FIRST

OFFICIAL SPORTING CODE

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1. General Principles

1.1. iRacing.com and FIRST

1.1.1. iRacing.com exists to create the world's most authentic racing simulations, enable and organize real-time, online racing, and advance and expand motorsport.

1.1.2. FIRST is the global sanctioning body for internet racing conducted through and by iRacing.com. Its mission is to organize, facilitate and execute internet racing competitions, providing structure, consistency and fairness.

1.1.3. FIRST, as governed by its board of directors, shall be the sole sporting authority entitled to make and enforce regulations for internet racing competitions as hosted by iRacing.com.

1.1.4. FIRST 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. FIRST Structure

1.2.1. FIRST shall be governed by a Board of Directors, the chairman of which shall be appointed by iRacing.com Motorsport Simulations, LLC. Other directors shall be appointed by the chairman of FIRST.

1.2.2. The FIRST Board of Directors shall establish the FIRST Competition Board to preside over all FIRST business related to matters of internet racing.

1.2.3. The FIRST Competition Board may consist of voting and non-voting members and may, at the discretion of the Board of Directors, convene general meetings with both voting and non-voting members, as well as private meetings open only to voting members.

1.3. FIRST Sporting Code

1.3.1. To ensure fair and consistent governance of internet racing competition, FIRST has established the FIRST Sporting Code.

1.3.2. The FIRST Sporting Code, and any addenda, shall govern all internet racing events sanctioned by FIRST.

1.3.3. It is the obligation and responsibility of all iRacing.com members to read, understand and abide by the FIRST Sporting Code.

1.3.4. FIRST may from time to time, at its sole discretion, revise any or all of the FIRST Sporting Code.

1.3.5. Substantive changes to the FIRST Sporting Code will be published as official notifications on http://members.iracing.com.

1.3.6. FIRST may publish supplementary regulations pertaining to an individual series and/or event. These supplementary regulations are intended to augment the FIRST Sporting Code and/or modify certain elements of the Code to ensure fair and consistent competition in the particular series or event to which the supplementary regulations apply.

1.3.7. Unless specifically noted in the supplementary regulations, all rules set forth in the FIRST Sporting Code will apply to every FIRST-sanctioned event.

1.3.8. The FIRST Sporting Code affords every iRacing member assessed a penalty or named as a party to protest the right to appeal a decision made by FIRST (See Appeals, Section 9 below). Upon final resolution of such appeals, however, application and interpretation of the FIRST Sporting Code by FIRST officials shall be final and binding.

1.4. Conduct

1.4.1. Principles

1.4.1.1. At iRacing we believe that racing in the virtual world is as much a form of motorsport as racing in the physical one. Our expectation is that all members of our community – racers, officials and employees – will conduct themselves in the same way as a race 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.

1.4.1.2. Much of the satisfaction of being a member of our community comes from the personal relationships that are formed and maintained here. For that reason, we require members to register using their real names, which, in addition to facilitating friendships, promotes personal responsibility.

1.4.1.3. Emotions will run as high in our races as they do in all competitive environments. But rude behavior – whether in actions behind the wheel, in oral communications through in-sim chat, or in writing on forums – damages social relationships and has no place here.

1.4.1.4. The Terms of Use and End User Licensing Agreement to which you agreed upon joining iRacing stipulates that iRacing – including its sanctioning organization FIRST – will be the judge of what constitutes inappropriate on-track or interpersonal behavior, and shall have the authority to impose penalties up to and including revocation of membership. We will have zero tolerance for deliberate bad behavior, whether on- or off-track. Those

individuals who are habitually unable to treat others in an appropriate fashion will find themselves on the outside looking in.

1.4.2. On-Track Conduct

1.4.2.1. iRacing places a high value on responsible driving and fair competition. Accidents in racing are inevitable; they are a natural consequence of close competition. But the FIRST 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.

1.4.2.2. In the physical world, the risk of injury and expensive car repairs serves as a natural deterrent to reckless driving. Because those risks don't exist in the virtual world, iRacing has developed 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.

1.4.2.3. While it is not feasible for iRacing to directly monitor every on-track session, FIRST officials will randomly select sessions to monitor. Drivers can also report reckless and/or erratic driving and attempts at on-track intimidation (See Reckless Driving, sections 5.1.11 and 5.2.11, below) to FIRST officials by emailing a complete description of the incident (including series name, session time, and drivers involved in the incident) to Protest@iRacing.com (See Protests, Section 8, below). Failure to drive with respect for other competitors will lead to substantial sanctions. Those who habitually engage in bad on-track behavior will be removed from our community.

1.4.3. Voice and Text Chat

1.4.3.1. iRacing 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 will lead to the cancellation of the offender's membership.

1.4.4. Forums and iRacing World

1.4.4.1. The iRacing forums and iRacing World are 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, accuse or attack another member or official are forbidden. Those who engage in a pattern of such behavior will face penalties that may include revocation of membership.

1.4.4.2. The Private Messaging function is considered part of the iRacing Forums and iRacing World, 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. FIRST Licenses

2.1. Principles

2.1.1. In an effort to provide the best possible racing experience for all competitors, iRacing.com™ has instituted a licensing process for all members.

2.1.2. Members start at Rookie and progress. Higher-level licenses are awarded based on on-track safety record and experience. Each racing series is restricted to certain license levels, grouping drivers with similar safety records. iRatings, which measure driver skills based on competitive results, do not impact FIRST licenses.

2.1.3. After a member's initial period as a Rookie, FIRST licenses are awarded (or lost) only at the completion of an iRacing.com™ Season. Members earn licenses sequentially within a particular iRacing.com™ Category, Road Racing or Oval Track Racing.

2.2. Earning a FIRST License

2.2.1. Each new iRacing.com™ member starts with a Rookie License for each racing Category, Road and Oval. Thereafter, FIRST licenses must be earned.

2.2.2. License advancement is based on two factors:

2.2.3. Completion of a minimum participation requirement.

2.2.4. Achievement of a minimum safety record.

2.2.5. Licenses are earned or lost only at the end of a season. In the case of STANDARD series (see Series, section 4.24), the season will be 12 weeks in length. In the case of NON-STANDARD series, the season may be shorter or longer. The most common NON-STANDARD series are Rookie series, the seasons for which are four weeks.

2.2.6. Licenses must be obtained in sequential order, and although a member's safety record in one racing Category does have some influence on his or her safety record in another racing Category, the minimum requirements and license progression are Category-specific.

2.3. License Levels

2.3.1. Rookie License (including Rookie and Advanced Rookie) – Indicated by Red Stripe on Car and License

2.3.2. Class D FIRST License – indicated by Orange Stripe on Car and License

2.3.3. Class C FIRST License – indicated by Yellow Stripe on Car and License

2.3.4. Class B FIRST License – indicated by Green Stripe on Car and License

2.3.5. Class A FIRST License– indicated by Blue Stripe on Car and License

2.3.6. iRacing.com™ Pro Series License (limited to the top rated drivers in the world) – indicated by Black Stripe on Car and License

2.4. Minimum Participation Requirements

2.4.1. Rookies are required to complete at least four **official** Time Trial sessions OR two **official** Race Sessions during the current 12-week racing season in order to earn a Class D license (provided their safety record meets the minimum standard) in a particular category.

2.4.2. All non-rookies are required to participate in at least four **official** Time Trial sessions OR four **official** Race sessions during the current 12-week racing season in order to be promoted (provided their safety record meets the minimum standard) in a particular category.

2.4.3. For a race to be official, the race must meet the official minimum field size requirements. For a driver to be credited with an official race start, the driver must complete at least one lap in an official race session and receive championship points.

