

1. Penalties

Penalties can be assessed as a drive through penalty, sending you to the back of the field, a loss in position(s), or disqualification. When the officials assess you a penalty, you must obey, otherwise they have the ability to give you a larger penalty.

1.1 Drive through Penalties include the following

1.1.1 Sector yellow -

The officials may, if deemed not to be sufficient for a full course yellow, put forth a caution hazard for a part of the track. Drivers must reduce speed by at least 10%, failure to do so will result in a drive through penalty.

1.1.2 Coming out of Pits -

After pitting or serving a drive through penalty, drivers must keep to the side of the track that the pit lane is on. If there is a line, dotted line, or road, drivers must follow that. Lines or dotted lines must be taken until the end of the line when you can rejoin the track. A pit exit road must be followed through the entire road unless otherwise specified by the officials. Failure to obey this rule will result in a Drive through penalty.

1.1.3 Pacing with the Field -

Failure to keep up with the driver in ahead will result in a warning and whatever spots lost will not be given back (IMPORTANT: Drivers may not pass a slow car unless it is driving less than 20MPH), and the 2nd time, and recurring times, this happens will be sent to the back of the field

1.1.4 Race "Radio" -

Failure to be in required parties, have a working mic and headset, and follow all directions, will result in a warning, if failure to correct this, a penalty will be assessed to the back of the field, if another penalty is needed, a drive through penalty or disqualification will be assessed.

1.1.5 Blue Flag -

When an official tells a driver to let a fast car by, the slow car must obey, a drive through penalty may be assessed if failure to do so. If a slow car creates disturbances in the fast cars race or attempts to take a car out of a race, a drive through penalty may also be assessed. If a slow car creates too many disturbances or tries to take the leader out of the race, disqualification can be assessed.

1.1.6 Shortcuts -

If a driver cuts a course, to the determination of the severity of the official, may be assessed a penalty. If a driver cuts the course with all 4 tires but keeps the overall shape of the track, any spots gained will need to be given back within 15 seconds, failure to do so will result in a drive through penalty. If a full on cutting of the course occurs but the driver does not cut an entire sector of the track (example: not going through the bus stop at Daytona but instead taking the course as a part of the Tri-Oval), and if the driver does not execute a complete stop and go without impeding the rest of the drivers, a drive through penalty will be assessed, a second offense will result in disqualification. If a driver cuts a big

amount of the course and/or the official deems it to be a substantial cutting of the course, spots must be handed back and a drive through penalty must be assessed, a second offense will result in disqualification.

1.1.7 Jumping Start -

If a driver passes any driver in the row ahead of the driver before the start line, a drive through penalty will be assessed.

1.1.8 Non-Lead Lap cars final laps -

In Road courses at 5 laps to go, Ovals at 10 laps to go, drivers not on the lead lap will go to the rear of the field. Procedure will go as follows: As field is crossing the start/finish line everyone will be on the left, drivers not on the lead lap will then go to the right, the first car in the field not on the lead lap will stop at the start/finish line, cars behind him will line up single file behind him on the right side. They will then wait for the field to go by and rejoin at the back. Failure to do so will result in a drive through penalty.

1.1.9 Unsportsmanlike -

Any driver engaging in unsportsmanlike conduct, unsafe, or detrimental conduct will be awarded a drive through penalty, a second offense will result in disqualifications.

1.1.10 Aggressive Blocking -

As deemed by the off track official, aggressive blocking will be penalized by giving up the position. Forcing a car off the track by blocking, whether contact was made or not, will be issued a drive through penalty.

1.1.11 Avoidable contact -

If contact was made that was deemed avoidable by an off track official, giving up their position must be assessed. If the contact forces the other car off the track, a drive through penalty must be assessed.

1.1.12 Forcing Car off Track -

1.1.12.1 Corner -

If a driver forces another car off the track not leaving enough room on corner entry or exit, that driver needs to give that driver the position back within 20 seconds, if the driver needs to let a car by that went into the grass but that car is having trouble getting out of the grass but the driver has slowed down to let the car by, get to the side or off the track to not impede any other drivers. If the driver forces a driver off the track not leaving enough room on corner entry or exit and sends the other driver into sand, a wall, or a tire barrier. The driver needs to serve a drive through penalty after letting the car pass. The driver may pass that car after letting that car fully by. If major damage occurs to the other car as a result of this rule, and it is deemed by the official to deserve a time penalty. A time penalty of 1 second put on the drivers time after the race can be assessed.

1.1.12.2 Straights -

On Straights, if a car is beside another car, both cars must respect the other car's position and must not make a collision sending the other car off the track or causing damage to the other car. When defending a car cannot weave, nor can it excessively block to not let the other car ahead. A failure to follow this rule will result in handing the position back or a drive through penalty to the discretion of the official.

1.1.13 Foul language -

Using foul language will be assessed as a drive through penalty, a second offense will result in disqualification. Intimidating another driver will result in a drive through penalty, a second intimidation or executing the intimidation will result in disqualification.

