V8SCOPS

2026 Regulations

Version 1.0.1

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Version History

Version	Date Published	Comments
1.0 [DRAFT]	31/01/2026	Draft Release - Complete formatting overhaul to try improve readability when compared to previous versions of the rules
1.0	01/03/2026	Initial Release
1.0.1	01/03/2026	Reckless Driving not listed in offence list [§ 37] Addition of offence for not following Wave-around instructions [§ 24] (+ added to offence list, § 37)

Part A - Administration of the Regulations

The V8SCOPS Regulations are to be read in conjunction with the iRacing Sporting Code (iRSC), except for any variations specified as they appear below.

If both these Regulations or the iRSC do not specify the expected action that should be taken by a Competitor, or penalty to be applied by the Stewards, then the Administrators have the right to define what shall be considered the appropriate action, or penalty to be applied, so long as:

- Any relevant sections of these Regulations and/or the iRSC are considered; and
- The decision made makes common sense.

These Regulations will apply exclusively to the V8SCOPS 2026 season.

Any revisions to these Regulations can be made at any time by the Administrators and shall be summarised in the Version History table; the revisions will take effect from the date of publication. Any publication of a new version of these Regulations will supersede any previously published versions.

Any examples or a list of conditions starting with "such as" provided in these Regulations do not make up the exclusive list of conditions or situations to which a rule applies to.

Ignorance of these Regulations will not be considered a reasonable excuse from being issued penalties established in these Regulations.

ANZLA Affiliation

Aussie Online Gaming (AOG) is a member of the Australia-New Zealand Leagues Association (ANZLA), a cross-league communication platform for league administrators to alert each other to:

- Problematic competitors.
- Abuse; and
- General toxicity among drivers in specific communities as well as the iRacing community.

What this means is that your actions and behaviour when driving in our series here could have implications in other leagues, and vice versa, and that the aim is to prevent drivers causing problems in one league before leaving and causing similar problems in another league, all because the leagues are run by different people.

Part B – Fundamental Series Information

1. Series Objectives

1.1. Deliver a highly competitive, comprehensive and authentic series for drivers of simulated Gen 3 Supercars; and

1.2. Be open to all drivers in good standing with the Administrators from around the world.

2. Simulation Platform & Car Information

2.1. V8SCOPS utilises the iRacing.com platform for all sessions and the inherent features and constraints therein.

2.2. During the 2026 V8SCOPS season, Drivers may race in either the:

a. Supercars Chevrolet Camaro Gen 3; or

b. Supercars Ford Mustang Gen 3.

c. Should the Supercars Toyota GR Supra Gen 3 also be added to the iRacing service within the 2026 V8SCOPS season, then this car will also be eligible for selection ***unless*** a competitive advantage or flaw is discovered with the car.

2.3. For all sessions, car setups will be open for drivers to freely adjust within the parameters set by iRacing, except for any fuel tank restrictions set on a round-by-round basis.

3. Registration Process

3.1. All drivers wishing to take part in the V8SCOPS 2026 season will need to:

a. Be the sole user of an active iRacing.com account in good standing with iRacing.

b. Fill in a Driver Entry Form, which will be available via the V8SCOPS website from 1st February 2026 until 8th November 2026; and

c. Pay the Driver Entry Fee of:

i. **Forty Australian dollars (A$40)** per driver that signs up from 1st February – 25th July; or

ii. **Twenty Australian dollars (A$20)** per driver that signs up from 27th July – 8th November.

iii. Entry Fees for V8SCOPS 2026 are paid through the V8SCOPS website following completion of a Driver Entry Form.

iv. Payment of the Entry Fee is required to finalise all driver registrations, lock in car number assignments & receive an invite to the iRacing V8SCOPS league to be able to participate in any official sessions.

3.2. Team Declaration

a. As part of completing the Driver Entry Form, drivers will need to nominate whether to race as part of a 2-car team that can score points together for the 2026 Teams' Championship, or to enter as a Privateer that will not compete for Teams' Championship points.

b. For drivers who come from an iRacing team that has more than 2 drivers entered into V8SCOPS for 2026, each 2-car team's name must include some unique naming identifier – what that is, is left to teams to decide.

3.3. Endurance Cup Registration Process

a. To register a 2-driver lineup for the Endurance Cup races, each car will need to fill in an Endurance Cup Entry Form on the V8SCOPS website when the Form is released during the 2026 season.

b. There are no costs for registering an Endurance Cup entry on top of the Driver Entry Fees.

4. Pre-Qualifying Acknowledgement

4.1. ***Drivers, in choosing to sign up for V8SCOPS in 2026, hereby acknowledge that completing the registration process does not guarantee a driver will be eligible to race at any round of their choosing.***

4.2. To be permitted to race at any V8SCOPS round, drivers (or cars, for Endurance Cup rounds) must set a valid pre-qualifying time that is fast enough to qualify them for the race server/s.

5. Session Times

5.1. Session Times for all V8SCOPS 2026 servers in these Regulations and any Race Briefing documents are written in local time for Victoria, Australia, which is:

a. Australian Eastern Daylight Time (AEDT, GMT +11) for Rounds 1-2 and 12-13; or

b. Australian Eastern Standard Time (AEST, GMT +10) for Rounds 3-11.

