VSCA SPORTSCAR CHAMPIONSHIP

Series Regulations

- 2026 Season -

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1.   DEFINITIONS

1.1.   **ASSISTANT MANAGER** – the person who may act as a substitute for a Team Manager within VSCA.

1.2.   **CARELESS DRIVING** – RC determining that an on-track move has been attempted with little chance of success or without consideration for the affected Driver(s) and/or fellow competitors (i.e. dive bombs, unsafe rejoins, contact under FCY, etc.)

1.3.   **COMPETITOR** – any person taking part in a VSCA Event.

1.4.   **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.

1.5.   **CORNERS PER INCIDENT (CPI)** – a calculation done by VSCA Organizers to determine the number of corners driven for each iRacing incident accumulated.

1.6.   **DESIGN & ENTRY FEE 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 design & entry fee deadline is seven (7) days before the first scheduled race of an Entry, or the next race of an Entry.

1.7.   **DESIGN MANAGEMENT** – the people who create all VSCA car templates, review all uploaded car designs, spec maps, team suits, and helmet designs. The Design Management team is available via **@Design Management** in Discord and via email at designs@vscaracing.com.

1.8.   **DIVE BOMB** – when an overtaking car attempts a pass on the inside and does not have physical overlap prior to the turn in point of the car they are attempting to overtake. Dive bombs often result in the car being overtaken needing to adjust their line or go wide to avoid a collision and/or the overtaking car carrying too much speed into the corner and not holding the apex.

1.9.   **DRIVERS MEETING** – a voice meeting that takes place during an event and prior to the race to discuss event specific items. The start time of the Drivers Meeting time will be included in the Race Center.

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

1.11.   **ENTRY** – one (1) car entered by a Team that runs in a race or championship.

1.12. **ENTRY DEADLINE** – the deadline of 23:59 GMT Wednesday before an Event at which time all the following occur:

- Organizers will review any pending VSCA Membership Registrations and iRacing League join requests. No further Membership Registrations or iRacing League join requests will be reviewed between the Entry Deadline and the end of the Event.

- Team Managers of Assistant Managers must ensure all Drivers intending to participate in the Event are added to their Team within the VSCA Paddock.

- Team Managers or Assistant Managers must have declared Drivers for all their Team Entries participating in the Event within the VSCA Paddock.

- Team Managers or Assistant Managers must ensure that all Crew Chiefs, Spotters, and Declared Drivers have completed the SportsCar Championship Licensing Process, including joining the VSCA SportsCar Championship iRacing League.

1.13. **ESTABLISHED POSITION** – when the front axle of the trailing car is past the entire rear wheel of the leading car.

1.14. **FCY PACE CAR SPEED** – the speed at which iRacing has programmed the iRacing Pace Car to travel when on track. This speed may vary from track to track.

1.15. **FCY PACING SPEED** – the speed at which VSCA determines all cars are required to pace while under FCY if the iRacing Pace Car is not on track.

1.16. **FREE AGENT** – every approved VSCA member who is not currently signed to a team in the VSCA Paddock.

1.17. **FULL COURSE YELLOW (FCY)** – a procedure initiated by RC to neutralize the race.

1.18. **INITIAL GRID SELECTION TARGET DATE** – Monday, December 8th, 2025 at 23:59 GMT. The target date to have a majority of the grid selection done by this day, or shortly afterwards.

1.19. **MEMBER** – any Free Agent, Competitor (Driver, Spotter or Crew Chief), or Team Manager that has registered and was approved for a VSCA membership.

1.20. **NETCODE / GHOST CONTACT** – when contact occurs between two (2) cars without any actual "visible" contact. Usually there is space between two (2) 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.

1.21. **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.

1.22. **RACE CENTER** – a section in the VSCA Paddock where Competitors can find all important information pertaining to a specific Event.

1.23. **RACE CONTROL (RC)** – 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. RC 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.

1.24. **RACE DIRECTOR (RD)** – the people within RC who managing running the events on the day of a race including but not limited to, Drivers Meeting, Full-Course-Yellow procedures, Red Flag Procedures, Race Start Procedures, etc.

1.25. **RACE STEWARD (RS)** – the people within RC who review all incidents post-race submitted by Competitors.

1.26. **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).

1.27. **RACING ROOM** – the space a Driver leaves for other cars on track. Racing room is half (½) a car width between their own car and the car they are next to or one and a half (1 ½) car widths between their own car and the edge of the racing surface on any side there is a car next to them.

1.28.   **RACING SURFACE** – Any area between the innermost edge of 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 any part of either of the two (2) inside tires have touched the white line.

On the Racing Surface   Off the Racing Surface

1.29.   **SPORTING CODE (SC)** – the document that governs the organization and conduct of VSCA sanctioned events.

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

1.31.   **TEAM MANAGER** – the person who oversees and runs a Team within VSCA.

1.32.   **TEAM OWNER** – the person who owns a team.

1.33.   **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/JL8Ud2XiUv4.

1.34.   **VIRTUAL SPORTS CAR ASSOCIATION (VSCA)** – the sanctioning body and iRacing league.

1.35.   **VORTEX OF DANGER (CORNER ENTRY)** – the area of track between a car, the inside edge of the racing surface, and the apex of a corner (see the cyan colored area in the image to the right). A car has committed to a turn in at this point and the area will close rapidly.

1.36. **VORTEX OF DANGER (CORNER EXIT)** – the area of track between a car, the outside edge of the racing surface, and the apex of a corner (see the cyan colored area in the image to the right). A car has committed to an exit at this point and the area will close rapidly.
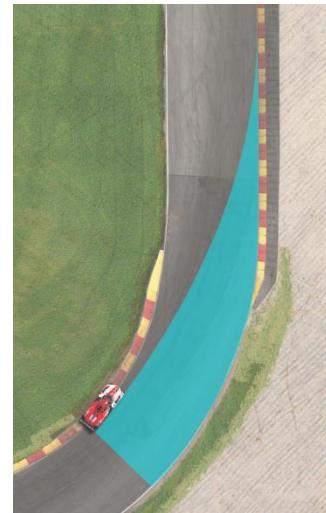
1.37. **VSCA PADDOCK** – the Members area of VSCA, available at https://www.vscaracing.com/paddock.

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 Center 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 must declare the Drivers of an Entry for an Event
- 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 (BoP)

2.1.1.   All cars will run with the base iRacing BoP, which may or may not change every iRacing season, build, or patch/hotfix on behalf of iRacing. However, Organizers reserve the right to adjust the BoP if they deem necessary. Any BoP changes will be included in the Race Center. The goal of BoP within VSCA is for cars to be competitive across an entire season which could mean cars are stronger or weaker at some events.

2.1.2.   Any VSCA Member that finds the BoP is not fair for all cars in a specific class can bring it up with the Organizers only via email at admin@vscaracing.com. The email must include data collected by the Team for all cars in the specific class, at a minimum of the next three (3) tracks the class will run in the SportsCar Championship, with the same static weather, track conditions, fuel loads, etc. to verify the concerns.

2.1.3.   Members can discuss BoP as they wish in the VSCA Discord however Organizers will not respond. Any other form of reaching out to Organizers (such as discord PM, tagging in Discord channels, etc.) on the topic of BoP, could result in penalties to the Member, Entry(s), and/or Team.

2.1.4.   Any new car that is added to iRacing during the 2026 season and would be eligible to run in any of the classes below will be assessed by Organizers to be added mid-season. Any newer version of a car that gets added to iRacing will be replaced mid-season.

GTP
- Acura ARX-06 GTP
- BMW M Hybrid V8
- Cadillac V-Series.R GTP
- Ferrari 499P
- Porsche 963 GTP

LMP2
- Dallara P217

GT PRO

- Acura NSX GT3 EVO 22
- Aston Martin Vantage GT3 EVO
- BMW M4 GT3 EVO
- Chevrolet Corvette Z06 GT3.R
- Ferrari 296 GT3
- Ford Mustang GT3
- Lamborghini Huracán GT3 EVO
- McLaren 720S GT3 EVO
- Mercedes-AMG GT3 2020
- Porsche 911 GT3 R (992)

GT AM

- Acura NSX GT3 EVO 22
- Aston Martin Vantage GT3 EVO
- BMW M4 GT3 EVO
- Chevrolet Corvette Z06 GT3.R
- Ferrari 296 GT3
- Ford Mustang GT3
- Lamborghini Huracán GT3 EVO
- McLaren 720S GT3 EVO
- Mercedes-AMG GT3 2020
- Porsche 911 GT3 R (992)

2.1.5. **Important note: GT PRO** and **GT AM** will run as a single class in sim due to iRacing limitations however will be treated as two completely separate classes.

2.1.6. One grid spot in each category (LMDh/Hypercar, LMP2, GT3) will be reserved for each car manufacturer and model.

2.2. Maximum Grid Size
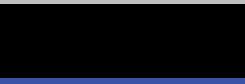
2.2.1. The maximum grid size for any SportsCar Championship event is 58 with the following maximum class size:

- **GTP**   Max of 14 cars
- **LMP2**   Max of 12 cars
- **GT PRO**   Max of 16 cars
- **GT AM**   Max of 16 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, Road America, 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, CTMP, Homestead-Miami, VIR, and Indianapolis. Every car that participates in the Sprint races will be included in this championship.

3.2.4. The Entry fee will not cover championship trophies and therefore there will not be championship trophies automatically provided by VSCA. However, championship winning Teams are allowed to contact VSCA for the purpose to purchase a single official VSCA trophy. Teams will be required to pay for any expenses pertaining to the trophy and shipping.

3.3. Clean Driver Award

3.3.1. A Clean Driver Award will be issued to the Driver with the highest CPI during the season and who has completed at least seven (7) races during the season. A Driver must not be serving a suspension at the end of the season in order to be eligible.

3.3.2. A Driver's Safety Rating and corresponding season CPI calculation that will be used for the Clean Driver Award will reset at the start of a new season.
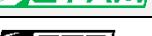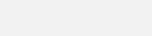
3.3.3. The Entry fee will not cover the Clean Driver Award trophy and therefore there will not be a trophy automatically provided by VSCA. However, the winning Driver is allowed to contact VSCA for the purpose to purchase an official VSCA trophy. The Driver will be required to pay for any expenses pertaining to the trophy and shipping.

3.4. Schedule

3.4.1. Please note: All event dates are subject to change, depending on changes to the 2026 iRacing Special Events Calendar.

3.4.2. **Important notes:** Daytona, Sebring, Watkins Glen, Road America, and Road Atlanta races WILL NOT run on the same date as the respective iRacing Special Event. Additionally, not all classes will run at each Event.

