



Official Sporting Code

Table of Contents

1. General Principles.....	3
2. Conduct	4
3. License Class.....	6
4. Driver Skill Ratings.....	11
5. Competition	13
6. Race Procedures.....	21
7. Flag Signals.....	25
8. Penalties.....	28
9. Protests	31
10. Appeals.....	32
11. Hosted Sessions	34
12. Sanctioned Race Series	35
13. Multiclass Racing.....	36
14. World Championship and Pro Series	37

1. 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.

2. 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 official 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 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 will 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.

3. 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 Road 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 Road 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. License Class Examples



- 3.3.2.** Rookie License (including Rookie and Advanced Rookie) – Indicated by an official red stripe on the driver's car, helmet, and license image.
- 3.3.3.** Class D License – Indicated by an official orange stripe on the driver's car, helmet, and license image.

- 3.3.4.** Class C License – Indicated by an official yellow stripe on the driver's car, helmet, and license image.
- 3.3.5.** Class B License – Indicated by an official green stripe on the driver's car, helmet, and license image.
- 3.3.6.** Class A License – Indicated by an official blue stripe on the driver's car, helmet, and license image.
- 3.3.7.** 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.

3.4. Minimum Participation Requirements (MPR)

3.4.1. Rookie Licenses

- 3.4.1.1. Rookie License holders are required to participate in at least four Official Time Trial Sessions -or- two 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 Official Time Trial Sessions -or- four Official Race Sessions to be eligible to earn a License Class promotion within a particular race category. 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 Road racing category may complete the MPR for the current season by competing in four Time Trials or four race sessions in the Official Class D Skip Barber Race Series. If the same driver were to run race sessions in the Advanced Rookie Solstice Series (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.

3.5. Incidents

- 3.5.1.** The iRacing software monitors all official 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 session into a driver's Safety Rating.

3.6.1.1. Table of Corner and Incident Multipliers

Session Type	Sim Session	Weight
Time Attack	Time Attack	0.00
Practice	Lone Practice	0.00
Practice	Open Practice	0.00
Qualify	Lone Qualifying (Oval)	0.35
Qualify	Lone Qualifying (Road)	0.50
Time Trial	Time Trial	0.35
Race	Warm Up	0.50
Race	Race	1.00

3.6.2. Incidents are counted throughout each session, including during the cool-down period after the checkered flag.

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 session is finished.

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, Road, etc.) ranging from 0.00 - 4.99. Generally speaking, the higher the value, the safer the driver for that class and racing category combination.

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 race sessions safely, his or her Safety Rating will rise. Conversely, multiple incidents 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 higher 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 at any point during a season and having met the Minimum Participation Requirements (MPR) will be promoted to the next higher tier of License Class immediately.

3.10. Demotion

3.10.1. SEASON DEMOTION: Drivers with a 2.00 - 2.99 Safety Rating will remain with the same License Class, while drivers with a Safety Rating below 2.00 will be demoted to the next lower tier of License Class at the conclusion of the season.

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 next lower License Class.

3.10.2.1. Rookie and Class D License holders are not subject to demotions of any kind.

3.10.2.2. Class A License holders are only subject to Reckless Driver Demotions, unless the driver was already demoted from an iRacing.com Pro Series License.

3.10.2.3. 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 shown on the iRacing.com Members Website Series page. The minimum and maximum License Class requirements are displayed. All License Classes between the displayed Licenses are eligible.

4. Driver Skill Ratings

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, 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. ttRating (Time Trial Rating)

4.2.1. ttRatings are a measure of skill and proficiency in the Time Trial discipline and compare an individual driver's best average lap time at a particular track against the best recorded average lap time for the same car at that track.

4.2.2. Every driver has a separate ttRating for each category (ie: Oval, Road, etc.). Each category-specific ttRating is automatically calculated and updated to reflect the driver's performance in any Time Trial sessions joined in that category.

4.2.2.1. Only Time Trial sessions in a given category affect a driver's ttRating in that category. There is no cross-category influence on ttRating.

4.2.3. ttRatings 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.

4.2.4. ttRatings are calculated by averaging a driver's track ttRating at the last 8 tracks where he or she has completed an official Time Trial.

4.2.5. Drivers gain ttRating points by improving their personal time trial record relative to the best time trial on record for the same car at a given track.



4.2.6. Drivers will not gain ttRating points by finishing ahead of drivers with a higher ttRating, nor lose points based on other ttRatings. As a driver's personal average Time Trial for a given track gets closer to the existing record, he or she may gain ttRating points, if it moves further from the time trial record, he or she may lose ttRating points.

