



RULE BOOK

2020

(Current as of December 24, 2019)

*All changes from previous season are highlighted in red.

1. GENERAL

- a. UCORA Administrators will, to the best of their ability, strive to utilize their best, objective judgement in the management of the league and the application of this rulebook.
- b. The decision or ruling of the In-Race Officials/Race Stewards are final and not subject to protest or appeal during the race.
 - i. Protests, Appeals, and requests for explanations are to be initiated within 24 hours of any ruling being officially announced in a professional manner via e-Mail.
- c. Unless extenuating circumstances exist that significantly affect future races or competition, this rule book shall not be amended or changed in any manner during the race season.

2. ENTRY FEES/CASH AWARDS/PRIZES

- a. All series entry fees paid to the league shall be applied to that season's Championship Prize Purse.
- b. Entry Fees will not be Pro-Rated regardless of when an applicant joins a Series.
- c. All series entry fees are non-refundable under any circumstances.
- d. In the unfortunate event that a member is removed from the league due to misconduct, any prizes contended for by the member shall be forfeited to the league and dispersed to the remaining prize winners in a fair manner at the discretion of the League Administration.

3. LEAGUE ADMINISTRATORS

- a. No UCORA administrators may be affiliated with any team currently competing in any UCORA series.
- b. No UCORA administrator of a series may **participate compete** in that series.

4. LICENSE REQUIREMENTS

- a. **An iRacing D 1.00 License is required to be accepted into the league.**
 - i. This requirement may be waived in extremely rare, extenuating circumstances.

5. SETUPS

- a. All series shall be Fixed Setups designed by the Setup Team.
 - i. Setups are designed to give drivers of all skill levels a stable, balanced race car to compete with.

6. OFFICIAL SERIES WEATHER

- i. Due to the nature of Fixed Setup Racing, the weather for each race will be set in a manner that creates a fun, challenging experience.
- ii. Adverse Weather
 1. The potential for Fog may be present in no more than 2 road races in a given season.
 - a. The Maximum Fog Setting will be 20%.

7. RACE PROCEEDURES

- a. Minimum Speed
 - i. Minimum Speeds shall be established for each event and based off of the Pole Speed set for that race.
 1. Minimum Speed shall be 108% of the pole speed
 - a. Road Course/Street Circuit Example:
 - i. Pole Speed: 1:15.000
 - ii. Minimum Speed: 1:21.000 (1:15.000 * 1.08)
 - b. Oval Example:
 - i. Pole Speed: 35.000
 - ii. Minimum Speed: 37.800 (35.000 * 1.08)
 - ii. Any driver not able to meet **a 5-lap average time above** minimum speeds will be parked at the discretion of the Race Officials
 1. Drivers will be given one warning to make minimum speed in order to make appropriate repairs or to increase their driver pace.
- b. Connection Issues
 - i. Any driver who encounters consistent connection issues which results in a distraction for other competitors shall receive:
 1. Under Yellow Flag Conditions
 - a. EOL Penalty
 2. Under Green Flag Conditions
 - a. Black Flag
 - ii. Drivers with connection issues will be afforded one opportunity to rectify the quality of the connection. If the issue persists, the driver will be parked for the remainder of the event.