Date	Race Start*	(TST/EXH/E/S) Race Length	Track (Layout)	Classes
Dec 13, 2025	1400 GMT	(TST)** 12H Practice	Daytona (Road Course)	GTP LMP2 GT PRO GT AM
Jan 3, 2026	1600 GMT	(EXH) 2H 40M***	Daytona (Road Course)	GTP LMP2 GT PRO GT AM
Jan 10, 2026	1500 GMT	(E) 24H***	Daytona (Road Course)	GTP LMP2 GT PRO GT AM
Feb 7, 2026	1600 GMT	(S) 2H 40M	Long Beach	GTP GT PRO GT AM
Feb 14, 2026	1400GMT	(TST)** 12H Practice	Sebring (International)	GTP LMP2 GT PRO GT AM
Feb 28, 2026	1400 GMT	(E) 12H	Sebring (International)	GTP LMP2 GT PRO GT AM
Mar 21, 2026	1600 GMT	(S) 2H 40M	Laguna Seca (Full Course)	GTP LMP2 GT PRO
Apr 18, 2026	1600 GMT	(S) 2H 40M	VIR (Full Course)	LMP2 GT PRO GT AM
May 9, 2026	1600 GMT	(S) 2H 40M	Homestead-Miami (Road Course B)	GTP LMP2 GT PRO GT AM
May 30, 2026	1600 GMT	(S) 2H 40M	Canadian Tire Motorsports Park	GTP LMP2 GT AM

Date	Race Start*	(TST/EXH/E/S) Race Length	Track (Layout)	Classes
Jun 20, 2026	1600 GMT	(E) 6H	Watkins Glen (Boot)	GTP LMP2 GT PRO GT AM
Aug 15, 2026	1600 GMT	(E) 6H	Road America (Full Course)	GTP LMP2 GT PRO GT AM
Aug 29, 2026	1600 GMT	(S) 2H 40M	Indianapolis Motor Speedway (Road Course)	GTP LMP2 GT PRO GT AM
Sep 12, 2026	1400 GMT	(TST)** 12H Practice	Road Atlanta (Full Course)	GTP LMP2 GT PRO GT AM
Sep 19, 2026	1400 GMT	(E) 10H	Road Atlanta (Full Course)	GTP LMP2 GT PRO GT AM

* All start times are green flag / race start times

** VSCA sanctioned testing.

*** The Design & Entry Fee 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

(EXH) = Exhibition Event, no championship points but attendance required

(E) = Endurance Cup event

(S) = Sprint Cup event

3.4.3.　The Daytona test day on December 13th will be required for all cars on the Series Grid to attend. From hour 3-4 of the test session will be reserved for practicing the race start procedures as explained below. After this practice is finished, Teams can continue to test or are free to leave as they choose. Any Entry on the Series Grid that fails to participate in the practice of the race start procedures will be required to start from pit lane at the Roar.

4. Registration

4.1. Grid Selection

4.1.1. VSCA Organizers will determine which Entries will be granted a grid spot or placed on the Reserve List from those Entries that have been approved and have an approved car design and spec map. After an Entry has been granted a grid spot and to secure said grid spot, Teams will be required to pay the entry fee, as described below, within 48 hours.

4.2. Number of Entries per Team

4.2.1. Teams will be limited to a maximum of two (2) Entries per class prior to the Entry Deadline. In case the grid of a class is not full, Organizers may grant additional grid spots to Teams in that class.

4.3. Restriction on Car Manufacturer

4.3.1. All cars entered in the same category (LMDh/Hypercar, LMP2, GT3) by a Team, must be the same car manufacturer and model. A Team with Entries in **GT PRO** and **GT AM** must use the same car manufacturer and model.

4.4. Restriction on Car Changes

4.4.1. 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.

4.4.2. To change the car of an Entry, the Team Manager must send an email to the Organizers before the Design & Entry Fee Deadline. The Team Manager must provide an updated and approvable car design for the new car within 48 hours of the Organizers processing the car change, and before the Design & Entry Fee Deadline, or run the risk of being demoted to the Unconfirmed List.

4.4.3. If a Team changes the car of an Entry, all Entries of the Team in that category (LMDh/Hypercar, LMP2, GT3) must be changed as well.

4.5. Drivers, Spotters, and Crew Chiefs

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

4.5.2.   In order to compete in the SportsCar Championship, Members are required to be sixteen (16) years or older at the time of their first race in the championship.

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

4.6.   iRacing League

4.6.1.   Each Driver, Spotter, and Crew Chief will need to register for the 2026 VSCA SportsCar Championship League on iRacing AFTER they have obtained an active and approved VSCA Membership, are member of a Team in the VSCA Paddock, confirmed the VSCA Privacy Policy, VSCA Sporting Code, and Series Regulations. iRacing League join requests by Drivers, Spotters and Crew Chiefs who have not completed ALL of the these requirements above will be ignored. It is the responsibility of each Member to monitor their license status ahead of each championship event in the VSCA Paddock here: https://www.vscaracing.com/paddock/user-license.php?series=1&season=2026

4.6.2.   Under the Leagues section of the iRacing league, Members can find the league under the name of "2026 VSCA SportsCar Championship" (League ID 13339). Alternatively, Members can find the iRacing league using the following link: https://members-ng.iracing.com/web/racing/leagues/my-leagues

4.7.   Car Numbers

4.7.1.   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
  - o If the Entry eligible to run car number 1 chooses to run car number 1, the number they used in the previous season will be unavailable to choose for the rest of the grid.
- Car number 296 is reserved for Ferrari 296 GT3 Entries only
- Car Number 911 is reserved for Porsche 911 GT3 R Entries only
- Car Number 963 is reserved for Porsche LMDh Entries only
- Car Number 992 is reserved for Porsche 911 GT3 R Entries only
- Leading 0's (i.e. 004, 020, etc.) are prohibited

4.7.2. Any Entry that registers with a car number and combination above (i.e. #296, #911, #963, #992) are bound to that car manufacturer for the duration of the season regardless if/when new cars are added during the season.

4.8. Entry Registration

4.8.1. 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 must be registered in the VSCA Paddock. To request changes of an existing 2026 Season Entry, the Team Manager or Assistant Manager will need to send an email to the Organizers and include the VSCA Entry ID.

4.8.2. 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

4.8.3. **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. If the iRacing Team ID must change, regardless of the reason, the Team will be required to complete the registration process for a new Entry, including a different car number, to continue to compete in the season. The Team Manager or Assistant Manager can send an email to the Organizers requesting the entry fee be transferred from the old Entry, to the new Entry. The old Entry will then be marked as withdrawn. Additionally, the new Entry will start will zero (0) championship points.

4.8.4.   Registration opens on the following dates:

Date	Registration Type	Notes
Nov 8, 2025 1600 GMT	Returning Entries, Early Registration	• Competed in 6 races during 2025, or competed in every race upon joining the Championship • Returning to the same class • Utilizes the same car number as in the 2025 Season, unless car number was assigned to a specific manufacture and the Entry changes car manufacture • May change iRacing Team ID and/or name • May change car Manufacture/Model
Example: ABC Racing ran in GT PRO with car #123 in 2025 and competed in every race of the season, they can register in GT PRO in any car of their choosing so long as they run car #123.		
Nov 12, 2025 1600 GMT	Changing Entries, Early Registration	• Returning Entries that competed in 6 races during 2025, or competed in every race upon joining the Championship • Is not competing in the same class as 2025 • May change car number • May change iRacing Team ID and/or name • May change car Manufacture/Model
Example: ABC Racing ran in GT PRO with car #123 in 2025 and competed in every race of the season, they can change classes to either GT AM, LMP2, or GTP in any car of their choosing and choose any car number that is available.		
Nov 15, 2025 1600 GMT	New Entries, Public Registration	• Any Team/Entry that does not meet the criteria for Early Registration 1 or 2 • Can also register at any point during the season after the season as started
Example 1: ABC Racing wants to register a new Entry that did not participate in 2025, they can register in any class and choose any car number that is available. *Example 2: A new Team, XYZ Racing, did not compete in 2025 and wants to register a new Entry or multiple entries. They can register in any class and choose any car number that is available.*		

4.9.   Series Grid & Reserve List

4.9.1.   Upon an Entry Registering for the series, VSCA Organizers will review and either approve or reject the Entry Registration. To be eligible to be approved by the Organizers, 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 registered via the VSCA Paddock

4.9.2.   Entries rejected by the Organizers will be set to a status of "Rejected". Team Managers or Assistant Managers may send one (1) email to Organizers to inquire for the reason of rejection if they choose.

4.9.3.   After an Entry has been approved, the Team Manager or Assistant Manager will be required to submit their car design and spec map for approval. Team's that register prior to the Initial Grid Selection Target Date should aim to have an approved car design by this date or will run a high risk of not being selected for the Series Grid.

4.9.4.   VSCA Organizers at their discretion will determine which Entries will be granted a Grid Spot or placed on the Reserve List from those Entries that have been approved and have an approved car design and spec map.

4.9.5.   Once an Entry is granted a Grid Spot by the Organizers, the Entry will be upgraded to status: "Payment Required". The Team Manager or Assistant Manager will be required to pay the Entry Fee within 48 hours. After that, the Entry status will be upgraded to "Confirmed for Grid". Failure to pay within the time frame will result in the Entry's status being downgraded to "On Reserve List".

4.9.6.   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 the respective class. At this time, the Entry will be upgraded to status: "Payment Required". The Team Manager or Assistant Manager will be required to pay the Entry Fee within 48 hours. After that, the Entry status will be upgraded to "Confirmed for Grid". Failure to pay within the time frame will result in the Entry's status being downgraded to "On Reserve List" and the Entry placed at the bottom of the Reserve List. Organizers will then move to the next Entry on the Reserve List.

4.9.7.   Entries on the Reserve List are ordered by the date of when they were added to the Reserve List. An earlier date means a better position on the Reserve List, respectively.

4.10.   Entry Fee

4.10.1.   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., 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.

4.10.2.   The four class champions of the 2025 VSCA SportsCar Championship, if selected for the Series Grid by the Organizers, will be guaranteed an entry fee waiver, so long as they return to the same class with the same car number (Exception: The GTP series champion may switch to #1).

4.10.3.   The Entry Fee for any Entry on the Series Grid for the entire season is $100 USD. Entries joining the Series Grid after the first Event of the season will have their Entry Fee prorated based on the Entry's First Event, as shown in the table below. Please note, all prices are USD:

First Event of Entry	GTP	LMP2	GT PRO	GT AM
Daytona (Including the Roar)	$100	$100	$100	$100
Long Beach	$78		$78	$78
Sebring	$71	$78	$71	$71
Laguna Seca	$57	$64	$57	
VIR		$57	$50	$57
Homestead-Miami	$50	$50	$43	$50
CTMP	$43	$43		$43
Watkins Glen	$36	$36	$36	$36
Road America	$28	$28	$28	$28
Indianapolis	$20	$20	$20	$20
Road Atlanta	$13	$13	$13	$13

Example 1: For a **GTP** *Entry whose first Event is Daytona, the Entry Fee is $100*

Example 2: For a **LMP2** *Entry whose first Event is Laguna Seca, the Entry Fee is $64*

Example 3: For a **GT PRO** *Entry whose first Event is Watkins Glen, the Entry Fee is $36*

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

4.11.   Refunds & Refund Deadline

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

4.11.2.   **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. The Team Manager or Assistant Manager is still required to declare the Drivers for each Entry for each Event as per the Entry Declaration System.

4.11.3.   After an Entry Fee was refunded, the Entry status will be downgraded to "Withdrawn" and will be removed from the Series Grid or Reserve List, respectively and placed on the Unconfirmed List.

4.11.4.   Refunds must be requested by the Team Manager or Assistant Manager via email to the Organizers and in accordance with the regulations above and the VSCA Entry ID must be included.

4.12.   Payment

4.12.1.   **Important:** Before a Team Manager or Assistant Manager makes any payment, in case of any doubts or uncertainty, it is their responsibility to contact the Organizers privately.

4.12.2.   All Entry Fees must be paid in full via PayPal. VSCA will not accept any other ways of payment. It is recommended that the Team Manager or Assistant Manager use the "Pay via PayPal" button in the VSCA Paddock (Team => Entries).

4.12.3.   **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

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

4.12.5.   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"
- Reminder of Entry Fee refund regulations
- PayPal Transaction ID
- Date and Time of Payment

5.   ATTENDANCE

5.1.   Entry Declaration System

5.1.1.   For each Event in the Championship, the Team Manager or Assistant Manager for every Entry with a status of "Confirmed for Grid" will be required to declare which Drivers will be participating in the Event for the Entry. Team Managers and Assistant Managers can declare their Drivers starting from one (1) month prior to the Entry Deadline, but no later than the Entry Deadline for each Event.

