**Local Caution** - A yellow flag to indicate an incident ahead [\[See Yellow Flag, Section 7.5.\]](#)

**Lone Practice Session** - A Practice Session where all drivers have their own separate instances of an identical track.

**Lone Qualify Session** - A Qualify Session where all drivers have their own separate instances of an identical track. Performance during Qualify Sessions determines the starting grid order for an associated Race Session. [\[See Qualifying, Section 5.5.1.\]](#)

**Loss of Control** - A vehicle event that incurs incident points. The specific parameters for determining a loss of control event and the incident points incurred may be unique for each license type. [\[See Incidents, Section 3.5.\]](#)

**Lucky Dog** - An optional rule whereby when a Caution flag flies, the first driver one lap down gets their lap returned. This essentially grants one free lap crossing to the first car which is down at least one lap at the start of any Caution period. This can restore a car to the lead lap. Lucky Dog can not be enabled if caution laps are not being counted as race laps.

**Marbles** - Small fragments of shed tire rubber that litter the track during a race. As a race goes on longer, more marbles accumulate. The presence and amount of marbles adjusts tire grip. Some events control the carry-over and/or starting level of marbles on the track.

**Meatball Flag** - A black flag with an orange circle. The nickname for a Black Flag penalty that indicates your vehicle has suffered excessive damage and it is unsafe to continue racing. The driver must return to the pits for required repairs or be disqualified. ([See Black Flag, Section 7.6.](#))

**Member** - An iRacing user.

**Minimum Participation Requirement (MPR)** - The least amount of events in which a Member must participate in order to be eligible for a License Class promotion. All Non-Rookie License holders are required to participate in at least four Official Sessions. ([See Minimum Participation Requirement \(MPR\), Section 3.4.](#))

**Multiclass** - A racing event where two or more completely separate classes of vehicles are competing at the same time. Cars within each class are actively competing with each other, but not directly with the cars in the other classes. Essentially, two or more separate events are run at the same time. Standings are generated for each class when the event is completed. ([See Multiclass Racing, Section 13.](#))

**New Damage Model** - An updated and more accurate version of the Damage Model with improved physics calculations and expanded physical properties. The New Damage Model allows for far more variance, accuracy, and depth to the damage a vehicle can sustain. The New Damage Model has been added to iRacing on a car-by-car basis, which began with the 2019 Season 4 Release.

**Official** - A Ranked Session becomes Official when a specified threshold of participants is met or exceeded. When a Ranked Session “goes Official,” all participants will have their iRating adjusted based on their performance within that group of drivers. Drivers’ Safety Ratings are affected based on performance during Ranked Official events. ([See Driving Skill Rating, Section 4.](#))

**Open Practice Session** - A Practice Session where all drivers (up to the maximum allowable drivers per track) are present on the same instance of the track.

**Open Qualify Session** - A Qualify Session where all drivers (up to the maximum allowable drivers per track) are present on the same instance of the track. Performance during Qualify Sessions determines the starting grid order for an associated Race Session. ([See Qualifying, Section 5.5.1.](#))

**Open Setup** - An event classification where participants are allowed to freely adjust any of the customizable settings for a vehicle. Some events allow Open Setups, meaning all vehicles may use whatever setups and vehicle parameters they wish.

**Opponent Roster** - A saved group of AI Drivers. Individual AI Driver properties are highly customizable, and groups of them are saved as Opponent Rosters. Opponent Roster files can even be shared between users.

**Oval** - One of several license classes available within iRacing. Oval racing is defined by cars driving on circular tracks composed completely of an asphalt racing surface. This includes most NASCAR racing and some Formula or open-wheel racing.

