



CLUB CODES AND REGULATIONS

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MID-SEASON UPDATES MAY BE PUBLISHED

PLEASE NOTE VERSION ABOVE

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1. TERMINOLOGY AND DEFINITIONS

1.1 Pit Commit Zone

The solid painted line(s) and/or painted section designating the split between the Track and pit entry.

1.2 Racing Room

Racing Room is generally defined as sufficient space on the racing surface under racing conditions so that drivers can maintain control of their cars in close quarters.

1.3 Punting and Guard Railing

Punting is defined as nose to tail (or side-of-the-nose to side-of-the-tail) contact, where the leading car is significantly knocked off of the racing line. Guard Railing is defined as side to side contact, where the leading car is significantly knocked off of the racing line. **The offending driver in both of these cases is assumed to have but not limited to, gaining and keeping the position from the defending driver.**

1.4 Incident Responsibility

Incident Responsibility is defined as an action or non-action by a driver that results in contact that by review of Race Control is deemed as either avoidable or reckless contact.

1.5 Reckless Responsibility

Reckless Responsibility is defined as an action or non-action by a driver that results in contact that by review of Race Control is deemed as either avoidable or reckless contact, during the first lap of the race.

1.6 Redress

Redress/Redressing is defined as a driver who is or is very likely at fault for an incident that caused a vehicle to be knocked significantly off the racing line and/or caused a vehicle to spin out, who safely waits for that vehicle to rejoin the track and regain their position to continue racing.

1.7 Responsibility Points

Responsibility Points (RP) are given when a driver is assigned Incident Responsibility from race control. Responsibility Points operate outside of seasons and carry with the driver for as long as they compete with the league. Drivers that finish a race with 0 Incident Points will have 0.25 RP removed from their total.

2. DRIVER AND TRACK CONDUCT

2.1 iRacing Sporting Code

Drivers shall follow the iRacing Sporting Code. Should there be a conflict between the iRacing Sporting Code and KCRL Club Code and Regulations, the KCRL CCR shall take precedence.

2.2 Race Session

2.2.1 Starting and Restarting Formation

Drivers shall not overtake within or change their starting column until after they have individually crossed the starting line.

2.2.2 Starting Procedure

The driver awarded pole position is in control of the field and may accelerate to begin the race only after the pace car has entered pit lane but before the green flag/lights. All drivers must maintain pacing speed to avoid “rubberbanding” the field.

2.2.3 Multi-Class Starting Procedure

The LMP2.X and GTE1/2 classes shall have a split start. The GTE pole sitter should allow a starting gap of approximately 10 seconds or more (via their Relative meter) to the LMP2.X class. The ENTIRE GTE field will ignore the green flag display from iRacing, remain in starting formation and allow the GTE pole sitter to start the race in the generally accepted starting zone.

2.2.4 Driving Standards and Expectations

All drivers are expected to drive in such a way that promotes clean, fair, and competitive racing. All drivers should pilot their vehicles as if this is a real life event where mistakes have consequences and you're financially responsible for damages.

2.2.5 Overtaking

The responsibility for facilitating a safe overtake rests with both the overtaking driver and the driver being overtaken. Both drivers shall make every effort to avoid making contact.

2.2.6 Rights to Space and Racing Room

Only once the trailing car has the front bumper (not including aero splitters, dive planes, or otherwise) of their vehicle approximately halfway alongside the leading car, it is considered that the trailing car has a right to their position on track, and that the leading driver must leave the trailing driver Racing Room. Rights to Space cannot be earned by an opportunistic dive into a corner.

2.2.7 Commitment to Pitting

Drivers shall use pit entry lane only and shall not cross over the Pit Commit area.

2.2.8 Damaged Vehicles and Towing

Drivers given a Black and Orange (Meatball Flag) may attempt to drive their vehicle to pit lane. However if that cannot be done safely, the driver must tow the vehicle.

2.3 Full Course Yellow Flag

A Full Course Yellow (FCY) may be triggered by Race Control should they feel it necessary to reset the field for reasons such as but not limited to, multi-vehicle incidents, road blocks, significant damages. A FCY will NOT be triggered during the last 10 minutes of the race.

2.4 Blue Flag

Drivers that receive a Blue Flag should continue driving their normal racing line, allowing the overtaking driver to make the decision of when to pass. It's advised that Blue Flagged drivers do not move off the racing line or slow down to facilitate the pass. Exceptions to this rule include long straightaways where the Blue Flagged driver can easily and obviously move to allow the lead drivers by. These are acceptable cases for in game voice communication use.

2.5 Loss of Control

Drivers that lose control of their vehicle should hold their brakes until they've come to a complete stop and wait for traffic to pass by before attempting to rejoin the track/race.

2.6 Voice Communication & Driver's Meeting

All drivers are required to have the in-game voice chat turned ON. A Driver's Meeting will start approximately 20 minutes before practice concludes, at which time all vehicles shall be in the pit lane until race control concludes the meeting and releases the field back to practice. We ask that drivers refrain from chatting in game to allow everyone to focus and keep the line clear should race control need to make an announcement.