5.2. Session Times posted to the V8SCOPS Discord server will use timestamps to display all event times for server members in their device's local time to eliminate the need for time zone conversions.

6. V8SCOPS 2026 Calendar

Round	Round Dates	Track [Short Name] (Layout)	Split 1 Format	Split 2 Format
1	February 26 – March 1	Circuit Gilles Villeneuve [Montréal]	200km 46 Laps	100km 23 Laps
2	March 19 – 22	Canadian Tyre Motorsport Park [Mosport]	Super 225 19 + 38 Laps	90km 23 Laps
3	April 23 – 26	Michelin Raceway Road Atlanta (Full Course)	Super 225 19 + 37 Laps	90km 23 Laps
4	May 14 – 17	Detroit Grand Prix at Belle Isle	200km 53 Laps	100km 27 Laps
5	May 28 – 31	Autódromo Hermanos Rodríguez (National) [Mexico City]	200km 52 Laps	90km 24 Laps
6	June 11 – 14	Phillip Island Circuit	Super 225 17 + 34 Laps	100km 23 Laps
7	June 25 – 28	Portland International Raceway (Full Circuit)	200km 64 Laps	90km 20 Laps
8	July 23 – 26	Winton Motor Raceway (National)	Super 225 25 + 50 Laps	90km 30 Laps
9	August 6 – 9	Circuit of the Americas (NASCAR West)	250km 65 Laps	110km 29 Laps
10	August 27 – 30	Shell V-Power Motorsport Park at The Bend (West Circuit)	Endurance Cup 500 147 Laps	
11	September 24 – 27	Sandown International Motor Raceway	Endurance Cup 500 161 Laps	
12	October 14 – 18	Mount Panorama Circuit [Bathurst]	Endurance Cup 1000 161 Laps	
13	November 5 – 8	Adelaide Street Circuit	250km 78 Laps	100km 32 Laps

Part C – Expected Conduct

7. General Conduct

7.1. All conduct from any participants or spectators must abide by section (§) 2 of the iRSC.

a. Any conduct that is deemed to be disrespectful, unfair or uncourteous may result in a penalty for ***Unsporting Conduct***.

b. Messages sent on any platform due to any events within a V8SCOPS session or a series of events across sessions with disrespectful content as outlined by the iRSC may be specifically penalised for ***Comms Violation (Content)***.

c. Excessive messages sent, or messages sent with no valid reason, on any platform due to any events within a V8SCOPS session or a series of events across sessions may be specifically penalised for ***Comms Violation (Spam)***.

8. Admin Conduct

8.1. Administrators and Stewards are expected to act impartially when reviewing any incident submitted for review.

8.2. Where possible (i.e. if there are sufficient persons available), Administrators and Stewards will not be part of any review that involves any teammates.

9. Driver Conduct

9.1. Drivers must never attempt to intentionally cause contact with another driver/s due to the prevalence of direct drive wheelbases and the subsequent risk of injury.

a. Any instances of contact that are deemed to be intentional will result in a penalty for ***Intentional Contact***.

i. The recommended penalty is a Disqualification from the respective session.

9.2. Any servers hosted for V8SCOPS are not "expression sessions" where intentionally wrecking yourself or others is welcome - keep that in your own hosted sessions.

a. Drivers who ignore this rule may be issued a penalty for ***Reckless Driving***.

Part D – Technical Procedures

10. Server Selection

10.1. All servers for V8SCOPS 2026 will be hosted on iRacing's server farm in Sydney, Australia (AU-Syd).

10.2. Aborted Race Procedure

a. If a race is interrupted due to technical issues with the race server, a new server shall attempt to be set up on iRacing's AU-Syd server farm, with the race restarted in single file behind the Safety Car.
b. If a race cannot be restarted due to ongoing technical issues, then as per the points table for the round taking place:
   i. Full race points will be awarded if at least 75% of the scheduled race distance has been completed.
   ii. Half race points will be awarded if at least 25% but less than 75% of the scheduled race distance has been completed; and
   iii. No race points will be awarded if less than 25% of the scheduled race distance has been completed.

11. Weather Settings

11.1. Pre-Qualifying Servers

a. In-Sim weather settings for pre-qualifying servers will utilise fixed dry weather conditions posted at the start of the race week, with settings chosen by the Administrators prior to their publication.

11.2. Race Servers

a. In-Sim weather settings for race servers will utilise the iRacing Forecast Weather system to generate conditions for the track at the time of the day and year the round is being run at.
b. If official weather sources are available for or near the track (e.g. Bureau of Meteorology in Australia), then the iRacing forecast output will be modified to more closely match the data from the nearest real-world forecasting point for the time of the day and year the round is being run at.

12. Pre-Qualifying Format

12.1. To be eligible to race in a V8SCOPS session, all cars must enter at least one (1) V8SCOPS Pre-Qualifying (PQ) server for that respective round and set a valid lap time to rank cars by order of their fastest valid lap.

a. **Setting valid lap times in multiple PQ servers on a single day will result in all times for that car on that day being deleted from the official PQ results.**

b. **Any cars that set a lap time more than 107% of the time set by the fastest driver by the conclusion of PQ will be excluded from the official PQ results.**

12.2. PQ Servers will be configured as open qualifying sessions, which will allow drivers to set as many laps as they wish during each server they take part in.