**Pace Car** - A race official vehicle used for rolling starts and leading caution laps. Drivers must obey Race Control commands and follow the pacing order whenever this vehicle is on the track. In iRacing, the pace car is driven automatically by Race Control itself. (See [Starting, Section 6.8.](#) and [Yellow Flag, Section 7.5.](#))

**Paint Shop** - An area of the iRacing interface where car paint schemes, colors, sponsors, and other cosmetics may be customized. Some vehicles have restrictions, but nearly everything is fully customizable, including downloading a car template and creating your own pattern from scratch. Driver suit, helmet, and body are also fully customizable in the Paint Shop.

**Participation** - Participation is defined as the earning of championship points from a Race Session, and completing at least half (rounded down) the number of laps that were completed by the Race winner for your selected Car Class. ([See Participation, Section 3.4.3.](#))



**Pit Box** - The area in pit lane where each team may administer pit service and serve pit penalties. A pit box is assigned to each team at the start of an event. Depending on the number of participants and the number of pit boxes available at a given track, some participants may share the same pit box. In these situations, while in pit lane, the physical collision of the car will be disabled so that two or more cars can overlap the same position in the world.

**Pit Lane** - The area of a track where teams may drive in order to get to their pit box for pit service or serving penalties. Each pit lane is unique to each track, and pit procedures differ for different types of racing. [\[See Pit Procedures, Section 6.9.\]](#)

**Protest** - A protest is a formal report of a breach of the iRacing Official Sporting Code, Racing Rules, Club Rules, Series Rules, or other official iRacing.com rules or regulations. Protests are filed using official channels within iRacing, and must be filed within seven days of the violation. Protests are reviewed directly by iRacing staff. [\[See Protests, Section 9.\]](#)

**Qualifying Conduct Scrutiny** - A system that may be enabled during Qualifying Sessions to help prevent unrealistic preparation exploits. The system has several levels of strictness, and if it detects unusual driving habits, it warns the driver of possible unsportsmanlike conduct before it may disqualify them. [\[See Qualifying, Section 5.5.1.\]](#)

**Race** - An event session type where drivers directly compete against each other for position. Race sessions may be measured in laps or time. [\[See Race, Section 5.5.3.\]](#)

**Race Control** - The system that governs event procedures including: managing starting grid positions, throwing appropriate flags, pit procedures, pace car actions, administration of penalties, tracking racing positions, and much more. Race Control is an automated system at the core of much of iRacing. Race Control can also be assisted by event admins. (See [Race Procedures, Section 6](#), and [Flag Signals, Section 7](#).)

**Race Down** - When a driver participates in a series primarily intended for drivers at a License Class lower than their own. [\[See Series Eligibility, Section 3.11.\]](#)

**Race Points** - A numeric score earned based on performance and difficulty of a ranked official event. Race Points are used to determine Race Week Points, which are in turn used to determine Season Championship Points. [\[See Individual Championship Points, Section 5.6.\]](#)

**Race Week** - The usual duration for an individual event within a Series. Race Weeks begin and end on Mondays at 23:59 UTC.

**Race Week Points** - A numeric value based on averaging a drivers' Race Points each week. The best eight values of Race Week Points are totalled to determine a driver's Season Championship Points. [\[See Individual Championship Points, Section 5.6.\]](#)

**Rain Race** - If track water saturation reaches a predetermined threshold, the event will be declared a Rain Race. When a Rain Race is declared, a variety of processes, procedures, and rules are irrevocably changed. [\[See Rain Racing, Section 6.11.\]](#)

**Ranked** - An event hosted by iRacing in which driving performance will influence Safety Rating for the appropriate license type. If the event has enough participants to become Official, iRating will also be influenced by the Race results. [\[See iRacing Sessions and Competitions, Section 5.5.\]](#)

**Register** - The process of joining an event. This includes both joining an event as a driving participant, or a team member in a non-driving capacity, or even as a spectator. When you register, you are able to join the Session.

**Replay** - A saved version of a completed event that can be loaded and watched. Replay files utilize iRacing data and allow a user to view the action from dozens of cameras in order to re-watch the event. Users control the playback and cameras, and video can be recorded.

