



VSCA SPORTSCAR CHAMPIONSHIP

Series Regulations

- 2024 Season -

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1. DEFINITIONS

1.1. VSCA has a plethora of language and terms that are either unique to the league, or have a slightly different meaning than the term out on a real track. These definitions should provide you with some of the most often used terms within VSCA.

ASSISTANT MANAGER - the person who may act as a substitute as a Team Manager within VSCA.

CORNER - A corner starts at the braking point or turn-in point, whichever comes first, on corner entry. A corner ends at the outermost edge of the track, or the outermost point of the racing line where a car will track out to, whichever comes first.

EVENT - any session (test, practice, qualifying, and/or race) put on by VSCA.

ENTRY - one car entered by a Team that runs in a race or championship

ENTRY DEADLINE - the deadline at which time an Entry must be registered and approved on the website, paid any Entry fee, and have an approved car design. The Entry deadline is 7 days before the first scheduled race of an Entry, or the next race of an Entry.

MEMBER - any Spectator (Member without a Team), Competitor (Driver, Spotter or Crew Chief), or Team Manager that has registered and was approved for a VSCA membership.

NETCODE / GHOST CONTACT - When contact occurs between two cars without any actual "visible" contact. Usually there is space between two cars in these situations when the sim initiates the contact. Netcode or ghost contact cannot be overcome within online racing and needs to be considered when reviewing incidents.

ORGANIZERS - the people who oversee all the league activities. The Organizers are available via the **@Organizers** tag on Discord or via email at admin@vscaracing.com.

RACE BULLETIN - the official document made available by Organizers in the VSCA Paddock prior to each event.

RACE CONTROL - the people who oversee all on-track activities on race day. This includes reviewing car contact incidents, incident reports submitted by

Competitors and managing Full-Course-Yellow procedures. Race Control is available via the [@Race Control](#) tag on Discord or via email at racecontrol@vscaracing.com. Incident reports must be submitted via the VSCA Paddock.

RACING LINE - The line taken by cars around the track which is generally considered to be the fastest while staying on the racing surface. This line also includes the generally agreed upon braking points, turn in points, and acceleration points in all corners. "Run off" pavement beyond the curbing or out of the racing surface is not considered part of the racing line (i.e., Watkins Glen T8, below the yellow line on the NASCAR portion of Daytona).

RACING SURFACE - Any area between the white lines (some tracks use yellow or other colors) bordering the edge of the track. Any curbing can be used by Competitors, but will never be included as part of the racing surface. A car is deemed to have left the racing surface when all 4 tires are outside the white lines.

TEAM - the managing entity entering one or more Entries into the series such as Wayne Taylor Racing or Turner Motorsports from IMSA.

TEAM MANAGER - the person who oversees and runs a Team within VSCA.

TRACK MARSHALL - a member of VSCA who assists with reporting incidents found during the race for review by Race Control. Track Marshalls are not a member of Race Control and are not involved in the review of incidents.

TURN IN POINT - The turn-in point is the moment in time when the Driver starts turning the steering wheel significant enough to change a car's relative side-to-side position on a track for a corner. For a visual example, please watch this short <https://youtu.be/IL8Ud2XiUv4>.

VSCA PADDOCK - the Members area of VSCA, available at <https://www.vscaracing.com/paddock>. In this web app:

- New registrants can view their registration status
- Members can view their Membership info and edit their profile information
- Members can apply to join Teams to become a Competitor in VSCA
- Members can register a Team to become a Team Manager in VSCA
- Competitors can download the latest VSCA Design Pack that contains all Car Designs, Spec Maps, Team Suits and Driver Helmet Designs
- Competitors can view the Race Bulletin for the next Event

- Competitors can submit incident reports during an Event and view Race Control Decisions
- Competitors can view the Entry List and Reserve List
- Team Managers can view and edit their Team Profile Information
- Team Managers can register Entries for their Team
- Team Managers can add Members to or remove Members from their Team
- Team Managers can upload their Car Designs, Spec Maps, Suits and Driver Helmet Designs

2. CLASSES & CARS

2.1. Cars & Balance of Performance

2.1.1. All cars will run with the default 100% fuel capacity, no power penalty, and no additional weight. However, Organizers reserve the right to adjust the Balance of Performance for specific events if they deem necessary. Any Balance of Performance changes will be included in the Race Bulletin.

2.1.2. Any new car that is added to iRacing during the 2024 season and would be eligible to run in any of the classes below will be assessed by Organizers to be added mid season.

GTP

- Acura ARX-06 GTP
- BMW M Hybrid V8
- Cadillac V-Series.R GTP
- Porsche 963 GTP

LMP2

- Dallara P217

GT PRO

- Audi R8 LMS EVO II GT3
- BMW M4 GT3
- Porsche 911 GT3 R (992)

GT AM

- Ferrari 296 GT3
- Lamborghini Huracan GT3 EVO
- Mercedes-AMG GT3 2020

2.1.3. **Important note:** Any newer version of a car that gets added to iRacing will be replaced mid season.

2.2. Maximum Grid Size

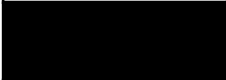

2.2.1. The maximum grid size for any SportsCar Championship event is 55 with the following maximum class size:

- **GTP** Max of 14 cars
- **LMP2** Max of 11 cars
- **GT PRO** Max of 15 cars
- **GT AM** Max of 15 cars

2.2.2. If fewer than 42 cars register for the championship, VSCA may cancel the season. In this event, VSCA will refund all Entry Fees already paid, not including transactional fees, such as PayPal fees.

2.3. Class Color Codes

2.3.1. The class will be identified by the following color codes on the VSCA Series Decals on the car designs, standings, live scoring, websites, graphics, etc.

Color	Class	HEX	RGB
	GTP	000000	0, 0, 0
	LMP2	3A53A7	58, 83, 167
	GT PRO	E1261C	225, 42, 28
	GT AM	00B24E	0, 178, 78

3. CHAMPIONSHIPS & SCHEDULE

3.1. General

3.1.1. There will be a Team Championship for each of the Championships listed below. Driver Championships only apply to the series championship overall. No drop weeks will be granted.

3.2. Championships

- 3.2.1. **SportsCar Championship** - The overall series championship that includes all races in the season. Every Team that participates will be included in this championship.
- 3.2.2. **Endurance Cup** - This championship includes only the Endurance races in the season at Daytona, Sebring, Watkins Glen, Homestead-Miami, and Road Atlanta. Every car that participates in the Endurance races will be included in this championship.
- 3.2.3. **Sprint Cup** - This championship includes only the sprint races in the season at Long Beach, Laguna Seca, COTA, Road America, and VIR. Every car that participates in the Sprint races will be included in this championship.

3.3. Clean Driver Award

- 3.3.1. A Clean Driver Awards will be issued to the Driver with the highest CPI during the season and who has completed at least 66% (rounded to the nearest full number) of the races during the season. A Driver must not be serving a suspension at the end of the season in order to be eligible. The prize will be announced by the Organizers at the end of the Season.

3.4. Schedule

- 3.4.1. Please note: All event dates are subject to change, depending on changes to the 2024 iRacing Special Events Calendar. Daytona, Sebring, Watkins Glen, and Road Atlanta races will run on the same date as the respective iRacing Special Event.
- 3.4.2. Example: The 24 Hours of Daytona runs on the same date as the iRacing 24 Hours of Daytona

Date	Race Start*	(EXH/E/S) Race Length	Track (Layout)
Dec 16, 2023	1400 GMT	(TST)** 6H Practice 2H Test Race	Daytona (Road Course)
Dec 17, 2023	1400 GMT	(TST)** 6H Practice 2H Test Race	Daytona (Road Course)