- c. Warm-Up
 - i. Each series will have one **60**-minute practice session in preparation for each race.
 - 1. Each Practice Session will be attached to the official race session.
- d. Qualifying
 - i. Ovals
 - 1. 15-Minute/2 Lap Session
 - ii. Road/Street Circuits
 - 1. 15-Minute/4 Lap Session
- e. Drivers' Meeting
 - i. The final 5 minutes of the Qualifying Session will be dedicated to the Driver's Meeting
- f. Starting Grid
 - i. No participant shall be allowed to begin the race from pit road unless they have experienced connection issues which prevented them from gridding on time.
 - 1. This is an honor system and each circumstance will be evaluated by the Race Administrators / Stewards.
 - 2. If UCORA staff believes that this tactic is being employed to gain an unfair advantage, penalties, including not being permitted to participate in the race, shall be considered.
- g. Starts / Restarts
 - i. **Gridding/Lineup**
 - 1. **The initial gridding of the race is based upon qualifying results.**
 - 2. **The start of the race will be a 2 by 2 rolling start**
 - ii. **Restart Lineup**
 - 1. **Restarts during races will be single-file.**
 - 2. **Lineups on restarts are set to have lapped cars retaining their position on the track.**
 - iii. **Starts/Restarts of the Race**
 - 1. **The Pole Sitter / Race Leader has discretion to restart the race**
 - a. **The "Restart Box" begins when the Pace Car exits the racing surface and ends at the presentation of the Green Flag.**
 - i. **The Leader may accelerate at any time while in this box.**
 - b. **Once the Leader enters the "Restart Box," they must reasonably maintain Pacing Speed until they accelerate to restart the race.**
 - i. **If, in the opinion of the Race Official, the leader made any major deviation from Pace Car Speed prior to restarting the race, the Leader will be deemed to have manipulated the restart and will be issued a Stop-and-Go Penalty.**
- h. Yellow Flags / Full Course Cautions
 - i. Ovals
 - 1. iRacing Yellow Flag triggers will be in effect
 - 2. Race Officials may, at their discretion, throw a Yellow Flag if they deem that an incident warrants a Caution.
 - ii. Road Courses/Street Circuits
 - 1. Local Yellow Flags will be in effect.
 - a. Drivers are expected to exercise caution while approaching a section of the track under a Yellow Flag Condition.
 - 2. Full Course Cautions
 - a. In the event of a large accident which significantly impedes the progress of a large portion of the field and, in the opinion of Race Officials, results in an unfair time advantage to the drivers ahead of the accident, race officials shall trigger a full-course caution and deploy the Safety Car.
 - b. This shall only be done within the first **three two** laps of the race. Once the leader begins lap 4 of an event, no Full Course Cautions will be triggered.
 - c. **There will only be one Full Course Caution triggered per race.**

i. Pit Road Procedures

i. General

1. The pit road is divided into 3 areas
 - a. The Pit Stalls: Where cars park to receive service
 - b. Fast Lane/Thru Lane: The lane farthest from the pit stalls.
 - i. If the Fast/Thru Lane is not formally marked, it will be considered to be approximately 1.5 times the width of the car
 - c. The Merge Lane: The area between the outer edge of the Pit Stalls and the inner limit of the Fast/Thru Lane.
2. No Driver may interfere with other drivers trying to enter or exit their pit boxes by driving through **multiple a large number of** pit boxes.
 - a. **Pitting Under Caution or in a Group**
 - i. **Drivers are limited to driving through three unoccupied pit boxes – either entering or exiting their box - in order to facilitate other drivers' capability to enter their pit boxes.**
 - ii. Due to the design of the pit boxes within iRacing, a driver is permitted to drive through one occupied pit box both ahead and behind their assigned pit box.
 - b. A Stop-and-Go Penalty may be issued for interfering with other drivers' capability to pit effectively.

ii. Pit Entry

1. Drivers shall announce their intentions to pit over the in-race chat (either via voice or text) in a timely manner.
2. Drivers are expected to transition from the racing surface to pit road in a predictable, controlled manner.
 - a. At no time should a driver **intentionally cause an unsafe situation by crossing** multiple lanes on the track to get to pit road.
3. All drivers are expected - to the best of their ability - to safely merge into the "Fast Lane" in a single file.
4. **A driver who does not follow Pit Entry procedures as explained in the Drivers Meeting or the Race Briefing on the forums will be assessed a Stop-and-Go penalty.**

iii. Pit Exit

1. Upon completion of the pit stop, **all drivers are expected to maintain situational awareness of other cars leaving pit road and safely merge with other traffic into the Fast/Thru Lane while leaving exiting** Pit Road.
 - a. Drivers in the Fast/Thru Lane have the Right-of-Way while on Pit Road.
2. Cars on the racing circuit have the Right-of-Way over cars exiting pit road and rejoining the racing circuit. Drivers exiting Pit Road must merge onto the racing surface safely. Failure to do so may result in being assessed At-Fault Incident Points and a Stop-and-Go Penalty.