2.4.4. A Time Trial is only official if a driver completes the required number of consecutive incident free laps and receives a Fastest "X" Lap Avg. time in the session.

2.4.5. Sessions must be completed by the driver in series with minimum license eligibility requirements that match the driver's current license level in a given category. Sessions completed in series for which the driver is only eligible by virtue of a 4.0 or higher Safety Rating (see section 2.9.2, "racing up") will count toward the minimum participation requirements. Sessions completed in series with minimum license eligibility requirements below the driver's current license level (see section 2.9.3, "racing down") will not count.

Example: a driver with a Class D road racing license may complete the minimum participation requirements for the current season by competing in four Time Trials or four Race sessions in the Class D Skip Barber Race Series. Likewise, if the

same driver, by virtue of a 4.0 or higher Safety Rating, gains access to and completes sessions in the Class C Formula Mazda series (racing up), these sessions will count towards the minimum participation requirement. But if the same driver runs sessions in the Advanced Rookie Solstice series (racing down), the sessions will not count towards his/her minimum participation requirement.

2.5. Incidents

2.5.1. The iRacing.com software monitors all official on-track sessions (not including Testing) and any incidents that occur therein. Each incident type is given a certain value (see list below), and the software automatically tallies each driver's incidents for each session. (See Table 2.5)

Table: 2.5

Light contact with another driver =	0x
wheels off the racing surface =	1x
Loss of control =	2x
Contact with other objects =	3x
Heavy contact with another driver =	4x

2.5.2. Non-additive nature of incidents – In the event of multiple concurrent incidents, only the most serious (e.g., 3x vs. 1x) is counted.

2.5.3. The iRacing.com™ software does not attempt to determine fault. Incidents are assessed to all involved drivers individually on a no-fault basis – no matter the circumstances.

2.6. Safety Rating

2.6.1. Safety Rating is a measure of a driver's overall safety record and is calculated using a formula that takes into account the number of corners a driver passes through and the number and severity of incidents that driver accumulates in the process. These factors are averaged over a set number of laps and updated as each new session is completed.

2.6.2. Each class of license (in each category, Oval or Road) has a related range of Safety Ratings: 0.00 – 4.99.

2.7. Corner & Incident Multipliers

2.7.1. iRacing.com™ places a high priority on safe driving at all times, but 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 & Incident Multipliers are applied when averaging a newly completed session into a driver's Safety Rating.

2.7.2. Current Corner & Incident Multipliers are shown below in Table 2.7. Note that incidents are counted throughout each session, including during the cool-down period after the checkered flag has been shown.

Table 2.7

Session Type	Sim Session	Weight
Practice	Lone Practice	0.0
Practice	Open Practice	0.0
Qualify	Lone Qualifying (Oval)	0.35
Qualify	Open Qualifying (Road)	0.5
Time Trial	Time Trial	0.35
Race	Warm Up	0.5
Race	Race	1
Unofficial Race	Warm Up	0.35
Unofficial Race	Race	0.35

2.8. Minimum Safety Requirements

2.8.1. A driver must achieve and maintain a Safety Rating within a certain range to advance to the next license level at the end of a season. A driver can track his or her safety record by the Safety Rating number on each category-specific license.

2.8.2. Drivers will start out with a Rookie License with a Safety Rating of **2**.50 in each category. As they complete sessions safely, their Safety Rating will rise. Conversely, multiple incidents will cause their safety rating to fall.

2.8.3. Drivers having earned **3**.00 – **4**.99 Safety Rating during the course of a season will be promoted to the next higher license level at the conclusion of that season (provided the minimum participation requirement is met).

2.8.4. Drivers with a **2**.00 - **2**.99 Safety Rating will remain at the same license level, and drivers with a Safety Rating below **2**.00 will be demoted to the next-lower license level at the conclusion of the season.

2.9. Series Eligibility

2.9.1. In order to be eligible to compete in a given iRacing.com™ racing series, a driver must possess a category-specific license meeting the minimum series eligibility requirement.

2.9.2. In some cases, drivers may "race up," participating in series primarily intended for the next higher license level once they have achieved a 4.0 or higher Safety Rating.

2.9.3. In all cases, drivers may "race down," participating in series primarily intended for drivers at lower license levels.

2.9.4. Rookie Series are open to all iRacing members, rookie competition license or higher.

2.9.5. Advanced Rookie Series are open to Rookie license holders who have achieved a Safety Rating of **3**.00 or higher and to drivers holding a Class D or above license.

2.9.6. Class D Series are open to Rookie license holders who have achieved a Safety Rating of **4**.00 or higher and to drivers holding a Class D or above license.

2.9.7. Class C Series are open to Class D license holders who have achieved a Safety Rating of **4**.00 or higher and to drivers holding Class C or above licenses.

2.9.8. Class B Series are open to Class C license holders who have achieved a Safety Rating of **4**.00 or higher and to drivers holding Class B or above licenses

2.9.9. Class A Series are open to Class B license holders who have achieved a Safety Rating of **4**.00 or higher and to drivers holding Class A or Pro licenses

2.9.10. iRacing.com™ Pro Series are open only to the top Class A license holders in the world for a specific category, based on iRating.

2.10. Vehicle Classes

2.10.1. FIRST classifies all competition vehicles based on weight-to-power ratio and other factors. There are six classes of vehicles: Rookie, Advanced Rookie, Class D, Class C, Class B and Class A.

3. Driver Skill Ratings

3.1. iRating

3.1.1. iRatings are a measure of racing proficiency and exist to ensure competitive racing and championships by maximizing the chances that similarly skilled drivers compete against one another .

3.1.2. 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, more prestigious Driver Divisions as their skills improve or return to a lower Division if the competition proves too difficult. (See Section 4.5, Divisions)

3.1.3. iRatings are 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. (See Section 4.7.2.1, Strength of Field)

3.1.4. Every driver shall have a separate iRating for each category (Oval and Road). Each category-specific iRating is automatically calculated and updated to reflect the driver's performance in any races joined in that category.

3.1.5. Only races in a given category affect a driver's iRating in that category. There is no cross-category influence on iRating.

3.1.6. Drivers gain iRating points by taking them away from other drivers in Official Race Sessions. (See Section 5.2.2.1, Field Sizes Per Race)

3.1.7. iRatings are not visible to members holding Rookie Licenses.

3.2. ttRating (Time Trial Rating)

3.2.1. ttRatings are a measure of 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.

3.2.2. 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 and more prestigious Driver Divisions as their skills improve or return to a lower Division if the competition proves too difficult. (See Section 4.5, Divisions)

3.2.3. Each driver shall have a separate ttRating for each category (Oval and Road). Each category-specific ttRating is automatically calculated and updated to reflect the driver's performance in any Time Trial sessions joined in that category.

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

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

3.2.6. A driver's track ttRating is the average of his/her last 4 time trials at a given track.

3.2.7. ttRatings are calculated by averaging a driver's track ttRating at the last 8 tracks where he/she has completed a time trial.

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

3.2.9. ttRatings are not visible to members holding Rookie Licenses.

4. Competition

4.1. Membership

4.1.1. Membership Status

4.1.1.1. An iRacing.com member is not an agent, servant or employee of iRacing.com or FIRST by virtue of such membership. With respect to any iRacing.com or FIRST related activities in which a Member engages, unless the Member is also an employee of FIRST or iRacing.com Motorsport Simulations, the Member shall act as and be deemed to be either an independent contractor or an employee of a person or entity other than iRacing.com or FIRST, and not an agent, servant or employee of iRacing.com or FIRST.

