VSCA SPORTSCAR CHAMPIONSHIP

Series Regulations

- 2026 Season -

Document Version: 2026.02.22

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1. DEFINITIONS

1.1.   **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.

1.2.   **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.

1.3.   **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.

1.4.   **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.

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

1.6.   **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.

1.7.   **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.

1.8.   **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.

1.9.   **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.

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

1.11.   **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).

1.12.   **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.

1.13.   **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
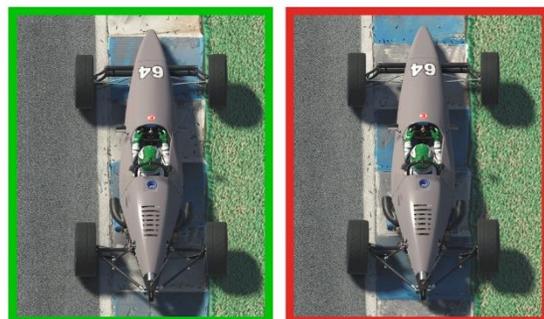
On the Racing Surface   Off the Racing Surface

part of either of the two (2) inside tires have touched the white line.

1.14.   **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.

1.15.   **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.

1.16.   **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.
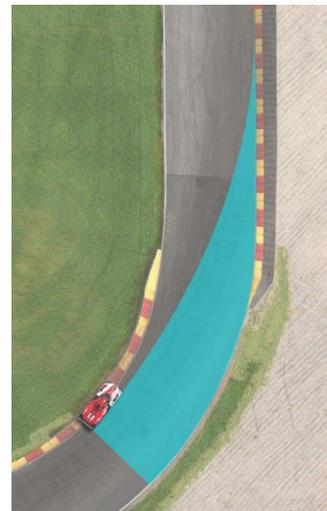
2.   CLASSES & CARS

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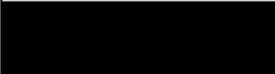
Color	Class	HEX	RGB
	GTP	000000	0, 0, 0
	LMP2	3A53A7	58, 83, 167
	GT PRO	E1261C	225, 42, 28
	GT AM	00B24E	0, 178, 78

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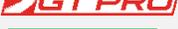
Date	Race Start*	(TST/EXH/E/S) Race Length	Track (Layout)	Classes
Jun 20, 2026	1600 GMT	(E) 6H	Watkins Glen (Boot)	GTP LMP2 GT PRO GT AM
Aug 15, 2026	1600 GMT	(E) 6H	Road America (Full Course)	GTP LMP2 GT PRO GT AM
Aug 29, 2026	1600 GMT	(S) 2H 40M	Indianapolis Motor Speedway (Road Course)	GTP LMP2 GT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

5.1. Requirements

5.1.1. Team Managers are required to submit custom car designs for all their Team's Entries to be eligible for the Series Grid or Reserve List, otherwise the Entry will not be allowed to compete. Spec Maps are required for all car Models. Suits and helmet designs are optional.

5.1.2. Failure to submit an approvable car design, if the Entry has no approved pre-existing car design, will result in the Entry remaining on the unconfirmed list. Any Entry on the unconfirmed list is not eligible to compete. Organizers reserve the right to decide if late submissions will be included in the race's VSCA Design Pack. Late submissions are subject to a "Start from Pit Lane" penalty.

5.1.3. VSCA Organizers emphasize the Team Manager is responsible for submitting Car Designs that meet the Design Requirements in this document well before the Design & Entry Fee Deadline, as to allow sufficient time for revisions. Submissions needing changes to comply with the requirements, causing delays in the event Design Pack, may result in a "Start from Pit Lane" penalty.

5.1.4. It is the responsibility of the Team Manager to ensure they assign the correct car number to their entry, as registered with VSCA.

5.1.5. VSCA reserves the right to reject any Car, Helmet or Driver Suit Design that the Organizers find to be detrimental to VSCA, the Series and/or Series sponsors for

any reason or designs that do not comply with the Design Requirements set forth in this document. These Design Requirements may be amended from time to time and cause the need for a new Car Design to be submitted to adhere to the revised Design Requirements.

5.1.6.   In addition to the Design Requirements set forth in this document, all Teams may be subject to additional design restrictions due to third party (i.e. broadcasters) rules/policies.

5.2.   Copyright & Intellectual Property

5.2.1.   All Teams/Drivers must supply express written consent to VSCA via designs@vscaracing.com for any logos, sponsors, and design used in designs with the following exceptions:

- Custom logos and other artwork created specifically by/for the Team/Driver
- Logos and other artwork already licensed by iRacing (i.e. included in the paint shop), league partners and/or considered to be public domain.

5.3.   Prohibited Material

5.3.1.   Regardless of consent, the logo(s) or materials on a car which falls under any of the following are not allowed. Interpretation of logo(s) or materials on a car that may fall under any of the following are at the discretion of Organizers, regardless of what may or may not be accepted in real world racing series:

- Sexual or profane images
- Represents a competing product to iRacing (i.e., rFactor, Automobilista, Assetto Corsa, etc.)
- Represents a competitor to VSCA (i.e. another league)
- Represents a competitor to a VSCA Partner (i.e. Racespot if VSCA uses a broadcaster other than Racespot)
- Incorrect manufactures (i.e., Ferrari Logo on a Porsche etc.)
- Promotes any product restricted by law to minors (i.e., Tobacco, Cannabis, Knives, Alcohol etc.) either directly or indirectly.
- Political messages, affiliations, etc. regardless of intent.
- 'Parodies' of logos/intellectual property.

5.4. VSCA Design Templates & Series Decal Layers

5.4.1. Teams will be provided with all requisite Car Design templates and decals for use in the series' Events. These can be downloaded as a zip file from the VSCA Paddock. The Car Design zip file contains:

- VSCA iRacing Car Template PSD with VSCA Mandatory Decals included
- VSCA Default Spec Map MIP (includes standard metallic, roughness and clearcoat)

5.4.2. Each Entry will have a unique set of decals to download that are specific to that Entry.

5.4.3. **Example:** If a Team has two Porsche 963 GTP Entries (car #6 and car #7), the decals the Member must download for car #6 cannot be used for car #7 and vice versa.

5.5. Car Design Requirements

5.5.1. The **VSCA Mandatory Decals** layer must be used without obstructions and without modification of size, color and position. This layer includes but is not limited to league logos, number panels, class color designations (if applicable), Entry specific window banners, and league/series sponsor logos.

5.5.2. Any wing end plates and/or mirrors that include class colors within the VSCA Mandatory Decals are allowed to have Team specific sponsors placed on top of the VSCA Mandatory Decal class color, but must follow the below requirements:

- Must not include predominantly conflicting class colors
- Must remain entirely on the wing end plate
- Must not modify the color of the VSCA class color
- Any spec map must not change the appearance of any VSCA decal.

5.5.3. Any Series, Championship, and/or Class logo are required to be placed inside the pink areas included within the template. These logos must adhere to the following requirements:

- Must not be modified in size or color from what was provided
- Must remain level (i.e. no tilting or changing of the angle)
- Must be 100% inside the pink area included in the template

- (All cars) must include the Series and Championship (if applicable) decals on the hood (GT) or nose (Prototype)
- (All cars) must include the Series, Championship (if applicable), and class (if applicable) decals on both sides of the car
- (GT cars only) must include the class (if applicable) decals on the rear bumper.
- Any spec map must not change the appearance of any VSCA decal.

5.5.4.   Where applicable depending on the Entries selected car Model; Car Designs are required to keep the LED position indicator clear of any obstructions. The LED position indicator has been marked with a black box in the **VSCA iRacing Car Template PSD** file.

5.5.5.   For teams with more than one (1) (i.e. two (2) or more) cars in the same class it is required that Car Designs for each entry include elements that make be easily distinguishable between each other.

5.5.6.   All Car Designs are required to have customized pit colors that match the Car Design colors / colors of the Team. The pit colors are part of the iRacing Car Design Template and set the color for the pit stall wagon and tent. A design with the iRacing default red/green pit colors will result in a rejected Car Design.