4.2.7. ttRatings are not visible to members in the Rookie License Class.



5. 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 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 9](#)).

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 9](#)).

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 official 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 official 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 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 (ie: Road, Oval, 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. Official 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 Official 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 Official Race Series will be divided into 10 Competition Divisions, grouping drivers of similar skill level in competition for the remainder of the season. Any Official Race Series open to members within the Rookie License Class shall also include an eleventh Competition Division specifically for Rookie License Class holders wishing to participate in that Race Series.

5.4.1.2. At the beginning of each Season, the iRacing system automatically partitions drivers into 10 Competition Divisions based on their iRating at the end of the previous season.

5.4.1.3. Throughout a Season, drivers are assigned to Competitive Divisions based on their current iRating.

5.4.1.4. Non-Standard Series typically will not be segmented into Competitive Divisions, unless otherwise stated in Series-Specific Supplemental Regulations.

5.4.2. Time Trial

5.4.2.1. Time Trial Competitive Divisions are determined in the same manner as Racing Competitive Divisions except using drivers' ttRating instead of iRating.

5.5. Official 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 updated throughout the week, and race sessions are gridded according to the qualifying order, as it exists at the race session start time.



5.5.1.2. Official lap times and incidents are recorded and factored into a driver's Safety Rating calculation for both attached and stand-alone qualifying sessions.

5.5.1.3. Drivers who have not posted a qualifying time before a race will start the race session from the back of the grid. If there are multiple drivers without qualifying times in a given race session, they will be gridded behind all drivers who have posted times, 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. Official lap times and incidents are recorded and factored into a driver's Safety Rating calculation.

5.5.3.3. All 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 Official 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 Official 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.

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

5.5.4.5. 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!

5.5.4.6. 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%

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

5.6. Individual Championship Points

5.6.1. Race Points

5.6.1.1. Race Event Points:

- A) Race Event Points are scored in 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 Official 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 Official 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 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 Official Series Races are averaged together to calculate 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 Official 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 Points

5.6.2.1. Time Trial Points:

- A) Time Trial Points are scored in Time Trial Sessions. A driver's best average lap time over the prescribed sequence of laps is recorded and points are awarded.
- B) Time Trial Points are awarded linearly. Strength of field is not calculated. The driver with the fastest average lap time over the prescribed sequence of laps is awarded 100 Time Trial Points. All drivers below the fastest driver are awarded Time Trial Points linearly with a precision of 1/1000th of a Time Trial Point between positions.
- C) Time Trial Points are kept in real time until the end of a Race Week, when they are frozen and finalized.

5.6.2.2. Season Time Trial Points:

- A) Season Time Trial Points are calculated by totaling a driver's weekly Time Trial 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.

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 Official Race Sessions in a given season.

5.7.1.2. Individual drivers and teams may participate in as many Official 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 Official Race Series shall crown an overall Season Race Champion, and Divisional Race Champions for each of 10 competition divisions.

5.7.1.4. Official 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

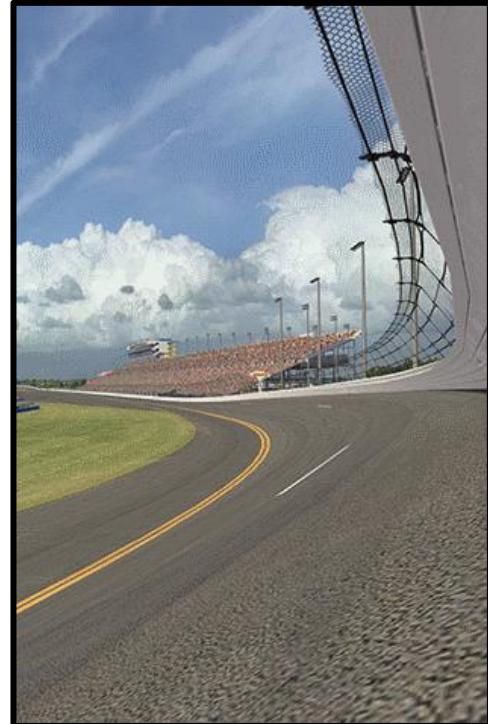
5.7.2.1. Although not displayed in the displayed Series Championship Points, these values extend several decimal places. This sometimes leads to the standings displaying a tie when there actually is not a tie. However, there are cases where the points are exactly the same to the decimal point. In these 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.