1.2 Back of the Field Penalties

1.2.1 Yield to PaceCar -

If any driver passes the rear of the pace car, unless told to do so by the off track officials, will be sent to the back of the field, though the driver will not lose a lap. Drivers must stay in a single file line behind the next driver, unless told to pass that car by the officials

1.2.2 Exit Pits under Full Course Yellow -

When exiting the pits under a yellow, the first driver out of the pits must take the last position behind the whole field. Drivers exiting the pits after the first driver out of the pits must line up single file behind the first driver according to their position out of the pits. Passing another driver who got out of the pits before will result in a drive through penalty.

2. Yellow Flags/Cautions

2.1 Full Course or Local/Sector Caution -

A Full Course Caution will occur if 3 or more cars are involved in a crash, and/or heavy to medium contact with a wall is made, and/or heavy contact between cars occurs.

A Local/Sector Caution will occur if under 3 cars are involved in a crash, and/or little to no contact with a wall is made, and/or no heavy contact between cars occurs

2.2 Full Course Yellow

2.2.1 PaceCar joining track -

When a full course yellow is thrown, the pace car will join the track. There is no passing the pace car. Once the officials determine the circumstances safe to do so, the officials will allow the cars between the pace car and leader to lap around and join the back of the field keeping the same positions.

2.2.2 Pit Lane at time of thrown FC Yellow -

At the moment of the thrown full course yellow, if a car's nose is beyond the Pit Commit line, that car will be allowed to pit, if the car's nose is not beyond that line, the car will not be allowed to pit and must rejoin the track in a safe manner, his spot in line will be kept and other drivers must yield to that driver to get in line. If the car does go into pit lane and has the ability to get out of pit lane, he will be sent to the back of the field on the restart.

2.2.3 Positions at time of thrown FC Yellow -

At the moment of the thrown full course yellow, drivers must line up single file behind the driver ahead of them relative to the track. No passing may be made during the yellow. If a driver passes a driver after the full course yellow is thrown, they must hand the position back, failure to do so will result in being sent to the back of the field.

2.2.4 Cars involved in wreck -

Cars involved in the wreck that caused the full course yellow are allowed to go into the pits after communicating to the officials.

2.2.5 Abandonment of FC Yellow Procedures -

The officials may choose to skip or abandon any procedure in the case of an immediate second caution, or another purpose. These include:

2.2.5.1 - Not Opening the pits

2.2.5.2 - moving cars not on lead lap to rear of field

2.2.5.3 - If a different way of doing a FC Yellow procedure is needed, officials will communicate with the drivers about it.

2.3 Local/Sector Caution

2.3.1 -

When, in the opinion of the official, there is a crash, that is minor, the official can call a Part Course Caution in that specific sector. Drivers must decrease speed by at least 15%, more if specified by officials. Drivers must be prepared to stop during these Sector Cautions. Passing other drivers is not allowed inside the Sector in which the local Caution is placed.

3. Specifications

3.1 Car -

3.1.1 The Car must be a 2019 Indycar, Hondas or Chevrolets are allowed depending on which one was picked in the form.

3.1.2 Each person must have a paint scheme with the sponsor and number they chose in the form.

3.2 Tuning and Upgrades -

Tunings are allowed. The only upgrade allowed is the front and rear wing, one set is the Road Course/Street Course wings, the other is the Oval wings.

3.3 Tires -

Tires must be the default compound. Wheel rims must be the default motor company rims.

4. Order of Race Day

4.1 Practice

4.1.1 Solo Practicing -

It is allowed to practice and tune outside of Race Day activities

4.1.2 Official Practice -

4.1.2.1 Open Track -

For 1 hour, before qualifying, there will be an open track to come and go as you please. You may finish, or start, your tunings during this. Everyone will be out as well so if you choose to stop, please do so off the track.

4.1.2.2 Practice Assists -

Suggested Line will be your choice of Braking Only or Off. Braking will be ABS Off. Steering will be Simulation. Traction control will be Off. Stability Control will be Off. Shifting will be Manual. Damage will be Simulation. Rewind will be Off. Friction assist will be Off. Collision assist will be Off. Track Limits can be on or off.

4.1.3 Qualifying -

4.1.3.1 Qualifying Format -

You will get 3 laps for Road Courses, 4 laps for Ovals. 1 Lap for warming up your tires, and the rest for timing. Other cars will be on the track but they will be ghosts. After the first driver to finish all their laps crosses the line, you will have 2 minutes to finish your laps.

4.1.3.2 Qualifying Assists -

Suggested Line is Off. Braking is ABS Off. Steering is Simulation. Traction control is Off. Stability Control is Off. Shifting is Manual. Damage is Simulation. Rewind is Off. Friction Assist is Off. Collision assist is Off. Track Limits are Off.

4.1.4 Race -

4.1.4.1 Race Format -

Race will be the number of laps declared in the schedule. There are lucky dogs

4.1.4.2 Race Assists -

Suggested Line is Off. Braking is ABS Off. Steering is Simulation. Traction control is Off. Stability Control is Off. Shifting is Manual. Damage is Simulation. Rewind is Off. Friction Assist is Off. Collision assist is Off. Track Limits are Off.