5.5.7.   iRacing Car Design Template pit colors example screenshot:
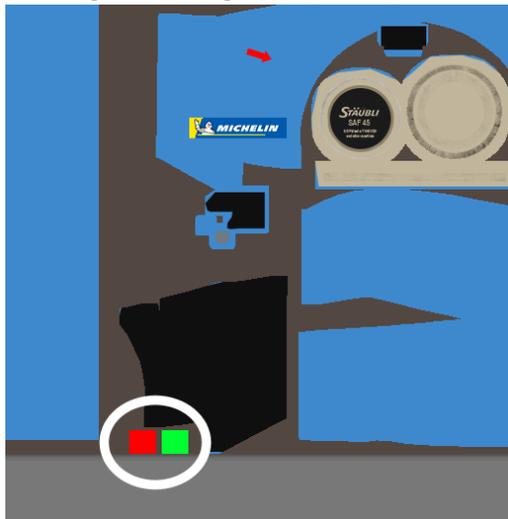
5.5.8.   All Car Designs are required to have an identifying Team mark on their pit board design. Most cases this should be a Team logo or primary Team sponsor. A blank pit board will result in a rejected Car Design.

5.6. iRacing Car Number Color Requirements

5.6.1.   Inside the iRacing Team Paint Shop (iRacing UI => Teams => Team => Team Paint Shop), the **iRacing Car Number Color** must <u>always</u> be set to white (hex color code #FFFFFF), regardless of which car model is used.

5.6.2.   Failure to set the car number color correctly is subject to a start from pit lane penalty in the race session of the event when the violation occurred. Failure to serve the start from pit lane penalty will result in a 1-lap + 30-second post-race penalty.

5.6.3.   Example screenshot:
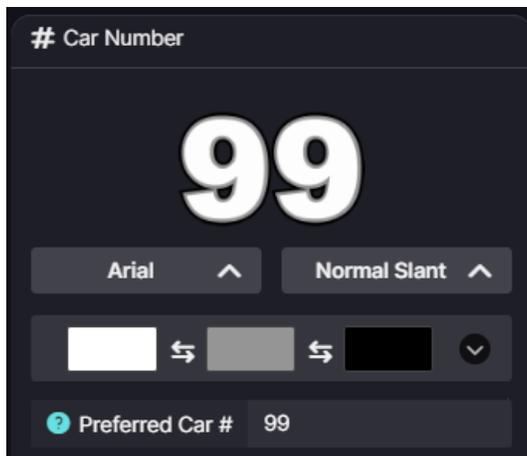
5.7. iRacing Car Design Pattern Requirements

5.7.1.   Inside the iRacing Team Paint Shop (iRacing UI => Teams => Team => Team Paint Shop), the iRacing Car Design Pattern must be set in line with the car model-specific requirements as listed in Appendix A of this document.

5.7.2.   Issues resulting from a failure to set the car design pattern correctly will result in disqualification of the Entry from the session.

5.8. Spec Maps

5.8.1.   Spec Maps have to be uploaded as *.MIP file in the VSCA Paddock, by the Team Manager. When the Team Manager submits a spec map, it is required to not alter the look/color of all VSCA series decals within the spec map.

5.8.2.   All cars are required to have an approved Spec Map uploaded. When the Car Design has no need for a custom Spec Map, the Team Manager is required to

upload the default VSCA Spec Map for the car, that is included in the VSCA Decal Set for the Entry.

5.9. Suits and Helmets

5.9.1. While not required, Team Managers are encouraged to submit custom suits and helmets via the VSCA Paddock. Suits and helmets are subject to the same prohibited material, copyright and intellectual property restrictions as Car Designs.

5.10. Design Packs

5.10.1.   Trading Paints will not be used for any Event. Instead, design packs will be created and used for each Event and made available for download to all Competitors in the VSCA Paddock.

5.10.2. The purpose is so anybody who downloads and uses the design pack, will see the correct custom car design, spec map, suit and helmet of every Entry and Driver on their respective iRacing computer.

5.10.3. If a Competitor has not installed the VSCA design pack on their iRacing computer, they will not be able to see the correct car designs, spec maps, suits or helmets submitted by other Teams to VSCA.

5.11. Design Submission Process

5.11.1. The Team Manager or Assistant Manager will need to submit car designs (mandatory), spec maps (required for specific car Models), suits (optional), and helmets (optional) of any Driver on their Team through the VSCA Paddock.

5.11.2. Important: The file name is not important, but the Team Manager or Assistant Manager must make sure they upload files in the correct file format! For car designs, suits and helmets, upload *.TGA files only! For spec maps upload *.MIP files only!

5.11.3. There will be no email notification once the car design, spec map, suit or helmet design was approved by VSCA. To proactively check the status of the designs the Team Manager uploaded, they may refer to the VSCA Paddock.

5.11.4.   If Design Management find issues with a submitted design, they will tag the Team Manager in the #paint-updates channel on the VSCA Discord with the issues found and required steps to correct the issues.

5.11.5.   Once designs are approved, they will automatically show up in the VSCA Paddock as green. Once the latest Design Pack is published by the Organizers for the next race, the status "In Design Pack" will show. At that point the design can be downloaded individually or as part of the Design Pack.

6.   ATTENDANCE

6.1.   Entry Declaration System

6.1.1.   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.

6.1.2.   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.

6.1.3.   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.

6.2.   Promotion to Series Grid

6.2.1.   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.

6.3.   Demotion to Reserve List

6.3.1.   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.

6.3.2.   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.

7.   PRACTICE SERVER REGISTRATION REQUIREMENTS

7.1.   Before connecting to an official VSCA Sports Car Championship practice session, the Team Manager or another Team Member must ensure the Entry connects to the iRacing server correctly. This means the Entry registers and connects:

- with the correct car, as registered with VSCA
- with the correct car number, as registered with VSCA
- with the correct iRacing Team ID, as registered with VSCA
- with the correct iRacing Team Name, that matches or is at least similar to the iRacing Team Name registered with VSCA (e.g., "Chip Ganassi Racing Blue")
- with the correct car number color
- with the correct iRacing car design pattern
- with VSCA-registered and VSCA-approved Members only

7.2.   The use of additional cars not belonging to an Entry officially registered with VSCA is prohibited, unless stated otherwise by the Organizers on the day of the practice session. In that case, Teams who want to use a second or third car in practice session, additionally to the car officially registered with VSCA, may do so, but have to ensure they use a iRacing team name that makes it easy to identify what team

the car is part of and they must use a car number that is not currently utilized by any Entry in the series.

8. RACE SERVER REGISTRATION REQUIREMENTS

8.1. Before connecting to an official VSCA race-day session, the Team Manager or another Team Member must ensure the Entry connects to the iRacing server correctly. This means the Entry registers and connects:

- with the correct car, as registered with VSCA
- with the correct car number, as registered with VSCA
- with the correct iRacing Team ID, as registered with VSCA
- with the correct iRacing Team Name, that matches or is at least similar to the iRacing Team Name registered with VSCA (e.g., "Chip Ganassi Racing Blue")
- with the correct car number color
- with the correct iRacing car design pattern
- with VSCA-registered and VSCA-approved Members only
- before the beginning of the Drivers Meeting

8.2. Important note: Failure to meet the requirements on race day, may result in severe penalties against the Entry in question. Therefore, it is strongly recommended to double or even triple check this before registering the Entry on the iRacing server on race day!

9. SCORING REQUIREMENTS

9.1. Driver Requirements

9.1.1. 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.

9.2. Human Spotter

9.2.1. 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.

9.3. Drive Time

9.3.1. Drive time is calculated by taking the total 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.

9.3.2. 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).

9.3.3. 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.

9.4.   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

9.5. 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)

9.6. Driver Declaration

9.6.1.   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.

9.6.2.   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.

9.7. Using an Ineligible Driver

9.7.1.   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).

9.7.2.   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.

9.8. Minimum Race Laps Requirement

9.8.1.   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.

10.   POINTS SYSTEM

10.1. SportsCar Championship & Sprint Cup

10.1.1.   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				

10.2. Endurance Cup

10.2.1. 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

10.2.2. 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

10.2.3. 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.

10.3. Clean Racing Bonus Points

10.3.1. 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.

10.3.2. 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.

10.3.3. 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				

10.3.4. 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

10.4. Tie Breakers

10.4.1. 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.

10.4.2. 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.

11. EVENT SESSIONS

11.1. Session Settings

11.1.1. 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.

11.1.2. 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.

11.1.3. 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.

11.2. Practice Sessions

11.2.1. 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

11.2.2.   Certain requirements to register for a practice session apply. The registration requirements are set forth in the VSCA Sporting Code section 11.

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

11.3.   Warm up

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

11.3.2.   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.

11.4.   Technical Inspection

11.4.1.   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.

11.4.2.   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.

11.4.3.　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.