6. Race Procedures

6.1. Individual Registration

- 6.1.1.** All Official iRacing.com races are typically available for registration 30 minutes prior to the start of the event.
- 6.1.2.** A timer is visible in the iRacing.com Members Website Race Panel 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 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. You can learn more under the Teams dropdown menu on the iRacing.com Members Website.

6.3. Field Size

- 6.3.1.** The minimum number of drivers for an Official 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 Official 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 60 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.
- 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 60 second 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. Road**
 - 6.8.1.1.** Road race starts may be either in the form of a standing start or a rolling start depending on the series.
 - 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.
 - 6.8.1.4.** For a rolling start, the Oval starting rules apply (See Oval, [Section 6.8.2](#)).

6.8.2. Oval

- 6.8.2.1. Oval race starts will be in the form of a rolling start.
- 6.8.2.2. Once all drivers are on the grid, the pace car will lead the field around the track for at least 1 lap, and then exit the track as late as possible and enter pit lane.
- 6.8.2.3. 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. 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. The leader of the second pace line may not pass the leader of the first pace line (pole position) before the start/finish line. Doing so will result in a black flag Stop-and-Go penalty.
- 6.8.2.5. 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.

6.9. 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 series and all official 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 official session will be viewed by Race Control as deliberate reckless driving. A furled 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, intentionally malicious, or retaliatory wrecking 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](#)).

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 displayed motionlessly (Standing Yellow), this indicates danger, no passing is allowed, and be prepared to slow down.

7.5.3. When displayed with motion (Waving Yellow), this indicates extreme danger, no passing is allowed, be prepared to slow down, and that the track may be partially or completely blocked.

7.5.4. In either case, competitors may not pass until the yellow flag is removed, as indicated by the absence of the yellow flag and/or the presence of the green flag at the next corner station.

7.5.5. Yellow Flag Procedures – Road

7.5.5.1. On road courses, if a local yellow flag is displayed, passing is prohibited until the yellow flag is no longer displayed or is replaced by a green flag.

7.5.5.2. Drivers found to have passed under a local yellow flag may be assessed a black flag Stop-and-Go penalty by Race Control.

7.5.5.3. 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.

7.5.6. Yellow Flag Procedures – Oval

7.5.6.1. 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.

7.5.6.2. 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.

7.5.6.3. 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.

7.5.7. Wave-By

7.5.7.1. 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.

7.5.7.2. 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.

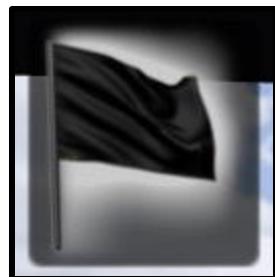
7.6. Black Flag

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 return to his or her pit box to serve the penalty.

7.6.4. When displayed with a white “X,” this indicates disqualification from the session. The driver will be removed from the session.



7.6.5. Black Flag Procedures

7.6.5.1. Race Control may assess three 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 him/her to rejoin the race.
- C) 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.

7.6.5.2. If a driver is assessed a black flag penalty by Race Control in any session, he or she must return to the pits to serve the penalty. Although the driver's lap count will continue uninterrupted, official lap times will not be recorded until the driver has served his/her penalty.

7.6.5.3. 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.

7.6.5.4. Failure to return to the pits and serve a black flag penalty will result in disqualification.

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.

8. 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 action having as its object to illegally alter the simulation, content, cars, tracks or any aspects of the software to gain unfair competitive advantage.
- 8.1.1.2.** Any fraudulent conduct or any act prejudicial to the interests of any competition or to the interests of internet racing in general.
- 8.1.1.3.** 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 furled 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.
- 8.1.1.4.** 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. Please see the video example at the following link. [What is Blocking?](#)
- 8.1.1.5.** 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](#)).
- 8.1.1.6.** 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.
- 8.1.1.7.** 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](#)).
- 8.1.1.8.** Drivers can only use the racing surface for Qualifying and Racing. The apron is not defined as racing surface. Drivers may not use the apron to gain an advantage in Qualifying or Racing. Any advantage will be determined by iRacing.com. A protest may be filed through the proper channels for this offense (See Protests, [Section 9](#)).

8.1.1.9. Driver may not use nefarious tactics to gain an advantage in Qualifying. For example, a driver could have a Prototype Class car slow down for the sole purpose of creating a drafting situation for the benefit of a slower class car. This may or may not include cutting the course. iRacing.com will determine what constitutes an advantage. Getting a draft through normal qualifying strategy or luck is okay.