5.1.2.   If a Team fails to declare a valid Drivers Lineup by the Entry Deadline for a given event, the Entry(s) will not be allowed to participate and will be demoted to the Reserve List (if there are Entries on the Reserve List). If there are no Entries on the Reserve List, the Team can request an exception via email to the Organizers. Upon

approval and at the discretion of the Organizers, the Entry will be allowed to compete but will be required to start from pit lane.

5.1.3.   If a Team declared a valid Drivers Lineup by the Entry Deadline but a change in Drivers is required between the Entry Deadline and two (2) hours before the first race-day session starts, the Team Manager or Assistant Manager must send an email to the Organizers informing them of the change and the Entry will be required to start from pit lane. Any emails after the two (2) hour cutoff will be ignored.

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. If there are no Entries on the Reserve List, the Entry will be required to start from pit lane in the next Event that season.

5.3.2.   If an Entry 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. If there are no Entries on the Reserve List, the Entry will be required to start from pit lane in the next Event that season.

6.   SCORING REQUIREMENTS

6.1.   Driver Requirements

6.1.1.   Drivers are required to have a VSCA Driver Classification on race day that is in line with the class they intend to compete in. The table below shows the VSCA Driver Classifications that are eligible to compete in each class:

P	GTP	GT PRO		
G	GTP	LMP2 *	GT PRO	GT AM *
S	GTP	LMP2	GT PRO	GT AM
B	LMP2	GT AM		

*Additional Drive Time requirements apply.

6.2.   Human Spotter

6.2.1.   In addition to the requirements below, all Entries 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 the total time of each stint a Driver does from the iRacing time of when a Driver enters and exits a car. These times are taken from the iRacing API data for each Event. No other variance will be used to calculate drive time. Time spent under FCY, counts as drive time. Post race penalties will be ignored for calculation of drive time.

6.3.2.   Drive time calculation starts at the drop of the iRacing green flag and ends when the published time for the Race expires (i.e. hits 00:00:00 remaining).

6.3.3.   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

Number of Drivers	Max drive time per driver	Min drive time per driver
24h		
Min of 3, max of 6	13 hours	2 hours
12h		
Min of 2, max of 5	7 hours	1 hour
10h		
Min of 2, max of 4	6 hours	45 minutes
6h		
Min of 2, max of 3	4 hours	30 minutes
2h 40m		
Min of 2, max of 3	1 hour 55 minutes	10 minutes

6.5. LMP2 & GT AM Classes

Number of Drivers	Max drive time per driver	Min drive time per driver
24h		
Min of 3, max of 6	13 hours	2 hours - Minimum of 50% of Entry's total drive time must be completed by "S" and/or "B" driver(s)
12h		
Min of 2, max of 5	7 hours	1 hour - Minimum of 50% of Entry's total drive time must be completed by "S" and/or "B" driver(s)
10h		
Min of 2, max of 4	6 hours	45 minutes - Minimum of 50% of Entry's total drive time must be completed by "S" and/or "B" driver(s)
6h		
Min of 2, max of 3	4 hours	30 minutes - Minimum of 50% of Entry's total drive time must be completed by "S" and/or "B" driver(s)
2h 40m		
Min of 2, max of 3	1 hour 55 minutes	10 minutes - Minimum of 50% of Entry's total drive time must be completed by "S" and/or "B" driver(s)

6.6.   Driver Declaration

6.6.1.   In line with the Entry Declaration System, each Team will be required to declare which Drivers on the Team will be eligible to Drive for each Entry of the Team within the VSCA Paddock. The Entry must use only Drivers that have been Declared during the race. Driver Declaration must be complete by the Entry Deadline for each Event.

6.6.2.   An Entry that does not use a Driver that was declared for a race will not incur any penalty. Entries who show a pattern of repeatedly declaring more drivers than used in the race may be subject to penalties under exploitation of loopholes.

6.7.   Using an Ineligible Driver

6.7.1.   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).

6.7.2.   It is the sole responsibility of the Team Manager and/or Assistant Manager to ensure all Drivers of an Entry are eligible on race day.

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. Post race penalties will be ignored for calculation of percentage of laps completed.

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 Ohio
- Car incident limit:
  - o Drive through penalty (see below)
- Qualifying scrutiny – moderate
- Disable car decals and numbers – no

- 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 Center in the VSCA Paddock.

7.1.2.   Each race will include an iRacing drive through incident limit every 10 incidents. There will be no hard iRacing disqualification limit. VSCA understands this could result in most if not all Entries getting a drive through during a race, especially an endurance race, however it is emphasizing the importance of clean racing and getting as few incidents as possible.

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 (4) official practice sessions will be hosted in the two (2) 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. Certain requirements to register for a practice session apply. The registration requirements are set forth in the VSCA Sporting Code section 11.

7.2.3. Entries currently on status "On Reserve List" are allowed to participate in practice sessions.

7.3. Warm up

7.3.1. All races will have a warm up session when the server opens that is open for all cars.

7.3.2. The 24 Hours of Daytona will also include a separate, optional, 1-hour "Free Practice 3" session prior to the launch of the race server, that serves as additional warm up.

7.4. Technical Inspection

7.4.1. All Entries are required to pass a Technical Inspection during Warm Up and prior to the start of Qualifying. The Technical Inspection allows RC to verify the Entry has registered with the correct car model, car number, iRacing Team ID, iRacing Team Name, iRacing Car Design Pattern & iRacing Car Number Color. Certain requirements to register for a race day session apply. The registration requirements are set forth in the VSCA Sporting Code section 12. Teams can check their Technical Inspection status in the Race Center of the VSCA Paddock and will be updated live for additional confirmation.

7.4.2. Entries must connect to the session and post at a minimum one (1) registered lap before the start of Qualifying. 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. RC will utilize these laps to perform the Technical Inspection for each Entry.

7.4.3.   In the final ten (10) minutes of Warm Up, RC will open a specific "Technical Inspection Area", which will be defined and included in the Race Center, where any remaining Entries that still need to complete the Technical Inspection can proactively drive into the Technical Inspection Area and allow RC to complete the inspection. The Technical Inspection Area will not open or be monitored by RC until the final ten (10) minutes of Warm Up.

7.4.4.   If an Entry completes the Technical Inspection utilizing the Technical Inspection Area in the last ten (10) minutes of the Warm Up, they do not need to fulfill the minimum one (1) lap requirement previously mentioned.

7.4.5.   Entries that fail to successfully complete the Technical Inspection before the start of Qualifying will be disqualified from the Event and demoted to the Reserve List immediately.

7.4.6.   Once the Technical Inspection is completed either via posting a registered lap or driving into the Technical Inspection area, when the Entry has passed, RC will send an iRacing text announcement stating "**Tech Inspection PASSED. Exit the area - Car #**". If the car is in the Technical Inspection Area, the Driver must then exit the Technical Inspection Area. If the inspection fails due to the wrong car model, car number, etc., RC will send an iRacing text announcement stating "**Tech Inspection FAILED. Exit the area - Car #**".

7.4.7.   Entries cannot complete the inspection during or after Qualifying.

7.4.8.   Entries that pass every check of the Technical Inspection, except for iRacing Car Number Color, will be allowed to compete in the race, but will be issued a 60-Seconds Stop & Hold Penalty in the race.

7.4.9.   Entries that fail to pass any of the checks of the Technical Inspection, not including iRacing Car Number Color, will be disqualified from the event.

7.4.10.   Entries who have their Car Number "stolen" by another Entry that connected to the server with an incorrect number, will be allowed to compete in the race without penalty.

7.4.11.   Only one (1) Entry (i.e. car) can be inside the Technical Inspection Area at any point in time, unless specified otherwise in the Race Briefing. Any Entry waiting to enter

the Inspection Area, must wait in the pit stall(s) near the Technical Inspection Area and pull into the Technical Inspection Area once it is clear.

7.5. Qualifying

7.5.1.   Qualifying will be attached, Solo-Qualifying session of 4 laps or 15 minutes, whichever comes first. There is no restriction on the number of times a Driver can enter or exit the pits. The Driver who qualifies the car must start the race.

7.5.2.   **LMP2** and **GT AM** Entries are required to have a Driver with a "S" or "B" VSCA Driver Classification qualify and start the race. Any **LMP2** and **GT AM** Entry that has a Driver with a "G" VSCA Driver Classification qualify and/or start the race will be required to do a self-serving drive through penalty at the start of the race. Please refer to the Self-Serving Penalties section for further information on how to complete self-serving penalties.

7.5.3.   The starting grid for the 24 Hours of Daytona is determined by the official finishing positions from the Roar Before the 24. The specific qualifying procedure for the 24 Hours of Daytona will be explained in detail in the Race Briefing for the 24 Hours of Daytona.

7.6. Drivers Meeting

7.6.1.   The Drivers Meeting will take place between Qualifying and the Race. Each Entry must have at minimum of one Driver in attendance. This meeting will be held in the "Drivers Meeting'' stage channel of the VSCA Discord Server and all cars are required to be off track for the duration of the Drivers Meeting.

7.6.2.   Drivers and Teams are encouraged to ask event specific clarifying questions during the Drivers Meeting, however this is not the time or place to ask questions about fundamental VSCA rules.

7.6.3.   Any unused time of the Drivers Meeting will be open for cars to go back on track until the start of the race.

7.7. Tire Warming

7.7.1.   Tire warming is strictly prohibited at any point during the pacing prior to the start of the race, for the duration of a FCY, and for the duration of a Red Flag.

7.7.2.   Drivers found guilty of tire warming will be issued a warning for the first offense, and will be required to complete a self-serving drive through penalty for any subsequent offense for a given race.

7.8.   Race Start

7.8.1.   In addition to the rules below, Race Start regulations as set forth in the VSCA Sporting Code apply.

7.8.2.   There will be two starting groups: a combined **GTP** and **LMP2** group, and a combined **GT PRO** and **GT AM** group.

7.8.3.   Any **GTP**s with a qualifying time that places them behind any **LMP2** and/or GT car, or any **LMP2** with a qualifying time that places them behind any GT car can start from the grid without penalty or choose 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 passed pit exit before leaving the pit lane to start the race. Failure to do so will result in a self-serving drive through penalty.

7.8.4.   At the start of each race the **GT PRO** cars will be moved to the front of all **GT AM** cars, regardless of qualifying time. When the GT cars start to pull away from the grid, all **GT AM** cars will be required to move to the left side of the track, remain in the correct class position order, pace single file, and remain on the pit speed limiter. All **GT PRO** cars will be required to pass any **GT AM** car on the right. Once all **GT PRO** cars pass all **GT AM** cars, RC will announce for the **GT AM** cars to catch the pacing line.

7.8.5.   When the RD announces for the **GT AM** cars to catch the pacing line, the **GT PRO** pole sitter will be required to take the inside grid position on the first row. All remaining **GT PRO** and **GT AM** cars must ignore where iRacing is telling them to line up and follow these rules:

-    Must **ALWAYS** take the opposite side of the car directly ahead of you.
-    Must maintain your relative position to the car you are following.
-    Do NOT move forward to fill gaps if there is an empty space in the row ahead of you

7.8.5.1.   Example: P5 is on the inside of row 3. P6 fails to take the opposite side of P5 and instead stays behind P5 on the inside of row 4. P7 must take the outside of row 4

to stay next to P6. P7 must NOT close the gap to move up next to P5. In this case, the outside of row 3 remains empty.

7.8.6. Failure to adhere to the above formation within the GT class starting group will result in a self-serving drive through penalty.

7.8.7. Any Entry that loses control (i.e. spins) on the pace lap(s) prior to the race start, the Entry is allowed to return to the back of their start group however cannot return to their original position. Returning to their original position will require the Entry to complete a Self-Serving Drive Through Penalty.