11.4.4.　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.

11.4.5.　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.

11.4.6.　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 #**".

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

11.4.8.　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.

11.4.9.　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.

11.4.10.　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.

11.4.11.　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.

11.5.   Qualifying

11.5.1.   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.

11.5.2.   **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.

11.5.3.   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.

11.6.   Drivers Meeting

11.6.1.   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.

11.6.2.   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.

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

11.7.   Tire Warming

11.7.1.   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.

11.7.2. 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.

11.8. Race Start

11.8.1. All races will utilize a rolling start procedure. There will be two starting groups: a combined **GTP** and **LMP2** group, and a combined **GT PRO** and **GT AM** group. Once all drivers are on the grid, the iRacing pace car will lead the field around the track, and then exit the track to enter pit lane. The leader/pole sitter of each starting group will then take control of the field and will be expected to maintain iRacing pace car speed until the start of the race.

11.8.2. 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.

11.8.3. 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.

11.8.4. 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

11.8.4.1. 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.

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

11.8.6.   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.

11.8.7.   In the event that either starting group is 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.

11.8.8.   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.

11.8.9.   VSCA will ignore iRacing's green flag at the start of each race. Instead, each race will have a unique "designated start zone" where the leader of each starting group must accelerate at the time of their choosing while inside the designated start zone. When the leader accelerates, the race has started for the grid or the respective starting group. If the leader of the starting group accelerates before the designated start zone, they will be required to self-serve a drive through penalty. If a car other than the leader of the accelerates before the leader of the starting group, they will be required to self-serve a drive through penalty.

11.8.10.   Drivers are not allowed to approach the designated start zone to speeds that are well beyond the iRacing pace car speed or speed of the leaders in an attempt to time the green flag to unfairly overtake other cars. An example of this would be to come up behind at a speed of 150 mph / 241 kph and catch a pack of cars pacing at 80 mph / 129 kph, in the vicinity of the designated start zone just as the race goes to green flag, and pass those cars. Under those conditions, the car catching up to the field from behind should slow down and get in line at the back of the pack at pace car speed and then begin racing as normal once the green flag is given.

11.8.11.   Any car that changes their pacing speed to "checkup" other cars, and/or fails to accelerate in a timely manner when the race has started is subject to a penalty.

11.8.12.   From the start of the race until after the first corner, no more than two (2) cars are allowed to run side by side. Cars may only pass and/or create a "3-wide" situation if there is an obvious issue with another car at the start. The first corner may not be the first physical first corner after the start/finish line but will be defined in the Race Center for each Event. Competitors should prioritize getting their race and all other competitors' race going safely over gaining as many positions as possible for one's own benefit at the start of the race.

11.8.13.   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.

11.8.14.   Any Driver that failed to grid their car within the time limit, or chose not to, will start the race from their pit box. 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.

11.8.14.1.   At some tracks, iRacing will administer a hold on all Drivers who start from the pits in order to ensure safe entry to the track for all Drivers. If the iRacing hold time is not sufficient to allow all cars on track to pass pit exit, Drivers starting from the pits must still wait until all gridded Drivers have passed the pit exit before they may enter the track. Drivers starting from pit lane are allowed to line up at the green pit exit cones if they choose.

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

11.8.16.   Any **GT AM** Entry that starts in front of a **GT PRO** Entry, excluding any **GT PRO** Entry that spun on the pace lap, will be required to complete a self-serving drive through penalty.

11.8.17.

11.8.18.   Any Driver required to start from pit lane but fails to do so will be required to complete a self-serving drive through penalty. For more information on self-serving penalties, refer to the Self-Serving Penalty section.

11.8.19.   Any on track related incident (i.e. car contact, unsafe rejoin, etc.) that occurred while on the warm up/pace lap(s) or within the first two (2) laps of a race start where a Driver is found guilty will be deemed careless driving.

11.8.20.

12.   ON-TRACK CONDUCT POLICY

12.1.   A Message from the Organizers

12.1.1.   VSCA places a high value on responsible driving, fair competition, and safe driving at all times. Accidents in racing are inevitable; they are a natural consequence of close competition. The VSCA On-Track Conduct Policy addresses the shortcomings of internet racing, development of driving skills, the avoidance of accidents, rewarding safe driving and minimizing the number of on-track accidents.

12.1.2.   In the heat of racing, it is easy for a Competitor to think they did nothing wrong, and something may have been intentional. A vast majority of the time, accidents are not intentional and both/all parties could have done something to avoid the incident. Immediately pointing fingers and trying to assign blame creates a hostile environment, prevents Competitors from taking responsibility, and creates animosity amongst each other. The Organizers ask all Competitors to remember the VSCA Communication Policy and ensure any conversations and/or communications about incidents are civil, respectful, constructive, and done in private.

12.2.   Defending and Blocking

12.2.1.   When the lead car establishes its position off the racing line prior to any car behind showing intent to pass off the racing line, it is taking a defensive line. Taking a defensive line is legal and must not be confused with blocking.

12.2.2.   Blocking occurs when a leading Driver actively adjusts, or reacts, their driving line based on the actions and/or positioning of a pursuing Driver. If the lead car moves after the trailing car does, this is blocking. In VSCA Competitors are not allowed the "one move", or the one (1) reactive move to block, sometimes seen in other series.

12.2.3.   The lead car moving onto the line of the following car while in the braking zone is considered moving under braking. Moving under braking is considered blocking. If the Competitor moves under braking because of an unsettled or "loose" car, that is not considered moving under braking as they are trying to keep the car from spinning.

12.3.   High-Risk Corners

12.3.1.   Certain corners on each track will be classified as a high-risk corner by VSCA and shown on the track map for each Event in the Race Center. High-risk corners are corners where incidents often occur that result in race ending incidents, and where it is generally not accepted in the racing community to run two-wide, or more.

12.3.2.   Any incident where a penalty is issued in a high-risk corner may be considered as careless driving within the License Penalty Point system.

12.4.   Passing Guidelines

12.4.1.   The passing guidelines are the foundation for clean passing and racing in the series. Multiple other factors such as corner, track state, category and class of cars involved, speed, trajectory, time of race, consistency of driver(s), corner(s) of the track during the incident, and much more are taken into consideration of Race Control if/when an incident is reviewed and a decision is made on an incident. Upon reviewing incidents, the RS reserves the right to deviate from these guidelines based on the factors of the specific incident.

12.4.2.   It is the responsibility of both the overtaking Driver and the Driver being overtaken to assure safe overtaking. 360-degree situational awareness is required by all cars. If a car was around previously, it probably still is. "Backing off", "aborting the pass attempt", and/or "yielding the position" are always viable options. _ALWAYS KEEP A WAY OUT TO AVOID CONTACT_.

12.4.3.   When entering a non-high-risk corner and attempting a pass on a car of the same category (i.e. GT3 on GT3, LMP2 on LMP2, GTP on GTP), the overtaking car (the car attempting a pass) should have obtained physical overlap on the lead car prior to the normal turn-in point of the corner. Where physical overlap was obtained prior to the normal turn-in point of the corner, both cars should permit the other racing room until the cars have removed any physical overlap.

12.4.4.   When entering a high-risk corner, whichever car is further behind should have established position on the car further ahead prior to the normal turn-in point of the corner, regardless if the car further behind is the overtaking car (the car attempting a pass) or the car being overtaken. Physical overlap alone is not enough given the inherent danger of the corner. Where established position was obtained prior to the normal turn-in point of the corner, both cars should permit the other racing room until the cars have removed any physical overlap.

12.4.5.   When entering *ANY* corner, regardless of high-risk or non-high-risk, with cars of different categories (i.e. LMP2 on GT3, GTP on LMP2, GTP on GT3), whichever car is further behind should have established position on the car further ahead prior to the normal turn-in point of the corner, regardless if the car further behind is the overtaking car (the car attempting a pass) or the car being overtaken. Physical overlap alone is not enough given the inherent danger of inter-category interactions. Where established position was obtained prior to the normal turn-in point of the corner, both cars should permit the other racing room until the cars have removed any physical overlap.

12.4.6.   For the duration of the first lap at the start of the race, when entering *ANY* corner, regardless of high-risk or non-high-risk and the category and/or class of car, whichever car is further behind should have established position on the car further ahead prior to the normal turn-in point of the corner, regardless if the car further behind is the overtaking car (the car attempting a pass) or the car being overtaken. Physical overlap alone is not enough given the inherent danger and risk of the racing on the first lap. Where established position was obtained prior to the normal turn-in point of the corner, both cars should permit the other racing room until the cars have removed any physical overlap. Please refer to the Definitions section for the difference between established position and physical overlap.