4.1.1.2. Each such Member assumes all responsibility, either by himself or his or her employer, for any charges, record keeping, premiums and taxes, if any, payable on any funds the Member may receive as a result of any activities as an iRacing.com Member and FIRST participant, including but not limited to, social security taxes, unemployment insurance taxes, workers compensation insurance, income taxes and withholding taxes.

4.1.1.3. Unless an exception is specifically granted by the FIRST Competition Board in writing in the form of supplementary series or event regulations, employees of iRacing.com or FIRST are ineligible for all competition awards and prizes.

4.1.2. Suspension

4.1.2.1. iRacing.com or FIRST may suspend a Member for a definite or indefinite period of time in the interest of internet racing, iRacing.com, FIRST or the membership. The affected Member may appeal such a suspension to the FIRST Competition Board.

4.1.3. Involuntary Termination

4.1.3.1. iRacing.com or FIRST may terminate a membership at any time in the interest of internet racing, iRacing.com, FIRST or the membership. Such Member shall have no right to receive, and neither iRacing.com nor FIRST shall be obligated to refund any part or all of the fees previously paid by the Member to iRacing.com. The affected Member may appeal such a termination to the FIRST Competition Board according to the procedure and subject to the limitations set forth in Section 9 of this document (Appeals).

4.1.4. Membership Required

4.1.4.1. 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.

4.1.5. Membership Non-Transferable

4.1.5.1. 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.

4.1.6. Removal from an event

4.1.6.1. A FIRST Official may remove a member from an event to promote the orderly conduct of the Event

4.2. Sanctioning

4.2.1. Event Sanctioning

4.2.1.1. A FIRST-sanctioned Event is an Event which awards championship points for Individual or Club Championships.

4.2.1.2. Individuals holding a current, valid FIRST Competition License for a Class of Vehicle are authorized to participate in Events within that Competition Class.

4.2.1.3. FIRST shall sanction two types of championships: INDIVIDUAL and CLUB.

4.2.2. Competition Calendar

4.2.2.1. FIRST shall publish an annual Competition Calendar on or before January 1st of each calendar year, dividing the year into four 12-week seasons.

4.2.2.2. Each season shall be subdivided into 12 individual race weeks.

4.2.3. Categories

4.2.3.1. FIRST-sanctioned competition is currently divided into two categories, based on the nature of the racing venue: ROAD and OVAL.

4.2.3.2. Although all elements of competition, including licenses, series, sessions, points and championships, are generally unique to a particular category, FIRST reserves the right to introduce competitions that include both ROAD and OVAL courses.

4.2.4. Series

4.2.4.1. Within each category, FIRST sanctions various racing series. Each series is defined by its season schedule (ordered list of host venues, including track configurations), vehicle and license eligibility requirements. FIRST reserves the right to modify any series schedule at any time. Any series schedule modifications will be published as official notifications on http://members.iracing.com.

4.2.4.2. FIRST sanctions two varieties of series: STANDARD and NON-STANDARD.

4.2.4.3. Standard series feature 12 weeks of competition at a defined list of venues for a defined range of license holders in a particular class of vehicles.

4.2.4.4. Non-standard series include four-week Rookie series and any other series that do not follow the normal 12-week season as set forth in the FIRST Competition Calendar.

4.2.4.5. FIRST will publish series-specific Supplemental Regulations for all non-standard series.

4.2.4.6. Within each series are two different driving competitions: RACE and TIME TRIAL. Members may compete in one or both.

4.2.5. Rookie Series

4.2.5.1. Rookie Series are non-standard series in both categories (Oval and Road) reserved for new iRacing.com members holding Rookie competition licenses. Rookie series are intended to be educational, allowing new members the opportunity to build skills, acclimate to the iRacing simulation software and community and the sport of internet racing.

4.2.5.2. Rookie series shall typically include four race weeks.

4.3. Competitor Releases

4.3.1. Advertising and Promotion Releases

4.3.1.1. Each member, by participating in any FIRST-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 FIRST-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.

4.3.2. Broadcast and Other Rights

4.3.2.1. Each member, by participating in any FIRST-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 FIRST-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 FIRST-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.

4.4. Divisions

4.4.1. Racing

4.4.1.1. Each standard Race series will be divided into 10 competition divisions, grouping drivers of similar skill level in competition for the remainder of the season. Any standard series open to holders of rookie competition licenses shall include an eleventh division for any rookie license holders participating in that series.

4.4.1.2. At the beginning of the third race week of each season, the iRacing.com system will automatically partition each series into 10 (or 11 when appropriate) competition divisions based on the number of drivers who have competed in that series during the first two race weeks and the range of their current iRatings.

4.4.1.3. Drivers will be assigned to divisions based on their current iRating.

4.4.1.4. Drivers who have not participated in any official sessions during the first two weeks of the season will not be assigned to a division until they have completed an official session.

4.4.1.5. Non-standard series (e.g., four-week rookie series) will not be segmented into divisions, unless otherwise stated in series-specific supplemental regulations.

4.4.2. Time Trial

4.4.2.1. Each standard Time Trial series will be divided into 10 competition divisions, grouping drivers of similar skill level in competition for the remainder of the season. Any standard series open to holders of rookie competition licenses shall include an eleventh division for any rookie license holders participating in that series.

4.4.2.2. At the beginning of the third race week of each season, the iRacing.com system will automatically partition each series into 10 (or 11 when appropriate) competition divisions based on the number of drivers who have competed in that series during the first two race weeks and the range of their current ttRatings.

4.4.2.3. Drivers will be assigned to divisions based on their current ttRating.

4.4.2.4. Drivers who have not participated in any official sessions during the first two weeks of the season will not be assigned to a division until they have completed an official session

4.4.2.5. Non-standard series (e.g., four-week rookie series) will not be segmented into divisions, unless otherwise stated in series-specific supplemental regulations.

4.5. Sessions

4.5.1. Principle

4.5.1.1. Standard FIRST-sanctioned series include four types of official sessions: PRACTICE, QUALIFY, RACE and TIME TRIAL. Each session is subject to the same category, schedule, license and vehicle eligibility requirements, as well as all series- and event-specific supplemental regulations, as the series with which they are associated. EVENT points are scored in Official Series Races.

4.5.2. Testing

4.5.2.1. TESTING is unofficial and not associated with any particular series, season or category.

4.5.3. Practice

4.5.3.1. Practice sessions are unstructured practice time. Official lap times and incidents are recorded, but practice incidents are not factored into a driver's official safety rating calculation (see Licenses, sections 2.5 – 2.7 above)

4.5.3.2. Practice sessions are generally 30 minutes in length.

4.5.4. Qualifying

4.5.4.1. Qualifying sessions determine the overall weekly qualifying order, which is used to grid cars in race sessions. The order is updated throughout the week, and race sessions are gridded according to the qualifying order as it exists at the session start time.

4.5.4.2. Official lap times and incidents are recorded and factored into a driver's official safety rating calculation (see Licenses, sections 2.5 – 2.7 above).

4.5.4.3. Drivers who have not participated in at least one qualifying session during a given race week will start race sessions 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 iRating to lowest.

4.5.4.4. Road racing qualifying sessions are generally 30 minutes in length and can include multiple cars on track at once.

4.5.4.5. Oval-category series feature single-car qualifying, with a driver's qualifying time being the best of four laps.

4.5.5. Time Trial

4.5.5.1. 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.

4.5.5.2. The number of laps in a full sequence will vary from track to track and configuration to configuration and will be indicated in the Series-specific supplemental regulations.

4.5.5.3. If a driver completes more than the prescribed number of consecutive, incident-free laps, the system will automatically record the average lap time through best sequence of consecutive laps.

4.5.5.4. Official lap times and incidents are recorded and factored into a driver's official safety rating calculation (see Licenses, sections 2.5 – 2.7 above).