7.8.8. In the event that either the Prototype or GT starting groups are not formed in time for the race start, and based on the discretion of the RD, the RD will delay the start of the race if neither group has started announce via in sim voice chat: "**Race Start Aborted**," or throw a FCY if the Prototype group has started for a short FCY. At the conclusion of the first lap, the race will start at the discretion of the pole sitters in the Prototype starting group and GT starting group.

7.8.9. If the race start was aborted, the race will start on the subsequent lap under the normal race start procedures. If the FCY was required to be thrown, the normal Short FCY procedures will be followed.

7.8.10. Any penalties at the race start from iRacing will be cleared by RC.

7.8.11. 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.

7.8.12. Any **GT AM** Entry that starts in front of a **GT PRO** Entry will be required to complete a self-serving drive through penalty.

8.   RACE CONTROL & INCIDENT REPORTS

8.1.   Race Control Makeup

8.1.1. RC consists of RDs and RSs. Please refer to the Definitions section for further information of each.

8.2. Live Stewards

8.2.1.   There will be no live stewarding unless specific instances occur and there are RS available.

8.3. Incident Reporting

8.3.1.   Any on-track and off-track/conduct incidents (i.e. car contact, unsafe rejoin, blue flag violations, FCY procedure violations, Personal Conduct Policy Violations, etc.) can be reported by any Entry.

8.3.2.   There will be no limit to the number of incident reports an Entry may submit in a given race. However, if RS deem an Entry and/or Team to have continuously submitted frivolous incident reports, the Entry and/or Team could be penalized at the discretion of the RS.

8.4. Incident Review

8.4.1.   All incidents will be reviewed post-race by the RS.

8.4.2.   Any car-contact incident involving either a "Car Contact (0X -> 1X)", "Car Contact (0X -> 2X)", and "Car Contact 4X" that is submitted as an incident report, will be reviewed to deem who is responsible for the incident.

8.4.2.1.   Any Entry and Driver found to be innocent (i.e. not responsible), will have the associated iRacing incident points removed from their total incident points for official results of the race.

8.4.2.2.   Any Entry and Driver found to be responsible, including shared responsibility, will keep the incident point gained from the incident and the Driver will be issued associated LPPs.

8.4.3.   License Penalty Points and post-race time penalties will be issued as needed upon review of incidents. Any incident that has a self-serving penalty that was correctly completed during the race will only have License Penalty Points issued post race. .

8.5. Post-Race Penalty Application

8.5.1.   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, on a recalculation of the

gap to the class leader based on the iRacing API lap data. Post race penalties will be issued in the following order:

- Any lap penalty(s) will have the entire lap(s) removed as if the Entry did not run those laps in the race. The gap to the leader will be recalculated based on when the car crossed the S/F line on that last lap.
- Any time penalty(s) will be added to either the timestamp of when the car crossed the S/F line to take the checkered flag (if no post-race lap penalties), or the timestamp of what is considered to be their final lap after post-race lap penalties are applied.

8.5.2.   *Example 1:* Car #123 is P1 and car #456 is P2 in **GT PRO** and is separated by 5 seconds. When the checkered comes out, the overall leader is between P1 and P2, resulting in P1 "gaining" a lap on P2 simply because P2 could not go any longer. If car #123 (P1) has a 30 second post-race penalty, car #123 would be relegated to P2 and finish 25 seconds behind the old P2 (car #456) which would now be P1, and the extra lap car #123 was able to complete because of their relative position to the overall leader taking the checkered flag will be ignored.

8.5.3.   *Example 2:* Car #123 is P1 and car #456 is P2 in **GT PRO** are on the same lap and separated by 15 seconds when they take the checkered flag on lap 225. If car #456 (P2) has a 1L + 30 second post-race penalty, car #456 would now have completed 224 laps after the application of the 1 lap penalty. When crossing the line to complete lap 224, car #456 was only 5 seconds behind car #123. Therefore, the 30 second time penalty will now be added onto the 5 second gap and car #456 will finish 1 lap + 35 seconds behind car #123.

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	*17th*	140	*24th*	70
2nd	320	*10th*	210	*18th*	130	*25th*	60
3rd	300	*11th*	200	*19th*	120	*26th*	50
4th	280	*12th*	190	*20th*	110	*27th*	40
5th	260	*13th*	180	*21st*	100	*28th*	30
6th	250	*14th*	170	*22nd*	90	*29th*	20
7th	240	*15th*	160	*23rd*	80	*30th+*	10
8th	230	*16th*	150				

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 & Road America (6H)	3 hours, finish
Road Atlanta (10H)	4 hours, 8 hours, finish

9.2.3.   Entries must cross the S/F line and register a lap within 5 minutes of the overall race leader crossing the S/F line after the designated time interval in order to be recognized for points at the specific interval.

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.   A Corners Per Incident (CPI) 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 highest CPI will finish first with the lowest 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 50% of the total championship points available at each position (numbers below are rounded):

Pos	Pts	Pos	Pts	Pos	Pts	Pos	Pts
1st	175	9th	110	17th	70	24th	35
2nd	160	10th	105	18th	65	25th	30
3rd	150	11th	100	19th	60	26th	25
4th	140	12th	95	20th	55	27th	20
5th	130	13th	90	21st	50	28th	15
6th	125	14th	85	22nd	45	29th	10
7th	120	15th	80	23rd	40	30th+	5
8th	115	16th	75				

9.3.4.   Here are a few examples of how the total championship points earned for a round would be calculated:

Entry	Finish Pos	Finish Pts	CPI Rank	Clean Racing Bonus Points	Total Pts
A	1	350	30	5	355
B	7	240	10	105	345
C	11	200	1	175	375

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 cases where the Drivers with the same number of points are of the same Entry.

10. FULL COURSE YELLOWS & PROCEDURES

10.1. Introduction

10.1.1. The VSCA SportsCar Championship will use FCYs during the season. The RD will throw a FCY at their discretion based on incidents on track, and cars that require a tow.

10.1.2. When an Entry needs to tow back to the pits and the race is green, the Entry is required to use the "/rc" command in iRacing to send a message to the RD and request a tow. The message must include the Entry's car number and must state they are requesting a tow (i.e. "**/rc tow request car #123**"). The Entry is not allowed to tow until the FCY is thrown or the RD at their discretion sends a private message stating you are allowed to tow at which point you will be able to tow without penalty. Any entry that is found to have towed without requesting a tow and a FCY being thrown or the RD giving approval to tow will be issued a warning and the associated LPPs post-race. VSCA reiterates the requirement for a human

spotter as it is the job of the human spotter to pay attention to local yellows and always be on the lookout for stationary cars on the racing surface.

10.1.3. Whether a tow request warrants a FCY to be thrown is at the complete discretion of the RD. Cars with required repairs (i.e. a meatball flag) have a higher chance of a FCY being thrown than cars that do not, however just because a car has required repairs does not mean a FCY will be thrown.

10.1.4. 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 RC in sim. While these procedures need to be followed by Competitors, common sense with an understanding of the intention of the procedures should also be taken to ensure the procedure are complete in the shortest time possible so long as others are not affected.

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

10.2. Step 1a - Initiating FCY

10.2.1. *INTENT*

10.2.2. To inform of what happens and what is to be expected when a FCY is thrown.

10.2.3. *DESCRIPTION*

10.2.4. Drivers should listen and follow RD directions at all times. The procedures have been designed so when the iRacing pace car is on track, the RD will utilize the iRacing FCY system for giving directions and Drivers should follow what iRacing is telling them, however ignore iRacing saying pit lane being open. When the iRacing pace car is no longer on the track, the RD will utilize the iRacing voice and text chat for giving directions to Drivers.

10.2.5. *PROCEDURE*

10.2.5.1. The RD 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 be closed by iRacing.
- The iRacing pace car will exit the pits and pick up the overall leader of the race.

10.2.5.2. Cars need to prioritize lining up in the correct order in the pacing line (i.e. behind the car iRacing informs them to) when the FCY is immediately thrown and then catch the pacing line as quickly and safely as possible.

10.2.5.3. Cars are required to catch the pacing line at speed, i.e. within 5 seconds of race pace, assuming no car of a slower class prevents them from doing so.

10.2.5.4. The overall leader should reduce to the FCY 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.

10.2.5.5. Weaving is not allowed at any point for the duration of the FCY.

10.2.5.6. 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 the RD announces it has opened over voice and text chat in sim.

10.3. Step 1b – Calling in the iRacing Pace Car

10.3.1. _INTENT_

10.3.1.1. To inform of what happens when the iRacing pace car comes into the pits as the duration of the FCY may not take place entirely behind the iRacing pace car.

10.3.2. _PROCEDURE_

10.3.2.1. At the conclusion of the first pace lap, the lights on the iRacing Pace Car will turn off, and the FCY black box will say "One to Green". At the conclusion of the second pace lap, the iRacing Pace Car will pull into the pits and iRacing will say the race is green. **IMPORTANT:** This will be ignored and the race is still under FCY!!

10.3.2.2. The first car in the pacing line will become the effective pace car and is to continue at FCY Pace Car Speed until directed otherwise by the RD. For the remainder of the FCY and when the procedure does not require cars in the pacing line to be at pit road speed, whoever is the first car in the pacing line must maintain either the FCY Pace Car Speed or the VSCA Pace Car Speed, as is required and explained below.

10.3.2.3. Once the race is considered green by iRacing, the RD will clear penalties for all cars. **IMPORTANT:** Any car that has an iRacing incident limit penalty cleared by the RD will be required to self-serve the drive through penalty at the restart. Nothing will be required from cars that had any other penalty cleared by the RD.

10.4. Step 3 - First Wave-By

10.4.1. _INTENT_

10.4.1.1. To ensure any car that has their class leader behind them in the pacing line gets a wave-by which keeps competition fair prior to pit stops or the restart.

10.4.2. _DESCRIPTION_

10.4.2.1. 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 the RD. If no cars are eligible for the first wave-by, the RD will make an iRacing text announcement of "No first wave-bys needed", and the rest of this step is ignored.

10.4.2.2. If the RD determines all first wave-bys can be issued before the iRacing pace car pulls back into the pits as described in Step 1b, the RD will utilize the iRacing FCY Admin Commands to issue the wave-bys, otherwise the RD will wait until the iRacing pace car exits the track and will issue wave-bys manually via iRacing text chat.

10.4.2.3. When a Driver is issued a wave-by, they are required to move to the left side of the track, proceed to pass all cars in the pacing line, and catch the end of the pacing line.

10.4.2.4. Wave-bys are required to be taken at speed, within 5 seconds of race pace, assuming no car of a slower class prevents them from doing so.

10.4.2.5. Wave-bys will be issued in the running order starting at the effective pace car and working back through the pacing line.

10.4.2.6. When the last car that has taken their wave-by has passed the first car in the pacing line, the RD will announce via iRacing text chat "Close gaps in the pacing line". All cars in the pacing line are required safely close any gaps ahead.

10.4.3. _PROCEDURE (if iRacing pace car is STILL on track)_

10.4.3.1. The RD will utilize the iRacing FCY Admin Commands to issue the wave-bys, once a wave-by is issued, the following will occur:

- An iRacing system message will appear stating "*[Driver's Name] (#Car Number) was waved around the pace car.*"
- The Drivers that receive a wave-by from the RD will have their iRacing FCY black box inform them to pass cars in front of them.

10.4.4. *PROCEDURE (if iRacing pace car is NOT on track)*

10.4.4.1. The RD will ensure the iRacing pace car is no longer on track and will make an announcement of "All cars reduce to pit speed" via iRacing voice and text chat. All cars should activate the pit speed limiter and reduce to pit road speed.