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. This penalty is not subject to appeal.
- 8.2.1.2. Race Disqualification. This penalty is not subject to appeal.
- 8.2.1.3. Restrictions to various parts of iRacing.com and/or the iRacing simulation. This penalty may be subject to appeal (See Appeals, [Section 10](#)).
 - A) Restricted from participating in Race and Qualifying sessions for all Official Series.
 - B) Restricted from participating in any and all multiplayer Sessions.
 - C) Restricted from participating Hosted Sessions.
 - D) Restricted from spectating Sessions.
 - E) Restricted from using in-Simulation voice chat, text chat, and/or both voice and text chat.
 - F) Suspended from the entirety of iRacing.com.
- 8.2.1.4. Indefinite revocation of iRacing.com membership. This penalty may be subject to appeal (See Appeals, [Section 10](#)).

8.2.2. If a member is assessed probation or suspension, he or she must serve the full term of the penalty while his or her iRacing.com membership is active.

8.2.3. 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.



9. 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 is located at the [File Protest](#) link within the Help menu dropdown of the iRacing.com Members Website or in the Session Results page. This is the only method to formally lodge 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.

10.1.2. All iRacing.com members are afforded one free appeal for each regular 12-week racing season.

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. 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:

Case #: CAS-2816-XSWYLN
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.

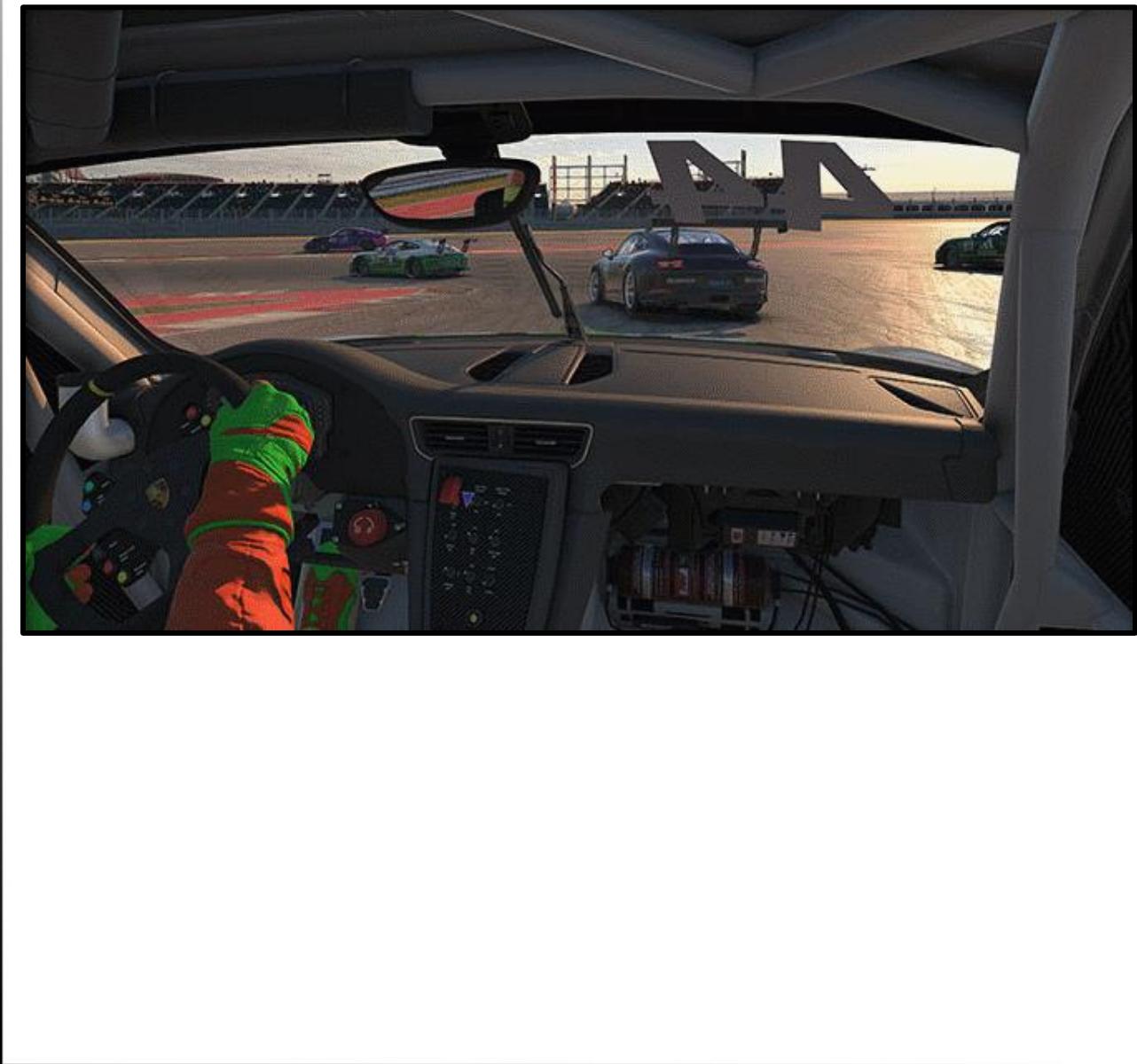
10.4.3. All iRacing.com members expressly agree that if any member initiates or maintains any claim, suit or action in violation of the above provision, that member will reimburse iRacing.com for all costs and expenses relating to the claim, suit or action, including attorneys' fees, and that such amount 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 official multiclass races are typically gridded based on qualifying speed in that class of car in which the driver qualified. For instance, if a driver's slowest qualifying speed is in a Riley DP, he will be gridded behind all other Riley DPs but in front of all Ford Mustangs.