4.5.6. Race

4.5.6.1. Race sessions are real-time competition with multiple cars on track at the same time.

4.5.6.2. Official lap times and incidents are recorded and factored into a driver's official safety rating calculation (see Licenses, sections 2.5 – 2.7 above).

4.5.6.3. All Official Race sessions are recorded and factored into a driver's official iRating calculation (see iRatings, section 3.1 above).

4.6. Individual Points

4.6.1. Race Points

4.6.1.1. RACE EVENT points are scored in Official Series Races.

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

4.6.1.3. Race event points are adjusted for field size. The larger the field the smaller the difference in points awarded for each finishing position.

4.6.1.4. RACE WEEK POINTS: Drivers may compete in as many Official Series Races as they choose in a given race week.

4.6.1.5. The race event points earned by a driver in a given race week will be averaged at the conclusion of each Official Series Race during the week. The final average at the conclusion of the race week will be the driver's race week point total and count towards the season championships in that series.

4.6.1.6. SEASON RACE POINTS are calculated by totaling the race week points earned by a driver in a given series in a single season. A driver's best 8 weeks of the 12 Race weeks will count towards Individual and Club Championships.

4.6.2. Time Trial Points

4.6.2.1. 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 awarded.

4.6.2.2. Time Trial points are awarded linearly. There is no strength of field calculated. The driver with the fastest average lap time over the prescribed sequence of laps is awarded 100 points. All drivers below are awarded points linearly with a precision of 1/1000th of a point between positions.

4.6.2.3. Time Trial points are kept in real time until the end of a Race Week, when they are frozen and finalized.

4.6.2.4. 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 12-race-week season will count towards the Overall and Divisional Time Trial Championships.

4.7. Club Points

4.7.1. Club points are calculated by averaging for each club the Individual Championship point totals of the top 50% of drivers in each division in each series, according to the current season championship standings in each of the 10 Divisions for every Standard Series.

4.7.2. Only drivers holding a Competition License of Class D, C, B, and A shall be eligible to score points for their respective clubs.

4.7.3. Drivers holding a Rookie Competition License are not eligible to score points for their respective Clubs.

4.7.4. Points awarded to Drivers holding a Rookie Competition License and a Safety Rating of 4.0, driving in a Class D Series will not score points for their respective clubs.

4.7.5. Club points are updated in real time throughout the season and fluctuate until the end of the season.

4.7.6. If a club has no drivers competing in a given division, the club will be credited with a point average in that division equal to the average of the point averages of all of the other clubs in that division.

4.8. Individual Championships

4.8.1.iRacing.com World Championships

4.8.1.1. The individual race championships shall be known as the iRacing.com World Championships and will be decided by a driver's accumulation of points in official RACE sessions in a given season.

4.8.1.2. Individual championship competition involves a single driver competing for a season title by accumulating race week points in official sessions.

4.8.1.3. Drivers may participate in as many official sessions as they like during a given race week. Points will be finalized at the end of the race week and recorded as the driver's official points for that week. These finalized race week points count towards a driver's season-ending point total.

4.8.1.4. Each standard series shall crown an overall season race champion and divisional race champions for each of 10 competition divisions.

4.8.1.5. Standard series open to rookie competition license holders will crown champions for 11 competition divisions, including the 10 regular divisions and the eleventh rookie-only division. (See Divisions, section 4.4.1 above).

4.8.1.6. Although Race Points, Race Week Points and Season Race Points are calculated, non-standard, four-week Rookie Series do not include seasonal championships.

4.8.2.Time Trial World Championships

4.8.2.1. The individual Time Trial championships shall be known as the iRacing.com World Championship Time Trials and will be decided by a driver's accumulation of points in TIME TRIAL sessions in a given season.

4.8.2.2. Each standard series shall crown an overall season Time Trial champion and divisional Time Trial champions for each of 10 competition divisions (see Divisions, section 4.4.2 above).

4.8.2.3. Standard series open to rookie competition license holders will crown champions for 11 competition divisions, including the 10 regular divisions and the eleventh rookie-only division. (See Divisions, section 4.4.2 above).

4.8.2.4. Although Time Trial Points, Race Week Time Trial Points and Season Time Trial Points are calculated, non-standard, four-week Rookie series do not include seasonal championships.

4.9. Club Championships

4.9.1.Club championships shall be known as the World Cup of iRacing.

4.9.2. Club championships are contests between geographically-based clubs competing for season titles and shall be decided by aggregating the Individual Championship point totals from eligible drivers (See Club Points, section 4.7 above) within the club across all series and divisions.

4.9.3. If a club has no drivers competing in a given division, the club will be credited with a point total for that division equal to the average of the point totals of all of the other clubs in that division.

5. Race Procedures

5.1. Road Course

5.1.1. Registration

5.1.1.1. All FIRST Sanctioned races are available for registration 30 Minutes prior to the start of the event.

5.1.1.2. A timer will be visible in the Member Website Race Panel counting down to the start of the Race Session.

5.1.1.3. Anytime between the opening of registration and 2 minutes prior to the session start time, drivers may withdraw from the Race Session without a point or iRating penalty.

5.1.1.4. Withdrawing from a Race Session with 2 minutes or fewer left on the countdown timer may result in a forfeit.

5.1.1.5. Any driver forfeiting a race will be credited with a last-place finish and earn 0 points for that race. The race will be counted in the driver's Race Week Average (see RACE WEEK POINTS, section 4.6.1.4 above)

5.1.1.6. Any Driver forfeiting a race will be credited with a last-place finish and his/her iRating will reflect a negative change equal to a last place finish.

5.1.2. Race Splits

5.1.2.1. FIRST and iRacing.com seek to have similarly skilled drivers racing together in each event.

5.1.2.2. Should more drivers register for a race session than the track and/or series allows, the race will be split into fields of as close to equal number of cars as possible.

5.1.2.3. Drivers are placed in a race based primarily on their iRatings at the time of the race start.

5.1.2.4. Other factors can be and are taken into account for splitting races, as FIRST and iRacing see fit in order to improve the online competition environment.

5.1.3. Field Sizes and Race Lengths

5.1.3.1. Races will have a limited number of drivers as determined by the FIRST Competition Board in order to ensure safe and competitive racing within each License Class. The following table provides guidelines for STANDARD series field sizes and race lengths by license class. FIRST reserves the right, however, to adjust field sizes and race lengths as it deems necessary to optimize competition. (See Table 5.1)

Table 5.1

License Class	Minimum Drivers	Maximum Drivers	Minimum Race Length
Rookie	6	12	20 Minutes
Class “D”	7	14	30 Minutes
Class “C”	10	20	45 Minutes
Class “B”	12	30	60 Minutes
Class “A”	12	30	60 Minutes

5.1.4. Warm-up

5.1.4.1. Once race groups are parsed and the session has begun, each race will have a warm-up period of approximately 5 minutes.

5.1.4.2. Once warm-up is complete, the checkered flag will be displayed. After 10 seconds, the pre-gridding process will commence.

5.1.5. Gridding

5.1.5.1. Each driver will have 60 seconds to place his car on the starting grid.

5.1.5.2. Any driver not gridding his car within the 60 second time limit must start the race from his/her pit box, with a possible hold from Race Control to ensure safe entry onto the track.

5.1.5.3. The 60-second period for gridding time may be cut short if all drivers have entered their cars. When this occurs, Race Control will proceed directly to starting.

5.1.6. Starting

5.1.6.1. Standard road race starts will be from a standing start.

5.1.6.2. The countdown to the start of the race will be signified by the illumination of four (4) red lights. After a short delay, the 4 lights will turn green simultaneously, signifying the start of the race.