10.4.4.2. The RD will start issuing wave-bys to any car that is eligible via iRacing text chat. Once a wave-by is issued, the following will occur:

- A iRacing text message will appear stating *"Wave by, car #XX".*

10.5. Step 4a – Pit Stop Cycle (Pit Entry Opens)

10.5.1. *INTENT*

10.5.1.1. To allow for cars to enter pit lane and receive any and all service.

10.5.2. *DESCRIPTION*

10.5.2.1. Once pit lane is opened, it is open for all cars. Pit lane is deemed open once the first car in the pacing line has crossed the yellow cones at pit entry either in pit lane, or the relative position of the yellow cones on the racing surface. Any Entry that enters pit lane from the start of the FCY until this point is subject to a penalty. Refer to the Self Serving Penalties section for further information.

10.5.3. *PROCEDURE (if iRacing pace car is STILL on track)*

10.5.3.1. If the RD determines the pit lane can be opened, the RD will announce "Pit entry open for all cars at the end of this lap".

10.5.4. *PROCEDURE (if iRacing pace car is NOT on track)*

10.5.4.1. If the RD determines the pit lane can be opened and the iRacing pace car is *NOT* on track, the RD will announce via iRacing voice and text chat "All cars in the pacing line return to VSCA Pacing Speed". VSCA pacing speed will be 80 mph / 130 kph for all tracks.

10.5.4.2. After returning to VSCA pacing speed, the RD will make an iRacing voice and text announcement of "Pit entry open for all cars at the end of this lap".

10.6. Step 4b – Pit Stop Cycle (Pit Entry Closes & Forming the Pacing Line)

10.6.1. *INTENT*

10.6.1.1. To form the pacing line after the pit stop cycle as quickly as possible.

10.6.2. *DESCRIPTION*

10.6.2.1. Pit lane is deemed closed once the last car in the pacing line has crossed the yellow cones at pit entry either in pit lane, or the relative position of the yellow cones on the racing surface. At this point, pit lane will be closed for the remainder of the FCY. No announcement from RC will be made signifying when pit lane is deemed closed. Any Entry that enters pit lane from this point until the end of the FCY is subject to a penalty. Refer to the Self Serving Penalties section for further information.

10.6.3. *PROCEDURE (if iRacing pace car is STILL on track)*

10.6.3.1. Any car that chooses not to enter pit lane MUST close gaps in the pacing line as quickly and safely as possible, once cars in front enter pit lane and it is safe to close gaps.

10.6.3.2. Any car exiting the pits must line up where iRacing is telling them and catch the pacing line as quickly and safely as possible.

10.6.4. *PROCEDURE (if iRacing pace car is NOT on track)*

10.6.4.1. When the RD is able to determine who the effective pace car is, an iRacing voice and text announcement will be made of "Car ##, you are the effective pace car".

10.6.4.2. Any car exiting the pits must catch the pacing line as quickly and safely as possible.

10.6.5. The RD will announce "All cars in the pacing line return to pit speed". All cars currently in the pacing line should activate the pit speed limiter and reduce to pit road speed. All cars exiting the pits and catching the pacing line should continue to catch the pacing line at race speed, and then reduce to pit speed once in the pacing line.

10.7.   Step 5 - Second Wave-By

10.7.1.   *INTENT*

10.7.1.1.   To ensure any car that has their class leader behind them in the pacing line gets a wave-by which keeps competition fair prior to the restart.

10.7.2.   *DESCRIPTION*

10.7.2.1.   Cars with their class leader behind them in the pacing line are eligible for the second wave-by and will be issued a wav-by from the RD. If no cars are eligible for the second wave-by, the RD will make an iRacing text announcement of "No second wave-bys needed", and the rest of this step is ignored.

10.7.2.2.   If the RD determines all second wave-bys can be issued before the iRacing pace car pulls back into the pits as described in Step 1b, the RD will utilize the iRacing FCY Admin Commands to issue the wave-bys, otherwise the RD will wait until the iRacing pace car exits the track and will issue wave-bys manually via iRacing text chat.

10.7.2.3.   If cars are eligible for the second wave-by, the RD will wait until the class leaders have passed pit exit (if they did not enter pit lane), or have exited pit lane (if they did enter pit lane) prior to issuing the second wave-bys.

10.7.2.4.   When a Driver is issued a wave-by, they are required to move to the left side of the track, proceed to pass all cars in the pacing line, and catch the end of the pacing line.

10.7.2.5.   Wave-bys are required to be taken at speed, within 5 seconds of race pace assuming no car of a slower class prevents them from doing so.

10.7.2.6.   Wave-bys will be issued in the running order starting at the effective pace car and working back through the pacing line.

10.7.2.7.   When the last car that has taken their wave-by has passed the first car in the pacing line, the RD will announce via iRacing text chat "Close gaps in the pacing line". All cars in the pacing line are required to safely close any gaps ahead.

10.7.3.   *PROCEDURE (if iRacing pace car is STILL on track)*

10.7.3.1.   The RD will utilize the iRacing FCY Admin Commands to issue the wave-bys, once a wave-by is issued, the following will occur:

- An iRacing system message will appear stating "*[Driver's Name] (#Car Number) was waved around the pace car.*"
- The Drivers that receive a wave-by from the RD will have their iRacing FCY black box inform them to pass cars in front of them.

10.7.4. *PROCEDURE (if iRacing pace car is NOT on track)*

10.7.4.1. The RD will ensure the iRacing pace car is no longer on track and will make an announcement of "All cars reduce to pit speed" via iRacing voice and text chat, if not already announced. All cars should activate the pit speed limiter and reduce to pit road speed.

10.7.4.2. The RD will start issuing wave-bys to any car that is eligible via iRacing text chat. Once a wave-by is issued, the following will occur:

- A iRacing text message will appear stating *"Wave by, car #XX".*

10.8. Step 6 - Third Wave-By

10.8.1. *INTENT*

10.8.1.1. To get cars who are lap(s) down back into the race to incentivize sticking to the end of the race and fighting back.

10.8.2. *DESCRIPTION*

10.8.2.1. All cars one or more lap(s) down to their class leader will be eligible for the third wave-by. If the second wave by is not needed, the RD will wait adequate time for cars to complete their pit stops prior to issuing the third wave-bys. If no cars are eligible for the third wave-by, the RD will make an iRacing text announcement of "No third wave-bys needed", and the rest of this step is ignored.

10.8.2.2. If the RD determines all third wave-bys can be issued before the iRacing pace car pulls back into the pits as described in Step 1b, the RD will utilize the iRacing FCY Admin Commands to issue the wave-bys, otherwise the RD will wait until the iRacing pace car exits the track and will issue wave-bys manually via iRacing text chat.

10.8.2.3. When a Driver is issued a wave-by, they are required to move to the left side of the track, proceed to pass all cars in the pacing line, and catch the end of the pacing line.

10.8.2.4. Wave-bys are required to be taken at speed, within 5 seconds of race pace assuming no car of a slower class prevents them from doing so.

10.8.2.5. Wave-bys will be issued in the running order starting at the effective pace car and working back through the pacing line.

10.8.2.6. When the last car that has taken their wave-by has passed the first car in the pacing line, the RD will announce via iRacing text chat "Close gaps in the pacing line". All cars in the pacing line are required to safely close any gaps ahead.

10.8.3. _PROCEDURE (if iRacing pace car is STILL on track)_

10.8.3.1. The RD will utilize the iRacing FCY Admin Commands to issue the wave-bys, once a wave-by is issued, the following will occur:

- An iRacing system message will appear stating "_[Driver's Name] (#Car Number) was waved around the pace car._"
- The Drivers that receive a wave-by from the RD will have their iRacing FCY black box inform them to pass cars in front of them.

10.8.4. _PROCEDURE (if iRacing pace car is NOT on track)_

10.8.4.1. The RD will ensure the iRacing pace car is no longer on track and will make an announcement of "All cars reduce to pit speed" via iRacing voice and text chat, if not already announced. All cars should activate the pit speed limiter and reduce to pit road speed.

10.8.4.2. The RD will start issuing wave-bys to any car that is eligible via iRacing text chat. Once a wave-by is issued, the following will occur:

- A iRacing text message will appear stating _"Wave by, car #XX"_.

10.9.   Step 7 - Class Sort

10.9.1. _INTENT_

10.9.1.1. To sort the classes and have the order of the restart be **GTP**, **LMP2**, **GT PRO**, **GT AM**.

10.9.2. _DESCRIPTION_

10.9.2.1. If the class sort is not needed, the RD will make an iRacing text announcement of "No class sort needed", and the rest of this step is ignored.

10.9.2.2. To avoid potential confusion of listening to iRacing at some points of a FCY and not listening to iRacing at other points, the class sort will always be complete when the iRacing pace car is not on track.

10.9.2.3. Cars not being told to move to the left should close gaps in the pacing line as quickly and safely as possible.

10.9.2.4. For **GT AM**s, when **GT PRO**s or **LMP2**s are instructed to slow to pit speed, all **GT AM**s should close any gaps in their class and close any gaps to the **GT PRO**s.

10.9.2.5. For **GT PRO**s, when **LMP2**s are instructed to slow to pit speed, all **GT PRO**s should close any gaps in their class and close any gaps to the **LMP2**s.

10.9.2.6. At any point during the class sort, if the RD determines the effective pace car will change as a result of the class sort, the RD will make an iRacing voice and text announcement of "Car ##, you will be the effective pace car" PRIOR to starting the next class sort.

10.9.2.7. Any car that is not in the pacing line or taking their wave by prior to the start of the class sort will not be eligible for any of the category sort and will be required to start at the rear of the pacing line, regardless of class.

10.9.3. *PROCEDURE*

10.9.3.1. Once all third wave bys are complete and/or the iRacing pace car is no longer on the track, the RD will announce "All **GT AM** cars move to the left" via iRacing voice and text chat. All **GT AM** cars should move to the left side of the track. If the **GT AM** cars are not at pit speed, the RD will announce "All **GT AM** cars reduce to pit speed" via iRacing voice and text chat. Otherwise, all **GT AM** cars should continue at pit speed without passing any cars.

10.9.3.2. Shortly after, the RD will announce "All cars in the pacing line increase to VSCA pacing speed" via iRacing voice and text chat. All **GTP**, **LMP2**, and **GT PRO** cars should increase to VSCA Pacing Speed (80 mph / 130 kph), pass all **GT AM** cars and safely close any gaps ahead. **IMPORTANT:** Be aware of stack ups when closing gaps!

10.9.3.3. Once the last **GT PRO** car has passed the first **GT AM** car, RC will announce "All **GT PRO** cars move to the left" via iRacing voice and text chat at which point all **GT PRO** cars should move to the left. Shortly after, RC will announce "All **GT PRO** cars reduce to pit speed" via iRacing voice and text chat.

10.9.3.4. All **GT PRO** cars should activate the pit speed limiter and reduce to pit road speed.

10.9.3.5. All Prototypes (i.e. all **GTP** and **LMP2** cars) should now pass all **GT PRO** cars and close any gaps ahead. **IMPORTANT:** Be aware of stack ups when closing gaps!

10.9.4. Once the last **LMP2** car has passed the first **GT PRO** car, RC will announce "All **LMP2** cars move to the left" via iRacing voice and text chat at which point all **LMP2** cars should move to the left. Shortly after, RC will announce "All **LMP2** cars reduce to pit speed" via iRacing voice and text chat.

10.9.4.1. All **LMP2** cars should activate the pit speed limiter and reduce to pit road speed.

10.9.4.2. All **GTP** cars should now pass all **LMP2** cars and close any gaps ahead. **IMPORTANT:** Be aware of stack ups when closing gaps!

10.9.4.3. When the last **GTP** has passed the first **LMP2** car, RC will announce "All cars catch the pacing line" via iRacing voice and text chat. All **LMP2**, **GT PRO**, and **GT AM** cars should release the pit speed limiter, move back to the right side of the track, safely catch the pacing line, safely close all gaps ahead, and hold their relative position. **IMPORTANT:** Be aware of stack ups when closing gaps!