j. Blue Flag w/Yellow Stripe

i. iRacing employs a Blue Flag with a diagonal yellow stripe

1. For cars one lap down, this flag is informational in nature and is not to be misconstrued as a solid Blue Flag. In no way does the Blue Flag w/Yellow Stripe indicate any mandatory obligation for the driver being shown the flag.
2. It is highly encouraged that drivers being shown the Blue Flag w/Yellow Stripe make every effort to facilitate a safe pass by the Lead Lap/Faster car.
 - a. This should be done through communication or maintaining a consistent line through the corner and allowing the passing driver the ability to proceed with the least amount of hindrances.
 - b. Exception:
 - i. Drivers engaged in a close battle for position (within ~2 Seconds of each other) are not expected to halt their race and yield to the Lead Lap car.
 - ii. The Lead Lap car is expected to work their way through traffic as though the lapped cars in the position battle are on the Lead Lap.
3. It is the responsibility of the Lead Lap/Faster Car to overtake slower, lapped cars cleanly.
4. For cars more than one lap down, the Blue Flag w/Yellow Stripe is to be considered a Solid Blue Flag and treated as a mandatory "Move Over" Flag.

- a. Drivers not honoring this “Blue Flag” within an acceptable timeframe will be assessed a Stop-and-Go Penalty.

5. With 10 laps to go in a race, Officials may issue a mandatory instruction for any lapped cars, regardless of how many laps down they are, to yield to the lead lap cars battling for the win.

k. Black Flags

- i. iRacing issued Black Flags shall be honored during the race
- ii. Clearing of iRacing-issued Black Flags
 1. Black Flags may be cleared by Race Stewards under the following circumstances:
 - a. Any Pit Road Violation resulting from a driver’s avoidance of or involvement in an accident.
 - b. Passing under Yellow when the driver is penalized for not staying behind a damaged car that cannot maintain an acceptable pace.
 - c. Receiving a Black Flag for passing on a start or restart before the Start/Finish Line due to an incident.
 - d. Any other instance where the Race Stewards determines the Black Flag is not the fault of the driver.

l. Quick Repairs

- i. There will be one reset enabled for official race events.
 - ~~1. This will be a temporary measure as we build the driver roster and allow the AFIS to mitigate careless drivers.~~
 - ~~2. Once an acceptable level of driver responsibility is achieved, the Quick Repairs will not be enabled.~~

m. Rejoining the Track

- i. All drivers who have left the racing surface for any reason must take every precaution to re-enter the racing surface in a safe manner and off the racing line whenever possible.
 1. **Failure to rejoin the track safely will result in an Avoidable Contact Penalty**

n. Use of Aprons on Ovals

- i. No driver may use any surface below any lines (Yellow, White, Single or Double) that defines the racing surface unless:
 1. They are avoiding an incident or accident.
 2. They are entering or exiting pit road.
 3. They are stopping the vehicle in order to be towed back to pit road.

o. Passing

- i. No driver “Owns” a corner.
 1. A driver only “owns” the track upon which they currently occupy.
- ii. Passing Driver: The passing Driver must present themselves for the pass in a timely manner (**Usually prior to the reasonable Turn-In Point**) **that allows the driver being passed the opportunity to either choose an alternate lane to navigate through the corner or to yield the position.**
 1. Due to the precise nature of iRacing’s spotting system and the ability to adjust the distance when the spotter alerts the driver of another vehicle’s proximity, a driver will be deemed to have presented themselves for the corner when their nose has broken the plane of the rear wing of the car being passed.
 2. A passing driver who “Bombs” a corner; takes away any opportunity for the driver being passed to safely turn into the corner **or to yield the position**; and initiates contact will be deemed At Fault.
- iii. Driver being passed: It is the responsibility of the driver being passed to maintain situational awareness and recognize when another driver **safely** presents themselves for the pass. They must not initiate contact by turning into the driver attempting a pass. They must establish and follow an alternate, safe line through the corner. A driver who turns into another car which is safely attempting to make a pass may be deemed At-Fault.