5.1.6.3. Any motion by a car prior to the display of the green flag/lights may be viewed by Race Control as a jumped start and result in a black flag Stop-and-Go penalty.

5.1.7. Flag Signals

5.1.7.1. Green Flag – Indicates the start of a race, clear track condition, and/or the cancellation of a previous flag condition.

5.1.7.2. White Flag – When displayed at start/finish line, indicates the start of the last lap and will be displayed to the leader first and then to the remainder of the Competitors.

5.1.7.3. Checkered Flag – Indicates the end of a session, warm-up period, or end of the race.

5.1.7.4. Yellow Flag – When displayed motionlessly (Standing Yellow), indicates danger, no passing, be prepared to slow down. When displayed with motion (Waving Yellow), indicates extreme danger, no passing, be prepared to slow down, track may be partially or completely blocked. In either case, Competitors may not pass until the Yellow flag is removed, as indicated by the absence of the Yellow flag and/or presence of the Green flag at the next corner station.

5.1.7.5. Blue Flag (blue with diagonal yellow stripe) – Indicates faster cars are approaching. This flag is informational only. 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.

5.1.7.6. Black Flag (furled) – When displayed furled, indicates a warning from Race Control and may require action, such as slowing on course, to avoid an in-session penalty.

5.1.7.7. Black Flag – When displayed unfurled, indicates an in-session penalty from Race Control, return to your pit box to serve your penalty. When displayed with a white “X,” indicates disqualification from the session.

5.1.7.8. Failure to comply with any Flag Signal may result in a Black Flag Penalty being assessed by Race Control.

5.1.8. Black Flag Rules

5.1.8.1. Race Control may assess three types of Black Flag Penalties:

5.1.8.1.1. Stop-and-Go – requires the penalized driver to return to his/her pit box and come to a complete stop inside the box before rejoining the race.

5.1.8.1.2. Stop-and-Hold – requires the penalized driver to return to his/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.

5.1.8.1.3. Disqualification -- Upon disqualification, a driver will have 30 seconds to pull off of the racing line and exit the session, after which Race Control will automatically remove the disqualified driver. Race Control will immediately remove from the session any driver disqualified for reckless driving.

5.1.8.2. If a driver is assessed a black flag penalty by Race Control in any session, he/she must return to 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.

5.1.8.3. 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 Enter/Exit/Tow Car to clear Black Flags is allowed as a convenience only in Testing, Practice, Qualifying and Time Trials).

5.1.8.4. Failure to return to the pits and serve a black flag penalty within 4 laps of notification from Race Control will result in disqualification.

5.1.9. Yellow Flag Procedures

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

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

5.1.9.3. In the event of a full-course caution, a yellow flag will be displayed at start/finish 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. Failure to do so will result in the driver being sent to the end of the longest pace line for the restart.

5.1.10. Pitting Procedures

5.1.10.1. For Race Control purposes, pit lane shall be defined by a pair of yellow cones, one on each side of the lane, indicating the start of pit lane and a pair of green cones, one on each side of the lane, indicating the end of pit lane.

5.1.10.2. Where possible, every pit area will include three individual lanes. In order from the inside pit wall, they are – the pit box or pit stall lane (where a driver's crew stands), the acceleration/deceleration lane and a fast lane.

5.1.10.3. When leaving his/her pit stall, a driver shall as quickly as is practicable enter the acceleration/deceleration lane in order to avoid incidental contact with cars being automatically placed into nearby pit stalls. Similarly, a driver shall remain in the acceleration/deceleration lane until just prior to entering his/her pit stall in order to avoid incidental contact with cars being automatically placed into nearby pit stalls.

5.1.10.4. 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.

5.1.10.5. 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.

5.1.10.6. 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.

5.1.10.7. The exit of pit lane may be closed, as indicated by Race Control. This closure may occur at the beginning of a race and continue until after the race has started. Leaving a closed pit lane under green flag conditions will result in a Stop-and-Go penalty.

5.1.10.8. A driver may call for a tow to the pits at any point during a session by pressing the "Enter/Exit/Tow Car" control, which will return the driver to his/her pit box and effect necessary repairs. The driver will not gain a time or lap-count advantage in the process and will rejoin the session with the same lap total as scored at the time he/she pitted for repairs. In any official race, a driver may only be towed into the pits (by pressing "Enter/Exit/Tow Car") once. A second attempt will result in removal from the race, and the driver's finishing position will be determined by his/her last lap completed. A driver

may pit under power, without pressing "Enter/Exit/Tow Car," (and without receiving repairs) as often as he/she chooses.

5.1.11. Reckless Driving

5.1.11.1. 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.

5.1.11.2. Driving in the opposite direction of race traffic during a post-race cool-down period 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.

5.1.11.3. Other deliberate reckless driving, including avoidable contact and intentional 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 Protests in accordance with Section 8 of the FIRST Sporting Code.

5.1.12. Other Penalties

5.1.12.1. 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.

5.1.12.2. Blocking – Any deviation by a driver from his or her racing line, which impedes the forward progress of a following car, will be considered blocking and may be grounds for Protest in accordance with Section 8 of the FIRST Sporting Code.

5.1.13. Official Completion

5.1.13.1. Unless otherwise stated in the Supplementary Regulations, all races will be run until the leader has completed the advertised distance. If unforeseen

circumstances prevent the completion of the advertised distance and/or it is impractical to continue the race within a reasonable time after it has been stopped, the race will be considered officially complete if the halfway mark has been reached by the leader.

5.1.13.2. In the event that a competitor disconnects from the service for any reason (e.g., interruption of Internet service or PC failure), the competitor may rejoin the race from his/her pit stall if he/she has not already been towed to the pits (by pressing "Enter/Exit/Tow Car") twice during the race. Rejoining the race after disconnection will be considered by Race Control as a tow to the pits (see Pitting Procedures, section 5.1.10.7). The competitor will rejoin with a lap count equal to that scored at the time of disconnection. If the competitor fails to rejoin prior to the end of the race, he/she will be scored as a DNF with a lap total equal to the number of laps completed at the time of disconnection.

5.1.13.3. In the event of race server failure or an interruption to the entire iRacing.com service, whether through loss of power, equipment failure, natural disaster or any other cause, official race results, including overall session and driver-specific performance data (including but not limited to points, iRating changes, incidents and lap times), will stand, unless FIRST publishes an official notification to the contrary to http://members.iracing.com.

5.2. Ovals

5.2.1. Registration

5.2.1.1. All FIRST-sanctioned races are available for registration 30 Minutes prior to the start of the event.

5.2.1.2. A timer will be visible in the Member Website Race Panel counting down to the start of the Race Session.

5.2.1.3. Anytime between the opening of registration and 2 minutes prior to the session start time, drivers may withdraw from the Race Session without a point or iRating penalty.

5.2.1.4. Withdrawing from a Race Session with 2 minutes or fewer left on the countdown timer may result in a forfeit.

5.2.1.5. Any driver forfeiting a race will be credited with a last-place finish and earn 0 points for that race. The race will be counted in the driver's Race Week Average (see RACE WEEK POINTS, section 4.1.6.4 above)

5.2.1.6. Any Driver forfeiting a race will be credited with a last-place finish and his/her iRating will reflect a negative change equal to a last place finish.

