

IRACING.COM MOTORSPORT SIMULATIONS, LLC
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MEMORANDUM FOR iRacing.com Members

FROM: iRacing.com Competition Board

SUBJECT: F.I.R.S.T. Sporting Code Changes/Additions

1. The follow is the list of sections added or edited in Sporting Code Version 2012.10.29.02.
 - a) Added [Section 2.4.3](#) Forums
 - b) Updated [Section 12.3.2](#) Multiclass Minimum Field Size
 - c) Changed [Section 8.2](#) Lodging a Protest

//SIGNED//

iRacing.com Motorsport Simulations, LLC



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](#)). Upon final resolution of such appeals, however, application and interpretation of the FIRST Sporting Code by FIRST officials shall be final and binding.

2. Conduct

2.1. Principles

- 2.1.1. **Article 134.** It is expected that each member will treat other drivers, iRacing officials, employees and the community with respect and class on and off the race track and will not bring the sport or iRacing into disrepute via their actions including but not limited to those that iRacing.com/F.I.R.S.T official deem prejudice the integrity of fair competition in any series or special events within iRacing.com.
- 2.1.2. 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.
- 2.1.3. 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.
- 2.1.4. 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.
- 2.1.5. 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.

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. 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.
- 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 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.
- 2.2.3. 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, section 6.10](#)) 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](#)). 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.

2.3. Voice and Text Chat

- 2.3.1. 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.

2.4. Forums

- 2.4.1. The iRacing 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, 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.
- 2.4.2. The Private Messaging function is considered part of the iRacing 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 forums are a place to communicate and socialize about a shared passions for sim racing, racing and general topics as long as “family-rated approved” discussions. Any member who regularly instigates others and turns the nature of the discussions to a negative nature will be subject to being removed from the forums at iRacing’s sole discretion.

3. FIRST Licenses

3.1. Principle

- 3.1.1. In an effort to provide the best possible racing experience for all competitors, iRacing.com™ has instituted a licensing process for all members.
- 3.1.2. 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.
- 3.1.3. FIRST licenses are awarded (or lost) during the season and at the completion of iRacing.com™ Season. Members earn licenses sequentially within a particular iRacing.com™ Category, Road Racing or Oval Track Racing.

3.2. Earning a FIRST License

- 3.2.1. Each new iRacing.com™ member starts with a Rookie License for each racing Category, Road and Oval. Thereafter, FIRST licenses must be earned.
- 3.2.2. License advancement is based on two factors:
- 3.2.2.1. Completion of a minimum participation requirement.
 - 3.2.2.2. Achievement of a minimum safety record.
- 3.2.3. Licenses must be obtained in sequential order and the minimum requirements and license progression are Category-specific.

3.3. License Levels

- 3.3.1. Rookie License (including Rookie and Advanced Rookie) – Indicated by Red Stripe on Car and License
- 3.3.2. Class D FIRST License – indicated by Orange Stripe on Car and License
- 3.3.3. Class C FIRST License – indicated by Yellow Stripe on Car and License
- 3.3.4. Class B FIRST License – indicated by Green Stripe on Car and License

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

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

3.4. Minimum Participation Requirements (MPR)

3.4.1. Rookies

3.4.1.1. Rookies are required to participate in 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.

3.4.2. Non-Rookies

3.4.1.2. 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 the series in which they are licensed in order to be promoted (provided their safety record meets the minimum standard) in a particular category.

3.4.1.3. 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. 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.

3.5. Incidents

3.5.1. The iRacing.com software monitors all official on-track sessions (not including Testing and practice session) and any incidents that occur therein. Each incident type is given a certain value and the software automatically tallies each driver's incidents for each session. ([See Table 3.5](#))

3.5.2. Non-additive nature of incidents – In the event of multiple concurrent incidents, only the most serious (e.g., 4x vs. 1x) is counted.

3.5.3. 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.

Table: 3.5

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

3.6. Corner & Incident Multipliers

3.6.1. 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 recent session into a driver's Safety Rating.

3.6.2. Current Corner & Incident Multipliers are shown below in [Table 3.6](#). Note that incidents are counted throughout each session, including during the cool-down period after the checkered flag has been shown.

Table 3.6

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

3.7. Safety Rating

3.7.1. 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 finished.

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

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 level. A driver can track his or her safety record by the Safety Rating number on each category-specific license.

3.8.2. 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.

3.9. Promotion

3.9.1. **Fast Track:** Drivers having earned a **4.00** Safety Rating at any point during the season and having met the MPR will be promoted to the next higher license level.

3.9.2. **End of Season:** Drivers having earned a **3.00** 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).