12.4.7.   When a car obtains physical overlap on the outside of another car between the turn in point and the apex of the corner, both cars should permit the other racing room until the cars have removed any physical overlap.

12.4.8.   If a slower category car does not want the faster category car passing on the inside, the slower category car must take the inside line fully allowing the faster category car to take the outside line. Slower category cars must remain predictable in their line, speed and trajectory, while doing so.

12.5.   Bump Drafting

12.5.1.   Bump Drafting is not permitted and can be subject to penalties.

12.6.   Car Control

12.6.1.   All Drivers are expected to always remain in control of their car. Any incident that comes from a Driver losing control, including but not limited to clipping of the grass, self-spin, hydroplaning, etc., and affects another car will be reviewed as if the Driver was in control of their car and penalized accordingly.

12.7.   Same Class / Same Category Blue Flags

12.7.1.   A same class or same category blue flag situation is when two cars in the same class or same category but different classes as designated by VSCA (i.e. GT PRO and GT AM) are on different laps, are within close enough proximity that a pass attempt can occur, and the car behind has clearly shown that it is faster than the car ahead purely on pace rather than the gap closing because of where each car caught traffic.

12.7.2.   Cars in the same class or same category but not on the same lap are not allowed to fight or battle for position on track. The slower car, regardless of if they are lap(s) down or lap(s) ahead, is not to take defensive lines and/or fight for the position. Additionally, the slower car is required to yield and help facilitate the pass as soon as possible when the faster car has reduced the gap to approximately two (2) car lengths, regardless if on a straight or in a corner.

12.7.3.   If a slower car in the same class or same category is in a blue flag situation, the faster car has reduced the gap to approximately two (2) car lengths three (3) times within two (2) laps while showing intent to pass, and the slower car fails to yield, the slower car will be deemed at fault of failing to yield to blue flags.

12.8.   Different Class Blue Flags

12.8.1.   A different class blue flag situation is when two cars in different classes as designated by VSCA are within close enough proximity that a pass attempt can occur, and the car behind has shown that it is faster than the car ahead.

12.8.2.   Slower paced cars, regardless of class, do not have to yield to faster paced cars, regardless of class, when they are in a blue flag situation. However, slower paced

cars, regardless of class, are responsible to help facilitate the pass as safely and quickly as possible.

12.9. Driving on Pit Road

12.9.1. Pit road is divided into three areas: service lane (the area closest to the pit wall where cars take service), merge lane (which cars utilize to slow down going into their pit box and accelerate out of their pit box), and the fast lane (farthest from the Service Lane). When on pit road, Drivers must remain in the fast lane for as long as possible and must not overtake using the merge lane.

12.9.2. Cars in the fast lane must be at or near the pit lane speed limit ("PLSL"). A Car not under its own power or unable to maintain the PLSL must not use the fast lane.

12.9.3. Once a Driver has finished leaving their pit box, Drivers must yield the position to any, and all, cars in the fast lane and/or merge lane that has any physical overlap by the green pit exit cones. The process of leaving one's pit box starts from the moment the car starts to accelerate out of the pit box, and ends when the car is at the pit lane speed limit.

12.9.4. At any point two cars are side by side while on pit road with one car already in the fast lane, the second car is allowed to stay in the merge lane without penalty so long as they stay close to the fast lane.

12.10. Exiting Pit Road with Different Classes

12.10.1. In a situation where a car is exiting pit road while a car on-track is approaching, both cars are in a different class, and any physical overlap is obtained prior to the turn in for the corner of the car on-track, the car exiting pit road must yield the corner to the car on-track, regardless of which car is faster or slower.

12.11. Unsafe Rejoins from Spins / Off Tracks

12.11.1. Anytime a car leaves the racing surface or loses control on the racing surface, it is their responsibility to rejoin the racing surface and/or racing line in a safe manner. Until a car has rejoined, the Driver is responsible to be predictable to other cars around them (i.e. holding the brakes when stationary on the racing surface). Cars rejoining and not at or close to racing speed are required to wait until there is an opening in traffic before rejoining.

12.11.2. Any car that forces another car off the racing surface must immediately provide racing room for the car that was forced off in order for them to rejoin safely.

12.12. Track Limits

12.12.1. Cars are not allowed to go beyond the racing surface to pass another car, regardless of class under normal racing conditions.

12.12.2. Cars are not allowed to force another Competitor off the racing surface to gain an advantage.

12.12.3. Please refer to the Definitions section above for a reminder of the Racing Surface, and what constitutes leaving the Racing Surface.

12.13. Poor Network/Connection Issues

12.13.1. Any Driver and/or Entry with a poor connection issue during the race (i.e. blinking, lagging around, etc.) will be monitored by the RD and issued a warning or force the Entry to pit immediately and remove the Driver from the car at first to fix the connection issues. If the issue persists, the RD may disqualify the Driver and/or Entry during the race.

12.13.2. If a car is blinking excessively for multiple consecutive laps, Teams can send an in-sim message to the RD using the "/rc" command informing the RD of the car that is blinking and they are having connection issues.

12.14. Checkered Flag & Post-Race

12.14.1. Any car that has crossed the start/finish line to take the checkered flag is required to proceed through at least T1, as defined by VSCA in the Race Bulletin, under its own power and without incidents. A car that fails to proceed through T1 under its own power will result in a 30 second post-race penalty. Failure to proceed through T1 because of running out of fuel will still result in the penalty however failure to proceed through T1 due to damage will not result in a penalty. The class winning cars are allowed to stop on the cool-down lap and do celebratory burnouts in a safe area.

12.14.2. Faster class cars on their cool-down lap, must avoid catching slower class cars that may still be racing, to avoid interference. Interfering with cars that have not taken the checkered flag yet will be subject to a post-race penalty.

12.14.3. Car contacts incidents after taking the checkered flag will be a two (2) lap plus 30 second post-race penalty and will be deemed careless driving.

12.14.4. For broadcast races only: The top-three finishing cars of each class should make a minimum of one Driver available to the broadcasters for a post-race interview. Other Drivers or Team Managers are encouraged to do post-race interviews as well.

12.15. iRacing Disqualifications

12.15.1. Race Control will NOT clear anyone disqualified from iRacing.

12.15.2. It is strongly recommended for anyone with a meatball flag to pit immediately and not wait to avoid potential issues for their Entry and to not be a danger on track for other Competitors.

12.16. iRacing Meatball Flags

12.16.1. Race Control will NOT clear any iRacing meatball flag (i.e. the flag for required repairs). It is strongly recommended for anyone with a meatball flag to pit immediately and not wait to avoid potential issues for their Entry and to not be a danger on track for other Competitors.

13. RACE CONTROL & INCIDENT REPORTS

13.1. Race Control Makeup

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

13.2. Live Stewards

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

13.3. Incident Reporting

13.3.1. 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.

13.3.2. 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.

13.4. Incident Review

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

13.4.2. 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.

13.4.2.1. 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. Due to software and data limitations, it cannot be 100% guaranteed of full accuracy on the incidents that are removed. RS will utilize the iRacing API data, and if needed third party software, to make the best educated decision on the incidents to be removed, and in the case of uncertainty, will error on the side of caution and remove more than what occurred. As an example, if it is unable to be determined if the car contact was a 2x or 4x, 4 incident points will be removed.

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

13.4.3. 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.

13.5. Post-Race Penalty Application

13.5.1. 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.

13.5.2.   *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.

13.5.3.   *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.

14.   FULL COURSE YELLOWS & PROCEDURES

14.1.   Introduction

14.1.1.   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.

14.1.2.   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.

14.1.3.   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.

14.1.4.   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.

14.1.5.   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:

14.2. Step 1a - Initiating FCY

14.2.1.   *INTENT*

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

14.2.3.   *DESCRIPTION*

14.2.4.   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.

14.2.5.   *PROCEDURE*

14.2.5.1. 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.

14.2.5.2. 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.

14.2.5.3. 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.

14.2.5.4. 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.

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

14.2.5.6. 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.

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

14.3.1. _INTENT_

14.3.1.1. 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.

14.3.2. _PROCEDURE_

14.3.2.1. 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!!

14.3.2.2. 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.

14.3.2.3. 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.

14.4. Step 3 - First Wave-By

14.4.1. _INTENT_

14.4.1.1. 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.