10.10. Step 8 - Restart

10.10.1. *INTENT*

10.10.1.1. To restart the race in a timely manner after the FCY procedures are complete.

10.10.2. *DESCRIPTION*

10.10.2.1. Once the class sort is complete, the RD will announce via iRacing voice and text chat: "Restart at the end of this lap". At the conclusion of the current lap, the race will restart, and pit lane will reopen.

10.10.2.2. The field will restart as one group. All cars are required to ensure there is no big gap between them and the car in front, regardless of class.

10.10.2.3. The RD will not announce a "green flag" on the restart.

10.10.2.4. Any on track related incident (i.e. car contact, unsafe rejoin, etc.) that occurred within the first two (2) laps of a restart where a Driver is found guilty will be deemed Careless Driving and five (5) LPPs will be issued.

10.10.2.5. Competitors are allowed to submit an incident report on an Entry they feel have "gained an advantage" on the restart for RS to review post-race. Any car that RS

deems to have gained an advantage on the restart is subject to a post-race penalty.

10.10.3. *PROCEDURE (if iRacing pace car is STILL on track)*

10.10.3.1. After the iRacing pace car pulls off track, the first car in the pacing line can accelerate to restart when they choose, however must accelerate no later than at the iRacing green flag signaling the restart. All remaining cars are free to pass once the iRacing green flag has been thrown, and they pass the final natural point of acceleration of a lap, no sooner. Example: Apex of T11 at Laguna Seca or under the bridge of T17 at Sebring. The natural acceleration point will be defined in the Race Center for each Event.

10.10.3.2. Under normal racing conditions at the restart, creating physical overlap on another car before the iRacing green flag has been thrown and/or before the final natural acceleration point of the lap as defined in the Race Center is prohibited unless the car ahead fails to accelerate with the pack, or there are obvious issues ahead.

10.10.4. *PROCEDURE (if iRacing pace car is NOT on track)*

10.10.4.1. The first car in the pacing line is required to accelerate back to race speed at the final natural point of acceleration of a lap. Example: Apex of T11 at Laguna Seca or under the bridge of T17 at Sebring. The natural acceleration point will be defined in the Race Center for each Event.

10.10.4.2. Once the leading cars in the pacing line have accelerated at the final natural acceleration point, the race is green for all cars. Under normal racing conditions at the restart, creating physical overlap on another car before the final natural acceleration point of the lap as defined in the Race Center is prohibited unless the car ahead fails to accelerate with the pack, or there are obvious issues ahead.

10.11. Short Full Course Yellow

10.11.1. This procedure only applies if the previous green flag period was shorter than 15 minutes, or if the FCY is in the last 30 minutes of the race. There cannot be two (2) consecutive short FCY's.

10.11.2. The FCY procedure as described above will remain the same, however Step 4 - Pit Entry Open through Step 6 - Third Wave-By, will not be completed and will be skipped. As such, pit road will never be deemed open during a short FCY and

anyone who enters pit lane during a short FCY may be subject to a penalty. Refer to the [Self Serving Penalties](#) section for further information.

10.12. Towing Under FCY

10.12.1.   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.

10.13. Car Contact While Under FCY

10.13.1.   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 post-race penalty regardless of the severity of contact, and deemed Careless Driving.

10.14. Loss of Control Under FCY

10.14.1.   Any Entry that loses control (i.e. spins) during a FCY, the Entry is required to remain stationary in a safe spot on track until the entire pacing line as passed, and form up at the back of the pacing line, regardless of class.

10.14.2.   If the loss of control happens after the class sort, the Entry will be required to start at the back of the pacing line, regardless of class.

10.14.3.   Failing to follow the above will require the Entry to complete a Self-Serving Drive Through Penalty.

10.15. Serving Incident Limit Penalties While Under FCY

10.15.1.   Anytime an Entry receives a Drive Through Penalty for exceeding the incident limit, iRacing requires this to be served when the race state according to iRacing is "Green" and within 4 laps of getting the penalty.

10.15.2.   It is important to note, as mentioned in Step 3 of the FCY above, when the iRacing Pace Car enters pit lane, the race state according to iRacing will be "Green" even though according to VSCA, it is still under FCY. As such, the requirement to serve any penalty with the required time frame will continue/start to count.

10.15.3.   Entries are allowed to serve their Drive Through Penalties under the VSCA FCY so long as the iRacing Pace Car is not on track however will be required to serve an additional Drive Through Penalty at the restart to avoid gaining an advantage. Refer to the [Self Serving Penalties](#) section for further information.

11.   RED FLAG PROCEDURES

11.1. Introduction

11.1.1.   If the RD 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 resolution during the race, adverse weather (i.e. severe rain conditions), etc. The RD 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 RC 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 the RD is informing you to do during a Red Flag, those who do not listen could be penalized at RC's discretion. Here are the step-by-step procedures:

11.2. Step 1 - Initiating Red Flag

11.2.1.   The RD 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.   Cars should line up behind the car iRacing informs them to when the FCY is immediately thrown except for cars who:

- Were on pit lane when the FCY is thrown

- Were committed to coming down pit lane when the FCY is thrown and is unable to safely rejoin the racing surface and/or
- Enter pit lane before iRacing opens pit road (i.e. cross the yellow pit entry cones when iRacing shows the "Pit Road Closed" on the FCY black box).

When exiting the pits, these cars should ignore what iRacing is telling them and hold their position in the pacing line.

11.2.3.   Cars are required to catch the pacing line at a speed that is safe for the current conditions without going slower than the FCY Pace Car Speed.

11.2.4.   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.

11.2.5.   Weaving is not allowed at any point for the duration of the Red Flag procedure.

11.2.6.   No additional steps will be done during the first lap of the Red Flag.

11.2.7.   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 the RD announces it has opened over voice and text chat in sim.

11.3.   Step 2 - Calling in the iRacing Pace Car & Entering Pit Lane

11.3.1.   At the conclusion of the first pace lap, the lights on the iRacing Pace Car will turn off, and the FCY Black Box will show drivers "One to green".

11.3.2.   At the conclusion of the second pace lap, the iRacing Pace Car will pull into the pits.

11.3.3.   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.

11.3.4.   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 RC from a Drive Through Penalty up to immediate disqualification from the race.

11.4. Step 3 - Resuming the Race

11.4.1. The RD will make a voice and text announcement in sim when the Red Flag period will end. Additionally, the RD will make a voice and text announcement in sim with 5 minutes, and 1 minute remaining in the red flag period. Drivers should get into their cars and get ready for resuming the race at this time.

11.5. Step 4 - Forming the Grid/Pacing Line

11.5.1. The RD will announce, one by one, the order of cars to exit pit lane via iRacing 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 because of not leaving the pit stall in a timely manner will not be corrected. Any car that leaves their pit stall before the RD informs them to or who does not leave in the 3 second period and goes back to their original position will be required to self-serve a Drive Through Penalty at the restart.

11.5.2. The first car that exits the pits will be the effective pace car and should continue at pit lane speed on the right side of the track.

11.5.3. The order of the pacing line, and the subsequent order in which the RD will announce cars to exit pit lane, will be all **GTP**s, **LMP2**s, **GT PRO**s, then **GT AM**s. Each class will be ordered based on position in class, regardless of the lap each car is on.

11.5.4. As a car exits the pits, they are required to catch the pacing line as quickly and safely as possible and continue at pit lane speed once in the pacing line. Once a car has exited the pits, they are not allowed to enter the pits again before the restart. Any Entry that enters pit lane from this point until the end of the Red Flag is subject to a penalty. Refer to the [Self Serving Penalties](#) section for further information.

11.6. Step 5 - First Wave-By

11.6.1. When the overall leader crossed the pit entry cones in Step 2, any car not on pit lane, who had their class leader behind them in the pacing line, and who entered pit lane by driving into pit lane (as opposed to towing) are eligible and will be issued a wave-by from the RD. If no cars are eligible for the first wave-by, the RD

will make an iRacing text announcement of "No first wave-bys needed", and the rest of this step is ignored.

11.6.2.   If cars are eligible for the first wave-by, the RD will make an iRacing text chat announcement when a Driver is issued their wave-by. Drivers are now required to move to the left side of the track, proceed to pass all cars in the pacing line, and catch the end of the pacing line.

11.6.3.   Wave-bys are required to be taken at speed, within 5 seconds of race pace assuming no car of a slower class prevents them from doing so.

11.6.4.   Wave-bys will be issued in the running order starting at the effective pace car and working back through the pacing line.

11.6.5.   When the last car that has taken their wave-by has passed the first car in the pacing line, the RD will announce via iRacing text chat "Close gaps in the pacing line". All cars in the pacing line are required to remove the pit speed limiter, safely close any gaps ahead, and reactivate the pit speed limiter and reduce to pit road speed once the gaps are closed.

11.7.   Step 6 - Second Wave-By

11.7.1.   When the overall leader crossed 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 entered 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 the RD. If no cars are eligible for the second wave-by, the RD will make an iRacing text announcement of "No second wave-bys needed", and the rest of this step is ignored.

11.7.2.   If cars are eligible for the second wave-by, the RD will make an iRacing voice and text chat announcement when a Driver is issued their wave-by. Drivers are now required to move to the left side of the track, proceed to pass all cars in the pacing line, and catch the end of the pacing line.

11.7.3.   Wave-bys are required to be taken at speed, within 5 seconds of race pace assuming no car of a slower class prevents them from doing so.

11.7.4.   Wave-bys will be issued in the running order starting at the effective pace car and working back through the pacing line.

11.7.5. When the last car that has taken their wave-by has passed the first car in the pacing line, the RD will announce via iRacing text chat "Close gaps in the pacing line". All cars in the pacing line are required to remove the pit speed limiter, safely close any gaps ahead, and reactivate the pit speed limiter and reduce to pit road speed once the gaps are closed.

11.8. Step 7 - Class Sort

11.8.1. Once all second wave-bys are complete, the RD will re-sort the pacing line to ensure all cars in a class are together with the final pacing line in the following order: **GTP**, **LMP2**, **GT PRO**, **GT AM**.

11.8.2. The RD will announce "All **GT AM** cars move to the left" via iRacing voice and text chat. All **GT AM** cars should move to the left side of the track and continue at pit lane speed without passing any cars.

11.8.3. Shortly after, the RD will announce "All cars in the pacing line return to VSCA pacing speed" via iRacing voice and text chat. All **GTP**, **LMP2**, and **GT PRO** cars should return to VSCA Pacing Speed (80 mph / 130 kph), pass all **GT AM** cars and close any gaps ahead. **IMPORTANT:** Be aware of stack ups when closing gaps!

11.8.4. Once the last **GT PRO** car has passed the first **GT AM** car, the RD will announce "All **GT PRO** cars move to the left" via iRacing voice and text chat at which point all **GT PRO** cars should move to the left. Shortly after, the RD will announce "All **GT PRO** cars reduce to pit speed" via iRacing voice and text chat.

11.8.4.1. All **GT PRO** cars should activate the pit speed limiter and reduce to pit road speed.

11.8.4.2. All **GT AM** cars should safely close all gaps ahead to all **GT PRO** cars, remain on the left side of the track, and return to pit road speed once gaps are closed.

11.8.4.3. All Prototypes (i.e. all **GTP** and **LMP2** cars) should now pass all **GT PRO** cars and close any gaps ahead. **IMPORTANT:** Be aware of stack ups when closing gaps! All **GT PRO** cars should now be ahead of all **GT AM** cars on the left side of the track with all **GT PRO** and **GT AM** cars still at pit speed.