3.10. Demotion

3.10.1. **During the Season:** Drivers whose safety ratings drop below 1.0 at any point during a season, including participants in the Pro Series, will be demoted to a lower license level.

3.10.1.1. Pro-License holders will have to improve their A level license to a **4.0** safety rating and only then will be automatically reinstated.” Moreover, if they drop below an A level license, they will have to meet the requirements to work their way back up to an A level and the 4.0 safety rating.

3.10.1.2. Rookie and Class D License holders are not subject to in-season or end-of-season demotions.

3.10.1.3. Class A drivers are subject to only demotions during the season unless said driver was demoted from a Pro-License.

- 3.10.1.4. **End of Season:** 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.

3.11. Series Eligibility

- 3.11.1. 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.
- 3.11.2. In all cases, drivers may “race down,” participating in series primarily intended for drivers at lower license levels.
- 3.11.3. Series eligibility is shown on the iRacing.com Member’s site “Series” page. It shows the minimum and maximum license requirement. All licenses in between the displayed licenses are eligible.

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 4.4, 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 4.6.1](#))
- 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. 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 4.4, 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. ttRatings are calculated by averaging a driver's track ttRating at the last 8 tracks where he/she has completed an official time trial.
- 3.2.7. 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.
- 3.2.8. 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.

4.1.5.2. 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/her to run official sessions on an account other than his/her own. Either action will result in the account suspension of both the account holder and the person competing on his/her behalf. Neither driver will be eligible for premier series, such as the Pro-Series or Drivers World Championship Series, for a period of no less than one year.

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. Sanctions issued during an event are not appealable.

4.2. **Competitor Releases**

4.2.1. Advertising and Promotion Releases

- 4.2.1.1. 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.

4.2.2. Broadcast and Other Rights

- 4.2.2.1. 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.

4.3. Sanctioning

4.3.1. Event Sanctioning

- 4.3.1.1. A FIRST-sanctioned Event is an Event which awards championship points for Individual or Club Championships.
- 4.3.1.2. Individuals holding a current, valid FIRST Competition License for a Class of Vehicle are authorized to participate in Events within that Competition Class.

4.3.2. Categories

- 4.3.2.1. FIRST-sanctioned competition is currently divided into two categories, based on the nature of the racing venue: ROAD and OVAL.
- 4.3.2.2. 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.

4.3.3. Series

- 4.3.3.1. 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>.
- 4.3.3.2. FIRST sanctions two varieties of series: STANDARD and NON-STANDARD.
- 4.3.3.3. 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.
- 4.3.3.4. 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.
- 4.3.3.5. FIRST may publish series-specific Supplemental Regulations for all non-standard series.
- 4.3.3.6. Within each standard series are two different driving competitions: RACE and TIME TRIAL. Members may compete in one or both.

4.3.4. Rookie Series

- 4.3.4.1. 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.
- 4.3.4.2. Rookie series shall typically include four race weeks.

4.4. Divisions

4.4.1. Racing & Time Trial

- 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 each season, the iRacing.com system will automatically partition drivers into 10 (or 11 when appropriate) competition divisions based on the previous season ending iRatings.
- 4.4.1.3. Drivers will be assigned to divisions based on their current iRating.
- 4.4.1.4. Non-standard series (e.g., four-week rookie series) will not be segmented into divisions, unless otherwise stated in series-specific supplemental regulations.
- 4.4.1.5. Time Trial divisions will be determined in the same manner as Race divisions except using ttRating.

4.5. Official Sessions

4.5.1. Qualifying

- 4.5.1.1. 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.
- 4.5.1.2. Official lap times and incidents are recorded and factored into a driver's official safety rating calculation.
- 4.5.1.3. Drivers who have not posted a qualifying time 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.

4.5.2. Time Trial

- 4.5.2.1. 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.
- 4.5.2.2. 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 official safety rating calculation.

4.5.3. Race

- 4.5.3.1. Race sessions are real-time competition with multiple cars on track at the same time.
- 4.5.3.2. Official lap times and incidents are recorded and factored into a driver's official safety rating calculation.
- 4.5.3.3. All Official Race sessions are recorded and factored into a driver's official iRating calculation.
- 4.5.3.4. A race session is considered official if it meets the minimum number of drivers as prescribed in Section 5.3

4.6. Individual Championship 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 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 best 25% of a driver's race performances (based on points scored) 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. [See Table 4.6.1](#)

4.6.1.6. Example: If a driver competes in 4 official races, his/her best 1 would count; race 5 to 8 times and best 2 would count; raced 9 to 12 times and average of best 3 would count; etc