p. Blocking/Defending

- i. A driver being challenged for position is permitted one reactionary or preemptive, defensive lane change.
 1. **Any driver who forces another driver off track due to an attempted block may be issued a penalty.**
- ii. Any further, subsequent, defensive lane change shall be considered blocking.
 1. If a driver has moved off the racing line while defending their position, they may move back in order to set up for corner entry but must ensure they provide at least one lane between their car and the edge of the track for the challenging driver to enter the braking zone.
 - a. If the defending driver does not leave a lane for the challenging driver to race in and forces that driver off-track, the defending driver shall be penalized for reckless driving.
- iii. If a driver initiates contact while attempting to block, they may be assessed an Avoidable Contact Penalty.

q. In-Race Penalties

- i. It shall be at the discretion of the Race Stewards to decide if any driver involved in an incident should be penalized. Unless it is clear to the stewards that a driver is wholly or predominately to blame for an incident, no penalty will be imposed.
 1. Road Course/Street Circuit: If an incident is under investigation by the Race Stewards, a message informing all teams which driver or drivers involved will be **sent announced** via **iRacing Voice Chat**.
 2. The Race Stewards may impose any one of the following penalties below on the driver deemed at fault in an incident depending on the severity of the incident.
 - a. A Stop-and-Go Penalty: The Driver must enter pit lane; come to a complete stop in their pit stall; and then rejoin the race.
 - b. A 5-Second Penalty: The Driver must enter pit lane; come to a complete stop in their pit stall for a duration of 5 seconds; and then rejoin the race.
 - c. A 10-Second Penalty: The Driver must enter pit lane; come to a complete stop in their pit stall for a duration of 10 seconds; and then rejoin the race.
 - d. Disqualification for malicious or grossly irresponsible conduct.
 3. In the event that the incident to be penalized occurs within 5 laps of the race completion, the following Post-Race Point Penalties shall be assessed in lieu of a pit road penalty:
 - a. Stop-and-Go = 5 Championship Points
 - b. 5-Second Penalty = 10 Championship Points
 - c. 10-Second Penalty = 15 Championship Points
 - d. Disqualification = 25 Championship Points

8. At-Fault Incident System (AFIS)

a. General

- i. Only the driver deemed to have caused the incident will accumulate At-Fault Incident Points
- ii. At-Fault incidents which result in an accident are usually noticed by the Race Stewards. However, if a driver feels that they were a victim of an At-Fault Incident, please request a review by the Race Stewards by requesting an Admin. They will come to your Discord Room and you can explain the situation that you wish reviewed.
- iii. Post-Race Incident Reviews
 1. Requests for a Post-Race Incident Review must be submitted in writing to the League Administration Team prior to midnight of the following day after a race.
 - a. At-Fault Incident Points will be the only penalty assessed as a result of this action. No Championship Points will be deducted from the Official Results.

b. At-Fault Incident System Points

- i. All At-Fault Incident Points are cumulative throughout the season.
- ii. All At-Fault Incident Points assessed due to incidents occurring under Full-Course Cautions or as a driver proceeds through a sector under a Yellow Flag Warning are doubled.

iii. **At-Fault Incident System Levels of contact**

1. **Avoidable Contact: It is the result of excessively poor racecraft usually through overly-aggressive moves or outright negligence. These are the incidents that should not happen and severely deter from the quality of racing.**