**Reset (Tow)** - The equivalent of calling for your team tow truck. Your car is moved forward around the track and placed directly into your pit stall. You will then be held there for an amount of time applicable to the journey. [\[See Pit Procedures, Section 6.9.\]](#)

**Restart** - A rolling start following a race Caution [\[See Starting, Section 6.8.\]](#)

**Results** - The current or final standings of an event or Series. Results showcase the performance of all participants, and display Series advancement, such as Championship Points.

**Road** - One of several types of track available within iRacing. Road tracks are defined as non-circular tracks composed completely of an asphalt or concrete racing surface. Both the Formula and Sports Car license types perform most of their events on Road-type tracks.

**Rolling Start** - A method for starting a race event where the gridded cars move around the track in formation and begin the race as they approach the start/finish line. This format is most often used in Oval racing. [\[See Starting, Section 6.8.\]](#)

**Safety Rating** - A value assigned to all racers as a measure of the driver's overall safety record within each license type. The higher the value, the more consistently safe a driver is on the track. Safety Rating is a value between 0.00 and 4.99. [\[See Safety Rating, Section 3.7.\]](#)

**Season** - A quarterly division of time each year in which most Race Series are held. Traditionally, iRacing's largest content and feature updates are released during the final week of each Season. License Class changes also happen at the end of each Season. [\[See Sanctioning, Section 5.3.\]](#)

**Season Championship Points** - The total of the best eight values of Race Week Points. This value determines final Series rankings. [\[See Individual Championship Points, Section 5.6.\]](#)

**Season Time Trial Points** - The total of the best eight values of Time Trial Points. This value determines final Time Trial rankings. [\[See Time Trial Points, Section 5.6.2.\]](#)

**Series** - A sequential progression of Official events that change each week and cater to a specific car or car class. Championship points are earned each week and stats are tracked for all participants. [\[See Sanctioning, Section 5.3.\]](#)

**Server** - The iRacing networked computer which hosts an event. iRacing possesses several network centers around the world, and events automatically take place on the server which is best suited for the registered participants, based on geography, when the event starts. Specific race servers may also be used for special Series, or when a user creates a Hosted Session.

**Session** - A portion of an iRacing event. This includes Practice, Qualifying, Race, Time Trial, and Time Attack, as well as the divided portions of a Heat Racing event. Sessions are Official if the event was created by iRacing, and they are Unofficial if they were created by a Member. [\[See iRacing Sessions and Competitions, Section 5.5.\]](#)

**SpeedTree** - A 3D vegetation modeling and rendering system designed for films and real-time games.

**Splits** - The division of event participants into separate groups to enhance competition based on such factors as iRating. Splits are created when more than the maximum number of participants wish to participate in a single event. iRacing runs identical events in parallel and distributes participants between the parallel sessions to optimize competition. [\[See Race Splits, Section 6.5.\]](#)

**Sports Car** - A license type for asphalt road racing that includes cars with fenders.

**Spotter** - A team member who watches an event and is able to assist a driver by giving information as to what is going on around their vehicle or elsewhere on the track. An option exists that allows Members to freely join a driver as a Spotter. iRacing also includes a default spotter who can automatically assist you.

**Standing Start** - A method for starting a race event where the gridded cars wait and watch for the green flag to be thrown to officially start the race. This format is most often used in Road racing. [\[See Starting, Section 6.8.\]](#)

**Start Zone** - A designated area for start and restart behavior at a track. A Start Zone is defined by artwork on the track apron or painted walls; it starts with a double red line on the outside wall and ends with a single red line. [\[See Starting, Section 6.8.\]](#)

**Strength of Field (SOF)** - A value assigned to a Session based on the total iRatings of the drivers in the event. A high SOF results from a high average iRating, and this in turn can result in larger amounts of Championship Points being awarded as a result. [\[See Race Points, Section 5.6.\]](#)

**Subsession ID** - A unique number assigned to each event Session upon launch. This number can be used and shared to aid Members finding the same Session, and should always be shared when contacting Customer Service with any issues regarding the Session.