Table 4.6.1

Number of Races	Number of Races Counted in Average
1	1
2	1
3	1
4	1
5	2
6	2
7	2
8	2
9	3
10	3
11	3
12	3
13	4

4.6.1.7. 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. Individual Championships

4.7.1.iRacing.com Championships

- 4.7.1.1. The individual race championships shall be known as the iRacing.com Championships and will be decided by a driver's accumulation of points in official RACE sessions in a given season.
- 4.7.1.2. 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 point's count towards a driver's season-ending point total.
- 4.7.1.3. Each standard series shall crown an overall season race champion and divisional race champions for each of 10 competition divisions.
- 4.7.1.4. 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.
- 4.7.1.5. Although Race Points, Race Week Points and Season Race Points are calculated, non-standard, four-week Rookie Series do not include seasonal championships.
- 4.7.1.6. Season Time Trial Champions will be determined in the same manner as Race Series championships.

4.7.2.Championship Points Tie Breaker

- 4.7.2.1. Although not displayed in the series championship points, championship points extend several decimal places. This sometimes leads to the standings reflecting tie when there isn't one. 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.
 - Number of Wins – The driver who has the most number of wins will be awarded the position.
 - Number of Top 5 Finishes – The driver with the most Top 5 finishes will be awarded the position.
 - Average Finish – The driver with the better finishing average will be awarded the position.
 - Least amount of Incidents – The driver with the least amount of incidents will be awarded the position
 - Laps Led – The driver with the most laps led will be awarded the position.
 -

5. Race Procedures

5.1. Registration

- 5.1.1. All FIRST Sanctioned races are available for registration 30 Minutes prior to the start of the event.
- 5.1.2. A timer will be visible in the Member Website Race Panel counting down to the start of the Race Session.
- 5.1.3. 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.
- 5.1.4. Withdrawing from a Race Session with 2 minutes or fewer left on the countdown timer may result in a forfeit.
- 5.1.5. 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 4.6.1.5](#))
- 5.1.6. 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. Field Size Race Length

- 5.2.1. In order for a race to be official it must have a minimum of 6 drivers for Rookie races and 8 Drivers for Class D through Class A. The maximum number drivers will be determined by the FIRST Competition Board in order to ensure safe and competitive racing within each License Class.
- 5.2.2. Race lengths are determined by the FIRST Competition board relevant to license class in order to best optimize the competition. FIRST reserves the right to adjust race lengths for all standard series on a seasonal basis.

5.3. Race Splits

- 5.3.1. FIRST and iRacing.com seek to have similarly skilled drivers racing together in each event.
- 5.3.2. 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.
- 5.3.3. Drivers are placed in a race based primarily on their iRatings at the time of the race start.
- 5.3.4. 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.

5.4. Warm-up

5.4.1. Once race groups are parsed and the session has begun, each race will have a warm-up period of approximately 5 to 10 minutes.

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

5.5. Gridding

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

5.5.2. 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.

5.5.3. 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.

5.6. Starting

5.6.1. Road Course

5.6.1.1. Road race starts may from a standing or rolling start depending on the series.

5.6.1.2. If the start is a standing start, 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.

5.6.1.3. 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.

5.6.1.4. If the start for the road course is a roiling start, oval rules apply as stated in [Section 5.6.2](#)

5.6.2. Oval

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

5.6.3.2. 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.

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

- 5.6.3.4. 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. 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. Flag Signals

- 6.1. Green Flag – Indicates the start of a race, clear track condition, and/or the cancellation of a previous flag condition.
- 6.2. 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.
- 6.3. Checkered Flag – Indicates the end of a session, warm-up period, or end of the race.
- 6.4. 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.
- 6.5. 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.
- 6.6. 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.
- 6.7. 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.
- 6.8. Failure to comply with any Flag Signal may result in a Black Flag Penalty being assessed by Race Control.

6.8.1. Black Flag Rules

- 6.8.1.1. Race Control may assess three types of Black Flag Penalties:
- 6.8.1.2. 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.
- 6.8.1.3. 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.

- 6.8.1.4. 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 driving the wrong way on the track.
- 6.8.1.5. 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.
- 6.8.1.6. 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).
- 6.8.1.7. Failure to return to the pits and serve a black flag penalty within 4 laps of notification from Race Control will result in disqualification.

6.8.2. Yellow Flag Procedures

6.8.2.1. Road Course

- 6.8.2.1.1. 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.
- 6.8.2.1.2. Drivers found to have passed under a local yellow may be assessed a black flag Stop-and-Go penalty by Race Control.
- 6.8.2.1.3. 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.

6.8.2.2. **Oval**

6.8.3.1.1. 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 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 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.

6.8.3.1.2. 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.