2.7 Protests and Appeals

Drivers are allowed to submit protests against other drivers should they feel a rule has been broken that went unnoticed. Drivers protesting must supply necessary information such as vehicle(s) involved, lap(s), and a brief description of the incident. Drivers must protest the incident in the KCRL Discord, #protests channel no later than 2 hours after the race. Drivers that wish to appeal a protest must message the Race Control personnel that responded to the protest.

2.8 Incident Points

iRacing does not currently allow Race Control to manipulate incident points in any way, because of this KCRL Stewards will not for any reason clear an automatically assigned penalty by iRacing, regardless of the incident that earned points be it accidental, intentional or otherwise. It's crucial to note that post race incident points will still count toward your total, thus the post race fun wrecks are very highly discouraged.

3. VIOLATIONS AND PENALTIES

Violation	Source	Penalty
15/20 Incident Points	<i>2.2.4 Driving Standards and Expectations</i>	Drive Through
25 Incident Points	<i>2.2.4 Driving Standards and Expectations</i>	Disqualification
Incident Responsibility	<i>2.2.5 Overtaking, 2.2.6 Rights to Space and Racing Room, 2.2.7 Commitment to Pitting, 2.2.8 Damaged Vehicles and Towing, 2.3 Full Course Yellow, 2.4 Blue Flag</i>	Drive Through or Post Race 30s and 0.5 RP

Reckless Responsibility	<i>1.5 Reckless Responsibility, 2.2.5 Overtaking, 2.2.6 Rights to Space and Racing Room</i>	Drive Through or Post Race 30s and -3 Positions and 1 RP
2x Responsibility Points, +n Responsibility Points	<i>1.7 Responsibility Points, 3. Violations and Penalties</i>	Race Ban and Cannot Drop
Starting Formation	<i>2.2.1 Starting and Restarting Formation</i>	Post Race 15s
Blocking	<i>iRacing Sporting Code</i>	Post Race 15s
Punting/Guard Railing	<i>1.3 Punting and Guard Railing, 2.2.5 Overtaking</i>	Redress or Post Race 15s
Crossing Pit Commit	<i>2.2.7 Commitment to Pitting</i>	Post Race 30s if no action by iRacing
Unauthorized Vehicle Change	<i>4.5 Vehicle Selection</i>	Race DQ and Cannot Drop

This is not a complete and comprehensive list of violations and penalties.

4. COMPETITION FORMAT

4.1 Session Lengths

Practice: 60 minutes - Open

Qualifying: 15 minutes - Solo 4 Laps

Race: 60 minutes

4.2 Driver Classes

Drivers will select their class for the season and may not change classes unless there is an obvious discrepancy in compared skill. Based on the current driver roster our class recommendations are as such;

Tier 1: 2,800+ iRating

Tier 2: 1,800-2,400 iRating

Tier 3: <1,400 iRating

iRating is not a perfect system and drivers may be more skilled in one class than another, drivers should place themselves based on their skill as accurately as possible.

4.3 Class Numbers

Drivers will choose their numbers, each class will use its own racing number prefix;

Tier 1: 0XX

Tier 2: 1XX

Tier 3: 2XX

4.4 Vehicles

LMP2.X: Dallara P217 (Tier 1 Only)

GTE1/2: BMW M8 GTE, Corvette C8.R GTE, Ferrari 488 GTE, Ford GTE, Porsche 911 RSR (*Ford GT GT2/GT3 is NOT included*)

4.5 Vehicle Selection

GTE drivers may choose any GTE vehicle listed in 4.4. Drivers are locked to their vehicle choice after they enter their first race. Drivers are allowed 1 vehicle change at any point in the season, however they must request approval from Race Control prior to the race. Entering a race without obtaining approval from Race Control will result in a penalty.

4.6 Vehicle Setup

Setup: Open

Power

LMP2.X: 100% +10%

GTE: 100%

Weight

LMP2.X: -50kg

GTE:

Fuel Capacity

LMP2.X: 100%

GTE: 70%

Tire Change: 1

Fast Repairs: 1

Hardcore Level: All Assists OFF (Clutch Assist OK)

4.7 Start and Restart Type

Double-File Back

4.8 Hosted Regulation

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5. SCORING AND RESULTS

5.1 Scoring Points

Starting from the winner of each class and working down, drivers will be awarded the following points: 350, 320, 300, 280, 260, 250, 240, 230, 220, 210, 200, 190, 180, 170, 160, 150, 140, 130, 120, 110, 100, 90, 80, 70, 60, 50, 40, 30, 20, 10

5.2 Drop Weeks

Drivers will be scored using their 6 best scoring race results across the 8 weeks of racing, dropping their two lowest scoring results.

5.3 Tie Breakers

In the event of a tie in the final season results, drivers will be scored by their best 6 qualifying positions instead of results.