Date	Race Start*	(EXH/E/S) Race Length	Track (Layout)
Jan 13, 2024	1600 GMT	(EXH) 1H 40M***	Daytona (Road Course)
Jan 20, 2024	1500 GMT	(E) 24H***	Daytona (Road Course)
Feb 17, 2024	1600 GMT	(S) 1H 40M	Long Beach
Mar 23, 2024	1400 GMT	(E) 12H	Sebring (International)
Apr 13, 2024	1600 GMT	(S) 2H 40M	Laguna Seca (Full Course)
May 11, 2024	1600 GMT	(S) 2H 40M	COTA (Grand Prix)
Jun 15, 2024	1600 GMT	(E) 6H	Watkins Glen (Boot)
Jun 29, 2024	1600 GMT	(S) 2H 40M	Road America (Full Course)
Aug 24, 2024	1600 GMT	(S) 2H 40M	VIR (Full Course)
Sep 21, 2024	1600 GMT	(E) 6H	Homestead-Miami (Road Course B)
Oct 19, 2024	1400 GMT	(E) 10H	Road Atlanta (Full Course)
<p>* All start times are green flag / race start times ** December VSCA sanctioned testing. *** The Entry deadline for the Roar before the 24 and the 24 Hours of Daytona will be the same deadline of 7 days before the Roar before the 24 and 14 days before the 24 Hours of Daytona (TST) = Test Event, no championship points and attendance strongly encouraged, but not required (EXH) = Exhibition Event, no championship points but attendance required (E) = Endurance Cup event (S) = Sprint Cup event</p>			

4. REGISTRATION

4.1. Number of Entries per Team

4.1.1. There is no restriction on the number of Entries a Team can enter regardless of class. However, Teams will be limited to a maximum of 2 Entries per class prior to the Entry Deadline. If a Team registers more than 2 Entries in a class prior to the Entry Deadline, the additional Entries will be placed on the Reserve List and priority for the remaining grid spots will be given to Entries of other Teams. Once the Entry Deadline has passed, any remaining open grid spots in a class will be given to any Entries on the Reserve List.

4.2. Restriction on car changes

4.2.1. All cars entered in the same class by a Team, must be the same car Manufacturer and Model. GT PRO and GT AM are viewed as separate classes within VSCA.

4.2.2. A Team may change an Entry's car one time. Once an Entry has made its first start, the Team Manager may no longer change the car. Exceptions may apply when/if VSCA introduces new car models in-season.

4.2.3. To change the car of an Entry, the Team Manager has to send an email to the Organizers before the Entry Deadline. The Team Manager has to provide an updated car design for the new car, by the same Entry Deadline.

4.3. Drivers, Spotters, and Crew Chiefs

4.3.1. Drivers can race in any of the Team's Entries at any point during the season.

4.3.2. In order to compete in the SportsCar Championship, Members are required to be 18 years or older at the time of their first race in the championship.

4.3.3. Once a Team has an Entry registered for the championship, each Driver and Spotter will be required to register for the championship on the VSCA Paddock.

4.4. iRacing League

4.4.1. Each Driver, Spotter, and Crew Chief will need to register for the 2024 VSCA SportsCar Championship League on iRacing. Drivers, Spotters, and Crew Chiefs will not be accepted into the iRacing League until they have registered on the VSCA Paddock, and have confirmed they have read and understood the VSCA Sporting Code and Series Regulations via the Series Requirements page of the

VSCA Paddock here:

<https://www.vscaracing.com/paddock/series-requirements.php>

4.4.2. Link to the iRacing League for the 2024 Season:

<https://members.iracing.com/membersite/member/LeagueView.do?league=8020>

4.4.3. VSCA will not accept any new applications to the iRacing league after 23:59 GMT the day before a race. Any Drivers, Spotters, and/or Crew Chiefs not in the iRacing league, will not be able to participate in the event.

4.5. Car Numbers

4.5.1. Car numbers are granted by VSCA on a first come, first serve basis. The only restrictions are as follows:

- Car number #1 is reserved for the previous season's champion in the top class
- Car Number #296 is reserved for Ferrari 296 GT3 Entries only (if the Ferrari 296 is added in the future)
- Car Number #911 is reserved for Porsche 911 GT3 R Entries only
- Car Number #963 is reserved for Porsche LMDh Entries only
- Leading 0's (i.e. 004, 020, etc.) are prohibited for any new Entries.

4.6. Entry Registration

4.6.1. Entries must be registered by the Team Manager or Assistant Manager. The Team Manager or Assistant Manager and their Team must have completed the registration process and must have been approved by the Organizers, before they can register an Entry. New Entries can be registered in the VSCA Paddock. To request changes of an existing Entry, the Team Manager or Assistant Manager will need to send an email to the Organizers.

4.6.2. Once an Entry is promoted to the Series Grid, it is expected to compete in all remaining rounds of the season.

4.6.3. The following information is required during registration process:

- Name of the Entry (e.g., "Chip-Ganassi Racing USA", "ABC Racing Blue", etc.)
- iRacing Team ID
- Class
- Car Model
- Car Number

4.6.4. **Important note:** The iRacing Team ID cannot be changed at any point during the season, regardless of the reason. It is the sole responsibility of the Team Manager and/or Assistant Manager to maintain admin access to the iRacing Team ID(s) associated with their Entries for the duration of the season.

4.6.5. Registration opens on the following dates:

Date	Registration Type	Requirements
Dec 2, 2023 16:00 GMT	Returning Entries, same class	<ul style="list-style-type: none"> ● Returning Entries that competed in 7 races during 2023, or competed in every race upon joining the Championship ● Returning to the same class (2023 GTD Entries can choose either GT PRO or GT AM) ● Utilizes the same car number as in the 2023 Season
<p>Example: Fischer Motorsport ran in GTD with car #84 in 2023 and competed in every race of the season, they can register in either GT PRO or GT AM in any car of their choosing so long as they run car #84.</p>		
Dec 6, 2023 16:00 GMT	Returning Entries, class and/or car number change	<ul style="list-style-type: none"> ● Returning Entries that competed in 7 races during 2023, or competed in every race upon joining the Championship regardless of class or car number
<p>Example: Fischer Motorsport ran in GTD with car #84 in 2023 and competed in every race of the season, they can change classes to either LMP2 or GTP and choose any car number that is available.</p>		
Dec 9, 2023 16:00 GMT	New Entries	<ul style="list-style-type: none"> ● Any Team/Entry that does not meet the criteria for Early Registration 1 or 2
<p>Example 1: Fischer Motorsport wants to register a new Entry that did not participate in 2023, they can register in any class and choose any car number that is available.</p> <p>Example 2: A new Team, ABC Racing, did not compete in 2023 and wants to register a new Entry or multiple entries. They can register in any class and choose any car number that is available.</p>		

4.7. Series Grid & Reserve List

4.7.1. To be eligible for the Series Grid, all the following must be complete for each Entry:

- Team Manager must be approved
- Assistant Manager (if applicable) must be approved
- Team must be approved
- Entry must be approved
- Entry Fee must be paid in full
- Car Design (and spec map where applicable) of Entry must be approved

4.7.2. Grid spots will be granted on a first come-first serve basis once an Entry meets all the requirements above with excess Entries placed on the Reserve List for their class.

4.7.3. Once the allocated number of grid spots for any given class are filled, any additional Entries that are eligible for the Series Grid as stated above, will be placed on the Reserve List.

4.7.4. Each class has its own Reserve List. The Entry in first place on the Reserve List of their class, will be the first to be promoted to the Series Grid, as soon as a grid spot opens up in this respective class.

4.7.5. Entries on the Reserve List are ordered by the date of when they were added to the Reserve List first, and by date of payment, when the Entry was paid, second. An earlier date means a better position on the Reserve List, respectively.

4.8. Entry Fee

4.8.1. The purpose of the Entry Fee is to help VSCA cover expenses of running league operations and to pay third-party service providers (e.g., live Race Control, web hosting, iRacing hosted sessions etc.). VSCA operates as a non-profit organization without the intent of financial gain. All VSCA finances are exclusively bound to a non-personal PayPal account.

4.8.2. The Entry Fee is based on how many races are remaining in the season when the Team Manager registers the Entry. Please note, all prices are USD:

- Daytona, 24 and Roar (11 races) \$55
- Long Beach (9 races) \$34
- Sebring (8 races) \$33
- Laguna Seca (7 races) \$25
- COTA (6 races) \$23
- Watkins Glen (5 races) \$21

- Road America (4 races) \$16
- VIR (3 races) \$14
- Homestead-Miami (2 races) \$12
- Road Atlanta (1 race) \$7

Example 1: For an Entry registered before Daytona, the Entry Fee is \$55

Example 2: For an Entry registered before Laguna Seca, the Entry Fee is \$34

Example 3: For an Entry registered before VIR, the Entry Fee is \$14

4.8.3. The Entry Fee has to be paid in full by the Entry Deadline.

4.8.4. **Important note:** An Entry has to be paid in full, before it can earn a chance to be added to the Series Grid or Reserve List. However, paying the Entry Fee does NOT guarantee a grid spot. If an Entry does not make the Series Grid, it will be placed on the Reserve List

4.9. Refunds & Refund Deadline

4.9.1. Any refund sent will be the amount VSCA received excluding any additional PayPal transaction fees.

4.9.2. An Entry is eligible for a full refund until the Entry deadline of the first race that the Entry is scheduled to attend.