14.4.2. _DESCRIPTION_

14.4.2.1. 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.

14.4.2.2. 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.

14.4.2.3. 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.

14.4.2.4. 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.

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

14.4.2.6. 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.

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

14.4.3.1. 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.

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

14.4.4.1. 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.

14.4.4.2. 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"*.

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

14.5.1. *INTENT*

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

14.5.2. *DESCRIPTION*

14.5.2.1. 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.

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

14.5.3.1. 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".

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

14.5.4.1. 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.

14.5.4.2. 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".

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

14.6.1. _INTENT_

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

14.6.2. _DESCRIPTION_

14.6.2.1. 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.

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

14.6.3.1. 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.

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

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

14.6.4.1. 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".

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

14.6.5.	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.

## 14.7.	Step 5 - Second Wave-By

14.7.1.	*INTENT*

14.7.1.1.	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.

14.7.2.	*DESCRIPTION*

14.7.2.1.	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.

14.7.2.2.	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.

14.7.2.3.	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.

14.7.2.4.	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.

14.7.2.5.	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.

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

14.7.2.7. 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.

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

14.7.3.1. 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.

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

14.7.4.1. 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.

14.7.4.2. 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"*.

14.8. Step 6 - Third Wave-By

14.8.1. *INTENT*

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

14.8.2. *DESCRIPTION*

14.8.2.1. 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.

14.8.2.2. 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.

14.8.2.3. 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.

14.8.2.4. 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.

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

14.8.2.6. 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.

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

14.8.3.1. 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.

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

14.8.4.1. 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.

14.8.4.2. 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".*

14.9. Step 7 - Class Sort

14.9.1.   *INTENT*

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

14.9.2.   *DESCRIPTION*

14.9.2.1.   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.

14.9.2.2.   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.

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

14.9.2.4.   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.

14.9.2.5.   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.

14.9.2.6.   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.

14.9.2.7.   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.

14.9.3.   *PROCEDURE*

14.9.3.1.   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.

14.9.3.2. 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!

14.9.3.3. 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.

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

14.9.3.5. 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!

14.9.4. 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.

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

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

14.9.4.3. 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!

14.10. Step 8 - Restart

14.10.1. _INTENT_

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

14.10.2. _DESCRIPTION_

14.10.2.1. 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.

14.10.2.2. 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.

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

14.10.2.4. 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.

14.10.2.5. 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.

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

14.10.3.1. 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.

14.10.3.2. 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.

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

14.10.4.1. 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.

14.10.4.2. 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.

14.11. Short Full Course Yellow

14.11.1. 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.

14.11.2. 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.

14.12. Towing Under FCY

14.12.1. 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.

14.13. Car Contact While Under FCY

14.13.1. 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.

14.14. Loss of Control Under FCY

14.14.1. 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.

14.14.2. 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.

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

14.15. Serving Incident Limit Penalties While Under FCY

14.15.1. 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.

14.15.2. 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.

14.15.3. 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.

15. RED FLAG PROCEDURES

15.1. Introduction

15.1.1. 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.

15.1.2. 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.

15.1.3. 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.

15.1.4. 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:

15.2. Step 1 - Initiating Red Flag

15.2.1. 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.

15.2.2. 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.

15.2.3. 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.

15.2.4. 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.

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

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

15.2.7. 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.

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

15.3.1. 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".

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

15.3.3. 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.

15.3.4.   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.

15.4.   Step 3 - Resuming the Race

15.4.1.   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.

15.5.   Step 4 - Forming the Grid/Pacing Line

15.5.1.   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.

15.5.2.   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.

15.5.3.   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.

15.5.4.   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.

15.6. Step 5 - First Wave-By

15.6.1.   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.

15.6.2.   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.

15.6.3.   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.

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

15.6.5.   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.

15.7. Step 6 - Second Wave-By

15.7.1.   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.

15.7.2.   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.

15.7.3.   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.

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

15.7.5.   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.

15.8.   Step 7 - Class Sort

15.8.1.   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**.

15.8.2.   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.

15.8.3.   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!

15.8.4.   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.

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

15.8.4.2.   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.

15.8.4.3.   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.

15.8.5. 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.

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

15.8.5.2. 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.

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

15.8.7. 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!

15.8.8. 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".

15.8.9. 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.

15.9. Step 8 - Restart

15.9.1. 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.

15.9.2. 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.

15.9.3. 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.

15.9.4. 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.

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

15.9.6. 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.

15.9.7. 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.

15.10. Red Flag Criteria for Rain

15.10.1. 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.

15.11. Towing Under FCY/Red Flag

15.11.1. 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.

15.12. Car Contact While Under FCY/Red Flag

15.12.1. 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.

15.13. Loss of Control Under FCY/Red Flag

15.13.1. 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.

15.13.2. 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.

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

15.14. Drive Time During Red Flag

15.14.1. 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%.

15.14.2. 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.

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

15.15. Serving Incident Limit Penalties While Under Red Flag

15.15.1. 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.

15.15.2. 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.

15.15.3. 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.

16. SELF SERVING PENALTIES

16.1. Basic Information

16.1.1.   To prevent cars from gaining advantages during the race, to provide an option for Teams and Entries to avoid post-race penalties when possible, and to ensure all procedures and requirements are followed, any infraction an Entry is deemed at fault that is specifically called out a self-serving penalty is required to do a self-serving penalty.

16.1.2.   Any Driver/Entry who believes they may be at fault for an on-track infraction (i.e. incident responsibility, blue flags violation, unsafe rejoin, etc.) may complete a self-serving penalty in the race. If during the post-race incident reviews, a Driver/Entry is found at fault for the on-track infraction and they completed the appropriate self-serving penalty, in the correct manner, will result in no post-race time penalty applied. However, the Driver will still receive the associated LPPs.

16.1.3.   As racing incidents are unique and it is impossible for all possible situations to be documented on paper, any Driver/Entry who believes they may be at fault for an on-track infraction (i.e. incident responsibility, blue flags violation, unsafe rejoin, etc.) where the specific scenario is not clearly described above, can also complete a self-serving penalty in the race to potentially avoid a post-race time penalty.

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

16.2. How to Complete a Self-Serving Penalty

16.2.1.   Self-serving penalties are required to be served while the race is deemed "green" by VSCA standards. Any Entry that is committed to entering pit lane to complete a self-serving penalty when a full course yellow or red flag comes out, if they are unable to safely return to the racing surface without getting an iRacing incident point, they can continue to enter pit lane, complete the self-serving penalty correctly and in full, and it will be deemed as served under "green" by VSCA standards. Additionally, any Entry already on pit lane to complete a self-serving penalty when a full course yellow comes out can continue to complete the self-

serving penalty correctly and in full, and it will be deemed as served under "green" by VSCA standards.

16.2.2. If an Entry deems they need to serve a penalty, the car must take the race start or restart and cross the S/F line while on track before serving the penalty. Entries must cross the yellow pit entry cones to complete their self-serving penalty within 30 green flag racing minutes of the incident in question.

16.2.2.1. The official time stamp of the incident to start the 30-minute counter as stated above, will be deemed as the time stamp according to the VSCA Race Control Incident ID. Any non-green flag racing minutes (i.e. full course yellow time and/or red flag time) will utilize the official VSCA time stamps of the start and stop of these non-green flag periods according to the VSCA Race Control time stamps included in the Race Center.

16.2.3. For stop & hold penalties, Entries must serve the penalty in the designated penalty box which will be the same location as the "technical inspection area". Serving stop & hold penalties in their pit stall is not allowed as it is unknown if any pit service is taken along with the penalty which would be gaining a potential advantage.

16.2.4. It is up to the Entries to time any stop and hold penalty they are serving to ensure it is served in full. Drivers can utilize the F1 iRacing black box and the race clock to track their time spent serving the penalty.

16.2.5. Any drive through penalty not served during the race will equate to a 60 second post-race penalty. Any 60 second stop and hold penalty not served during the race, or not served in the designated penalty box, will equate to a 120 second post-race penalty. Any 120 second stop and hold penalty not served during the race, or not served in the designated penalty box, will equate to a 180 second post-race penalty.

16.2.6. Any portion of a 60 or 120 second stop and hold penalty not served while in the designated penalty box will be issued post-race in addition to a 30 second post-race penalty. As an example, if an Entry serves 58 seconds of the 60 second stop and hold, they will be issued a 32 second post-race penalty (60 - 58 = 2 + 30 = 32 seconds).