6.8.3.1.3. 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. Cars that are not on the lead lap will be shuffled down the pacing order, behind cars that are on the lead lap.

6.8.3.2. **Wave-By**

6.8.3.2.1. 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. Cars that are not on the lead lap will be shuffled down the pacing order, behind cars that are on the lead lap.

6.8.3.2.2. At two-to-go, pit lane will be closed to all lead lap cars that have not pitted. If a lead lap car pits under this condition, he/she will have to serve a green flag penalty stop.

6.8.3.2.3. With one-to-go race control will issue the wave-by to all cars between the pace car and the leader of the race. Pit lane will be closed to cars receiving the wave-by. Should the driver pit, he/she will have to serve a green flag penalty stop.

6.9. Pitting Procedures

6.9.1. 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.

- 6.9.2. 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 should 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.
- 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, which will move the driver forward around the track to his/her pit, 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/her car or disconnected and trying to rejoin. The driver may re-enter his/her car at any time during or after the tow, but will still have to wait for the tow to complete before performing pit crew actions or continuing the race.

6.9.9. In Rookie and Class D 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 there are no faster 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. Reckless Driving

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 furlled black flag warning will be displayed immediately. Failure to comply promptly will result in disqualification.

6.10.2. Driving in the opposite direction of race traffic 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.

6.10.3. 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.

6.10.4. 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. This may be protested in accordance with Section 8.

7. Penalties

7.1. Breach of Rules

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

7.1.1.1. 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.

- 7.1.1.2. Any fraudulent conduct or any act prejudicial to the interests of any competition or to the interests of Internet racing in general.
- 7.1.1.3. 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 furred black flag warning and the driver will have 15 seconds to slow down and comply before being assessed a black flag Stop-and-Hold penalty by Race Control, with the duration of the hold being equal to the illegally gained time advantage plus 15 seconds.
- 7.1.1.4. Blocking – Any deviation by a driver from his or her racing line that is a reaction to the trailing driver 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.
- 7.1.1.5. Intentional actions to cause a caution period – 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 – are forbidden and subject to adverse administrative and /or punitive actions.
- 7.1.1.6. Drivers may not use the enter/exit/tow car to gain positions during a race. This includes driving your damaged vehicle to your pit box then exiting the pit box and sub sequentially using the enter/exit/tow car function to move forward around the track to complete laps and pass competitors who've since retired or disconnected from the race session. Affected drivers may submit a protest in accordance with Section 8.
- 7.1.1.7. Drivers will not attempt to heat their tires prior to making a qualifying attempt at any track. This includes nosing up to a retaining wall, doing doughnuts on any surface, or sitting on pit lane doing a burn out. Methods not explicitly listed in this section will be reviewed by race stewards/officials and a determination will be made as to if an advantage was gained.
- 7.1.1.8. 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 FIRST Stewards, which will always be iRacing officials and appointed by FIRST. The decisions of the stewards 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. Application of Penalties

7.2.1. Penalties may be applied as follows and in no certain order:

7.2.1.1. Coaching. *(May not be appealed)*

7.2.1.2. Race Disqualification: *(May not be appealed)*

7.2.1.3. Restrictions to various parts of the service. *(May be appealed in accordance with Section 9)*

a. Restricted from participating in Race and Qualifying sessions for all official series.

b. Restricted from participating in All Multiplayer sessions.

c. Restricted from participating Hosted sessions.

d. Restricted from spectating sessions.

e. Restricted from using in simulation voice, text and/or both voice & text chat.

f. Suspended from all services offered by iRacing.com

7.2.1.4. Indefinite revocation of membership. *(May be appealed in accordance with Section 9)*

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

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

7.3. Loss of Awards

7.3.1. Any competitor or 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 and/or FIRST.

7.3.2. iRacing and/or FIRST retains the right to withhold any awards from competitors if found that he/she has violated the Terms of Service, The end User License Agreement, Code of Conduct, and/or This Official FIRST Sporting Code.

7.4. Publication of Penalties

7.4.1. 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.

8. Protests

8.1. Who may Protest

Note: Starting 2013 Season #3, protest@iRacing.com will no longer be used for protest and is an unmonitored email address. Protest sent here will be discarded. See Section 9.2 for new procedure.

8.1.1. The right to protest shall rest with any iRacing member who observes the incident 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.**

8.2.2. **Protests may only be filed using the official protest form located at the [File Protest](#) link at the top right of the member site or in the session result page. This is the only place to formally lodge a protest.**

8.2.3. **Protests need to be made within 7 days of the infraction or violation that is being protested.**

8.3. Review of Protest

8.3.1. 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.