4.9.3. If an Entry was ever upgraded to status "Confirmed for Grid", it is automatically no longer eligible for a refund after the Entry deadline of the first race that the Entry is scheduled to attend.

4.9.4. **Important:** After an Entry is upgraded to status "Confirmed for Grid", it is expected to attend all races that are remaining in the season at that point.

4.9.5. An Entry that is on the Reserve List, is eligible for a partial refund for every race that it has missed while on the Reserve List. An Entry that is on the Reserve List and that was never upgraded to status "Confirmed for Grid", is eligible for a full refund. VSCA will send the refund for Any Entry eligible for the partial refund, once per season. Partial refunds will not be sent on a race by race basis.

4.9.6. After the refund was issued, the Entry status will be downgraded to "Withdrawn" and will be removed from the Reserve List.

4.9.7. Refunds must be requested by the Team Manager and/or Assistant Manager via email to the Organizers and in accordance with the regulations above.

4.10. Payment

4.10.1. **Important:** Before a Member makes any payments, in case of any doubts or uncertainty, it is their responsibility to contact the Organizers privately.

4.10.2. All Entry Fees must be paid in full via PayPal. VSCA will not accept any other ways of payment.

4.10.3. Required PayPal Payment Settings:

- **From:** Team Manager or Assistant Manager registered with VSCA
Note: The PayPal payment has to be sent from the person, who is registered as the Team Manager or Assistant Manager with VSCA
- **To:** paypal@vscaracing.com
Please note this is different from the admin email address of VSCA!
- **Teams with multiple Entries:** Separate payment for each Entry required
- **Transaction Type:** Payment for Goods & Services
Note: "Send money to friends & family" is not accepted.
- **Description:** Entry Fee for VSCA Entry ID <Entry ID>
Note: The VSCA Entry ID is unique for each car and each season. The Team Manager can find the VSCA Entry ID in the VSCA Paddock under "Manage Team" => "Team Entries"
- **Currency:** US Dollar (USD)
- **Amount:** As defined above

4.10.4. Any Entry Fee payment that does not meet all the requirements stated above will be rejected/refunded, without exception.

4.10.5. VSCA will provide an official payment confirmation via email to the Team Manager and/or Assistant Manager. This payment confirmation will include:

- Confirmation of Entry Fee payment receipt
- Confirmation that Entry has been processed to new Entry Status ("Confirmed for Grid" or "On Reserve List")
- Reminder of Entry Fee refund regulations
- PayPal Transaction ID
- Date and Time of Payment

5. ATTENDANCE

5.1. General

- 5.1.1. The initial Entry Registration by the Team Manager via the VSCA Paddock before the first race of the Entry, serves as confirmation that the Entry plans on attending all races once it is promoted to the Series Grid.
- 5.1.2. If an Entry fails to show up for a race it was scheduled to attend or fails to complete 25% of their class winners' total laps, the Entry gets moved to the bottom of the Reserve List of their class and the first available Entry on the Reserve List will take their grid spot.

5.2. Promotion to Series Grid

- 5.2.1. Any Entry that gets promoted from the Reserve List to the Series Grid between the Entry deadline and a Championship Event will be allowed to participate in the upcoming event however will not be demoted to the Reserve List if they do not participate in said event.

5.3. Demotion to Reserve List

- 5.3.1. If an Entry with status "Confirmed for Grid" fails to attend a race, regardless of reason, the Entry will be demoted to the Reserve List.

6. SCORING REQUIREMENTS

6.1. Driver Requirements

- 6.1.1. In addition to the VSCA Driver Rating, any Driver participating in a VSCA SportsCar Championship race will be required to have a minimum iRacing **Road License of C 4.0** on the day of the event.

6.2. Human Spotter

- 6.2.1. In addition to the requirements below, all Teams are required to always have a minimum of one human spotter present for their Entries during a race session.

6.3. Drive Time

- 6.3.1. Drive time is calculated by taking a Driver's individual average lap time multiplied by their laps completed. No other variance will be used to calculate drive time. Outlier laps such as lengthy laps caused by Drivers pitting for extended service

will be removed from the calculation. Time spent under FCY, counts as drive time. Additionally, drive time starts at the drop of the iRacing green flag.

6.3.2. Any Entry that meets the minimum race lap requirement but fails to meet the drive time requirements will be relegated to last place in class of those who met the minimum race lap requirement. These Entries will earn championship points for the respective position after the penalty so long as all other scoring requirements are achieved.

6.4. GTP & GT PRO Classes

Driver requirements	Max drive time per driver	Min drive time per driver
24h		
<ul style="list-style-type: none"> • Min of 3, max of 6 • No more than 50% of drivers can be "S" • No "B" drivers allowed 	13 hours	iRacing fair share
12h		
<ul style="list-style-type: none"> • Min of 2, max of 5 • No more than 50% of drivers can be "S" • No "B" drivers allowed 	7 hours	iRacing fair share
10h		
<ul style="list-style-type: none"> • Min of 2, max of 4 • No more than 50% of drivers can be "S" • No "B" drivers allowed 	6 hours	iRacing fair share
6h		
<ul style="list-style-type: none"> • Min of 2, max of 3 • No more than 50% of drivers can be "S" • No "B" drivers allowed 	4 hours	iRacing fair share

Driver requirements	Max drive time per driver	Min drive time per driver
2h 40m		
<ul style="list-style-type: none"> • Min of 2, max of 3 • No more than 50% of drivers can be "S" • No "B" drivers allowed 	No limit	2 drivers with 40 minutes, no min for 3rd driver
1h 40m		
<ul style="list-style-type: none"> • Min of 2, max of 3 • No more than 50% of drivers can be "S" • No "B" drivers allowed 	No limit	2 drivers with 25 minutes, no min for 3rd driver

6.5. LMP2 & GT AM Classes

Driver requirements	Max drive time per driver	Min drive time per driver
24h		
<ul style="list-style-type: none"> • Min of 3, max of 6 • 3 Drivers <ul style="list-style-type: none"> ◦ max of 1 "P" or "G" • 4 Drivers <ul style="list-style-type: none"> ◦ max of 1 "P" & 1 "G" ◦ or max of 2 "G" • 5 Drivers <ul style="list-style-type: none"> ◦ max of 1 "P" & 1 "G" ◦ or max of 2 "G" • 6 Drivers <ul style="list-style-type: none"> ◦ max of 1 "P" & 2 "G" ◦ or max of 3 "G" 	13 hours	<ul style="list-style-type: none"> • iRacing fair share • Minimum of 50% of Entry's total drive time must be completed by "S" and/or "B" driver(s).

Driver requirements	Max drive time per driver	Min drive time per driver
12h		
<ul style="list-style-type: none"> • Min of 2, max of 5 • 2 or 3 Drivers <ul style="list-style-type: none"> ◦ max of 1 "P" or "G" • 4 Drivers <ul style="list-style-type: none"> ◦ max of 1 "P" & 1 "G" ◦ or max of 2 "G" • 5 Drivers <ul style="list-style-type: none"> ◦ max of 1 "P" & 1 "G" ◦ or max of 2 "G" 	7 hours	<ul style="list-style-type: none"> • iRacing fair share • Minimum of 50% of Entry's total drive time must be completed by "S" and/or "B" driver(s).
10h		
<ul style="list-style-type: none"> • Min of 2, max of 4 • 3 Drivers <ul style="list-style-type: none"> ◦ max of 1 "P" or "G" • 4 Drivers <ul style="list-style-type: none"> ◦ max of 1 "P" & 1 "G" ◦ or max of 2 "G" 	6 hours	<ul style="list-style-type: none"> • iRacing fair share • Minimum of 50% of Entry's total drive time must be completed by "S" and/or "B" driver(s).
6h		
<ul style="list-style-type: none"> • Min of 2, max of 3 • Max of 1 "P" or "G" 	4 hours	<ul style="list-style-type: none"> • iRacing fair share • Minimum of 50% of Entry's total drive time must be completed by "S" and/or "B" driver(s).
2h 40m		
<ul style="list-style-type: none"> • Min of 2, max of 3 • Max of 1 "P" or "G" 	No limit	<ul style="list-style-type: none"> • 2 drivers with 40 minutes, no min for 3rd driver • Minimum of 50% of Entry's total drive time must be completed by "S" and/or "B" driver(s).