12.3. The PQ Server Schedule will be as follows:

a. **Day 1** and **Day 2**:

i. 4:00pm – 10:00pm

ii. 7:00pm – 1:00am

iii. 9:00pm – 3:00am

b. **Day 3:**

i. 10:00am – 4:00pm

ii. 2:00pm – 8:00pm

iii. 6:00pm – 12:00am

iv. 9:00pm – 3:00am

c. Due to detached qualifying for Bathurst forcing all PQ days to be weekdays, the **Day 1** and **Day 2** PQ server schedule will also be used for **Day 3**.

12.4. PQ times will primarily be recorded through a live timing script that will send data to a PQ Live Timing Sheet when Administrators are available to spectate active PQ sessions, or upload results when supplied a replay clip to pull results from.

12.5. At the end of PQ for each round:

a. **Solo Rounds:** A dynamic split size system will be in effect depending on how many drivers attempt to pre-qualify for each round:

i. If less than 85 Drivers set a valid PQ time, then the 32 fastest Drivers will be eligible for the Split 1 race server, and the next 36 Drivers will be eligible for the Split 2 race server, for a total of 68 drivers eligible to race per round.

ii. If 85-89 Drivers set a valid PQ time, then the 32 fastest Drivers will be eligible for the Split 1 race server, and the next 38 Drivers will be eligible for the Split 2 race server, for a total of 70 drivers eligible to race per round.

iii. If 90-94 Drivers set a valid PQ time, then the 34 fastest Drivers will be eligible for the Split 1 race server, and the next 40 Drivers will be eligible for the Split 2 race server, for a total of 74 drivers eligible to race per round.

iv. If 95-99 Drivers set a valid PQ time, then the 34 fastest Drivers will be eligible for the Split 1 race server, and the next 42 Drivers will be eligible for the Split 2 race server, for a total of 76 drivers eligible to race per round; and

v. If at least 100 Drivers set a valid PQ time, then the 36 fastest Drivers will be eligible for the Split 1 race server, and the next 44 Drivers will be eligible for the Split 2 race server, for a total of 80 drivers eligible to race per round.

b. **The Bend 500** and **Sandown 500:** A single split of 45 cars will be eligible to race.

c. **Bathurst 1000:** A single split of 50 cars will be eligible to race.

12.6. Cars which pre-qualify for any round but are unable to race after the conclusion of PQ should advise the Admins via the V8SCOPS Discord Server as soon as possible so that their spot can be made available to the next eligible car.

12.7. Admins reserve the right to permit a certain number of "invitational" entries to join any of the Endurance Cup Rounds.

13. Round Formats

13.1. Split 1 - 200/250km Rounds

a. 1 server is required for this round format.

b. **Practice:** 20-minute open session

i. **Session Start Time:** 7:05pm

c. **Qualifying:** 35-minute open session split into 2 qualifying groups (based on pre-qualifying times)

i. **Session Start Time:** 7:25pm

d. **Race:** 200 or 250km race (lap count determined by track) or 2-hour 30-minute time limit

i. **Session Start Time:** 8:00pm

ii. **Grid Set By:** Qualifying results

iii. **Car Modifier:** Fuel Tank Restriction set on a per-track basis

iv. **Compulsory Pit Stops (CPS):** 2

v. **Incident Limit:** 20x, then every 10x after that

13.2. Split 1 – Super 225 Rounds

a. 2 servers are required for this round format.

Server 1

b. **Practice:** 20-minute open session
   i. **Session Start Time:** 7:05pm
c. **Qualifying:** 35-minute open session split into 2 qualifying groups (based on pre-qualifying times)
   i. **Session Start Time:** 7:25pm
d. **Race 1:** 75km race (lap count determined by track) or 50-minute time limit
   i. **Session Start Time:** 8:00pm
   ii. **Grid Set By:** Qualifying results, with Top 10 inverted
   iii. **Car Modifier:** Fuel Tank Restriction set on a per-track basis
   iv. **Compulsory Pit Stops (CPS):** 0
   v. **Incident Limit:** 20x, then every 10x after that

Server 2

e. **Warmup:** 10-minute session (to give time for all drivers to get into session)
   i. **Session Start Time:** No later than 8:50pm (may be earlier depending on exact finish time of **Race 1**)
f. **Race 2:** 150km race (lap count determined by track) or 100-minute time limit
   i. **Session Start Time:** No later than 9:00pm (may be earlier depending on exact finish time of **Race 1**)
   ii. **Grid Set By:** Qualifying results
   iii. **Car Modifier:** Fuel Tank Restriction set on a per-track basis
   iv. **Compulsory Pit Stops (CPS):** 1
   v. **Incident Limit:** 20x, then every 10x after that

13.3. Split 2

a. 1 server is required for all Split 2 sessions.
b. **Warmup:** 30-minute open session
   i. **Session Start Time:** 5:45pm
c. **Race:** 90, 100 or 110km race (lap count determined by track) or 50-minute time limit
   i. **Session Start Time:** 6:15pm
   ii. **Grid Set By:** Pre-qualifying times
   iii. **Car Modifier:** Fuel Tank Restriction set on a per-track basis
   iv. **Compulsory Pit Stops (CPS):** 1
   v. **Incident Limit:** 20x, then every 10x after that

d. *Split 1 Promotion*
   i. At the conclusion of each Split 2 race, the top 3 drivers (after any outstanding penalties are applied) will be invited to join the Split 1 field.

ii. For the drivers who choose to accept the invitation, then the championship points they would score based on their Split 2 result are forfeit and will take what points they get from their Split 1 round result instead.
iii. If any of the drivers choose to not accept this invitation, their place on the Split 1 grid will not be passed down to the next driver from the Split 2 results.