8.3.2. iRacing shall review the protest as soon as practical after the protest is lodged. Affected parties may 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.

8.3.3. The FIRST Racing Stewards 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.

8.3.4. 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.

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

9. Appeals

9.1. Right to Appeal

9.1.1. Any member assessed a penalty shall have the right to appeal any decision or penalty imposed by a FIRST Racing Steward, the FIRST Competition Board, iRacing.com or FIRST unless otherwise stated in this code or when notified no appeal is possible.

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. Well-Founded Appeals

9.2.1. To be considered by the Appeals Committee, an appeal must be well founded. An appeal shall be reasonable, logical and based on sound evidence. 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.

9.3. Initiating an Appeal

9.3.1. 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.

9.3.2. 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

9.4. Notification and Final Appeal Decision

9.4.1. 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.

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

9.4.3. 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.

10. Hosted Sessions

10.1. Hosted Races

10.1.1. All member-hosted sessions are unofficial. Safety Rating and iRating will not be gained or lost during any member-hosted session.

10.1.2. Points will not be awarded in hosted races nor be displayed in the results of these sessions.

10.1.3. Hosted races may be used as a vehicle for League racing.

10.1.4. The Code of Conduct applies to Hosted Sessions.

10.1.5. Violations of the Code of Conduct may be protested in accordance with [Section 8](#) of this sporting code.

11. NASCAR Sanctioning

- 11.1. NASCAR Division will follow the F.I.R.S.T. license progression requirement and the following series will constitute the NASCAR divisions. ([See Table 11.1](#))
- 11.2. Points will be calculated in the same way as the F.I.R.S.T.-sanctioned series ([Ref: Section 4.6](#)) in all NASCAR Divisions with the **exception** of the NASCAR iRacing.com Pro Series and NASCAR iRacing.com Series World Championship Drivers World Championship.
- 11.3. The NASCAR iRacing.com Series World Championship will use the NASCAR-Sanctioned Points system without averaging.
- 11.4. All NASCAR iRacing.com Series World Championship Races will have at least one live Race Steward physically present during races.
- 11.5. NASCAR Competition Advisory Board
- 11.5.1. Members will include iRacing.com Staff and NASCAR Staff.
- 11.5.2. All appeals will be heard by the F.I.R.S.T. Appeals Committee that will contain at least one NASCAR official.
- 11.5.3. Appeals of penalties involving NASCAR Sanctioned events will be submitted to Appeal@iracing.com using the format as outlined in [Section 9](#) of this document.

Table 11.1

License Class	Car/Series	Number of Weeks
Class D	Chevy Monte Carlo Late Model	Standard 12 Weeks
Class C	Chevy Silverado Truck	Standard 12 Weeks
Class B	Chevy Impala Class B	Standard 12 Weeks
Class A	Chevy Impala SS	Closely Follow Cup Series Feb Nov
Pro-Series	Chevy Impala SS/Pro-Series	See NASCAR Pro-Doc
World Championship	Chevy Impala SS/DWCS	See NASCAR Pro-Doc

12. Multiclass Racing

12.1. Qualifying and Gridding

- 12.1.1. Qualifying will be conducted in the same manner as other Standard iRacing.com Series.
- 12.1.2. All official multiclass races will be 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 DPs but in front of all Ford Mustangs.
- 12.1.3. Drivers that do not post a qualifying time prior to an official race will be gridded at the back of the field grouped by iRating and car class.

12.2. Individual Championship Points

- 12.2.1. Series Championship points are awarded based on SOF for each car class and calculated per [Section 4.6](#) of this sporting code. Example, the first Daytona Prototype driver to cross the finish line will score first place points based on SOF of all the Daytona Prototype drivers in the race; and the first Radical SR8 driver to cross the finish line will receive first place points based on SOF of all SR8 drivers.
- 12.2.2. Competitors are **not** locked into a specific car class for any given race week and can compete for both class championships in the series.

12.3. Session Splits

- 12.3.1. The algorithms all attempt to assign the number of drivers per class as proportionately as possible across each of the server splits, while ensuring a minimum field size per class. If one car class has much fewer drivers than another it may be omitted from one or more of the final splits to ensure a minimum field size on the other servers. If the race has enough total participants to be official then it will be official for all of the car classes and all of the splits.
- 12.3.2. **There are only an overall number of participants required which is 10. There is no per class minimum.**
- 12.3.3. iRating is gained or loss from only the drivers competing in the same car class. Basically there are two races being determined in a single race session.

13. World Championship and Pro Series

NOTE: What follows is specific to the iRacing World Championship and Pro-Series as outlined in the iRacing WCS & Pro Series Documents located [here](#).