11.8.5. Once the last **LMP2** car has passed the first **GT PRO** car, the RD will announce "All **LMP2** cars move to the left" via iRacing voice and text chat at which point all **LMP2** cars should move to the left. Shortly after, the RD will announce "All **LMP2** cars reduce to pit speed" via iRacing voice and text chat.

11.8.5.1.   All **LMP2** cars should activate the pit speed limiter and reduce to pit road speed.

11.8.5.2.   All **GT PRO** and **GT AM** cars should safely close all gaps ahead to all **LMP2** cars, remain on the left side of the track, and return to pit road speed once gaps are closed.

11.8.6.   All **GTP** cars should now pass all **LMP2** cars and close any gaps ahead.
IMPORTANT: Be aware of stack ups when closing gaps!

11.8.7.   When the last **GTP** Prototype has passed the first **LMP2** car, RC will announce "All cars catch the pacing line" via iRacing voice and text chat. All **LMP2**, **GT PRO**, and **GT AM** cars should release the pit speed limiter, move back to the right side of the track, catch the pacing line, close all gaps ahead, and hold their relative position.
IMPORTANT: Be aware of stack ups when closing gaps!

11.8.8.   At any point during the class sort, if the effective pace car changes, the RD will make an iRacing voice and text announcement of "Car ##, you are the effective pace car".

11.8.9.   Any car that is not in the pacing line or taking their wave by prior to the start of the class sort will not be eligible for any of the category sort and will be required to start at the rear of the pacing line, regardless of class.

11.9.   Step 8 - Restart

11.9.1.   Once Step 7 is complete, the RD will announce via iRacing voice and text chat: "Restart at the end of this lap". At the conclusion of the current lap, the race will restart, and pit lane will reopen for all service or serving of penalties.

11.9.2.   The field will restart as one group. All cars are required to ensure there is no big gap between them and the car in front, regardless of class.

11.9.3.   The first car in the pacing line is required to accelerate back to race speed at the final natural point of acceleration of a lap. Example: Apex of T11 at Laguna Seca or under the bridge of T17 at Sebring. The natural acceleration point will be defined in the Race Center for each Event.

11.9.4.   Once the leading cars in the pacing line have accelerated at the final natural acceleration point, the race is green for all cars. Under normal racing conditions at the restart, creating physical overlap on another car before the final natural

acceleration point of the lap as defined in the Race Center is prohibited unless the car ahead fails to accelerate with the pack, or there are obvious issues ahead.

11.9.5.   The RD will not announce a "green flag" on the restart.

11.9.6.   Competitors are allowed to submit an incident report on an Entry they feel have "gained an advantage" on the restart for RC to review post-race. Any car that RC deems to have gained an advantage on the restart is subject to a post-race penalty.

11.9.7.   Any on track related incident (i.e. car contact, unsafe rejoin, etc.) that occurred within the first two (2) laps of a restart where a Driver is found guilty will be deemed Careless Driving and five (5) LPPs will be issued.

11.10. Red Flag Criteria for Rain

11.10.1.   In the event of rain during a race and upon the judgment of the RD a Red Flag may be issued. The Red Flag will be removed when the radar shows improved conditions from the time of the Red Flag for a lengthy duration of time.

11.11. Towing Under FCY/Red Flag

11.11.1.   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.

11.12. Car Contact While Under FCY/Red Flag

11.12.1.   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 post-race penalty regardless of the severity of contact, and deemed Careless Driving.

11.13. Loss of Control Under FCY/Red Flag

11.13.1.   Any Entry that loses control (i.e. spins) during a FCY or Red Flag, the Entry is required to remain stationary in a safe spot on track until the entire pacing line as passed, and form up at the back of the pacing line, regardless of class.

11.13.2.   If the loss of control happens after the class sort, the Entry will be required to start at the back of the pacing line, regardless of class.

11.13.3. Failing to follow the above will require the Entry to complete a Self-Serving Drive Through Penalty.

11.14. Drive Time During Red Flag

11.14.1. If a race is stopped because of a red flag, 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%.

11.14.2. The Red Flag period will be measured via the iRacing time stamp when the overall leader crosses the pit entry cones in Step 2 – Calling in the iRacing Pace Car & Entering Pit Lane, until the iRacing Safety Car begins moving again in Step 3 – Resuming the Race.

11.14.3. There will be no modification to the maximum drive time.

11.15. Serving Incident Limit Penalties While Under Red Flag

11.15.1. Anytime an Entry receives a Drive Through Penalty for exceeding the incident limit, iRacing requires this to be served when the race state according to iRacing is "Green" and within 4 laps of getting the penalty.

11.15.2. It is important to note, when the iRacing Pace Car enters pit lane after the cars have rejoined the track from the Red Flag Period, the race state according to iRacing will be "Green" even though according to VSCA, it is still under Red Flag. As such, the requirement to serve any penalty with the required time frame will continue/start to count.

11.15.3. Entries are allowed to serve their Drive Through Penalties under the VSCA Red Flag so long as the iRacing Pace Car is not on track however will be required to serve an additional Drive Through Penalty at the restart to avoid gaining an advantage. Refer to the Self Serving Penalties section for further information.

12.   SELF SERVING PENALTIES CHECKS

12.1. Reminders

12.1.1.   Refer to the VSCA Sporting Code for how to serve a self-serving penalty.

12.1.2.   The RD will not issue penalties for these infractions during the race. Entries are required to know/check if they are required to serve a penalty and if so, serve the penalty on their own.

12.1.3.   Here are the checks an Entry is required to complete to determine if a penalty is required to be served. As a reminder, 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 and pit lane is deemed closed after the last 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.

12.2.   Long FCY - Pitting _**BEFORE**_ Pits Open Penalty Checks:

12.2.1.   Unless otherwise stated in either the [Full Course Yellows & Procedures](#) or [Red Flag Procedures](#) sections, if your car crosses the yellow pit entry cones or appears on pit lane from towing at any time between the FCY being thrown by the RD and pit lane being deemed open, proceed to the next check, otherwise no penalty is needed.

12.2.2.   If your car remained stationary in your pit stall, and was passed by the first car in the pacing line 2 times (if you entered the pit lane by driving into the pits) or 3 times (if you entered the pits through towing), no penalty is needed. Otherwise, you will be required to serve a drive through penalty.

12.3.   Long FCY - Pitting _**AFTER**_ Pits Open Penalty Checks:

12.3.1.   If your car crosses the yellow pit entry cones or appears on pit lane from towing at any time between pit lane being deemed closed after the pit stops and the restart, proceed to the next check, otherwise no penalty is needed.

12.3.2.   If your car remained stationary in your pit stall, and was passed by the first car in the pacing line 2 times (if you entered the pit lane by driving into the pits) or 3 times (if you entered the pits through towing), no penalty is needed. Otherwise, you will be required to serve a 60 second stop and hold penalty.

12.4.   Short FCY - Pitting at any Point Penalty Checks:

12.4.1.   If your car crosses the yellow pit entry cones or appears on pit lane from towing at any time between the FCY being thrown by the RD and the restart, proceed to the next check, otherwise no penalty is needed.

12.4.2. If your car remained stationary in your pit stall, and was passed by the first car in the pacing line 2 times (if you entered the pit lane by driving into the pits) or 3 times (if you entered the pits through towing), no penalty is needed. Otherwise, you will be required to serve a 60 second stop and hold penalty.

12.5.   Red Flag – Pitting at any Point Penalty Checks:

12.5.1. If your car crosses the yellow pit entry cones or appears on pit lane from towing at any time between exiting pit lane to form the grid/pacing line and the restart, proceed to the next check, otherwise no penalty is needed.

12.5.2. If your car remained stationary in your pit stall, and was passed by the first car in the pacing line 2 times (if you entered the pit lane by driving into the pits) or 3 times (if you entered the pits through towing), no penalty is needed. Otherwise, you will be required to serve a 60 second stop and hold penalty.

12.6.   FCY & Red Flag – Serving an iRacing Drive Through Penalty Checks:

12.6.1. If your car enters pit road at any time during the FCY/Red Flag to serve a drive through penalty from iRacing, you will be required to serve an additional drive through penalty to negate any advantage gained by serving the penalty under FCY/Red Flag conditions.

12.7.   FCY & Red Flag – iRacing Drive Through Cleared by the RD Penalty Checks:

12.7.1. If your car has an iRacing Drive Through penalty cleared by the RD as part of the FCY or Red Flag procedures, you will be required to serve a drive through penalty to negate any advantage gained by the penalty being cleared.

13.   PENALTIES TABLE

13.1.1. Below are the penalties for breach of rules explicitly stated within the SportsCar Championship Regulations. These are the base penalties however Organizers and RS 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
2.1.3 Cars & Balance of Performance (BoP)	Member discusses BoP with Organizers via unauthorized channels	Warning
3.4.3 Schedule	Entry on the Series Grid at the time of the December Test Day fails to attend the practice of the race start procedures	Entr(s) will be required to start from pit lane at the Roar.
4.1.1 Grid Selection	Team fails to pay entry fee within 48 hours	Entry will be moved to the Reserve List
5.1.2 Entry Declaration System	Team fails to submit their Driver Declaration by the Entry Deadline	Entry(s) will not be allowed to participate and will be demoted to the Reserve List. If there are no Entries on the Reserve List, start from pit lane upon approval from the Organizers.
5.1.3 Entry Declaration System	Change in Drivers Declared between the Entry Deadline and the start of a Race	Entry is required to start from pit lane
5.3.1 Demotion to Reserve List	Entry does not show up for a race	Entry is moved to bottom of the reserve list, or start from pit lane if no reserve list
5.3.2 Demotion to Reserve List	Entry fails to complete 25% of their class winners' total laps	Entry is moved to bottom of the reserve list, or start from pit lane if no reserve list
6.3.3 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
6.7.1 Using an Ineligible Driver	Entry uses an ineligible Driver(s)	If found during the race, immediate disqualification otherwise post-race disqualification
6.8.1 Minimum Race Laps Requirement	Entry fails to complete 70% of the class winning total laps	No championship points awarded
7.4.5 Technical Inspection	Entry fails the Technical Inspection, or does not complete the Technical Inspection before the Driver's Meeting	Disqualification from the Event
7.5.2 Qualifying	**LMP2** or **GT AM** entry uses a "G" Driver to qualify and/or start the race.	Self-serving Drive Through Penalty
7.7.1 Tire Warming	Entry warms their tires at any point during the race start pace laps, a FCY, or a Red Flag.	Warning on first offense of race, Self-serving Drive Through Penalty for any additional offense
7.8.3 Race Start	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.	Self-serving Drive Through Penalty
7.8.6 Race Start	Entry forms up incorrectly at the race start.	Self-serving Drive Through Penalty