5.2.2. Field Sizes and Race Lengths

5.2.2.1. Races will have a limited number of drivers as determined by the FIRST Competition Board in order to ensure safe and competitive racing within each License Class. The following table provides guidelines for STANDARD series field sizes and race lengths by license class. FIRST reserves the right, however, to adjust field sizes and race lengths as it deems necessary to optimize competition. (See Table 5.2)

Table 5.2

License Class	Minimum Drivers	Maximum Drivers	Minimum Race Length
Rookie	6	12	40 Laps
Class "D"	7	14	50 Laps
Class "C"	10	20	60 Laps
Class "B"	12	30	60 Minutes
Class "A"	12	30	70 Minutes

5.2.3. Race Splits

5.2.3.1. FIRST and iRacing.com seek to have similarly skilled drivers racing together in each event.

5.2.3.2. Should more drivers register for a race session than the track and/or series allows, the race will be split into fields of as close to equal number of cars as possible.

5.2.3.3. Drivers are placed in a race based primarily on their iRatings at the time of the race start.

5.2.3.4. Other factors can be and are taken into account for splitting races, as FIRST and iRacing see fit in order to improve the online competition environment.

5.2.4. Warm-up

5.2.4.1. Once race groups are parsed and the session has begun, each race will have a warm-up period of approximately 5 minutes.

5.2.4.2. Once warm-up is complete, the checkered flag will be displayed. After 10 seconds, the pre-gridding process will commence.

5.2.5. Gridding

5.2.5.1. Each driver will have 60 seconds to place his car on the starting grid.

5.2.5.2. Any driver not gridding his car within the 60 second time limit must start the race from his/her pit box, with a possible hold from Race Control to ensure safe entry onto the track.

5.2.6. Starting

5.2.6.1. Standard oval race starts will be in the form of a rolling start.

5.2.6.2. Once all drivers are on the grid, the pace car will lead the field around the track and exit the course as late as possible to enter pit lane.

5.2.6.3. As the front row of cars approach the start/finish line, the green flag will be shown, signifying the start of the race.

5.2.6.4. 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 assessed a black flag Stop-and-Go penalty by Race Control.

5.2.6.5. 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.

5.2.7. Flag Signals

5.2.7.1. Green Flag – Indicates the start of a race, clear track condition, and/or the cancellation of a previous flag condition.

5.2.7.2. White Flag – When displayed at start/finish line, indicates the start of the last lap and will be displayed to the leader first and then to the remainder of the Competitors.

5.2.7.3. Checkered Flag – Indicates the end of a session warm-up period, or end of the race

5.2.7.4. Yellow Flag – When displayed, indicates caution, danger, no passing, be prepared to slow down. Line up behind the pace car as instructed by Race Control. Competitors may not pass until the Yellow flag is removed and the green flag is displayed, signifying a restart.

5.2.7.5. Blue Flag (blue with diagonal yellow stripe) – Indicates lead-lap cars are approaching, give way. This flag is informational only. 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.

5.2.7.6. Black Flag (furled) – When displayed furled, indicates a warning from Race Control and may require action, such as slowing on course, to avoid an in-session penalty.

5.2.7.7. Black Flag – When displayed unfurled, indicates an in-session penalty from Race Control, return to your pit box to serve your penalty. When displayed with a white "X," indicates disqualification from the session.

5.2.8. Black Flag Rules

5.2.8.1. Race Control may assess three types of Black Flag Penalties:

5.2.8.1.1. Stop-and-Go – requires the penalized driver to return to his/her pit box and come to a complete stop inside the box before rejoining the race.

5.2.8.1.2. Stop-and-Hold – requires the penalized driver to return to his/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.

5.2.8.1.3. Disqualification -- Upon disqualification, a driver will have 30 seconds to pull off of the racing line and exit the session, after which Race Control will automatically remove the disqualified driver. Race Control will immediately remove from the session any driver disqualified for reckless driving.

5.2.8.2. If a driver is assessed a black flag penalty by Race Control in any session, he/she must return to pit lane 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.

5.2.8.3. 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 Enter/Exit/Tow Car to clear Black Flags is allowed as a convenience only in Testing, Practice, Qualifying and Time Trials).

5.2.8.4. Failure to return to the pits and serve a black flag penalty within 4 laps of notification from Race Control will result in disqualification.

5.2.9. Yellow Flag Procedures

5.2.9.1. On ovals, a yellow flag will signal a full-course caution. The pacing order will be frozen at the moment the full-course caution begins. Cars involved in 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 line up in single file in accordance with instructions from Race Control. Up/down arrows will be shown to assist drivers in preparation

for a restart. Failure to line up correctly by the time a driver attempts a pit entry or the race restarts will result in the driver receiving a black flag penalty.

5.2.9.2. While pacing during a full-course caution, Race Control will signify two laps to go, then one lap to go until the green flag restart.

5.2.9.3. When there is one lap of pacing to go until the green flag restart, Race Control may restructure the pace lines in preparation for the restart. If there will be 10 or fewer laps remaining in the race from the restart, the restart will be single file; cars that are not on the lead lap will be shuffled down the pacing order, behind cars that are on the lead lap. If there are more than 10 laps remaining, the restart will be double file if there are any cars not on the lead lap. Lapped cars will line up on the inside pace line, and lead-lap cars will line up on the outside pace line.

5.2.10. Pit Stop Procedures

5.2.10.1. For Race Control purposes, pit lane shall be defined by a pair of yellow cones, one on each side of the lane, indicating the start of pit lane and a pair of green cones, one on each side of the lane, indicating the end of pit lane.

5.2.10.2. Where possible, every pit area will include three individual lanes. In order from the inside pit wall, they are – the pit box or pit stall lane (where a driver's crew stands), the acceleration/deceleration lane and a fast lane.

5.2.10.3. When leaving his/her pit stall, a driver shall as quickly as is practicable enter the acceleration/deceleration lane in order to avoid incidental contact with cars being automatically placed into nearby pit stalls. Similarly, a driver shall remain in the acceleration/deceleration lane until just prior to entering his/her pit stall in order to avoid incidental contact with cars being automatically placed into nearby pit stalls.

5.2.10.4. 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 when the violation happens under green flag conditions. Failure to obey the posted pit lane speed limit under full-course caution conditions will result in the driver being sent to the end of the longest line for the restart.

5.2.10.5. 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. Failure to follow the pit-entry and pit-exit procedures

during a full-course caution will result in the driver being sent to the end of the longest line for the restart.

5.2.10.6. 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.

5.2.10.7. When a full-course caution begins, Race Control will indicate the closure of all pit lane entrances. Pit lane will open for cars on the lead lap on their first lap after crossing the start/finish line under full-course caution. Pit lane will open for lapped cars on their second lap after crossing the start/finish line under full-course caution. Entering a closed pit lane will result in the driver being sent to the end of the longest pacing line for the restart.

5.2.10.8. The exit of pit lane may be closed, as indicated by Race Control. This closure can occur at the beginning of a race and continue until after the race has started, or it can occur when a full-course caution is in progress and the pacing field is passing the pit exit. Leaving pit lane while the exit is closed under green-flag conditions will result in a Stop-and-Go penalty. Leaving pit lane while the exit is closed during a full-course caution will result in the driver being sent to the end of the longest pacing line for the restart.

5.2.10.9. A driver may call for a tow to the pits at any point during a session by pressing the "Enter/Exit/Tow Car" control, which will return the driver to his/her pit box and effect necessary repairs. The driver will not gain a time or lap-count advantage in the process and will rejoin the session with the same lap total as scored at the time he/she pitted for repairs. In any official race, a driver may only be towed into the pits (by pressing "Enter/Exit/Tow Car") once. A second attempt will result in removal from the race, and the driver's finishing position will be determined by his/her last lap completed. A driver may pit under power, without pressing "Enter/Exit/Tow Car," (and without receiving repairs) as often as he/she chooses.

5.2.11. Reckless Driving

5.2.11.1. 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.

5.2.11.2. Driving in the opposite direction of race traffic during a post-race cool-down period will result in a one-lap penalty. 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.