16.2.7. If a Driver/Entry deems the penalty was a Drive Through Penalty however the RS deems it to be a S&H of a certain duration, this will be considered as the time

portion of a penalty not served while in the designated penalty box, rather than a stop and hold penalty not severed.

16.2.8. All Drivers/Entries are required to submit a "Self-Serving Penalty" report to Race Control through the Race Center anytime they complete a self-serving penalty, regardless if it was for a procedural infraction or on-track infraction. The following information is required to be included in the self-serving penalty incident report:

- Car number of the entry completing the self-serving penalty
- iRacing time stamp of when the car crossed the yellow pit entry cones to start serving the self-serving penalty
- iRacing time stamp of when the incident occurred in which they are completing the self-serving penalty for

16.2.9. Failure to submit a self-serving penalty report, or incorrectly reporting information within a self-serving penalty report will be deemed as the self-serving penalty not served and will result in a post-race time penalty. RS will NOT search to see if an Entry has completed a self-serving penalty upon incorrect reporting.

16.3.   FCY / Red Flag Self-Serving Penalties

16.3.1. Below are the checks an Entry is required to complete to determine if a penalty is required to be served for FCY or Red Flag. 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.

16.3.2. 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.

16.4.   Long FCY - Pitting <u>BEFORE</u> Pits Open Penalty Checks:

16.4.1. 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.

16.4.2. 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 drive through penalty.

16.5.   Long FCY – Pitting AFTER Pits Open Penalty Checks:

16.5.1. 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.

16.5.2. 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.

16.6.   Short FCY – Pitting at any Point Penalty Checks:

16.6.1. 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.

16.6.2. 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.

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

16.7.1. If your car crosses the yellow pit entry cones or appears on pit lane 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.

16.7.2. 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.

16.8. FCY & Red Flag - Serving an iRacing Drive Through Penalty Checks:

16.8.1.   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.

16.9. FCY & Red Flag - iRacing Drive Through Cleared by the RD Penalty Checks:

16.9.1.   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.

16.10. Procedural Infraction Self-Serving Penalties

16.10.1.   The table below shows the self-serving penalties required to be completed for procedural related infractions.

Section	Procedural Infraction	Self-Serving Penalty
11.7.2 Tire Warming	2nd offense of tire warming during the same race	Drive through penalty
11.8.5 Race Start	GT category car fails to follow the line up on the correct side of the starting grid	Drive through penalty
11.8.6 Race Start	Entry spins on the pace lap and returns to their starting position	Drive through penalty
11.8.9 Race Start	Pole sitter accelerates before the designated start zone	Drive through penalty
11.8.9 Race Start	Non pole sitter accelerates before the pole sitter	Drive through penalty
11.8.14 Race Start	Entry starts from pit lane and fails to wait for all cars on track to pass pit exit before crossing the green pit exit cones to leave pit lane	Drive through penalty
11.8.16 Race Start	**GT AM** Entry qualifies in front of a **GT PRO** Entry and fails to drop behind them on the pace lap, and takes the green flag in front of the **GT PRO** Entry	Drive through penalty
11.8.18 Race Start	Entry fails to serve their start from pit lane penalty	Drive through penalty
16.4.2 FCY / Red Flag Self-Serving Penalties	During a long FCY, car entered pit lane before the pit road was deemed open and was not passed by the first car in the pacing line 2 times (if entered pit lane by driving) or 3 times (if entered pit lane by towing)	Drive through penalty

Section	Procedural Infraction	Self-Serving Penalty
16.5.2 FCY / Red Flag Self-Serving Penalties	During a long FCY, car entered pit lane after the pit road was deemed closed and was not passed by the first car in the pacing line 2 times (if entered pit lane by driving) or 3 times (if entered pit lane by towing)	60 second stop & hold
16.6.2 FCY / Red Flag Self-Serving Penalties	During a short FCY, car entered pit lane at any time and was not passed by the first car in the pacing line 2 times (if entered pit lane by driving) or 3 times (if entered pit lane by towing)	60 second stop & hold
16.7.2 FCY / Red Flag Self-Serving Penalties	During a red flag, car entered pit lane at any time and was not passed by the first car in the pacing line 2 times (if entered pit lane by driving) or 3 times (if entered pit lane by towing)	60 second stop & hold
16.8.1 FCY / Red Flag Self-Serving Penalties	During a FCY or red flag, a car enters pit lane to serve an iRacing drive through penalty at any point	Drive through penalty
16.9.1 FCY / Red Flag Self-Serving Penalties	During a FCY or red flag, a car has their iRacing drive through penalty cleared by RC	Drive through penalty

16.11. On-Track Infraction Self-Serving Penalties

16.11.1. The table below shows the on-track incident-based infractions specifically described within these Regulations for which a self-serving penalty can be served.

Section	On-Track Infraction
12.4.3 Passing Guidelines - Same category, non-high-risk corner	Overtaking car in the same category did not obtain physical overlap on the lead car prior to the normal turn-in point of the corner, resulting in contact or evasive action being taken to avoid contact
12.4.3 Passing Guidelines - Same category, non-high-risk corner	Car in the same category did not leave racing room for the other car, resulting in contact or evasive action being taken to avoid contact
12.4.4 Passing Guidelines - High-risk corner	Car further behind did not establish position on the car further ahead prior to the normal turn-in point of the corner, resulting in contact or evasive action being taken to avoid contact
12.4.4 Passing Guidelines - High-risk corner	Car with established position did not leave racing room for the other car, resulting in contact or evasive action being taken to avoid contact
12.4.5 Passing Guidelines - Different categories	Car further behind did not establish position on the car further ahead prior to the normal turn-in point of the corner, resulting in contact or evasive action being taken to avoid contact

Section	On-Track Infraction
12.4.5 Passing Guidelines - Different categories	Car with established position did not leave racing room for the other car, resulting in contact or evasive action being taken to avoid contact
12.4.6 Passing Guidelines - First lap of the race	Car further behind did not establish position on the car further ahead prior to the normal turn-in point of the corner, resulting in contact or evasive action being taken to avoid contact
12.4.6 Passing Guidelines - First lap of the race	Car with established position did not leave racing room for the other car, resulting in contact or evasive action being taken to avoid contact
12.4.7 Passing Guidelines - Obtaining overlap on the outside	Car behind did not obtain overlap on the outside prior to the apex of the corner, resulting in contact or evasive action being taken to avoid contact
12.4.7 Passing Guidelines - Obtaining overlap on the outside	When physical overlap was obtained prior to the apex of the corner, a car does not leave racing room for the other car, resulting in contact or evasive action being taken to avoid contact
12.5.1 Passing Guidelines - Bump drafting	Car behind bump drafts the car in front
12.6.1 Passing Guidelines - Car control	Driver loses control of their car on their own resulting in contact or evasive action being taken to avoid contact
12.11.1 Passing Guidelines - Unsafe Rejoins from Spins / Off Tracks	Driver rejoins the racing surface in an unsafe manner
12.11.2 Passing Guidelines - Unsafe Rejoins from Spins / Off Tracks	Driver forces another Driver off track and does not immediately provide racing room for the other car to rejoin
12.12.1 Passing Guidelines - Track limits	Driver goes beyond the racing surface to pass another car under normal racing conditions
12.12.2 Passing Guidelines - Track limits	Driver forces another Driver off track and gains an advantage
N/A	Any on-track infraction involving another car not explicitly called out in these regulations but may be subject to a post-race time penalty

16.11.2. The table below shows the self-serving penalty amount that are required to be served if a Driver/Entry deems they are at fault for an incident.

16.11.3. For clarity, the term "mostly unaffected" as shown in the table below is defined as barely any time lost, no positions lost, not forced off track, did not spin. "Minorly affected" means time and/or positions were lost, were forced off track, spun as a direct result of the incident.

Outcome of Incident	Self-Serving Penalty
Victim car was mostly unaffected	N/A, no self-serving penalty needed
Victim car was minorly affected	Drive through penalty
Victim car has clear and significant damage, but can continue	60s stop and hold
Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold

17. OFFICIAL RESULTS

17.1.1.   Directly following the completion of a Race, the "Unofficial" results are the iRacing results available in the iRacing UI. "Provisional" results are posted at the conclusion of review of on-track incidents in PDF format from VSCA via Discord. "Official Results" are those issued in PDF format from VSCA via Discord and on the VSCA website after any final review of appeals and verification of results.