13.4. Endurance Cup – 500km Rounds

a. **Practice:** 60-minute open session
   i. **Session Start Time:** 2:50pm
b. **Qualifying:** 35-minute open session split into 2 qualifying groups (based on pre-qualifying times)
   i. **Session Start Time:** 3:50pm
c. **Warmup:** 5-minute session to allow broadcast to go through qualifying results
d. **Race:** 500km (lap count determined by track) or 5-hour time limit
   i. **Session Start Time:** 4:30pm
   ii. **Grid Set By:** Qualifying times
   iii. **Car Modifier:** Fuel Tank Restriction set on a per-track basis
   iv. **Compulsory Pit Stops (CPS):** 0
   v. **Incident Limit:** 30x, then every 10x after that
   vi. **Driver Sharing Requirement:** All drivers must complete at least 33% of the scheduled lap count (lap count determined by track).

13.5. Endurance Cup – Bathurst 1000

Saturday Sessions

a. **Practice:** 60-minute open session
   i. **Session Start Time:** 6:00pm
b. **Qualifying:** 40-minute open session
   i. **Session Start Time:** 7:00pm
c. **Top 15 Shootout:** open session
   i. **Session Start Time:** 7:45pm
   ii. **Format:** Cars released one at a time in reverse order of qualifying results, i.e. 15^{th} – 1^{st}

Sunday Sessions

d. **Warmup:** 60-minute open session
   i. **Session Start Time:** 9:00am
e. **Grid Set By:** "Qualifying" session to combine shootout and qualifying times from Saturday night
   i. **Session Start Time:** 10:00am
f. **Race:** 1000km (161 laps) or 8-hour time limit
   i. **Session Start Time:** ~10:30am (depending on speed of completion of grid set procedure)

ii. **Grid Set Modifier:** None
iii. **Car Modifier:** Fuel Tank Restriction set on a per-track basis
iv. **Compulsory Pit Stops (CPS):** 0
v. **Incident Limit:** 40x, then every 10x after that
vi. **Driver Sharing Requirement:** All drivers must complete at least 33% of the scheduled lap count (54 laps).

Part E – Championships & Points Scoring

14. Classification Threshold

14.1. To be eligible to score championship points in any race, each car must complete at least seventy percent (70%) of the laps completed by the race winner.

15. Declaration of Official Results

15.1. Official Results, for the purposes of record keeping and championship scoring, will not be declared until all post-race investigations are completed and any protests submitted are reviewed for each round.

16. Points Schemes

16.1. For any round with a single race, the following championship points will be awarded to each car should they be declared a classified finisher in the following positions:

	Split 1	**Split 2**
Position	**Single Race (+ Round) Score**	**Race (+ Round) Score**
1st	300	30
2nd	276	29
3rd	258	28
4th	240	27
5th	222	26
6th	204	25
7th	192	24
8th	180	23
9th	168	22
10th	156	21
11th	144	20
12th	138	19
13th	132	18
14th	126	17
15th	120	16
16th	114	15
17th	108	14
18th	102	13

19th	96	12
20th	90	11
21st	84	10
22nd	78	9
23rd	72	8
24th	66	7
25th	60	6
26th	54	5
27th	48	4
28th	42	3
29th	36	2
30th	30	1
31st	27	1
32nd	24	1
33rd	21	1
34th	18	1
35th	15	1
36th	12	1
37th	9	1
38th	6	1
39th	3	1
40th	2	1
41st	1	0
42nd	1	0
43rd	1	0
44th	1	0
45th	1	
46th – 50th	0	

16.2. For Split 1 Super 225 Rounds, points will be awarded for each race result to determine a round position, which will then award points for the championship equal to the Split 1 column above. The per-race points scoring is as follows:

	Split 1 – Super 225 Round Format	
Position	**Race 1**	**Race 2**
1st	100	200
2nd	92	184
3rd	86	172
4th	80	160
5th	74	148
6th	68	136
7th	64	128
8th	60	120
9th	56	112
10th	52	104
11th	48	96
12th	46	92

13th	44	88
14th	42	84
15th	40	80
16th	38	76
17th	36	72
18th	34	68
19th	32	64
20th	30	60
21st	28	56
22nd	26	52
23rd	24	48
24th	22	44
25th	20	40
26th	18	36
27th	16	32
28th	14	28
29th	12	24
30th	10	20
31st	9	18
32nd	8	16
33rd	7	14
34th	6	12
35th	5	10
36th	4	8
37th	3	6
38th	2	4
39th	1	2

17. Drivers' Championship

17.1. The Drivers' Championship (DC) will be awarded to the driver who scores the most points at the conclusion of the 2026 V8SCOPS season.