13.1.3. Drivers that do not post a qualifying time prior to an Official Race will be gridded at the back of the field ordered by car class and iRating.

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 and Pro Series

This section is specific to the NASCAR Peak Antifreeze Series, NASCAR Pro Series, iRacing.com World Championship Grand Prix Series, iRacing.com Pro Series Road Racing and any other World Championship level or Pro Series as outlined in other iRacing.com World Championship Series and Pro Series information located [HERE](#).

14.1. Sportsmanship and the Sporting Code

14.1.1. All drivers in any Pro or World Championship Series will be held to the highest standards of behavior and sportsmanship on and off the track. The drivers in these series are the best in the world and represent the 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 Series will treat other drivers, iRacing.com officials, employees, and the greater community with respect and dignity on and off the race track and will not bring the sport of Sim racing or iRacing.com into disrepute with their actions or words. The iRacing Official Sporting Code is in full effect for these series as applicable.



14.2. Live Officiating

14.2.1. On Track Incidents

14.2.1.1. In-Race officials have the ability and right to issue a penalty up to and including disqualification from the race and removing a driver from the race server for actions that violate the iRacing Official Sporting Code.

14.2.2. Black Flags

14.2.2.1. In-Race officials have the ability and right to clear Black Flags that are erroneously given to a competitor during the race under certain conditions. These conditions may include the following:

A) Unsafe Pit Entry for Avoiding or Involvement in a Multicar Incident: If a driver uses pit lane under race conditions to avoid an accident and is issued this penalty. The driver must inform the officials that he or she received this penalty for the actions stated and the official will review the incident.

B) Entering Closed Pit: If a driver enters pit road under green flag conditions and the yellow flag is waved while the driver is on pit road or during his or her stop. The driver must inform the officials that he or she received this penalty for the situation as stated and the official will review the incident.

C) Passing a Car before the Start/Finish Line on a Start or Restart: If an accident happens on a race start/restart, a car is given a black flag for passing a car involved in the accident. Or if a driver passes a car not directly involved in the accident, but passing the car is determined by the officials to be in the interest of safety, the official may clear the black flag.

14.2.3. Pitting

- 14.2.3.1. **Green Flag Pit Exit:** When exiting the pits under green flag drivers will merge onto the track as defined by the iRacing.com Director of Competition via driver's meeting email prior to the event.
- 14.2.3.2. **Yellow Flag Pit Entry:** Pit road entry is defined by the yellow cones. Drivers must be in single file directly behind the car in front of them when entering pit road. Drivers must enter pit road in the acceleration lane.

14.2.4. Safety and Minimum Speed

- 14.2.4.1. Drivers may be asked to move to the rear of the field for internet and/or race server connection issues that may affect the racing and safety conditions of all drivers.
- 14.2.4.2. Cars that are damaged may be parked if it is deemed the damaged car is a safety and/or competition hazard.
- 14.2.4.3. Competitors must maintain a race speed that is safe for all competitors. If a driver is deemed to be off the pace and creating a safety hazard, he or she may be parked. iRacing may institute a minimum speed standard on a race based on the average lap times of the race leaders. If any driver is unable to maintain the defined lap time he or she may be parked.