2. **Racing Incident:** This usually occurs when two drivers are battling hard and one driver pushes just a little too far – even while trying to use good racecraft – and has the car do something they didn't intend; makes contact and causes an accident.
 3. **Incidental Contact:** This usually occurs when two drivers are battling while using good racecraft but end up touching with no single driver to blame. Also known as "A Racing Deal."
- iv. At-Fault Incident System Points
 1. Avoidable Contact: 2 Points
 2. **Racing Incident: 1 Point**
 3. **Incidental Contact: 0 Points**
 - v. At-Fault Incident Point Limits
 1. **8 Points: One race suspension and placed on probation.**
 2. **12 Points:**
 - a. **Suspended for the rest of the season.**
 - b. **Placed on probation for the first 10 races of the following season.**
 - vi. UCORA League Administration Officials reserve the right to adjust At-Fault Incident Limits prior to the season in order to promote the highest level of competition.
 1. At-Fault Incident Limits will never be adjusted ~~Mid-Season~~ **once the season begins.**
- c. Appeals
- i. Drivers assessed At-Fault Incident Points must submit a written appeal within 24 hours of official release of the races penalties in a professional manner via e-Mail.
 1. Once a ruling on the appeal is given, no further appeals for the incident in question will be heard.

9. Probation

- a. Drivers are expected to conduct themselves with the utmost respect for their fellow competitors and exercise the highest levels of situational awareness and professionalism. Drivers who fail to do so and cause accidents deemed to be excessively careless by League Officials, regardless of the amount of accrued At-Fault Incident Points, **may** be placed on probation.
- b. Lengths of Probation Periods:
 - i. 1st Probation: 3 Races
 - ii. ~~2nd Probation: 10 races~~
 - iii. **Any driver who is suspended twice in a two season span will be removed from the league.**
- c. At-Fault Incident Points shall be doubled while the driver is serving their probation period.

~~10. Relegation (Future Development)~~

- ~~a. Once a license is issued, it is valid for one season.~~
- ~~b. The five (5) lowest finishing drivers in the Championship Points will lose their current license and be relegated to the next lower license and series.~~
- ~~c. Relegated seats will be offered to the 5 top-finishing drivers in the next lower series.

 - i. ~~The relegated seats will be filled from the lowest finisher upward.~~
 - ii. ~~If any of the top 5 drivers do not wish to move up into the higher series, the remaining relegated drivers of the higher series shall retain their seats and license in that series.~~
 1. ~~For example:~~
 - a. ~~If only 3 out of 5 drivers in the lower series wish to move up, they will fill the last 3 relegated positions and the remaining two drivers will retain their Licenses and Seats in the series.~~~~
- ~~d. For drivers in the series with the lowest license, they will lose their seats; be relegated to the standby list of substitute drivers; and their seats will be offered to new applicants who are on the waiting list.~~

11. Communication

- a. iRacing Voice / Text Chat
 - i. The in-sim voice / text shall be used by drivers to enhance the situational awareness of other competitors on track.
 1. Examples:
 - a. Calling out intentions for pitting
 - b. Accidents, etc.
- b. Discord
 - i. UCORA shall utilize Discord as its secondary, casual communication software.
 - ii. League Administration will work with teams to create their own team-specific rooms.

- iii. League Officials will set up a private room for post-race disciplinary conversations or other conversations which are deemed sensitive in nature.
- c. Social Media
 - i. UCORA's use of social media is solely intended to promote the league and provide our sponsors and drivers with a positive platform to be recognized and showcased.
 - ii. Any criticism, concerns, or critiques of the league shall not be placed on any social media administered by the league. All such communications should be directed to league administration through proper channels.
 - 1. Any person, league members or not, violating this policy shall have the post removed without warning and warned against future violations.
 - 2. Any Person, league members or not, committing future violations of this policy shall be blocked on all social media platforms.
 - 3. Any league member committing these violations may be suspended from the league and/or permanently banned.
 - iii. Any member who is found to have unduly or maliciously disparaged or slandered the league on their private social media accounts shall be removed from the league and banned.
- d. Verbal Abuse
 - i. UCORA maintains a strict policy against verbal abuse of any kind between competitors. Under no circumstances will any of the following be tolerated.
 - 1. Threats of any nature, physical or otherwise
 - 2. Bigotry, racism etc.
 - ii. Verbal altercations during a race shall warrant a warning by Race Stewards and, if a driver continues with the confrontation, will have their race chat disabled for the remainder of the race.
 - 1. Continued violations of this policy may result in the driver's chat privileges suspended for a period of time to be determined by the League Officials
 - 2. Members who, after suspension of chat privileges, continue to violate this policy shall be removed from the league.