Driver requirements	Max drive time per driver	Min drive time per driver
1h 40m		
<ul style="list-style-type: none"> • Min of 2, max of 3 • Max of 1 "P" or "G" 	No limit	<ul style="list-style-type: none"> • 2 drivers with 25 minutes, no min for 3rd driver • Minimum of 50% of Entry's total drive time must be completed by "S" and/or "B" driver(s).

6.6. Using an Ineligible Driver

6.6.1. Any Entry that is found to have used an ineligible Driver(s) will result in an immediate disqualification of the Entry (if found during the race) or post race disqualification (if found after the race). Additionally, the ineligible Driver(s) in question will be suspended for one race.

6.7. iRacing Fair Share

6.7.1. An iRacing fair share is based on this formula:

$$iRacing\ Fair\ Share\ (laps) = \left(\frac{Total\ Laps\ Complete\ (laps)}{Number\ of\ Drivers\ per\ Car} \right) * 0.25$$

6.7.2. Example: 24 Hours of Daytona with 3 Drivers

$$50\ laps\ minimum = \left(\frac{600\ laps}{3} \right) * 0.25$$

6.8. Minimum Race Laps Requirement

6.8.1. An Entry must complete 70% of the class winning total laps, in order to be eligible to score championship points.

7. EVENT SESSIONS

7.1. Session Settings

7.1.1. All sessions will be held through the custom iRacing league of the series, as specified in section "iRacing League" of these regulations.

- Server – US Boston
- Car incident limit:

- Drive through penalty (see below)
- Disqualification (see below)
- Qualifying scrutiny – moderate
- Disable car decals and numbers – yes
- Series Branding - IMSA
- Disallow all driving aids (but clutch assist OK)
- Dynamic weather & dynamic sky
- Open setups
- Fast repairs – none
- Team Driving Enabled – Yes
- Tire set limits – no limit
- Restart type – single file, maintain
- Track conditions starting state:
 - Practice – 100%
 - Qualifying – carried over
 - Race – carried over
- Leave marbles on track – disabled
- In-sim time and date at session launch – specific to each event, will be posted in the Race Bulletin in the VSCA Paddock.

7.1.2. Each race will include an iRacing drive through incident limit and iRacing disqualification incident limit which will be determined on a race by race basis. The drive through and disqualification limit will be included in the Race Bulletin for each event.

7.1.3. Weather for each event will utilize the “forecast” mode with all settings turned to “auto”. The weekend prior to an event, Organizers will use accuweather.com to check the current “chance of rain” percentage forecasted for the date and location of the upcoming event. Organizers will regenerate the weather until the iRacing forecast chance of rain percentage is within +/- 5% of the accuweather.com forecast.

7.2. Practice Sessions

7.2.1. Four official practice sessions will be hosted in the two days leading up to an event. Teams and Drivers may run any practice session they like, as much as they like. VSCA strongly encourages Teams and Drivers to participate in these practice sessions as much as possible.

Session		Day	Start Time	End Time	Duration
Free Practice 1	EU	Thursday	1800 GMT	2200 GMT	4H
	NA	Thursday	2300 GMT	0300 GMT	4H
Free Practice 2	EU	Friday	1800 GMT	2200 GMT	4H
	NA	Friday	2300 GMT	0300 GMT	4H

EU = European time zone practice session

NA = North American time zone practice session

7.2.2. Teams are required to use their correct iRacing Team ID, Car Model and Car Number in all practice sessions.

7.2.3. Teams who want to use a second or third car in practice session, additionally to the car officially registered with VSCA, may do so, but have to ensure they use a iRacing team name that makes it easy to identify what team the car is part of and they must use a car number that is not currently utilized by any Entry in the series.

7.2.4. Entries currently on status 'On Reserve List' are allowed to participate in practice sessions.

7.3. Warm up

7.3.1. All Sprint Cup races will have a 40-minute practice session when the server opens while all Endurance Cup races will have a 20-minute practice session. The final 30 minutes of the warm up practice session will be reserved for the Drivers Meeting.

7.3.2. Entries must connect to the session and post at a minimum one (1) registered lap before the start of the Drivers Meeting. A registered lap is any lap, either valid or invalid as determined by iRacing, that shows on the "Laps" tab for an Entry within iRacing. This lap is for Race Control to verify the correct car and iRacing Team ID were registered to the session. Entries that fail to set the time before the Driver's Meeting will not be allowed to complete this lap between the end Driver's Meeting and the start of Qualifying. If an Entry fails to complete the requirement above, it will be disqualified from the event and demoted to the reserve list immediately.

7.4. Drivers Meeting

7.4.1. The Drivers Meeting will take place during the final 30 minutes of the warm up practice session and before Qualifying begins. Each Entry must have at

minimum one Driver in attendance. This meeting will be held in the "Drivers Meeting" voice channel of the VSCA Discord Server. Drivers and Teams are encouraged to ask event specific clarifying questions during the Drivers Meeting.

7.5. Qualifying

- 7.5.1. Qualifying will be attached, Solo-Qualifying session of 4 laps or 10 minutes, whichever comes first. There is no restriction on the amount of times a driver can enter or exit the pits. The Driver who qualifies the car must start the race.
- 7.5.2. The starting grid for the Daytona 24 Hour is determined by the official finishing positions from the Roar before the 24. The specific qualifying procedure for the Daytona 24 Hour will be explained in detail in the Daytona 24 Hour Race Bulletin.

7.6. Race Start

- 7.6.1. There will be two starting groups: a combined GTP and LMP2 group, and a combined GT PRO and GT AM group.
- 7.6.2. Any GTPs with a qualifying time that places them behind any LMP2 and/or GT car will be required to start from the pit lane. Any LMP2 with a qualifying time that places them behind any GT car will be required to start from pit lane. Any car that starts from pit lane will be required to wait until all GTP, LMP2, GT PRO, and GT AM cars that took the grid have passed pit exit before leaving the pit lane to start the race.
- 7.6.3. All GT PRO and GT AM cars will start intermixed as one starting group, based on qualifying time.
- 7.6.4. The overall GT pole sitter should leave a 5-10 second gap to the last LMP2 car ahead of them. This gap is required to be formed prior to the overall GT pole sitter rolling off the grid to start their pace lap.

8. RACE CONTROL & INCIDENT REPORTS

8.1. Live Race Control

- 8.1.1. While all races will have live Race Control to run Full Course Yellows and monitor on track incidents such as intentional wrecking, Race Control will not be reviewing incidents and issuing penalties during the race with the exception of

Personal Conduct Policy violations, intentional wrecking, and/or Full Course Yellow procedure penalties.

8.1.2. Track Marshalls and Race Control can report any incident they see for review by Race Control post race.

8.2. Incident Reporting

8.2.1. There will be no limit to the number of incident reports an Entry has in a given race. However if Race Control deems an Entry and/or Team to have continuously submitted frivolous incident reports, the Entry and/or Team could be penalized at the discretion of Race Control.

8.3. Post Race Penalty Application

8.3.1. Post race penalties are issued such that the "penalized" Entry would finish in the same position as if the penalty was issued during the race. As such, VSCA will base all post race penalties, and the final finishing positions, off of the gap to the class leader according to JRT timing at the checkered flag.

9. POINTS SYSTEM

9.1. SportsCar Championship & Sprint Cup

9.1.1. Points are awarded in each race to the finishers that have met the requirements in each championship per the following table:

Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts
1st	350	9th	220	16th	150	24th	70
2nd	320	10th	210	17th	140	25th	60
3rd	300	11th	200	18th	130	26th	50
4th	280	12th	190	19th	120	27th	40
5th	260	13th	180	20th	110	28th	30
6th	250	14th	170	22nd	90	29th	20
7th	240	15th	160	23rd	80	30th+	10
8th	230						

9.2. Endurance Cup

9.2.1. Points are awarded in each race to the finishers that have met the requirements in each championship per the following table:

Pos	1st	2nd	3rd	4th+
Points	5	4	3	2

9.2.2. Endurance Cup Points are awarded based on the standings in each class at specific intervals. At the designated time interval, standings are determined after the overall race leader completes his current lap, followed by all subsequent cars. The time intervals in each race are as follows:

Race	Intervals
Daytona (24H)	6 hours, 12 hours, 18 hours, finish
Sebring (12H)	4 hours, 8 hours, finish
Watkins Glen & Homestead Miami (6H)	3 hours, finish
Road Atlanta (10H)	4 hours, 8 hours, finish

9.3. Clean Racing Bonus Points

9.3.1. Clean Racing Bonus Points are additional points for the Team's SportsCar Championship and Sprint Cup. These are to encourage clean racing and will reward those who complete the most laps with the fewest number of incidents.