14.2.5. Racing Surface

- 14.2.5.1. The racing surface is apparent and defined in the track map located in the Tracks section of the iRacing.com Members Website. Attempts to use surfaces outside of the defined racing surface as an advantage will disqualify any competitor from the race and/or Series in progress.

14.2.6. Race Starts and Restarts (Oval)

- 14.2.6.1. When the green flag is waved, no driver may move from the lane in which Race Control placed them until after the start/finish line has been crossed.

14.2.7. Free-Pass (Lucky-Dog)

- 14.2.7.1. Lucky-Dog events are managed and controlled by the iRacing Race Control.
- 14.2.7.2. Procedures:
 - A) Cars that have been lapped are considered for who gets the Lucky Dog first based on how many laps down the car is, and second based on the pacing order that the caution has settled into.
 - B) Lapped cars will not be considered for the Lucky Dog if they were involved in anything that may be related to causing the caution, or if they were carrying a black flag at the time of caution, or if they do anything unacceptable during the caution before the Lucky Dog gets waved around.
 - C) The best remaining Lucky Dog candidate will get waved forward a lap as they cross the start/finish line while the lead lap cars are pitting, regardless of if the lead lap cars actually pit.

D) The moment you get issued the Lucky Dog, the spotter will say "You are the Lucky Dog, get your lap back by passing the field on the outside."

E) The moment someone else gets issued the Lucky Dog, the spotter will say "Car [Number] got the Lucky Dog, let them by on the outside."

14.3. Incidents, Penalties, and Review

14.3.1. Principle

14.3.1.1. iRacing.com establishes an experienced panel to review each race in the World Championship Series and Pro Series.

14.3.1.2. A points-based system will be applied with regard to car-to-car incidents where fault may be assigned and single car accidents.

14.3.1.3. The Director of Competition will determine the incidents to be reviewed and send the entire race replay to the officials for their review.

14.3.1.4. Drivers will be notified of the review results via email prior to the next race.



14.3.2. Incidents

14.3.2.1. All incidents causing a caution period will be reviewed.

14.3.2.2. Incidents need not result in a yellow flag caution period to be reviewed. If an incident causes significant loss of track position, enough damage to require pitting to repair, or damage which may preclude one driver from finishing the race, the incident may be reviewed. The Director of Competition will determine the incidents to be reviewed.

14.3.2.3. In Oval Series, incidents involving a driver losing control of his or her car resulting in either a self-spin and/or contact with another car may also be reviewed. Self-spins are an automatic fault and will result in the maximum points allowed per incident.

14.3.2.4. All incidents will be reviewed to determine if drivers did not make an adequate attempt to slow for an accident, thereby creating unsafe conditions for their fellow drivers. This includes making contact with other cars and/or speeding up to take advantage and gain positions over drivers safely slowing down.

14.3.2.5. The Director of Competition may apply additional sanctions above and beyond the incident points if the Director of Competition determines the driver was intentionally negligent.

14.3.3. Fault Points

14.3.3.1. Each official has two fault points to give to the driver he or she feels is at fault. The official may split the two fault points when the official believes fault is shared between two drivers. The official can also choose to give zero fault points if the official feels that no fault can be determined.

14.3.3.2. Each incident against a driver is worth four fault points. After a driver's first fault, all additional fault points against that driver for the remainder of the race are doubled. After a fifth fault a driver is suspended for one race. Shared fault is still considered fault.

14.3.3.3. In Oval Series, fault points for an incident with 10 laps or less remaining in the race will be doubled.

14.3.3.4. The application of fault points and penalties will be explained in the driver meeting prior to the race.

14.3.3.5. The fault points referred to in this section are tallied independently from the regular iRacing incidents. They have no effect on a driver's Safety Rating. Regular iRacing incidents are still applied and affect your Safety Rating as usual during these races.

14.3.3.6. The review process outlined above does not replace any part of the iRacing Official Sporting Code. This is an additive process and iRacing.com reserves the right to take other actions outside of those described in the iRacing Official Sporting Code for conduct or actions detrimental to a Race Series.

14.3.4. Appeal

14.3.4.1. Drivers may submit an appeal to the Director of Competition within 24 hours of being notified of the review outcome. If the outcome is with regards to a racing incident, this appeal must contain a replay with footage of the entire lap before the incident, the incident, and until the car stops moving. The Director of Competition will issue a decision, which is final.

14.3.4.2. All appeals after the first cost a driver two Championship Points if the appeal is filed without a replay, or the fault is upheld. Championship Points spent in this way are returned if a fault is overturned through the appeal process.