17.2. Each Driver will drop their 2 lowest scoring rounds from their DC total.

a. The final round of the Championship cannot be dropped from each Drivers' DC total.

17.3. If two (2) or more drivers are tied on points at the conclusion of the 2026 V8SCOPS season, then tiebreakers will be utilised based on round results:

a. The first tiebreaker will be round wins.

b. The second tiebreaker (if a winner is unable to be determined by the first) will be 2nd place round finishes.

c. The third tiebreaker (if a winner is unable to be determined by both the first and second) will be 3rd place round finishes; and

d. So on until a winner can be determined.

18. Teams' Championship

18.1. The Teams' Championship (TC) will be awarded to the 2-car team who scores the most points at the conclusion of the season.

18.2. Each team will drop their 2 lowest scoring rounds from their TC total.

a. The final round of the Championship cannot be dropped from each teams' TC total.

18.3. If two (2) or more teams are tied on points at the conclusion of the 2026 V8SCOPS season, then tiebreakers will be utilised based on round results (same as the DC above).

19. Endurance Cup

19.1. The Endurance Cup (EC) will be awarded to the 2-driver pairing who scores the most points at the conclusion of the Endurance Cup rounds (Bend 500, Sandown 500 and Bathurst 1000).

19.2. To be eligible for EC scoring at each race, the driver pairing must stay the same as registered via the EC Entry Form.

19.3. If two (2) or more EC entries are tied on points at the conclusion of the 2026 V8SCOPS Endurance Cup, then tiebreakers will be utilised based on round results (same as the DC above).

Part F – Racing Procedures

20. Flags

20.1. Blue Flags

a. Any blue flags issued by iRacing are to be strictly observed by moving off the racing line and then slowing down when safe to do so (i.e. on a straight) to allow the driver causing the blue flag to be displayed to pass safely once they close to within 0.5 seconds.

i. Failing to observe a blue flag may result in a penalty for ***Ignoring Blue Flags***.

20.2. Yellow Flags

a. Drivers are to follow the guidelines in § 7.5.2 of the iRSC – "this indicates danger, passing is not advisable, be prepared to slow down, and that the track may be partially or completely blocked."

i. A driver attempting to maximise positions and/or time gain but contributes to a local caution (i.e. crashes into another car or loses control of their car) may result in a penalty for ***Failing to Show Caution***.

20.3. Furled Black Flags

a. Should a Driver receive a furled black flag that requires slowing down to clear the flag, then the Driver must move off the racing line before serving the furled black flag when in a battle for position.
   i. Staying on the racing line while serving a furled black flag and also in a battle for position may result in a penalty for ***Impeding (Slowdown)***.

21. Pit Lane Conduct

21.1. As collisions are still active for all cars that are in the transit lane/s, drivers should not gain any overlap on a car ahead of them in the transit lane/s in case the car in front turns in for their pit box first and this results in the car in front losing control.
   a. Overlap in the transit lane/s of the pits that leads to contact and a loss of control will result in a penalty for ***Avoidable Contact (Pit Lane)***.

22. Qualifying Conduct

22.1. In open qualifying sessions, Drivers who are not on a flying lap must ensure they:
   a. Stay off the racing line when any Driver who is on a flying lap is approaching their position on track; and/or
   b. Ensure any extension of the track as permitted by the iRacing track limits to setup a flying lap does not result in coming back onto the normal racing line in the path of a driver finishing a flying lap.

   A driver on a flying lap who is held up or must abort the lap due to a car not on a flying lap being on the racing line may result in a penalty for ***Impeding (Qualifying)***.

22.2. If a Driver on a flying lap catches up to another Driver on a flying lap, the Driver ahead is not required to yield to the Driver behind.
   a. Any incident caused by the Driver behind trying to pass the Driver ahead while both are on a flying lap may also result in a penalty for ***Impeding (Qualifying)***.

23. The “No ESC” Rule

23.1. Drivers must request permission to tow back to the pits during any open qualifying, shootout or race session when the car is not in its assigned pit box.
   a. Towing without permission when the “No ESC” Rule is in effect will result in a penalty for ***ESC w/out Permission***.
      i. The penalty applied for ***ESC w/out Permission*** will be that car will be declared retired from the session on the lap of the tow in the official results.

23.2. Returning to the track after being penalised for ***ESC w/out Permission*** and failing to return to the pits to retire will result in a subsequent penalty for ***No ESC Rule (Failed to Retire)***.

a. The penalty applied for ***No ESC Rule (Failed to Retire)*** will be an iRacing disqualification from the server.

24. Safety Car (SC) Procedure

24.1. A Safety Car will be called for reasons such as:
   a. At least 1 car has ended up in an immovable state on or near the racing surface.
   b. Several cars have ended up with severe damage and have requested permission to tow to the pits; or
   c. An incident results in the racing surface of the track being mostly or fully blocked.

24.2. The start of the SC period will be signalled by the Race Director (RD) over the in-game voice and text channels simultaneously.