9.3.2. An incidents per lap calculation will be done for all Entries in a race. Entries will then be "ranked" against all the other cars in their class for a final position. The lowest incidents per lap will finish first with the highest finishing last. These points will be added to points earned based on the finishing position.

9.3.3. Clean Racing Bonus Points are awarded in each race to the finishers that have met the requirements per the following table. These are 37% of the total championship points available at each position (numbers below are rounded):

Pos	Pts	Pos	Pts	Pos	Pts
1st	130	11th	74	21st	37
2nd	118	12th	70	22nd	33
3rd	111	13th	67	23rd	30
4th	104	14th	63	24th	26
5th	96	15th	59	25th	22
6th	93	16th	56	26th	19
7th	89	17th	52	27th	15
8th	85	18th	48	28th	11
9th	81	19th	44	29th	7
10th	78	20th	41	30th+	4

9.3.4. Entries must have met all point scoring requirements in order to be eligible for the Clean Racing Bonus Points.

9.3.5. **Example:** Using the 2022 VSCA 24 Hours of Daytona event as a baseline with 30 cars in a class:

Entry	Finish Pos	Finish Pts	Inc/Lap Rank	Clean Racing Bonus Points	Total Pts	Championship Standings
A	1	350	30	4	354	1
B	7	240	10	78	318	3
C	13	170	20	37	207	19

9.4. Tie Breakers

9.4.1. If multiple Teams are equal on points, the following tie breakers apply:

- Wins
- Top 5
- Top 10
- Number of 2nd place finishes

- Number of 3rd place finishes
- Number of 4th place finishes etc.

9.4.2. For the Drivers' championship, tie breakers do not apply in case the Drivers with the same amount of points are of the same Entry.

10. FULL COURSE YELLOWS & PROCEDURES

10.1. Introduction

10.1.1. The VSCA SportsCar Championship will use full course yellows (FCY) during the season. Race Control determines when to throw a FCY by using a randomizer which will produce truly randomized green flag lengths.

10.1.2. All Competitors are required to know the procedures before joining the races. Heavy penalties will be issued to Teams that do not follow the procedure properly and do not listen to Race Control in sim.

10.1.3. This procedure will use iRacing's built in FCY system. However, Competitors must fully understand these procedures, pay attention, and listen to what iRacing and/or Race Control is informing you to do during a FCY, those who do not listen could be penalized at Race Control's discretion. Here are the step-by-step procedures:

10.1.4. A flow chart of the FCY procedures is available at:
<https://www.vscaracing.com/docs/FCY-Procedure-Flow-Chart.pdf>

10.2. Step 1 - Initiating FCY

10.2.1. Race Control will throw the yellow in-sim to initiate the FCY. Immediately upon throwing the FCY, the following will happen:

- iRacing automatically freezes the field in their current positions, and no passing is allowed unless a car is stationary.
- The FCY "black box" will appear on the screen. This is the same box drivers see before the start of the race that shows which car to stay behind or catch, and how many laps until the start.
- Pit lane will automatically close by iRacing.
- The iRacing pace car will exit the pits and pick up the overall leader of the race.

10.2.2. All cars are required to catch the pacing line as quickly and safely as possible. The overall leader should reduce to pace car speed safely as they approach the

S/F line to form the pacing line. While in the pacing line, all cars are required to pace on the right side of the track.

- 10.2.3. If a car is on pit lane or is committed to coming down pit lane when the FCY is thrown, it will automatically receive an End of Line (EOL) penalty when exiting the pits. This is unavoidable, and the Entry will be required to serve the end of line penalty. Race Control WILL NOT clear this black flag.
- 10.2.4. No weaving is allowed for the duration of the FCY.
- 10.2.5. No additional steps will be done during the first lap of the FCY. All cars should catch the pacing line as safely and quickly as possible. Any car that has an EOL penalty from iRacing should move to the right hand side of the track and get into the correct position prior to the end of the first lap.
- 10.2.6. As the pace car approaches pit entry, iRacing will open pit lane. All Competitors are to ignore this message as the pit lane will NOT open until Race Control announces it has opened over voice and text chat in sim.
- 10.2.7. Any EOL penalty MUST be served on the right side of the track. Additionally, any car with an EOL MUST catch the pacing line as quickly as possible before starting to serve their EOL. Any car that has an EOL must leave adequate room between them and the car in front to allow for cars behind to pass and rejoin the pacing line.

10.3. Step 2 - Extending the FCY

- 10.3.1. Once the pace car crosses the S/F line for the first time, Race Control will extend the FCY by 20 laps. The FCY will not last 20 laps, this is only done to ensure Race Control has plenty of time to complete all the required steps, and avoid any potential oddities of the iRacing FCY programming.

10.4. Step 3 - First Wave By

- 10.4.1. Cars with their class leader behind them in the pacing line are eligible for the first wave-by and will be issued a wave-by from Race Control. Once a Driver is issued a wave-by, iRacing will inform the Driver via the FCY black box to "pass ## car". Drivers are now required to move to the left side of the track, and proceed to pass all cars iRacing is informing them to pass. Wave-bys are required to be taken at race speed.
- 10.4.2. **Important note:** Drivers are able to drive through the pace car as it is a ghost car and will receive no damage or penalty by doing so.

10.4.3. Wave-bys will be issued in the running order starting at the Pace Car and working back through the pacing line.

10.5. Step 4 - Pit Entry Opens

10.5.1. Upon completion of the first wave-by, Race Control will declare the pit lane being open at the end of the current lap for ALL cars and will make a voice and text announcement in sim.. Pit lane is deemed open once the first car in the pacing line has crossed the yellow cones either in pit lane, or the relative position of the yellow cones on the racing surface.

10.5.2. Any car that enters pit lane before Race Control has deemed pit lane being open through the announcement as described above, will be given a drive through penalty from Race Control in race, or 30s time penalty post race if the penalty is unable to be issued during the race, regardless of if they take service or not.

10.5.3. After the cars pass pit lane at the end of the lap and the pit sequence is complete, pit lane will close for the remainder of the FCY.

10.5.4. Any car that enters pit lane between pit lane being deemed closed after pit stops and the race restarting, will be given a 60 second Stop & Hold penalty from Race Control in race, or 90s time penalty post race if the penalty is unable to be issued during the race, regardless of if they take service or not.

10.5.5. Any car that enters a closed pit at any time during a FCY, remains stationary in their pit stall, and is passed by the pace car or overall leader 2 times (if entered the pit lane by driving into the pits) or 3 times (if entered the pit through towing) will not receive a penalty.

10.5.6. **Important note:** Any car that enters pit lane and passes a car that does not enter pit lane prior to crossing the yellow pit entry cones, will be given a penalty from iRacing for passing under caution and will result in an additional time penalty added to your pit stop. Race Control cannot and will not clear this penalty.

10.6. Step 5 - Check Car Positions

10.6.1. In the event ANY car that entered pit lane came out in front of ANY car that did not enter pit lane, regardless of class, ALL cars that came into pit lane will be required to enter pit lane at the end of the lap. Race Control will make a voice and text announcement in sim informing all cars that did a pit stop to enter pit lane at the end of the lap.

- 10.6.2. All cars that enter pit lane are required to stay in the fast lane, and come to a stop at the green pit exit cones until Race Control says otherwise. Once all cars that have stayed out have passed pit exit, Race Control will announce for all cars on pit lane to proceed and catch the pacing line.
- 10.6.3. **Important note:** When coming to a stop at pit exit, DO NOT exit pit lane (i.e. pass the green pit exit cones) and come to a stop as iRacing will automatically place you between cars that stayed out on track. Any car doing this will be issued a Drive Through Penalty by Race Control upon the restart.
- 10.6.4. Any car that fails to come into the pits when required will be issued a 15s Stop and Hold penalty at the restart.