5.2.11.3. Other deliberate reckless driving, including avoidable contact and intentional 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 Protests in accordance with Section 8 of the FIRST Sporting Code.

5.2.12. Other Penalties

5.2.12.1. 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.

5.2.12.2. Blocking – Any deviation by a driver from his or her racing line, which impedes the forward progress of a following car, will be considered blocking and may be grounds for Protest in accordance with Section 8 of the FIRST Sporting Code.

5.2.13. Official Completion

5.2.13.1. Unless otherwise stated in the Supplementary Regulations, all races will be run until the leader has completed the advertised distance. If unforeseen circumstances prevent the completion of the advertised distance and/or it is impractical to continue the race within a reasonable time after it has been stopped, the race will be considered officially complete if the halfway mark has been reached by the leader.

5.2.13.2. In the event that a competitor disconnects from the service for any reason (e.g., interruption of Internet service or PC failure), the competitor may rejoin the race from his/her pit stall if he/she has not already been towed to the pits (by pressing “Enter/Exit/Tow Car”) twice during the race. Rejoining the race after disconnection will be considered by Race Control as a tow to the pits (see Pitting Procedures, section 5.2.10.7). The competitor will rejoin with a lap count equal to that scored at the time of disconnection. If the competitor fails to rejoin prior to the end of the race, he/she will be scored as a DNF with a lap total equal to the number of laps completed at the time of disconnection.

5.2.13.3. In the event of race server failure or an interruption to the entire iRacing.com service, whether through loss of power, equipment failure, natural disaster or any other cause, official race results, including overall session and driver-specific performance data (including but not limited to points, iRating changes, incidents and lap times), will stand, unless FIRST publishes an official notification to the contrary to http://members.iracing.com.

6. iRacing.com Clubs

6.1. Principle

6.1.1. Clubs are a focal point of iRacing.com's global service. Club championships are structured in a way that necessitates working together in order to successfully compete for the World Cup of iRacing.

6.2. Club Assignments

6.2.1. Members residing in the Continental United States of America will be assigned to clubs on a geographical basis by state.

6.2.2. Members residing outside of the Continental United States will be assigned to clubs on a geographical basis by Country.

6.3. Club Names

6.3.1. The following are the initial clubs within FIRST.

Table 6.3

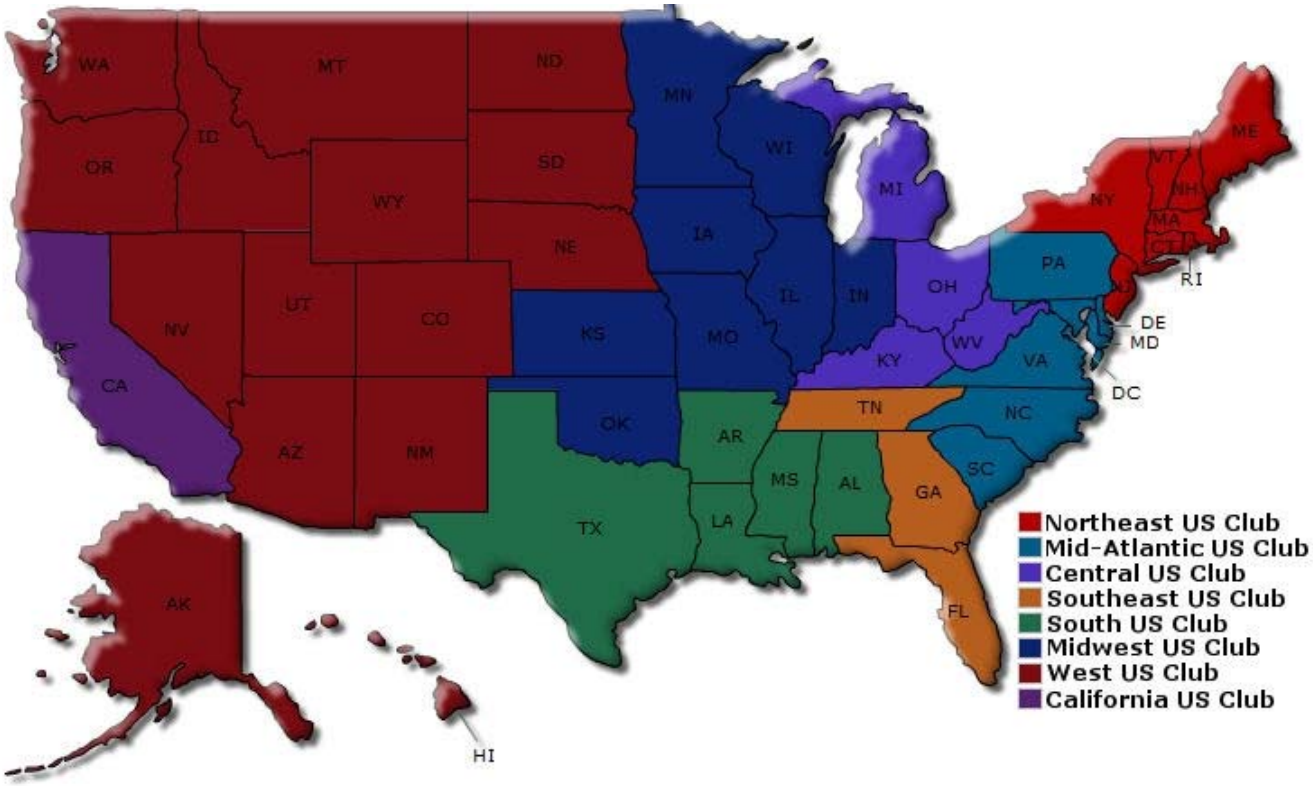
Eastern Region	Western Region
International Club	South US Club
West Europe Club	Central US Club
Northeast US Club	Midwest US Club
Mid-Atlantic US Club	California Club
Southeast US Club	West US Club

6.4. Club Geography

6.4.1. Clubs will be assigned to two Regions. (See Table 6.3)

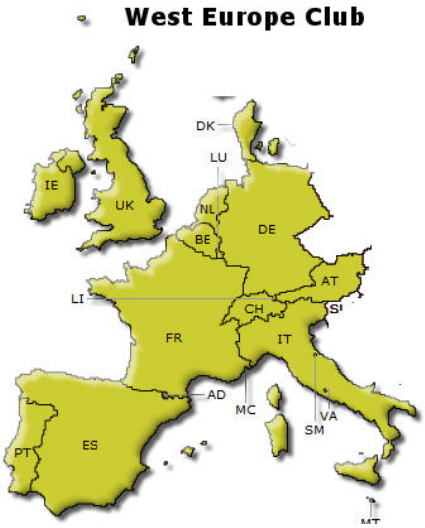
6.4.2. Figures 6.4.2 to 6.4.3 display the geographical areas assigned to each club.

Figure 6.4.2 Continental US Clubs



*Note: Residents of Puerto Rico will be assigned to the Southeast US Club

Figure: 6.4.3 West Europe Club



6.4.3. All iRacing.com Members not residing in locations as shown in Figures 6.4.2 and 6.4.3 will be assigned to the International Club.

6.5. Club Structure

6.5.1. Each club may have a Club Liaison to represent his/her club in interactions with the FIRST Competition Board.

6.5.2. The FIRST Competition Board shall appoint a Club Liaison for each new club. Provided the appointee accepts this volunteer position, he/she shall oversee all club business, including the administration of fair and open elections for any additional official club positions.

6.5.3. FIRST shall annually publish to http://members.iracing.com the iRacing.com Club Guide, which will include recommended club roles, election processes and miscellaneous other policies.