24.3. Once the SC period begins, Drivers should maintain normal racing speeds where safe to do so on track until they catch the SC queue.
   a. Any contact between 2 or more cars under SC conditions may result in a penalty for ***Avoidable Contact under SC***.
      i. Depending on the facts of the incident, a more severe penalty than if the contact occurred under green flag conditions may be applied due to the race being neutralised by SC conditions.
   b. If a car is damaged and unable to maintain normal racing speeds, then Drivers may, with caution and in a part of the circuit where it is safe to do so, pass the damaged car so as not to be disadvantaged relative to cars ahead not stuck behind a damaged car.
      i. A Driver who slows down for any reason other than clear and significant damage and delays drivers behind them from catching the SC queue may be issued a penalty for ***SC Procedure (Impeding)***.

24.4. During all SC periods, the pit entry is always open, but the pit exit will close each time the SC queue passes the pit lane.
   a. All drivers in the pits after the pit exit must wait at the green cones at pit exit if the pit exit is closed until the RD declares the exit is re-opened.
      i. Rejoining the track while pit exit is closed will result in a penalty for ***SC Procedure (Exiting Closed Pits)***.

24.5. Wave-arounds will be granted by the RD at their discretion.
   a. Drivers on the lead lap of the race will be instructed to stay on the same side of the racetrack as pit entry while wave-arounds are being given.
   b. If wave-arounds are not given to expedite the SC process, the RD may order all cars not on the lead lap to cycle through the pit lane to drop to the back of the SC queue.
   c. Failing to follow the RD's instructions regarding wave-arounds or a pit passthrough will result in a penalty for ***SC Procedure (Wave-arounds)***.

24.6. Restart Procedure

a. The RD will call over the @RACECONTROL voice channel for the SC to accelerate away from the field and return to the pits. The race leader will be advised to maintain the designated SC speed ± 5 km/h until the SC has returned to the pit lane. In addition:
   i. All tyre warming and/or preparation actions are to cease immediately.
      (a) Drivers observed preparing their tyres after the SC has pulled away from the field may result in a penalty for ***Restart Procedure (Tyre Prep)***.
   ii. Drivers should close any gaps in the SC queue; and
   iii. All drivers in the SC queue are also expected to maintain the designated SC speed ± 5 km/h and a single file formation.

b. Once the RD calls that the SC is in the pit lane, the race leader has control of when to restart the race up until they cross the Restart Control Line.
   i. Once the leader starts to accelerate back to racing speed, they cannot stop accelerating back to racing speed.
   ii. By default, the Restart Control Line will be the timing line, but may be changed to an alternate line as advised via a Drivers Notes document if the timing line is too close or too far from the final corner and a suitable alternative can be chosen.

c. Drivers may not gain any overlap on the Driver ahead until the leader has restarted the race and they have passed the apex of the final corner.
   i. Any Drivers observed achieving overlap on the Driver ahead before the leader has restarted the race and/or before they have passed the apex of the final corner may result in a penalty for ***Restart Procedure (Overlap)***; and

d. Drivers may not overtake a Driver ahead of them for position until they have crossed the Restart Control Line.
   i. Any Drivers observed overtaking the Driver ahead of them before they have passed the Restart Control Line may result in a penalty for ***Restart Procedure (Overtaking)***.

25. Compulsory Pit Stops (CPS)

25.1. To complete a CPS in V8SCOPS, the car must:
   a. Come to a complete stop in its pit box; and
   b. Take any pit service as indicated by the car being raised onto its pit jacks.

25.2. Failure to complete the required CPS as per the above procedure and quantity as designated in the round format information will result in a penalty (***Failed to Complete CPS***).
   a. The penalty for not completing the required CPS will be a disqualification from the official race results.

26. Race Finish

26.1. All driving standards, racing procedures and resultant penalties for breaches of said standards and procedures set out in these Regulations are still in effect once Drivers finish their race/s until stated by the RD at the end of a race.

Part G – Driving Standards

Definitions

Loss of Control

A significant driving error, such as a sustained:

- Lockup of the brakes;
- Understeer; or
- Oversteer

That causes a driver to deviate from their intended racing line.

Sufficient Overlap

- When on a Straight: Any overlap that the following car achieves on the leading car
- At the Turn-in Point for a Corner: The front axle of the following car must be in line with the rear axle of the leading car at the typical turn-in point.

27. Track Limits

27.1. iRacing track limits will apply at all circuits and layouts.

28. Defending Your Position

28.1. On any straight, the leading car may make 1 move to attempt to break the draft to the following car, and then 1 move to establish their defensive position for the next braking zone and/or corner.

a. Delaying either defensive move until the following driver does not have reasonable time to react and avoid contact may result in a penalty for ***Blocking***.

i. What constitutes "reasonable time" for the following driver to react to a defensive move will be at the discretion of the Stewards based on all relevant factors.

b. Making defensive moves after the following car has already moved to establish overlap may also result in a penalty for ***Blocking***.

28.2. If any overlap exists between the leading and following cars at any point while racing on track, then the leading car must leave 1 car's width within the Track Limits for the following car.

a. Failing to leave 1 car's width in this instance may result in a penalty for ***Insufficient Racing Room***.

28.3. When braking for a corner, the leading driver must have established their trajectory prior to braking as either:

a. A parallel path to the track edge (straight or curved, depending on the track path) until the typical turn-in point for the corner; or

b. A straight path not parallel to the track edge until the typical turn-in point for the corner.

Incidents deemed to be caused by the leading car adjusting their line in a braking zone may result in a penalty for ***Moving Under Brakes***.