10.7. Step 6 - Second Wave By

- 10.7.1. All cars one or more lap(s) down to their class leader, or on the lead lap with their class leader behind them in the pacing line, will be eligible for the second wave-by.
- 10.7.2. If Step 5 is not required, Race Control will wait adequate time for cars to complete their pit stops prior to issuing the second wave-bys.
- 10.7.3. Once a Driver is issued a wave-by, iRacing will inform the Driver via the FCY black box to "pass ## car". Drivers are now required to move to the left side of the track, and proceed to pass all cars iRacing is informing them to pass. Wave-bys are required to be taken at race speed.
- 10.7.4. **Important note:** you are able to drive through the pace car as it is a ghost car.
- 10.7.5. Wave-bys will be issued in the running order starting at the Pace Car and working back through the pacing line.

10.8. Step 7 - Restart

- 10.8.1. Once Step 7 is complete and a minimum of ½ a lap is remaining on the current pace lap based on the pace car, Race Control will remove any unneeded laps behind the pace car. The FCY will show drivers "One to green" and the flashing yellow lights on the iRacing pace car will turn off. At the conclusion of this lap, the race will restart.
- 10.8.2. The field will restart as one group, with all classes intermixed. All cars are required to ensure there is no big gap between them and the car in front, regardless of class.

- 10.8.3. **IMPORTANT NOTE:** It is possible for a LMP2, GT PRO, or GT AM to be the first car in the pacing line at the time of the restart as a result of the FCY procedure.
- 10.8.4. Race Control will not announce a “green flag” on the restart. The first car in the pacing line can go at their own choosing between the iRacing pace car pulling off the racing surface and the iRacing green flag.
- 10.8.5. Under normal racing conditions at the restart, creating physical overlap before the start/finish on another car for position is prohibited. Creating physical overlap and/or passing between GTP, LMP2, and GT PRO/GT AM before the start/finish line is allowed however is not allowed between GT PRO and GT AM.
- 10.8.6. Competitors are allowed to submit an incident report on an entry they feel have “gained an advantage” on the restart for Race Control to review post race. Any car that Race Control deems to have gained an advantage on the restart is subject to a post race penalty.
- 10.8.7. If an Entry receives a black flag at the restart from iRacing for passing another Competitor because of another Competitor failing to line up in the correct position that iRacing is requiring them to, the Entry can request for the black flag to be cleared. This request must be done via iRacing in-sim text chat utilizing the command “/rc” to message Race Control Directly, and must be sent prior to all cars on track that took the restart finishing their first lap of the restart. Any requests made after the completion of the first lap will be ignored.
- 10.8.8. All black flag clear requests will be reviewed post race to ensure the legitimacy of the request. Any cleared black flag that was found to be issued for something other than stated above, such as but not limited to, pit lane speeding or passing the pace car, will result in a post race disqualification of the Entry, the Entry suspended for one race, and the Entry immediately placed on the bottom of the Reserve List. Likewise, any cleared black flag that was deemed to be correctly cleared because another Competitor was failing to follow what iRacing was telling them, will result in a post race disqualification of the Entry that did not follow what iRacing was telling them, the Entry suspended for one race, and the Entry immediately placed on the bottom of the Reserve List.
- 10.8.9. Any on track related incident (i.e. car contact, unsafe rejoin, etc.) that occurred within the first lap of a restart where a Driver is found guilty and a penalty is issued post race, will be double the severity and 2 penalty points. Examples:

Incident Description	Normal Post Race Penalty	Penalty if on 1st lap of a restart
Driver found responsible for unsafe rejoin	<ul style="list-style-type: none"> • 30s time penalty • 1 penalty point 	<ul style="list-style-type: none"> • 60s time penalty • 2 penalty points
Driver found responsible for car contact	<ul style="list-style-type: none"> • 1L & 30s time penalty • 1 penalty point 	<ul style="list-style-type: none"> • 2L & 30s time penalty • 2 penalty points

10.9. Short Full Course Yellow

- 10.9.1. This procedure only applies if the previous green flag period was shorter than 15 minutes, or in the last 30 minutes of the race.
- 10.9.2. The FCY procedure as described above will remain the same, however **Step 4 - Pit Entry Open** through **Step 6 - Second Wave By**, will not be completed and will be skipped.
- 10.9.3. Any car that enters pit lane during a Short FCY will be issued a 60 second Stop & Hold penalty. However, any car that enters a closed pit at any time during a FCY, remains stationary in their pit stall, and is passed by the pace car or overall leader 2 times (if entered the pit lane by driving into the pits) or 3 times (if entered the pit through towing) will not receive a penalty.

10.10. Towing Under FCY

- 10.10.1. In case a car needs to tow under FCY, it is required for the Driver to pull out of the pacing line and in a safe spot and tow immediately. Any car that tows, can do so at their own choosing.
- 10.10.2. Any car not involved in an on track accident and that takes a tow back to pit lane during the FCY, will also be issued a drive through penalty regardless of when the tow occurred.

10.11. Car Contact While Under FCY

- 10.11.1. As the race is not under green flag conditions, there is no excuse for contact under FCY. ANY car contact while under FCY could result in a 2 lap plus 30 second post race penalty regardless of the severity of contact.

11. RED FLAG PROCEDURES

11.1. Introduction

- 11.1.1. If Race Control needs to fully stop a race, temporarily, a red flag will be declared. The utmost importance and goal of the Red Flag Procedure is to stop the race as quickly and safely as possible, as such the procedure has been designed accordingly.
- 11.1.2. Red Flag periods may be used for, but are not limited to, situations such as server issues, mass disconnects, issues needing resolving during the race, adverse weather (i.e. severe rain conditions), etc. Race Control has the right to issue a Red Flag at any point during the race if required.
- 11.1.3. All Competitors are required to know the procedures before joining the races. Heavy penalties will be issued to Teams that do not follow the procedure properly and do not listen to Race Control in sim.
- 11.1.4. This procedure will use iRacing's built in FCY system. However, Competitors must fully understand these procedures, pay attention, and listen to what iRacing and/or Race Control is informing you to do during a Red Flag, those who do not listen could be penalized at Race Control's discretion. Here are the step-by-step procedures:
- 11.1.5. A flow chart of the Red Flag procedures is available at:
<https://www.vscaracing.com/docs/FCY-Procedure-Flow-Chart.pdf>

11.2. Step 1 - Initiating Red Flag

- 11.2.1. Race Control will throw the yellow in-sim to initiate the Red Flag. Immediately upon throwing the FCY, the following will happen:
- iRacing automatically freezes the field in their current positions, and no passing is allowed unless a car is stationary.
 - The FCY "black box" will appear on the screen. This is the same box drivers see before the start of the race that shows which car to stay behind or catch, and how many laps until the start.
 - Pit lane will automatically close by iRacing.
 - The iRacing pace car will exit the pits and pick up the overall leader of the race.
- 11.2.2. All cars are required to catch the pacing line as quickly and safely as possible. The overall leader should reduce to pace car speed safely as they approach the

S/F line to form the pacing line. While in the pacing line, all cars are required to pace on the right side of the track.

- 11.2.3. If a car is on pit lane or is committed to coming down pit lane when the FCY is thrown, it will automatically receive an End of Line (EOL) penalty when exiting the pits. This is unavoidable, and the Entry will be required to serve the end of line penalty. Race Control WILL NOT clear this black flag.
- 11.2.4. No weaving is allowed for the duration of the red flag.
- 11.2.5. Race Control will announce via voice and text chat in sim the race is red flagged.
- 11.2.6. Any EOL penalty MUST be served on the right side of the track and must be served prior to pit lane opening by iRacing. Additionally, any car with an EOL MUST catch the pacing line as quickly as possible before starting to serve their EOL. Any car that has an EOL must leave adequate room between them and the car in front to allow for cars behind to pass and rejoin the pacing line.

11.3. Step 2 - Entering Pit Lane

- 11.3.1. As the pace car approaches pit entry, iRacing will open pit lane. All Competitors are **REQUIRED** to enter pit lane, stop in their respective pit stall, and exit the car. Any service and/or repairs can be done at this time. It is highly recommended that Competitors shut off the engine at this time to avoid overheating and blown engines.
- 11.3.2. Any car that does not enter pit lane, stop in their respective pit stall, and/or the driver does not exit the car will be subject to a penalty from Race Control from a Drive Through Penalty or 30-second post-race penalty up to immediate disqualification from the race.