13.1. Sportsmanship and Sporting Code

13.1.1. All drivers in both of these series (Pro and World Championship) will be held to a high standard of behavior and sportsmanship on and off the track. The drivers in these series are the top drivers in the world and represent sim racing and our community. It is a privilege to drive in these series, not a right. It is expected that each driver in this series will treat other drivers, iRacing officials, employees and the community with respect and class on and off the race track and will not bring the sport or iRacing into disrepute via their actions. The iRacing.com F.I.R.S.T. Sporting Code is in full effect for these series as applicable.

13.2. Live Officiating

13.2.1. On Track Incidents

13.2.1.1. In-Race official MAY issue a penalty up to and including disqualification from the race and removing a driver from the race server for actions that violate Sections [6.10](#), [7.1](#) and/or [13.1](#)

13.2.2. Black Flags

13.3.1.1. In-Race official MAY clear black flags that are erroneously given to a competitor during the race under certain conditions:

13.3.1.1.1. 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/she received this penalty for the actions stated and the official will review the incident.

13.3.1.1.2. 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/her stop. The driver must inform the officials that he/she received this penalty for the situation as stated and the official will review the incident.

13.3.1.1.3. Passing a Car before 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 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 flag.

13.3.2. **Pitting**

13.3.2.1. Green Flag Pit Exit: When exiting the pits under green flag drivers will merge onto the track on the track as defined by the iRacing.com Director of Competition via driver's meeting email prior to the event.

13.3.2.2. Yellow Flag Pit Entry: Pit road entry is defined by the yellows 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.

13.3.3. **Safety & Minimum Speed**

13.3.3.1. Drivers may be asked to move to the rear of the field for connections issues that may affect the racing and safety conditions of all drivers.

13.3.3.2. Cars that are damaged may be parked if it is deemed the damaged car is a safety and/or competition hazard.

13.3.3.3. 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/she may be parked. F.I.R.S.T./iRacing.com may institute a minimum speed standard per race based on the average lap times of the race leaders. If any driver is unable to maintain the defined lap time he/she may be asked to park his/her car.

13.3.4. **Racing Surface**

13.3.4.1. The racing surface is defined in the track map located in the tracks section of the member's site. Attempts to use surfaces outside of the defined racing surface as an advantage will disqualify any competitor from the race and/or the series. [See Section 13.1 Sportsmanship and Sporting Code.](#)

13.3.5. **Race Starts & Restarts (Oval)**

13.3.6. When the green flag is waved, no driver will move from the lane in which Race Control placed him/her until after the start finish line.

13.3.7. **Free-Pass (Lucky-Dog) (Implemented Manually by iRacing Officials)**

13.3.7.1. **Procedures**

13.3.7.1.1. After the yellow flag is displayed the first eligible car one (1) or more laps down to the leader at the time of a caution period will be given one lap back. The car must maintain a reasonable speed. The

eligible car must pass the caution vehicle (pace car) when directed by iRacing Officials in order to gain a lap back and will re-start the race as the position race control lines him/her in.

13.3.7.1.2. A car is not able eligible to receive the “Free Pass” when, in the judgment of iRacing Officials, the car was involved in, or the reason for, the caution, the car is in the pit box repairing damage, or the car has been penalized with an iRacing discretionary call (aggressive acts of driving, verbal abuse to drivers or official[s] or disobeying an iRacing Official’s request). In the case of an iRacing discretionary penalty it will be made known to the competitor, at the time the iRacing discretionary penalty is imposed, that the car will not be eligible to receive the free pass to make up lap(s).

13.3.7.1.3. Transferring the “Free Pass” will only occur when the first eligible car becomes ineligible to receive the “Free Pass” because of a FIRST discretionary penalty, or the first eligible car is not in competition at the time the yellow flag is displayed and/or the caution lights are illuminated (yellow). The “Free Pass” will be transferred to the next eligible car.

13.3.7.1.4. Officials will determine the highest scored driver not on the lead lap by referencing the running order as shown in-sim and by reviewing the replay to determine as accurately as possible when the yellow flag was initiated and the track position of the cars eligible.

Note: *The officials replay during the race will be used to determine which car receives the Free Pass. In cases of a close call between two cars, officials don't have "scoring loops" to review when making their decision. Instead, decisions will be based on the judgment of officials who visually sync the moment the caution flies and which car is ahead.*

13.3.7.1.5. The driver who is identified as receiving the free pass will pit with the other cars a lap down.

13.3.7.1.6. Once the driver getting the free-pass has finished his pit stop and is off pit lane and back on track, he/she will be given a manual wave-by followed by an end-of-the-longest-line (EOLL) penalty. Cars receiving the free pass are to start at the end of the longest line.