6.5.4. If a Club Liaison chooses to step down, he/she is responsible to alert the FIRST Competition Board immediately, and the Board will appoint a new Club Liaison at its earliest convenience.

6.5.5. FIRST reserves the right to replace any Club Liaison at any time if it believes such action is in the best interest of the membership and/or internet racing.

7. Penalties

7.1. Penalties

7.1.1. Any breach of this Official Sporting Code, or the Appendices thereto, or any Supplementary Regulations by any member of iRacing may result in a penalty for said member. Penalties may be determined by the FIRST Chief Steward, which will always be an iRacing official and will be appointed by FIRST. The decisions of the FIRST Chief Steward 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 procedure, and will be subject to the limitations, set forth in Section 9 of this document (Appeals).

7.2. Breach of Rules

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

7.2.1.1. Any attempt, direct or indirect, to bribe any person having official duties in relation to a competition or being employed in any manner in connection

with iRacing or FIRST in connection with a competition and the acceptance of, or offer to accept, any bribe by such employee or official.

7.2.1.2. 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.

7.2.1.3. Any fraudulent conduct or any act prejudicial to the interests of any competition or to the interests of internet racing in general.

7.3. Application of Penalties

7.3.1. Penalties may be applied as follows:

7.3.1.1. Warning

7.3.1.2. Racing time penalty, including in-session penalties (e.g., stop-and-go), as well as post-event timing and scoring adjustments.

7.3.1.3. Race Disqualification

7.3.1.4. Suspension from competition and/or communications with other members within the service for a specific period of time. Includes racing, open practice, qualifying sessions, open chat and forums. Does not include testing or time trials.

7.3.1.5. Suspension of membership for a specific period of time.

7.3.1.6. Permanent revocation of membership.

7.3.1.7. Any other penalty deemed appropriate by the FIRST Competition Board.

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

7.3.3. Regardless of any Protests, Appeals or Penalties assessed, iRatings, ttRatings and Safety Ratings will not be adjusted.

7.4. Loss of Awards

7.4.1. Any competitor or member penalized in any way may lose the right to receive awards granted for a racing or driving competition, series competition or club competition at the sole discretion of iRacing and/or FIRST.

7.5. Publication of Penalties

7.5.1. iRacing and/or FIRST shall have the right to publish the name of any member assessed a penalty, as well as the nature of the infraction or violation and any associated penalties, on its member website or any other affiliated public forum.

7.6. Remission of Penalties

7.6.1. iRacing or FIRST shall have the right to remit the unexpired period of disqualification, suspension or revocation.

8. Protests

8.1. Who may Protest

8.1.1. The right to protest shall rest with any iRacing member who officially takes part in the competition in question or feels any part of the Sporting Code or official rules of iRacing or FIRST have been violated. Each, alone, may protest any decision, act, or omission of iRacing, FIRST, an official, driver, or other person connected to the competition which the protestor believes is unfair or in violation of the Sporting Code or other official regulations or rules of iRacing or FIRST.

8.2. Lodging a Protest

8.2.1. A Protest must be made in writing, specifying which sections of Sporting Code, racing rules, club rules, series rules or any official iRacing or FIRST rules have been violated. Protests should include the exact infraction and why it is believed a violation has occurred. The event needs to be clearly identified including time and date it occurred. Written protests must be addressed to "FIRST Chief Steward" and submitted to Protest@iRacing.com. This is the only place to formally lodge a protest. Protests need to be made within 30 days of the decision, infraction or violation that is being protested. Any evidence, data, recordings or third party accounts are welcome and encouraged to be submitted with protests.

8.2.2. Below is an example of a properly formatted Protest:

Session ID: 1247836/54220

Date: 2008-05-08 11:00 pm

Sporting Code Section: 5.5.11

Driver: Joe Smith

Description/Explanation of Protest:

On lap 9 of the race, Joe Smith typed in text chat .....

Accompanying Attachments:
chat_text.jpg

8.3. Review of Protest

8.3.1. iRacing shall review the protest as soon as practical after the protest is lodged. Affected parties shall be notified about the protest and judgment of the protest. iRacing shall review all evidence and be entitled to discuss the incident with other witnesses or parties involved or to gather additional evidence.

8.4. Judgment

8.4.1. All parties concerned shall be bound by the decision given, subject only to appeal as provided in section 9.

8.5. Reasonableness

8.5.1. 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.

8.5.2. Regardless of the outcome of any adjudication, FIRST may deem a protest to be frivolous if it is found by the FIRST Competition Board not to be reasonable, logical and based on sound evidence. FIRST reserves the right to assess a penalty to any member filing a frivolous protest.

8.6. Steward's Review

8.6.1. The FIRST Chief Steward may investigate any competitor against whom one or more protests have been filed, regardless of the outcome of any protests against or appeals by that competitor.

8.6.2. Investigations that are inconclusive will be logged as "Noted Incidents" in the driver's official record. Noted Incidents are administrative records, not infractions or penalties, and may not be appealed,

8.6.3. Accumulation by a competitor of multiple "Noted Incidents" will result in a Steward's Review of that competitor's driving record.

9. Appeals

9.1. Right to Appeal

9.1.1. Any member assessed a penalty or named as a party to a protest, shall have the right to appeal any decision or penalty imposed by the FIRST Chief Steward, the FIRST Competition Board, iRacing.com or FIRST.

9.1.2. All iRacing.com members are afforded one free appeal for each 12-week racing season. FIRST reserves the right to charge members an administration fee for additional appeals.

9.2. Jurisdiction

9.2.1. The Chairman of FIRST will appoint a three-member Appeals Committee (and one alternate to serve in the event that one of the primary members is unavailable) each year to review and render a final decision on any appeals filed.

9.3. Well-Founded Appeals

9.3.1. To be considered by the Appeals Committee, an appeal must be well-founded. An appeal shall be reasonable, logical and based on sound evidence, though reasonable people may differ on the interpretation of the evidence.

9.3.2. Regardless of the outcome of any adjudication, the Appeals Committee may deem an appeal to be frivolous if it is found by the Appeals Committee not to be reasonable, logical and based on sound evidence. FIRST reserves the right to assess a penalty to any member filing a frivolous appeal.

9.4. Hearing Appeals

9.4.1. All properly filed appeals shall be reviewed by the Appeals Committee. It may at its discretion, require the appellant to submit any additional evidence it deems

necessary for an equitable decision; hear direct evidence from a person deemed to have pertinent information or data; or seek information from any source it desires. The Appeals Committee shall make every effort to render its final decision within 30 days of its receipt of the Notice of Appeal.

9.5. Initiating an Appeal

9.5.1. 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. "Intents to Appeal" or other informal appeals of any kind will not be accepted.

9.5.2. Below is an example of a properly formatted Appeal:

Case #: CAS-2816-XSWYLN

Sporting Code Section: 4.1.3.1

Driver: Joe Smith

Grounds for and Description of Appeal:

I feel the wrong decision was made in this case because ...

Accompanying Attachments:

chat_text.jpg

9.6. Bad Faith Appeal

9.6.1. If the Appeals Committee determines that the appellant has acted in bad faith or in an harassing manner, it may deem such conduct a breach of the Sporting Code and impose a penalty as listed above.

9.7. Notification and Final Appeal Decision

9.7.1. The Appeals Committee will notify the appellant of its final decision as soon as possible after the decision is rendered. iRacing.com and FIRST 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, iRacing.com or FIRST. The final appeal decision shall be final and binding with no other right to appeal.

9.7.2. 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, FIRST or anyone acting on behalf of these organizations, with respect to any final appeal decision.

9.7.3. 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.

10. Records

10.1.1. All competition records, data and statistics are to be considered unofficial until verified in writing by an authorized official of FIRST or iRacing.com.