11.4. Step 3 - Resuming the Race

- 11.4.1. Race Control will make a voice and text announcement in sim when the Red Flag period will end. Additionally, Race Control will make a voice and text announcement in sim with 5 minutes, and 1 minute remaining in the red flag period.
- 11.4.2. Once the Red Flag period has ended, Race Control will extend the FCY by 20 laps. The remaining FCY will not last 20 laps, this is only done to ensure Race Control has plenty of time to complete all the required steps, and avoid any potential oddities of the iRacing FCY programming.

11.5. Step 4 - Forming the Grid/Pacing Line

- 11.5.1. Race Control will announce, one by one, the order of cars to exit pit lane via iRacing voice and text chat. Once a car has been given the announcement to exit pit lane, they will have 3 seconds to leave their pit stall before the next car is called. Any positions lost as a result of not leaving the pit stall in a timely manner will not be corrected. Any car that leaves their pit stall before Race Control informs them will be issued a Drive Through Penalty or 30-second post-race penalty.
- 11.5.2. The order of the pacing line, and the subsequent order in which Race Control will announce cars to exit pit lane, will be all GTPs, LMP2s, GT PROs, then GT AMs. Each class will be ordered based on position in class, regardless of the lap each car is on.
- 11.5.3. As a car exits the pits, they are required to catch the pacing line as quickly and safely as possible. Once a car has exited the pits, they are not allowed to enter the pits again before the restart. Doing so will result in a Drive Through Penalty.

11.6. Step 5 - First Wave-By

- 11.6.1. When the overall leader crosses the pit entry cones in Step 2, any car not on pit lane, who has their class leader behind them in the pacing line, and who enters pit lane by driving into pit lane (as opposed to towing) are eligible and will be issued a wave-by from Race Control. Once a Race Control issues a Driver their wave-by, iRacing will inform the Driver via the FCY black box to "pass ## car". Drivers are now required to move to the left side of the track, and proceed to pass all cars iRacing is informing them to pass. Wave-bys are required to be taken at race speed.
- 11.6.2. **Important note:** Drivers are able to drive through the pace car as it is a ghost car and will receive no damage or penalty by doing so.
- 11.6.3. Wave-bys will be issued in the running order starting at the Pace Car and working back through the pacing line.

11.7. Step 6 - Second Wave By

- 11.7.1. When the overall leader crosses the pit entry cones in Step 2, any car not on pit lane, is one or more lap(s) down to their class leader, and who enters pit lane by driving into pit lane (as opposed to towing) will be eligible for the second wave-by. and will be issued a wave-by from Race Control. Once a Race Control issues a Driver their wave-by, iRacing will inform the Driver via the FCY black box

to “pass ## car”. Drivers are now required to move to the left side of the track, and proceed to pass all cars iRacing is informing them to pass. Wave-bys are required to be taken at race speed.

- 11.7.2. Once a Driver is issued a wave-by, iRacing will inform the Driver via the FCY black box to “pass ## car”. Drivers are now required to move to the left side of the track, and proceed to pass all cars iRacing is informing them to pass. Wave-bys are required to be taken at race speed.
- 11.7.3. **Important note:** you are able to drive through the pace car as it is a ghost car.
- 11.7.4. Wave-bys will be issued in the running order starting at the Pace Car and working back through the pacing line.

11.8. Step 7 - Restart

- 11.8.1. Once Step 6 is complete and a minimum of ½ a lap is remaining on the current pace lap based on the pace car, Race Control will remove any unneeded laps behind the pace car. The FCY will show drivers “One to green” and the flashing yellow lights on the iRacing pace car will turn off. At the conclusion of this lap, the race will restart.
- 11.8.2. The field will restart as one group, with all classes intermixed. All cars are required to ensure there is no big gap between them and the car in front, regardless of class.
- 11.8.3. Race Control will not announce a “green flag” on the restart. The first car in the pacing line can go at their own choosing between the iRacing pace car pulling off the racing surface and the iRacing green flag.
- 11.8.4. Under normal racing conditions at the restart, creating physical overlap before the start/finish on another car for position is prohibited. Creating physical overlap and/or passing between GTP, LMP2, and GT PRO/GT AM before the start/finish line is allowed however is not allowed between GT PRO and GT AM.
- 11.8.5. Competitors are allowed to submit an incident report on an entry they feel have “gained an advantage” on the restart for Race Control to review post race. Any car that Race Control deems to have gained an advantage on the restart is subject to a post race penalty.
- 11.8.6. If an Entry receives a black flag at the restart from iRacing for passing another Competitor because of another Competitor failing to line up in the correct position that iRacing is requiring them to, the Entry can request for the black

flag to be cleared. This request must be done via iRacing in-sim text chat utilizing the command “/rc” to message Race Control Directly, and must be sent prior to all cars on track that took the restart finishing their first lap of the restart. Any requests made after the completion of the first lap will be ignored.

11.8.7. All black flag clear requests will be reviewed post race to ensure the legitimacy of the request. Any cleared black flag that was found to be issued for something other than stated above, such as but not limited to, pit lane speeding or passing the pace car, will result in a post race disqualification of the Entry, the Entry suspended for one race, and the Entry immediately placed on the bottom of the Reserve List. Likewise, any cleared black flag that was deemed to be correctly cleared because another Competitor was failing to follow what iRacing was telling them, will result in a post race disqualification of the Entry that did not follow what iRacing was telling them, the Entry suspended for one race, and the Entry immediately placed on the bottom of the Reserve List.

11.8.8. Any on track related incident (i.e. car contact, unsafe rejoin, etc.) that occurred within the first lap of a restart where a Driver is found guilty and a penalty is issued post race, will be double the severity and 2 penalty points. Examples:

Incident Description	Normal Post Race Penalty	Penalty if on 1st lap of a restart
Driver found responsible for unsafe rejoin	<ul style="list-style-type: none"> ● 30s time penalty ● 1 penalty point 	<ul style="list-style-type: none"> ● 60s time penalty ● 2 penalty points
Driver found responsible for car contact	<ul style="list-style-type: none"> ● 1L & 30s time penalty ● 1 penalty point 	<ul style="list-style-type: none"> ● 2L & 30s time penalty ● 2 penalty points

11.9. Red Flag Criteria for Rain

11.9.1. In the event of rain during a race, the track condition is “extremely wet” and the radar shows yellow/orange/red on the immediate forecast for a lengthy duration, upon the judgment of Race Control a Red Flag may be issued. The Red Flag will be removed when the radar shows at most dark green for a lengthy duration of time.

11.10. Towing Under FCY/Red Flag

11.10.1. In case a car needs to tow under FCY or Red Flag, it is required for the Driver to pull out of the pacing line and in a safe spot and tow immediately. Any car that tows, can do so at their own choosing.

- 11.10.2. Any car not involved in an on track accident and that takes a tow back to pit lane during the FCY or Red Flag, will also be issued a drive through penalty regardless of when the tow occurred.

11.11. Car Contact While Under FCY/Red Flag

- 11.11.1. As the race is not under green flag conditions, there is no excuse for contact under FCY or Red Flag. ANY car contact while under FCY or Red Flag could result in a 2 lap plus 30 second post race penalty regardless of the severity of contact.

11.12. Drive Time During Red Flag

- 11.13. If a race is stopped because of a red flag during a sprint race, the minimum driver time is reduced by a 2:1 ratio equivalent to the time lost from the originally scheduled time of the race. Example: if the red flag duration was 10% of the original scheduled race length, the minimum drive time is reduced by 20%.
- 11.14. The Red Flag period will be measured via the iRacing time stamp when the overall leader crosses the pit entry cones in Step 2, until the iRacing Safety Car crosses the pit exit cones in Step 3.
- 11.15. As endurance events utilize the iRacing fair share for minimum time which is lapped based rather than time based, the 2:1 reduction will not be in effect for endurance events.
- 11.16. There will be no modification to the maximum drive time.

12. PENALTIES TABLE

12.1. Below are the penalties for breach of rules within the SportsCar Championship Regulations. These are the base penalties however Organizers and Race Control reserve the right to increase or decrease the severity of the penalty, and issue penalties not included below as needed and in the best interest of VSCA.