13.3.7.1.7. If the Free-Pass Recipient extends his pit stop to complete repairs he/she may forfeit the Free-Pass. Caution periods will not be extended due to free-pass car fixing damage. If in the judgment of the officials the free pass car has taken too long on pit road he may not issue the wave-by command.

13.4. NASCAR iRacing Series Post Race Review System

13.4.1. Principle

- 13.4.1.1. iRacing.com will establish a 4-person panel consisting of experienced sim-racing Officials and iRacing.com Staff to review the race after its completion.
- 13.4.1.2. A point-based system will be applied with regard to car-to-car incidents where fault may be assigned.
- 13.4.1.3. The Director of Competition will determine the incidents to be reviewed and send the entire race replay to the officials for their review.
- 13.4.1.4. Each member of the panel will review the incidents independently and send their results to the Director of Competition. Officials will not know the identities of other officials and will not attempt to discuss incidents with other officials or drivers. The Director of Competition is not part of the review panel.
- 13.4.1.5. Drivers will be notified of the review results via email prior to the next race.

13.4.2. Reviewable Incidents

- 13.4.2.1. All incidents causing a caution period will be reviewed.
- 13.4.2.2. Incidents need not result in a yellow flag caution period to be reviewed. If an incident causes enough damage to require pitting to repair damage or enough damage to preclude one driver from finishing the race. **The Director of Competition will determine the incidents to be reviewed.**
- 13.4.2.3. When a driver loses control of his car resulting in either a self-spin and/or contact with another car. Self-spins are an automatic fault and will result in the maximum points allowed per incident.
- 13.4.2.4. All incidents will be reviewed to determine if drivers did not make an adequate attempt to slow for an accident, there-by 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. These incident points are not subject to the stipulations under 13.4.3.2. The Director of Competition may apply additional sanctions above and beyond the incident points if he/she determines driver was intentionally negligent.

13.4.3. **Points**

- 13.4.3.1. Each official has one point to give to the driver he/she feels is at fault. He/she can choose to give 0 points if they feel not fault cannot be determined.
- 13.4.3.2. A driver can accrue 0 to 4 points for a single incident. If that incident is within the designated number of laps (5) after a start or restart, the points are doubled. *(Note: The number of laps is based on the leader of the race.)*
- 13.4.3.3. When a driver accrues 10 points his/her Pro License is suspended and he/she will be prohibited from competing in the next event.
- 13.4.3.4. After sitting-out the race, the driver's incident point total is reset to 0 and point allowed is reduced to 6. If the driver then accrues a total of 6 points, his/her license will be suspended and he/she is prohibited from competing in the next scheduled race.
- 13.4.3.5. A driver can reset his number of allowed incidents back to 10 by completing 4 consecutive incident free race. The driver must take the green flag and make a valid attempt to compete. Start and Park will not qualify as an incident free race. The Director of Competition will determine if a reasonable attempt to compete was made.
- 13.4.3.6. If any driver accrues 16 or more points in a single race, he/she will be suspended from the series for a minimum of 2 races.
- 13.4.3.7. Should any driver accrue enough points to be suspended a third time, he/she will be prohibited from competing in the series for the remainder of the season.
- 13.4.3.8. Points are accrued over the length of the season and do not carry over from season to season. However, if in the last race of the season any driver accrues points that require a suspension, he/she will be prohibited from competing in the first race of the Pro-Series or World Championship Series, depending on which they qualify for.
- 13.4.3.9. If a driver accrues points via the review process he/she can reduce those points through penalty-free races. This will amount to a 2-point reduction for every one penalty-free race. Example: Driver A has accrued 4 points from post-race review panel. Driver A completes 2 races penalty free and his point total is back to 0. Start and Park will not qualify as an incident free race. The Director of Competition will determine if a reasonable attempt to compete was made.
- 13.4.3.10. Drivers cannot "bank" points. Drivers with 0 points can't go into negative points, and events a driver does not participate in will not count towards the reduction total incident points.

13.4.3.11. A "Clean Race" is when a driver is not involved in any incident review or if involved in a review gets 0 points as a result.

13.4.3.12. The incident points referred to in this text are tallied independently of the regular iRacing incidents. They will not affect your safety rating. The regular iRacing incidents will continue to be applied and will affect your safety rating and license as usual.

NOTE 1: The review process outlined above does not replace any part of the Sporting Code; it is additive and iRacing.com reserves the right to take other action outside of this policy for conduct or actions detrimental to the series.

13.4.4. **Appeal**

13.4.4.1. Drivers may appeal an incident review board decision if he/she feels the incident in question was due to net-code, latency, or "warp".