29. Car Contact

29.1. When racing in V8SCOPS, light nudges and bumps when racing for position are permitted so long as:

a. The contact does not cause the driver that was hit to be driven outside of track limits and/or into a wall/barrier.

b. The contact does not cause the driver that was hit to lose control of their car; or

c. The contact does not cause significant damage clearly affecting the performance of the car that was hit.

Contact that causes any of the above outcomes may result in a penalty for ***Avoidable Contact***.

30. Holding Brakes

30.1. If a driver loses control of their car for any reason, they are expected to hold their brakes to try increase the predictability of their car's position for all other drivers.

a. Any further incident caused by a driver not holding their brakes may result in a penalty for ***Not Holding Brakes***.

31. Recovering from an Incident (Unsafe Rejoins)

31.1. Regardless of the cause of an incident, the responsibility to safely rejoin the race is wholly on the driver/s recovering from the incident. This applies both when a driver is outside of track limits or is on the track at a reduced speed and accelerating back to normal racing speeds.

31.2. Any driver recovering from an incident and:

a. Makes contact with another driver on track; or

b. Causes another driver on track to have to make an evasive manoeuvre and lose control of their car

may result in a penalty for an ***Unsafe Rejoin***.

Part H – Race Control Procedures

32. Automated Penalties

32.1. Automated (i.e. iRacing) penalties will not be subject to review by the Stewards, unless all Drivers are otherwise advised.

33. Reporting an Incident

33.1. Drivers or Engineers/Spotters are to use the in-game chat functionality for reporting incidents and to do so via publicly-viewable channels – i.e. @DRIVERS or @ALLTEAMS – when reporting any incident during any server with live Race Control (RC).

33.2. Keep incident reports brief – all that is required is your car number and your lap number, and if possible, the turn number or part of the track.

a. Competitors using the in-sim radio do not need to call to RC and await a response before reporting the incident - The RD will confirm receipt of the report by reading back the information provided.

33.3. Competitors do not have to have been directly involved in an incident to make a report.

33.4. If reporting an incident post-race, drivers will have 24 hours following the conclusion of the round to do so via the V8SCOPS Discord Server.

34. Recording of Reported Incidents

34.1. A Race Control spreadsheet for the 2026 V8SCOPS season will be made publicly available, on which all Stewarding decisions will be logged.

35. Use of Telemetry Data

35.1. Drivers will be required to keep iRacing .ibt telemetry files from any V8SCOPS session for at least 7 days after the conclusion of the session to make analysis of telemetry possible for detailed incident reviews or to conduct a check for automated inputs that would be a breach of the iRSC,.

a. Failing to supply telemetry data when requested will result in a penalty for ***Telemetry Not Supplied***.

i. The recommended penalty will be a disqualification from the relevant round.

b. If a review of telemetry data results in a finding of automated inputs in breach of the iRSC, then the Administrators will issue a penalty for ***Unauthorised Auto Inputs***.

i. The recommended penalty will be a suspension from the V8SCOPS 2026 season, at minimum.

36. Stewarding Factors

36.1. The Stewards will consider all relevant factors for an incident, such as:

a. Position, speed and trajectory of each car
b. Input by each driver or lack thereof (throttle, brake, steering)
c. Likelihood of success of attempted manoeuvre
d. Aggression
e. Racing room
f. Tactics
g. Vision
h. Situational awareness
i. Reaction time
j. Point/s of contact on other car/s
k. Effect of contact on other car/s (loss of control for other car/s)
l. Immediate outcome of incident (time lost, positions lost, damage incurred etc.)

37. Adjudicated Offences

37.1. As established in these regulations, a Driver may be deemed at fault for the following offences:

a. ***Unsporting Conduct***
b. ***Comms Violations:***
   i. ***Content***
   ii. ***Spam***
c. ***Intentional Contact***
d. ***Reckless Driving***
e. ***Ignoring Blue Flags***
f. ***Failing to Show Caution***
g. ***Impeding (Slowdown)***
h. ***Avoidable Contact (Pit Lane)***
i. ***Impeding (Qualifying)***
j. ***The "No ESC Rule:"***
   i. ***ESC w/out Permission***
   ii. ***No ESC Rule (Failed to Retire)***
k. ***Safety Car Procedure:***
   i. ***Avoidable Contact under SC***
   ii. ***SC Procedure (Impeding)***
   iii. ***SC Procedure (Exiting Closed Pits)***
   iv. ***SC Procedure (Wave-arounds)***
   v. ***Restart Procedure (Tyre Prep)***
   vi. ***Restart Procedure (Overlap)***

vii. ***Restart Procedure (Overtaking)***

l. ***Failed to Complete CPS***

m. ***Defending Your Position:***

i. ***Blocking***

ii. ***Insufficient Racing Room***

iii. ***Moving Under Brakes***

n. ***Avoidable Contact***

o. ***Not Holding Brakes***

p. ***Unsafe Rejoin***

q. ***Telemetry Submission & Anomalies***

i. ***Telemetry Not Supplied***

ii. ***Unauthorised Auto Inputs***

38. Adjudicated Outcomes

38.1. After reviewing an incident, applying all relevant factors and considering any previous incidents from the 2026 V8SCOPS season that shared several stewarding factors and material similarities, the list of outcomes that can be issued, in an approximate order of severity, are:

a. ***No Incident Found***

b. ***Racing Incident***

c. ***Post-Race Investigation***

d. ***No Further Action***

e. ***NFA (Redressed)***

f. ***Warning***

g. ***Chat Mute***

h. ***Licence Point Penalty***

i. ***Rear of Grid (RoG) Start***

j. ***Pit Lane Start***

k. ***End of Line Penalty***

l. ***Time Penalty***

m. ***Drive-Through Penalty***

n. ***Black Flag (Stop & Hold) Penalty***

i. ***Stop & Hold (1 Second)***

ii. ***Stop & Hold (10 Seconds)***

iii. ***Stop & Hold (30 Seconds)***

o. ***Disqualification & Ejection from Server***

p. ***Suspension from Series***

q. ***Ban from Series***

r. ***Ban from League***

38.2. Licence Point Penalties

a. Licence Points (LPs) are used to promote clean driving across the course of a season.
b. LPs can be issued by themselves, or in conjunction with other penalties.
c. LPs will be issued as follows in conjunction with the following in-race or post-race penalties:
   i. For any incident that receives a 5-second time penalty: ***1 LP***
   ii. For any incident that receives a 10-second time penalty: ***2 LP***
   iii. For any incident that receives a 15-second time penalty: ***3 LP***
   iv. For any incident that receives a 20-second time penalty or a Drive-Through Penalty: ***4 LP***
   v. For any incident that receives a 30-second time penalty, or a Stop & Hold (1-second) or (10-second) Penalty: ***5 LP***
   vi. For any incident that receives a Stop & Hold (30-second) penalty or Disqualification: ***6 LP***
      (a) Only in incidents regarding on-track conduct, not procedural errors.
   vii. If there are multiple elements to an incident, e.g. an on-track element and a sporting conduct element, then both elements are to be judged separately, and penalties (including LPs) are to be issued separately.
d. LPs accumulate on a per-race basis.
e. If a Driver is issued a total of ***8 LP*** in a single round, they will be required to serve a RoG Start at the next round they Pre-Qualify for.
f. If a Driver is issued a cumulative total of ***12 LP***, they will incur a 1-round Suspension.
g. If a Driver is issued a cumulative total of ***24 LP***, they will incur a 2-round Suspension.
h. If a Driver is issued a cumulative total of ***30 LP***, they will be suspended from all remaining rounds of the current season.
i. If a Driver is not recorded gaining any LPs for 3 consecutive rounds, then they will have ***4 LP*** removed from their series total.
   i. The minimum LP total for any Driver is ***0 LP***.

38.3. Time Penalties

a. Time penalties can be applied and served during or after a race.
b. To correctly serve a time penalty during a race, the driver must:
   i. Serve the penalty at the next pit stop they take after the penalty is issued; and
   ii. Stay in their pit box after pit service has been completed (indicated by the air jacks retracting into the car) for the length of the penalty.

   Incorrectly served penalties will be applied to the post-race results.

c. Stewards will have the option to issue the following time penalties for an incident:
   i. 5 seconds
   ii. 10 seconds
   iii. 15 seconds
   iv. 20 seconds; or
   v. 30 seconds

38.4. Drive-Through Penalties and Stop & Hold Penalties

a. Any Drive-Through or Stop & Hold penalties will be issued in-sim as an iRacing penalty.
b. The Stewards, if choosing to issue a Stop & Hold penalty, can either issue a 1-second Hold (otherwise to be known as a "Stop & Go penalty"), 10-second Hold or 30-second hold.
   i. Drivers are responsible for disabling all pit service before entering the pits to serve these penalties to avoid iRacing increasing the penalty hold time for taking pit service while serving a Stop & Hold penalty.

39. Protesting a Penalty

39.1. If a driver wishes to protest a penalty issued to them, they will have 24 hours following the conclusion of the round to do so via the V8SCOPS Discord Server.
39.2. When submitting their protest, drivers must cite the relevant rule/s from these Regulations and state how the rule/s were incorrectly applied.
   a. Any protests that fail to both cite the relevant rule/s and state how the rule/s were incorrectly applied will be summarily dismissed.
39.3. Once received, all available Stewards will review the incident again and conclude to either uphold the original decision or revise the decision based on the protest raised.

Appendix A – Awards

The following monetary prizes and awards will be issued after the end of the V8SCOPS 2026 season:

- **Drivers' Championship**
  - 1st Place: Four Hundred Australian Dollars (A$400)
  - 2nd Place: Two Hundred Australian Dollars (A$200)
  - 3rd Place: One Hundred Australian Dollars (A$100)
- **Endurance Cup**
  - 1st Place: Two Hundred Australian Dollars (A$200)
- **Cleanest Driver:** Fifty Australian Dollars (A$50)
  - To be eligible for this prize, Drivers must compete in and be classified at least 9 rounds of the 2026 season
  - The prize will go to the driver with the lowest average incident count at the end of the season who meets the above to criteria
- **Drivers' Driver:** Fifty Australian Dollars (A$50)
  - After each round, a voting period will be made available to all registered drivers
  - The top 3 drivers by vote each round will be awarded 3, 2 and 1 points respectively
  - The award will go to the driver with the most points by the end of the season