17.1.2.   While VSCA will work to get official results published as soon as possible after the race, there is no set time frame when these are required to be finalized by.

17.1.3.   VSCA reserves the right to adjust any Official Results for potential errors found at a later point in time.

APPENDIX A: IRACING CAR DESIGN PATTERNS

ACURA ARX-06 GTP

Any of the available car design patterns **may be used**

ACURA NSX GT3 EVO 22

Any of the available car design patterns **may be used**

ASTON MARTIN VANTAGE GT3 EVO

Any of the available car design patterns **may be used**

BMW M HYBRID V8

Any of the available car design patterns **may be used**

BMW M4 GT3 EVO

The car design patterns listed below **may NOT be used**

CADILLAC V-SERIES.R GTP

Any of the available car design patterns **may be used**

CHEVROLET CORVETTE Z06 GT3.R

The car design patterns listed below **may NOT be used**

DALLARA P217

Any of the available car design patterns **may be used**

FERRARI 296 GT3

The car design patterns listed below **may NOT be used**

FERRARI 499P

Any of the available car design patterns **may be used**

FORD MUSTANG GT3

Any of the available car design patterns **may be used**

LAMBORGHINI HURACAN GT3 EVO

Any of the available car design patterns **may be used**

MCLAREN 720S GT3 EVO

Any of the available car design patterns **may be used**

MERCEDES AMG GT3 2020

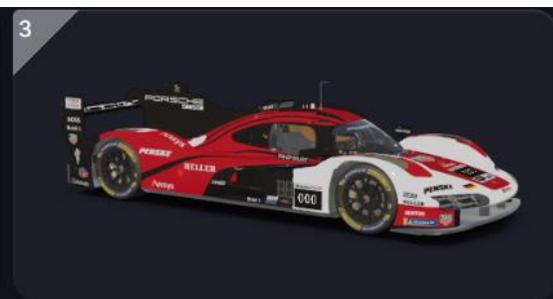The car design patterns listed below **may NOT be used**

PORSCHE 911 GT3 R (992)

Any of the available car design patterns **may be used**

PORSCHE 963 GTP

The car design patterns listed below **may NOT be used**

APPENDIX B: PENALTIES TABLE

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 Requirements	Entry submits a design late for a given race and wants the design included for the design pack of that race	Start from pit lane penalty
5.1.3 Requirements	Entry's design submission causing delays in the event design pack	Start from pit lane penalty
5.3.1 Prohibited Material	Design includes prohibited material	Design rejected
5.5.1 Car Design Requirements	Design does not include VSCA Mandatory Decals, includes the VSCA Mandatory Decals however is not aligned correctly or is altered	Design rejected
5.5.6 Car Design Requirements	Design does not have customized pit colors matching the car design/colors of the Team	Design rejected
5.5.8 Car Design Requirements	Design does not have identifying Team mark on pit board	Design rejected
5.6.2 iRacing Car Number Color Requirements	Car number color is not set correctly	Start from pit lane penalty
5.7.2 iRacing Car Design Pattern Requirements	Base iRacing car design pattern is not set correctly	Immediate disqualification from Event
6.1.2 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.

Section	Infraction(s)	Base Penalty
6.1.3 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
6.3.1 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
6.3.2 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
8. Race Server Registration Requirements	Incorrect iRacing Team ID (Team series only)	Automatic disqualification of Entry from event
8. Race Server Registration Requirements	iRacing Team Name unclear/does not match VSCA Entry registration (Team series only)	Start from pit lane penalty
8. Race Server Registration Requirements	Entry did not connect to server before beginning of Driver's Meeting and did not contact Race Control	Automatic disqualification of Entry from event
9.3.3 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
9.7.1 Using an Ineligible Driver	Entry uses an ineligible Driver(s)	If found during the race, immediate disqualification otherwise post-race disqualification
9.8.1 Minimum Race Laps Requirement	Entry fails to complete 70% of the class winning total laps	No championship points awarded
11.4.5 Technical Inspection	Entry fails the Technical Inspection, or does not complete the Technical Inspection before the Driver's Meeting	Disqualification from the Event
11.5.2 Qualifying	LMP2 or GT AM entry uses a "G" Driver to qualify and/or start the race.	Self-serving Drive Through Penalty
11.7.1 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
11.8.2 Race Start	The overall GT pole sitter does not form the 5-10 second gap to the last LMP2 car prior to rolling.	Warning
11.8.5 Race Start	Entry forms up incorrectly at the race start.	Self-serving Drive Through Penalty
11.8.6 Race Start	Entry loses control on the pace lap and returns to their original position.	Self-serving Drive Through Penalty
11.8.9 Race Start	Pole sitter accelerates before the designated start zone	Self-serving drive through penalty
11.8.9 Race Start	Non pole sitter accelerates before the pole sitter	Warning
11.8.10 Race Start	Entry approached the designated start zone resulting in gaining an advantage	Warning

Section	Infraction(s)	Base Penalty
11.8.11 Race Start	Entry changes their pacing speed and checkups other cars	Warning
11.8.11 Race Start	Entry fails to accelerate in a timely manner	Warning
11.8.12 Race Start	Entry creates a 3-wide situation before the first corner as defined in the Race Center without an obvious issue in front.	Warning
11.8.14 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
11.8.16 Race Start	**GT AM** Entry starts in front of a **GT PRO** Entry.	Self-serving Drive Through Penalty
11.8.18 Race Start	Entry fails to serve their start from pit lane penalty	Self-serving drive through penalty
11.8.19 Race Start	Entry found guilty of an on track related incident on the warm up lap or in the first two (2) laps of the race start	Careless Driving License Penalty Points as per VSCA Sporting Code
12.2.2 Defending and Blocking	Entry found guilty of making one (1) or more moves in reaction to the car behind	Warning
12.2.3 Defending and Blocking	Entry found guilty of moving under braking	Warning
12.4.2 Passing Guidelines	Entry found guilty of not maintaining 360-degree situational awareness	Warning
12.4.3 Passing Guidelines	Entry did not obtain physical overlap in a non-high-risk corner when attempting a pass on another car of the same category	Warning
12.4.3 Passing Guidelines	Entry did not leave racing room after physical overlap in a non-high-risk corner was obtained during a pass on another car of the same category	Warning
12.4.4 Passing Guidelines	Entry did not obtain established position in a high-risk corner when attempting a pass on another car	Warning
12.4.4 Passing Guidelines	Entry did not leave racing room after established position in a high-risk corner was obtained by the car further behind	Warning
12.4.5 Passing Guidelines	Entry did not obtain established position when attempting a pass on another car of a different category	Warning
12.4.5 Passing Guidelines	Entry did not leave racing room after established position was obtained by the car further behind	Warning
12.4.6 Passing Guidelines	Entry did not obtain established position when attempting a pass on another car, regardless of	Warning

Section	Infraction(s)	Base Penalty
	high-risk or non-high-risk and/or category of car, on the first lap of the race	
12.4.6 Passing Guidelines	Entry did not leave racing room after established position was obtained by the car further behind	Warning
12.4.7 Passing Guidelines	Entry did not leave racing room after physical overlap was obtained before the apex of the corner on the outside	Warning
12.4.8 Passing Guidelines	Entry did not remain predictable while choosing a line to run	Warning
12.5.1 Bump Drafting	Entry found guilty of bump drafting	Warning
12.6.1 Car Control	Entry causes an incident as a result of losing control of their car	Warning
12.7.3 Same Class / Same Category Blue Flags	Entry found guilty of ignoring blue flags	Warning
12.9.1 Driving on Pit Road	Entry does not remain in the fast lane on pit road as long as possible	Warning
12.9.1 Driving on Pit Road	Entry overtakes using the merge lane	Warning
12.9.2 Driving on Pit Road	Entry in the fast lane is not driving at or near the pit lane speed limit	Warning
12.9.3 Driving on Pit Road	Entry does not yield to any and all cars in the fast lane and/or merge lane that has overlap by the pit exit cones	Warning
12.10.1 Exiting Pit Road with Different Classes	Entry exiting pit road does not yield to a car from a different class that obtains physical overlap before the turn-in point of the corner	Warning
12.11.1 Unsafe Rejoins from Spins / Off Tracks	Entry leaves the racing surface and fails to rejoin in a safe manner	Warning
12.11.1 Unsafe Rejoins from Spins / Off Tracks	Entry spins with other cars around and fails to remain predictable	Warning
12.11.2 Unsafe Rejoins from Spins / Off Tracks	Entry forces another car off the racing surface and does not immediately provide racing room for the car that was forced off	Warning
12.12.1 Track Limits	Entry goes beyond the racing surface to pass another car under normal racing conditions	Warning
12.12.2 Track Limits	Entry forces another Competitor off track and gains an advantage	Warning
12.13.1 Poor Network/Connection Issues	Entry has a connection issue	Warning