Section	Infraction(s)	Base Penalty
5.1. Attendance > General	- Entry does not show up for a race	- Entry is moved to bottom of the reserve list
	- Entry fails to complete 25% of their class winners' total laps	- Entry is moved to bottom of the reserve list
6.3. Scoring Requirements > Drive Time	- Entry meets the minimum lap requirement but fails to meet drive time requirements	- Entry is relegated to last place in class of those who met the minimum race lap requirement
6.6. Scoring Requirements > Using an Ineligible Driver	- Entry uses an ineligible Driver(s)	- If found during the race, immediate disqualification otherwise post race disqualification - Ineligible Driver(s) will be suspended for one race.
6.8. Scoring Requirements > Minimum Race Laps Requirement	- Entry fails to complete 70% of the class winning total laps	- No championship points awarded
7.3. Event Sessions > Warm up	- Entry must connect and post a minimum of one registered lap time before Drivers Meeting	- Required to reach out to Race Control, failure to reach out will result in an immediate disqualification

Section	Infraction(s)	Base Penalty
7.6. Event Sessions > Race Start	- GTP Entry does not post a qualifying time or posts a qualifying time behind any LMP2 or GT car	- Required to start from pit lane
	- LMP2 Entry does not post a qualifying time or posts a qualifying time behind any GT car	- Required to start from pit lane
	- An Entry starting from pit lane fails to wait until all GTP, LMP2, GT PRO, and GT AM cars that took the grid have passed pit exit before leaving pit lane.	- Drive Through issued in race
	- The overall GT pole sitter does not form the 5-10 second gap to the last LMP2 car prior to rolling.	- Warning
	- The overall GT pole sitter does not leave the 5-10 second gap to the last LMP2 car at the race start.	- Drive Through issued in race
10.2. FCY > Step 1. Initiating FCY	- Entry is on pit road (i.e. between the yellow and green cones) at the time the FCY is thrown	- Automatic EOL issued by iRacing upon leaving pit lane
	- Entry is weaving at any point during the FCY	- Drive Through issued in race
10.4. FCY > Step 3 - First Wave By	- Entry does not take their wave by at race speed	- Warning
10.5. FCY > Step 4 - Pit Entry Opens	- Entry enters pit lane before Race Control deemed pit lane to be open	- Drive Through issued in race or 30s post race penalty
	- Entry enters pit lane after the pit stops and pit lane has closed	- 60s Stop & Hold issued in race or 90s post race penalty
10.6. FCY > Step 5 - Check Car Positions	- Entry fails to enter pit lane when it was required to	- 15s Stop and Hold issued in race.
	- Entry fails to stop before the green pit exit cones	- Drive Through issued in race
10.7. FCY > Step 6 - Second Wave By	- Entry does not take their wave by at race speed	- Warning

Section	Infraction(s)	Base Penalty
10.8. FCY > Step 7 - Restart	- Entry leaves a gap to the car ahead	- Drive Through issued in race
	- Entry creates physical overlap for position before the start finish line under normal racing conditions	- Drive Through issued in race
	- Entry gains an advantage on the restart.	- Warning
	- Entry illegitimately requested for a black flag clearing and it was cleared by Race Control.	- Post race disqualification - Entry is suspended for one race - Entry is placed on the bottom of the reserve list
	- Entry failed to follow iRacing's instructions upon the review of a black flag clearing.	- Post race disqualification - Entry is suspended for one race - Entry is placed on the bottom of the reserve list
	- Entry deemed responsible for an on track incident on the first lap of a restart.	- Double the penalty severity - 2 penalty points
10.9. FCY > Short FCY	- Entry enters pit road at any time during the FCY	- 60s Stop & Hold issued in race or 90s post race penalty
10.10. FCY > Towing Under FCY	- Entry not involved in an on track accident tows back to pit lane during the FCY	- Drive Through issued in race
10.11. FCY > Car Contact While Under FCY	- Entry is deemed responsible for contact while under FCY	- 2L plus 30s Post Race Penalty
11.2. Red Flag > Entering Pit Lane	- Entry fails to enter pit lane, stop in their pit stall, and/or driver fails to exit the car	- Drive Through issued in race
11.3. Red Flag > Entering Pit Lane after Red Flag and Before Restart	- Entry enters pit road at any time after the red flag has ended and before the restart	- Drive Through issued in race
11.11. Red Flag> Car Contact While Under FCY/Red Flag	- Entry is deemed responsible for contact while under FCY/Red Flag	- 2L plus 30s Post Race Penalty

13. CHANGELOG

October 29, 2023

- Added sections 7.2.2 , 7.2.3. and 7.2.4 related to practice sessions, defining registration requirements for practice sessions, procedure on using additional cars in practice sessions and Entries on Reserve List being allowed to participate in practice sessions

November 1, 2023

- Corrected GT PRO RGB color code
- Updated the dates of three events in the schedule
 - The December Daytona test dates were updated to Saturday Dec 16 and Sun Dec 17
 - Homestead Miami was changed to September 14th to avoid being on iRacing week 13
- Updated the requirement for entering a closed pit penalty while under FCY. If a car enters a closed pit lane and drives through pit lane, no drive through penalty will be issued by Race Control.

November 23, 2023

- Corrected heading to lower case for section 3.3. "Schedule"

December 6, 2023

- Added Audi R8 LMS EVO II GT3 to the cars of GT PRO class

December 10, 2023

- Added clarification that attending test events is not mandatory

December 17, 2023

- Changed the date for Homestead-Miami from Sep 14th to Sep 21st
- Changed the date for Road Atlanta from Oct 5th to Oct 19th

December 19, 2023

- Updated the requirements for being accepted to the VSCA iRacing League to include acknowledging have read and understood the Sporting Code and Series Regulations through the VSCA Paddock and included a link
- Updated the FCY procedure with the following:
 - Changed the extension of the FCY from 30 laps to 20 laps
 - Changed EOLs to serve them at a target speed of 56 kph / 35 mph instead of coming to a stop
 - Clarified that cars who enter pit lane before Race Control deems pit lane being open will receive a penalty, regardless of service taken or not
 - Updated the restart procedure to cars accelerating and restarting the race upon crossing the start/finish line rather than on the iRacing green flag
- Added in Section 11. Penalties Table

December 23, 2023

- Updated the definition of "Entry Deadline" to remove the 21 days before the first race of a championship season stipulation.
- Replaced FCY section pertaining to "Step 8. Restarts" in its entirety.
- Updated the Penalties Table to reflect changes

December 27, 2023

- Updated section 8.2.1 "Number of Incident Reports" to install a hard limit of 6 incident reports per Entry and race.

January 15, 2024

- Updated "Step 4 - Pit Entry Opens" to "Step 6 - Second Wave By" of the Full Course Yellow Procedure.
- Removed "Step 7 - Prototype and GT Sorting" entirely.
- Added a clarification in 10.8.7 on how to contact Race Control for a black flag clear on a restart.

January 17, 2024

- Updated the Table of Contents
- Added in 10.6.4 stating the penalty for cars that are required to enter pit lane but fail to do so.
- Updated penalty severity for pitting under FCY after the pits have closed.
- Updated the Penalties Table.

January 19, 2024

- Updated section 4.4.3 and changed deadline

January 22, 2024

- Updated Step 1 of the FCY to clarify cars must maintain a safe gap to the next car ahead under FCY.

February 10, 2024

- Updated Step 1 of the FCY to clarify cars serving an EOL must serve the EOL on the right side of the track.
- Clarified on the maximum number of drivers for LMP2 and GT AM in a 10 hour race

March 5, 2024

- Added a clarification for the penalty for entering a closed pit lane under FCY when a car is stopped on pit lane for a long period of time.

March 17, 2024

- Added a clarification for LMP2 and GT AM class drive time for 12 hour events with only 2 drivers.
- Added a clarification on the weather settings in session setup
- Added Red Flag Procedures.

April 5, 2024

- Updated the Warm Up section to clarify about lap times being posted before the Driver's Meeting
- Updated any reference to serving EOLs to be done on the right side of the track
- Added the Clean Driver Award.

April 24, 2024

- Added clarification on the post race penalty application.
- Updated incident limit disqualification
- Added "Track Marshall" in the definitions
- Clarified Track Marshalls and Race Control can report any incident they see that needs reviewing
- Updated the car number restrictions to disallow leading 0's for new Entries
- Removed the restriction on the number of incident reports for an Entry per race

May 3, 2024

- Updated the 15/25 incident limit to clarify they will be published on a race by race basis in the Race Bulletin