Section	Infraction(s)	Base Penalty
7.8.8 Race Start	The overall GT pole sitter does not form the 5-10 second gap to the last **LMP2** car prior to rolling.	Warning
7.8.8 Race Start	The overall GT pole sitter does not leave the 5-10 second gap to the last **LMP2** car at the race start.	Self-serving Drive Through Penalty
7.8.9 Race Start	GT AM Entry starts in front of a GT PRO Entry.	Self-serving Drive Through Penalty
10.2.3 Step 1 - Initiating FCY	Entry does not catch the pacing line at race speed	Warning
10.3.2 Step 2 - Calling in the iRacing Pace Car	First car in the pacing line does not maintain the correct pacing speed.	Warning
10.4.2 Step 3 - First Wave-By	Entry does not slow to pit lane speed	Warning
10.4.4 Step 3 - First Wave-By	Entry does not take their wave by at race speed	Warning
10.4.6 Step 3 - First Wave-By	Entry does not close gaps in the pacing line in a safe and timely manner upon RD announcement.	Warning
10.5.1 Step 4 - Pit Entry Opens	Entry does not return to VSCA pacing speed.	Warning
10.5.1 Step 4 - Pit Entry Opens	First car in the pacing line does not maintain VSCA pacing speed.	Warning
10.5.2 Step 4 - Pit Entry Opens	Entry enters pit lane *before* RD deemed pit lane to be open	Self-serving Drive Through Penalty
10.5.3 Step 4 - Pit Entry Opens	Entry enters pit lane *after* the pit stops and pit lane has closed	Self-serving 60s Stop & Hold
10.5.5 Step 4 - Pit Entry Opens	Entry exiting pit lane after the pit stops does not remain at pit lane speed until the RD informs to catch the pacing line.	Warning
10.5.6 Step 4 - Pit Entry Opens	Entry does not accelerate and catch the pacing line in a safe and timely manner upon RD announcement.	Warning
10.5.8 Step 4 - Pit Entry Opens	Entry does not slow to pit lane speed	Warning
10.6.4 Step 5 - Second Wave-By	Entry does not take their wave by at race speed	Warning

Section	Infraction(s)	Base Penalty
10.6.6 Step 5 - Second Wave-By	Entry does not close gaps in the pacing line in a safe and timely manner upon RD announcement.	Warning
10.7.4 Step 6 - Third Wave-By	Entry does not take their wave by at race speed	Warning
10.7.6 Step 6 - Third Wave-By	Entry does not close gaps in the pacing line in a safe and timely manner upon RD announcement.	Warning
10.8.1 Step 7 - Class Sort	GT AM Entry does not move to the left during the class sort.	Warning
10.8.2 Step 7 - Class Sort	Entry does not return to VSCA pacing speed and close gaps to the pacing line safe and timely manner.	Warning
10.8.3 Step 7 - Class Sort	GT PRO Entry does not move to the left during the class sort.	Warning
10.8.3.1 Step 7 - Class Sort	GT PRO Entry does not reduce to pit speed during the class sort.	Warning
10.8.3.2 Step 7 - Class Sort	GT AM Entry does not close gaps to the GT PRO field in a safe and timely manner.	Warning
10.8.3.3 Step 7 - Class Sort	GTP or LMP2 does not close gaps in the pacing line safe and timely manner.	Warning
10.8.4 Step 7 - Class Sort	LMP2 Entry does not move to the left during the class sort.	Warning
10.8.4.1 Step 7 - Class Sort	LMP2 Entry does not reduce to pit speed during the class sort.	Warning
10.8.4.2 Step 7 - Class Sort	GT PRO or GT AM Entry does not close gaps to the LMP2 field in a safe and timely manner.	Warning
10.8.5 Step 7 - Class Sort	GTP does not close gaps in the pacing line safe and timely manner.	Warning
10.8.6 Step 7 - Class Sort	Entry does not close gaps in the pacing line in a safe and timely manner upon RD announcement.	Warning
10.9.3 Step 8 - Restart	Entry leaves a big gap to the car ahead at the restart	Warning
10.9.5 Step 8 - Restart	Leader of the pacing line accelerates back to race speed before the final natural acceleration point of the lap as defined in the Race Center.	Warning

Section	Infraction(s)	Base Penalty
10.9.5 Step 8 - Restart	Entry creates physical overlap on another car before the final natural acceleration point of the lap as defined in the Race Center while under normal racing conditions.	Warning
10.9.7 Step 8 - Restart	Entry is deemed to have gained an advantage on the restart.	Warning
10.9.8 Step 8 - Restart	Entry deemed responsible for an on-track incident on the first two (2) laps of a restart.	Careless Driving License Penalty Point as per VSCA Sporting Code
10.10.2 Short Full Course Yellow	Entry enters pit road at any time during the FCY	Self-serving 60s Stop & Hold
10.12.1 Car Contact While Under FCY	Entry deemed responsible for an incident involving car contact while under FCY	Careless Driving License Penalty Points as per VSCA Sporting Code
10.13.3 Loss of Control Under FCY	Entry fails to form up at the back of the pacing line from a spin under FCY	Self-serving Drive Through Penalty
10.14.3 Serving Incident Limit Penalties While Under FCY	Entry serves an iRacing drive through penalty under FCY	Self-serving Drive Through Penalty
11.3.4 Step 2 - Calling in the iRacing Pace Car & Entering Pit Lane	Entry fails to enter pit lane, stop in their pit stall, and/or driver fails to exit the car	Self-serving Drive Through Penalty
11.5.1 Step 4 - Forming the Grid/Pacing Line	Entry leaves pit stall before the RD informs them to	Self-serving Drive Through Penalty
11.5.1 Step 4 - Forming the Grid/Pacing Line	Entry leaves pit stall more than 3 seconds after the RD informs them to, and goes back to their original position in the pacing line	Self-serving Drive Through Penalty
11.5.4 Step 4 - Forming the Grid/Pacing Line	Entry reenters pit lane between leaving the pits to form the pacing line and the restart	Self-serving 60s Stop & Hold
11.6.3 Step 5 - First Wave-By	Entry does not take their wave by at race speed	Warning
11.6.5 Step 5 - First Wave-By	Entry does not close gaps in the pacing line in a safe and timely manner upon RD announcement.	Warning
11.7.3 Step 6 - Second Wabe-By	Entry does not take their wave by at race speed	Warning
11.8.2 Step 7 - Class Sort	GT AM Entry does not move to the left during the class sort.	Warning
11.8.3 Step 7 - Class Sort	Entry does not return to VSCA pacing speed and close gaps to the pacing line safe and timely manner.	Warning

Section	Infraction(s)	Base Penalty
11.8.4 Step 7 - Class Sort	GT PRO Entry does not move to the left during the class sort.	Warning
11.8.4.1 Step 7 - Class Sort	GT PRO Entry does not reduce to pit speed during the class sort.	Warning
11.8.4.2 Step 7 - Class Sort	GT AM Entry does not close gaps to the GT PRO field in a safe and timely manner.	Warning
11.8.4.3 Step 7 - Class Sort	GTP or LMP2 does not close gaps in the pacing line safe and timely manner.	Warning
11.8.5 Step 7 - Class Sort	LMP2 Entry does not move to the left during the class sort.	Warning
11.8.5.1 Step 7 - Class Sort	LMP2 Entry does not reduce to pit speed during the class sort.	Warning
11.8.5.2 Step 7 - Class Sort	GT PRO or GT AM Entry does not close gaps to the LMP2 field in a safe and timely manner.	Warning
11.8.6 Step 7 - Class Sort	GTP does not close gaps in the pacing line safe and timely manner.	Warning
11.8.7 Step 7 - Class Sort	Entry does not close gaps in the pacing line in a safe and timely manner upon RD announcement.	Warning
11.9.3 Step 8 - Restart	Entry leaves a big gap to the car ahead at the restart	Warning
11.9.4 Step 8 - Restart	Leader of the pacing line accelerates back to race speed before the final natural acceleration point of the lap as defined in the Race Center.	Warning
11.9.5 Step 8 - Restart	Entry creates physical overlap on another car before the final natural acceleration point of the lap as defined in the Race Center while under normal racing conditions.	Warning
11.9.7 Step 8 - Restart	Entry is deemed to have gained an advantage on the restart.	Warning
11.9.8 Step 8 - Restart	Entry deemed responsible for an on-track incident on the first two (2) laps of a restart.	Careless Driving License Penalty Points as per VSCA Sporting Code
11.12.1 Car Contact While Under FCY/Red Flag	Entry is deemed responsible for contact while under FCY/Red Flag	Careless Driving License Penalty Points as per VSCA Sporting Code
11.13.3 Loss of Control Under FCY/Red Flag	Entry fails to form up at the back of the pacing line from a spin under FCY/Red Flag	Self-serving Drive Through Penalty

Section	Infraction(s)	Base Penalty
11.14.3 Serving Incident Limit Penalties While Under Red Flag	Entry serves an iRacing drive through penalty under Red Flag	Self-serving Drive Through Penalty
12.7.1 FCY & Red Flag - iRacing Drive Through Cleared by the RD Penalty Checks	Entry has an iRacing Drive Through Penalty cleared by the RD as part of the FCY or Red Flag Procedures	Self-serving Drive Through Penalty

APPENDIX A: CHANGE LOG

October 26, 2025

- Updated for the 2026 Season.

November 15, 2025

- Removed the Emergency Driver from the Driver Declarations.
- Switched Road America and Indianapolis in the Entry Fee table to ensure it aligned with the correct order of races as is on the schedule.
- Added a clarification to the self-serving penalty checks for pitting before pits open under a long FCY.
- Clarified that for LMP2 and GT AM classes, if a "G" classified Drivers qualifies and/or starts the race, they will be required to self-serve a penalty.

December 13, 2025

- Added "Initial Grid Selection Target Date" to the definitions.
- Updated the Max Grid Size for LMP2 and GT PRO.
- Updated the race dates for Laguna Seca and Road Atlanta based on the release of the 2026 iRacing Special Events Calendar.
- Clarified the time requirement to submit a design upon changing car manufacturer.
- Updated the Entry Fee documentation for ease of understanding.
- Clarified in the Driver Declaration on what happens when an Entry does not use a declared Driver.
- Updated the Race Start procedures for the GT starting group once they have reached the formation point.
- Clarified that the first car in the pacing line must maintain either the FCY Pace Car Speed or the VSCA Pace Car Speed as described in the procedures for both the FCY procedures and Red Flag procedures.
- Clarified that the RD will countdown to when Entries can no longer weave to warm tires at the restart of either a FCY or Red Flag period.
- Added a stipulation that there can not be two (2) consecutive Short FCYs.
- Updated the penalties table to include all instances of penalties as called out in the regulations, and include a dynamic hyperlink to the specific section for ease of reference.

December 29, 2025

- Added clarification on iRacing League registration process
- Added the procedure required for any car that spins while warming tires for both the race start and restarts from FCYs/Red Flags.
- Clarified the penalty for any GT AM Entry that starts in front of GT PRO Entries at the race start.
- Added an example text for a tow request.
- Reiterated the requirement that human spotters need to look out for cars stopped under local yellows.
- Clarified that getting approval and towing from within the "free tow zones" will not result in a FCY.
- Moved the basic information of Self-Serving Penalties and how to serve self-serving penalties to the Sporting Code.
- Updated the Penalties Table to reflect the changes/clarifications made above.

January 4, 2026

- Removal of "Formation Point" from the definitions as that is no longer needed.
- Updated that any Entry Declaration changes that need to be made after the Entry Deadline is required to be made no later than two hours prior to the start of the first race-day session.
- Change tire warming to no longer be allowed and updated throughout to remove any instance stating tire warming is OK.
- Clarified the GT Class Sorting procedure at the start of the race.
- Clarified the requirement for a car if they spin while pacing at the race start.
- Clarified the procedure for aborting a race start.
- Clarified the requirement for a car if they spin while pacing under a FCY.
- Clarified the requirement for a car if they spin while pacing under a Red Flag/FCY.
- Updated the Penalties Table to reflect the changes/clarifications made above.

January 31, 2026

- Clarified that both License Penalty Points and post-race time penalties will be issued based on the outcome of post-race incident reviews.
- Removed free towing areas as a whole.
- Clarified the criteria for when a FCY will be thrown.

- Updated the FCYs so the steps of the procedures can start prior to the iRacing pace car coming off the track.
- Updated the FCY to include the intent of each step to give more clarity for Competitors as to why the steps are being performed.
- Broke up each of the FCY steps into "Intent", "Description", and "Procedure" sections. Intent explains the "why" of each step, the Description explains what happens and specific rules for the step, and the "Procedure" explains the "how" the step will be completed for both with the iRacing pace car on track and without the iRacing pace car on track.