**Super Session** - A special event race session within a public series that is structured as a showdown of the top point earners for the week. Super Sessions are always scheduled for a predetermined time and date. The Super Session utilizes the same race format and settings that all drivers faced that week, and only the top point earners for the week are allowed to join - a final re-match.

**Tanking** - Driving in a manner to intentionally lower one's own License Class, iRating, and/or Safety Rating. [\[See Intentional, Retaliatory, and/or Malicious Wrecking, Section 6.10.\]](#)

**Team** - iRacing Members may organize into groups in order to participate in Team events. These events require participants to register as a group of at least two Members, who will often share driving responsibilities during the event.

**Telemetry** - Raw data generated from the Simulator in real-time collected on a variety of useful variables for analysis. This includes data such as tire temperatures, rpm, fuel level, shock velocity and deflection, and wheel speed.

**Test Drive** - A lone Session in which a Member specifies a desired car and track combination, as well as some track and weather settings. Members may Test Drive with any content they own.

**Time Attack** - A form of solo competition in which drivers attempt to perform the fastest single lap with a given car and track combination. Time Attack competitions follow a weekly schedule that usually match iRacing Official Series, and seasonal winners are crowned. [\[See Time Attack, Section 5.5.4.\]](#)

**Time Trial** - A form of solo competition in which drivers attempt to perform a specified number of consecutive laps without incident with a given car and track combination with the best possible time. [\[See Time Trial, Section 5.5.2.\]](#)

**Time Trial Points** - A numeric score earned each week based on performance of a Time Trial event. Time Trial Points are used to determine Season Time Trial Points. [\[See Time Trial Points, Section 5.6.2.\]](#)

**Tire Compound** - Refers to different tire types that are available to some cars. These can be harder or softer tire construction, and also could be for different driving conditions such as rain.

**ttRating** - Time Trial Rating. A numeric value used to determine Time Trial Competitive Divisions. ttRating is earned by performing well in Time Trials. [\[See Time Trial Rating \(ttRating\), Section 4.4.\]](#)

**Unofficial** - A Ranked Session remains Unofficial until a specified threshold of participants is met or exceeded. When a Ranked Session "goes Official," all participants will have their iRating adjusted based on their performance within that group of drivers. Drivers' Safety Ratings are affected based on performance during Ranked Unofficial events. [\[See Driving Skill Rating, Section 4.\]](#)

**Unranked** - An event hosted by iRacing in which driving performance will not influence Safety Rating or iRating. [\[See iRacing Sessions and Competitions, Section 5.5.\]](#)

**Up Next** - A section of the iRacing interface which displays all Sessions created by iRacing that are scheduled to start within the next 30 minutes.

**Warm-Up Session** - An optional Session after Qualifying and prior to the Race Session which allows drivers, broadcasters, administrators, and spectators a bit of extra time to prepare before the starting the Race Session. [\[See Warm-Up, Section 6.6.\]](#)

**Wave-By** - A Race Control signal given to drivers between the pace car and the race leader during the final lap of pacing which informs them to pass the pace car and begin catching up to the rear of the pace pack. [\[See Wave-By, Section 7.5.5.\]](#)

**Week 13** - Traditionally the final week of an iRacing Season. With the start of this week, most iRacing Official Series end, and single week Unranked events with a focus on fun fill the events calendar. Week 13 also usually sees the deployment of iRacing's quarterly updates and new content.

**White Flag** - A signal indicating the start of the final lap. [\[See White Flag, Section 7.2.\]](#)

**Withdraw** - The process by which an event participant removes themselves from the event. Depending on timing, this may have no penalty, or the driver may forfeit their position in the standings if the event had already started. [\[See Individual Registration, Section 6.1.\]](#)

**Yellow Flag** - A signal indicating a caution of some kind. [\[See Yellow Flag, Section 7.5.\]](#)