13.4.4.2. Drivers may appeal a decision by the incident review panel if the result is 2 points or less accrued from the incident. Unanimous and/or majority opinions cannot be appealed

13.4.4.3. Drivers may submit an appeal to the Director of Competition (shannon.whitmore@iRacing.com) in accordance with Section 9 and submitted within 24 hours of being notified of the review outcome. This appeal must contain a replay of the entire lap before the incident, the incident, and until the car stops moving.

13.5. **Grand Prix Post Race Review System**

13.5.1. **Principle**

13.5.1.1. iRacing.com will establish a 3-person panel consisting of experienced sim-racing officials and iRacing.com staff to review the race after its completion.

13.5.1.2. A point-based system will be applied with regard to car-to-car incidents where fault may be assigned.

13.5.1.3. Each member of the panel will review the incidents independently and send their results to the Director of Competition.

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

13.5.2. **Reviewable Incidents**

13.5.2.1. All car-to-car incidents adversely affecting driver will be reviewed by the iRacing.com Officials. The Director of Competition will determine the incidents to be reviewed and send the entire race replay to the officials for their review.

13.5.2.2. All incidents will be reviewed to determine if drivers did not make an adequate attempt to slow for an accident, there-by 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. These incident points are not subject to the stipulations under 13.4.3.2. The Director of Competition may apply additional sanctions above and beyond the incident points if he/she determines driver was intentionally negligent.

13.5.3. **Points**

13.5.3.1. Each official has one point to give to the driver he/she feels is at fault. He/she can choose to give 0 points if they feel not fault cannot be determined.

13.5.3.2. A driver can accrue 0 to 3 points for a single incident. If that incident is during the start of the race or within the designated number of laps after the start the points are doubled. *(Note: The number of laps is based on the leader of the race.)*

13.5.3.3. When a driver accrues 8 points his/her Pro/WC License is suspended and he/she will be prohibited from competing in the next event.

13.5.3.4. After sitting-out the race, the driver's incident point total is reset to 0 and point allowed is reduced to 4. If the driver then accrues a total of 4 points, his/her license will be suspended and he/she is prohibited from competing in the next scheduled race.

13.5.3.5. A driver can reset his number of allowed incidents back to 8 by completing 4 consecutive incident free race. The driver must take the green flag and make a valid attempt to compete. Start and Park will not qualify as an incident free race. The Director of Competition will determine if a reasonable attempt to compete was made.

13.5.3.6. If any driver accrues 12 or more points in a single race, he/she will be suspended from the series for a minimum of 2 races.

13.5.3.7. Should any driver accrue enough points to be suspended a third time, he/she will be prohibited from competing in the series for the remainder of the season

- 13.5.3.8. Points are accrued over the length of the season and do not carry over from season to season. However, if in the last race of the season any driver accrues points that require a suspension, he/she will be prohibited from competing in the first race of the Pro-Series or World Championship Series, depending on which they qualify for.
- 13.5.3.9. If a driver accrues points via the review process he/she can reduce those points through penalty-free races. This will amount to a 1 point reduction for every one penalty-free race. Example: Driver A has accrued 3 points from post-race review panel. Driver A completes 3 races penalty free and his point total is back to 0. Start and Park will not qualify as an incident free race. The Director of Competition will determine if a reasonable attempt to compete was made.
- 13.5.3.10. Drivers cannot “bank” points. Drivers with 0 points can’t go into negative points, and events a driver does not participate in will not count towards the reduction total incident points.
- 13.5.3.11. A "Clean Race" is when a driver is not involved in any incident review or if involved in a review gets 0 points as a result.
- 13.5.3.12. The incident points referred to in this text are tallied independently of the regular iRacing incidents. They will not affect your safety rating. The regular iRacing incidents will continue to be applied and will affect your safety rating and license as usual.

NOTE 1: The review process outlined above does not replace any part of the Sporting Code; it is additive and iRacing.com reserves the right to take other action outside of this policy for conduct or actions detrimental to the series.

13.5.4. **Appeal**

- 13.5.4.1. Drivers may appeal an incident review board decision if he/she feels the incident in question was due to net-code, latency, or “warp”.
- 13.5.4.2. Drivers may appeal a decision by the incident review panel if the result is less than 2 points accrued from the incident. Unanimous and/or majority opinions cannot be appealed
- 13.5.4.3. Drivers may submit an appeal to the Director of Competition (shannon.whitmore@iRacing.com) in accordance with Section 9 and submitted within 24 hours of being notified of the review outcome. This appeal must contain a replay of the entire lap before the incident, the incident, and until the car stops moving.