Section	Infraction(s)	Base Penalty
12.14.1 Checkered Flag & Post-Race	Entry fails to proceed through T1 after taking the checkered flag under their own power and/or without incidents	30 second post-race penalty
12.14.2 Checkered Flag & Post-Race	Entry has taken the checkered flag and interferes with a car that has not taken the checkered flag	Warning
12.14.3 Checkered Flag & Post-Race	Entry found responsible for an incident involving car contact after taking the checkered flag	Two (2) lap plus 30 second post-race penalty, Careless Driving License Penalty Points as per VSCA Sporting Code
13.3.2 Filing an Incident Report	Member attempts to file an incident report in a manner other than through the VSCA Paddock	Warning
13.4.3 Review of Incident Reports	Member has filed a frivolous incident report	Warning
14.2.3 Step 1 - Initiating FCY	Entry does not catch the pacing line at race speed	Warning
14.3.2 Step 2 - Calling in the iRacing Pace Car	First car in the pacing line does not maintain the correct pacing speed.	Warning
14.4.2 Step 3 - First Wave-By	Entry does not slow to pit lane speed	Warning
14.4.4 Step 3 - First Wave-By	Entry does not take their wave by at race speed	Warning
14.4.6 Step 3 - First Wave-By	Entry does not close gaps in the pacing line in a safe and timely manner upon RD announcement.	Warning
14.5.1 Step 4 - Pit Entry Opens	Entry does not return to VSCA pacing speed.	Warning
14.5.1 Step 4 - Pit Entry Opens	First car in the pacing line does not maintain VSCA pacing speed.	Warning
14.5.2 Step 4 - Pit Entry Opens	Entry enters pit lane *before* RD deemed pit lane to be open	Self-serving Drive Through Penalty
14.5.3 Step 4 - Pit Entry Opens	Entry enters pit lane *after* the pit stops and pit lane has closed	Self-serving 60s Stop & Hold
14.5.5 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
14.5.6 Step 4 - Pit Entry Opens	Entry does not accelerate and catch the pacing line in a safe and timely manner upon RD announcement.	Warning
14.5.8 Step 4 - Pit Entry Opens	Entry does not slow to pit lane speed	Warning
14.6.4 Step 5 - Second Wave-By	Entry does not take their wave by at race speed	Warning

Section	Infraction(s)	Base Penalty
14.6.6 Step 5 - Second Wave-By	Entry does not close gaps in the pacing line in a safe and timely manner upon RD announcement.	Warning
14.7.4 Step 6 - Third Wave-By	Entry does not take their wave by at race speed	Warning
14.7.6 Step 6 - Third Wave-By	Entry does not close gaps in the pacing line in a safe and timely manner upon RD announcement.	Warning
14.8.1 Step 7 - Class Sort	GT AM Entry does not move to the left during the class sort.	Warning
14.8.2 Step 7 - Class Sort	Entry does not return to VSCA pacing speed and close gaps to the pacing line safe and timely manner.	Warning
14.8.3 Step 7 - Class Sort	GT PRO Entry does not move to the left during the class sort.	Warning
14.8.3.1 Step 7 - Class Sort	GT PRO Entry does not reduce to pit speed during the class sort.	Warning
14.8.3.2 Step 7 - Class Sort	GT AM Entry does not close gaps to the GT PRO field in a safe and timely manner.	Warning
14.8.3.3 Step 7 - Class Sort	GTP or LMP2 does not close gaps in the pacing line safe and timely manner.	Warning
14.8.4 Step 7 - Class Sort	LMP2 Entry does not move to the left during the class sort.	Warning
14.8.4.1 Step 7 - Class Sort	LMP2 Entry does not reduce to pit speed during the class sort.	Warning
14.8.4.2 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
14.8.5 Step 7 - Class Sort	GTP does not close gaps in the pacing line safe and timely manner.	Warning
14.8.6 Step 7 - Class Sort	Entry does not close gaps in the pacing line in a safe and timely manner upon RD announcement.	Warning
14.9.3 Step 8 - Restart	Entry leaves a big gap to the car ahead at the restart	Warning
14.9.5 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
14.9.5 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

Section	Infraction(s)	Base Penalty
14.9.7 Step 8 - Restart	Entry is deemed to have gained an advantage on the restart.	Warning
14.9.8 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
14.10.2 Short Full Course Yellow	Entry enters pit road at any time during the FCY	Self-serving 60s Stop & Hold
14.12.1 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
14.13.3 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
14.14.3 Serving Incident Limit Penalties While Under FCY	Entry serves an iRacing drive through penalty under FCY	Self-serving Drive Through Penalty
15.3.4 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
15.5.1 Step 4 - Forming the Grid/Pacing Line	Entry leaves pit stall before the RD informs them to	Self-serving Drive Through Penalty
15.5.1 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
15.5.4 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
15.6.3 Step 5 - First Wave-By	Entry does not take their wave by at race speed	Warning
15.6.5 Step 5 - First Wave-By	Entry does not close gaps in the pacing line in a safe and timely manner upon RD announcement.	Warning
15.7.3 Step 6 - Second Wabe-By	Entry does not take their wave by at race speed	Warning
15.8.2 Step 7 - Class Sort	GT AM Entry does not move to the left during the class sort.	Warning
15.8.3 Step 7 - Class Sort	Entry does not return to VSCA pacing speed and close gaps to the pacing line safe and timely manner.	Warning
15.8.4 Step 7 - Class Sort	GT PRO Entry does not move to the left during the class sort.	Warning
15.8.4.1 Step 7 - Class Sort	GT PRO Entry does not reduce to pit speed during the class sort.	Warning
15.8.4.2 Step 7 - Class Sort	GT AM Entry does not close gaps to the GT PRO field in a safe and timely manner.	Warning

Section	Infraction(s)	Base Penalty
15.8.4.3 Step 7 - Class Sort	GTP or LMP2 does not close gaps in the pacing line safe and timely manner.	Warning
15.8.5 Step 7 - Class Sort	LMP2 Entry does not move to the left during the class sort.	Warning
15.8.5.1 Step 7 - Class Sort	LMP2 Entry does not reduce to pit speed during the class sort.	Warning
15.8.5.2 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
15.8.6 Step 7 - Class Sort	GTP does not close gaps in the pacing line safe and timely manner.	Warning
15.8.7 Step 7 - Class Sort	Entry does not close gaps in the pacing line in a safe and timely manner upon RD announcement.	Warning
15.9.3 Step 8 - Restart	Entry leaves a big gap to the car ahead at the restart	Warning
15.9.4 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
15.9.5 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
15.9.7 Step 8 - Restart	Entry is deemed to have gained an advantage on the restart.	Warning
15.9.8 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
15.12.1 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
15.13.3 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
15.14.3 Serving Incident Limit Penalties While Under Red Flag	Entry serves an iRacing drive through penalty under Red Flag	Self-serving Drive Through Penalty
16.7.1 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 C: 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.

February 22, 2026

- Moved all regulations specific to the Sportscar Championship within the Sporting Code to the Sportscar Championships Regulations (not included in redline version of this update)
- Updated anything that was moved from the Sporting Code that may have been written to read as applicable for multiple series, to read as specific to the Sportscar Championship
- Removed all definitions already included the Sporting Code
- Clarified how drive time is calculated
- Updated the "Car Control" section of the Passing Guidelines to clarify including all instances of a losing control and car affecting another car
- Clarified that upon removal of incident points during incident reviews, the incident removal is not guaranteed 100% accurate do to software limitations.
- Updated the self-serving penalties section to include a "catch all" statement to clarify that self-serving penalties can still be completed for situations not explicitly called out in the regulations.
- Clarified why self-serving penalties are not allowed to be served in the pit stall
- Clarified that if a self-serving drive through penalty was served, but the actual penalty should have been a stop & hold, only the time portion of the stop & hold penalty will be deemed as not served.
- Broke the on-track infraction self-serving penalties table into two tables, one explaining the infraction, the second explaining the severity of penalty to be served which is applicable for all infractions in the first table.
- Moved the Penalties Table section at the end of the regulations to Appendix B and updated to reflect the changes above.