12. Series

- a. Throwback Indycar Series
 - i. Car: Dallara IR-05
 - ii. Races: 20
 - iii. Length
 - 1. Ovals
 - a. Tracks >1 mile: 200 Miles
 - b. Tracks 1 Mile or smaller: 200 Laps
 - 2. Road Courses/ Street Circuits
 - a. 150 Miles
 - iv. Drop Weeks: 4
- ~~b. "Path to Indy" Star Mazda Series (Future Development)~~
 - ~~i. Car: Star Mazda~~
 - ~~ii. Races: 20~~
 - ~~1. Length Ovals~~
 - ~~a. Tracks >1 mile: 150 Miles~~
 - ~~b. Tracks 1 Mile or smaller: 150 Laps~~
 - ~~2. Road Courses/ Street Circuits~~
 - ~~a. 100 Miles~~
 - ~~iii. Drop Weeks: 4~~
- ~~c. Trans-Am Series (Future Development)~~
 - ~~i. Car: iRacing Xfinity B-Car~~
 - ~~ii. Series will follow the current Trans-Am Schedule and race distances~~
 - ~~1. UCORA will substitute available iRacing tracks as needed.~~

13. Teams

- a. Teams may consist of **a maximum of 4** drivers
- b. Team Rosters must be submitted to League Administration no less than 48 hours prior to the first race of the season.
- c. Team Championship
 - i. Total cumulative Driver Championship Points of the top 3 drivers on the team shall count towards the Team Championship
 1. Drivers must have participated in at least 12 races for the current team in order for their points to be counted towards the team's Championship Point Totals.
 - a. This is to deter one organization from having multiple teams and shuffling drivers between them to take advantage of the system or to bring in "Ringers" at key points throughout a season.
 - ii. Drivers on teams that win the Team Championship shall be awarded 10 bonus points at the start of the following season.
 1. Only drivers who were on the team roster **for at least** 12 races of the season are eligible to receive this bonus.

14. Points System

- a. Qualifying
 - i. Qualifying Points will be awarded in accordance with the iRacing Simulator Qualifying Session Results
- b. Race
 - i. Race Points will be awarded in accordance with the iRacing Simulator Race Results with any Penalty Points being assessed post-race.
- c. Bonus Points
 - i. Team Championship Bonus: 10
 - 1. Awarded to eligible drivers prior to the first race of the season
 - ii. Most Laps Led: 5
 - iii. Lap Led: 1
- d. Point Schedule:

Championship Points			
Qualifying Points		Race Points	
Qualifying Position	Points	Finishing Position	Points
1	30	1	150
2	29	2	145
3	28	3	140
4	27	4	135
5	26	5	130
6	25	6	125
7	24	7	120
8	23	8	115
9	22	9	110
10	21	10	105
11	20	11	100
12	19	12	95
13	18	13	90
14	17	14	85
15	16	15	80
16	15	16	75
17	14	17	70
18	13	18	65
19	12	19	60
20	11	20	55
21	10	21	50
22	9	22	45
23	8	23	40
24	7	24	35
25	6	25	30
26	5	26	25
27	4	27	20
28	3	28	15
29	2	29	10
30	1	30	5

Bonus Points
Team Championship: 10
Most Laps Led: 5
Lap Led: 1