Official Racing Series Overview
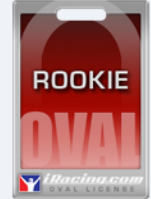
OVAL

Carburetor Cup

- **License class:** Open to all - Rookie to Pro
- **Setup type:** Fixed
- **Car:** Chevrolet Impala SS Class A
- **Average incidents per racer per session:** New Series
- **Rank in popularity overall:** News Series
- **Number of racers in series per season:** New Series
- **Number of race sessions entered into per season:** New Series
- **Average times raced per season by members (Sessions/Racers):** New Series
- **Maximum Race Field:** 24
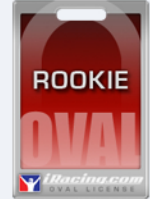- **Number of races scheduled per week:** 84

This idea behind this series is for members of all skills and experiences levels to get a taste of racing the Chevy Impala Class A car (iRacing's equivalent to the NASCAR Sprint Cup car) at some of NASCAR's most famous speedways: Daytona, Charlotte and Talladega. It's primarily for fun and practice with this challenging car but it still is a race however no points, championship, Safety or iRating is involved.
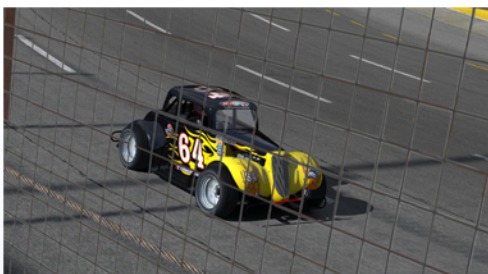
Rookie Legends

- **License class:** Rookie
- **Setup type:** Fixed
- **Car:** Legends Ford '34 Coupe
- **Average incidents per racer per session:** 3.35
- **Rank in popularity overall:** 1
- **Number of racers in series per season:** 6,242
- **Number of race sessions entered into per season:** 107,083
- **Average times raced per season by members (Sessions/Racers):** 17
- **Maximum Race Field:** 12
- **Number of races scheduled per week:** 168

Jump in and go! All the content needed is provided free with your subscription to iRacing. This series has the largest participation in all of iRacing with more than 6,000 members per season. There are many reasons for this but probably the biggest is that you need to run in and graduate from Rookie Legends to move on to other racing series in the ladder.

The Rookie Legends is a great way for beginning sim-racers to learn how to handle a race car and grasp the techniques of racing door-to-door. The car features a full tube chassis with a 1930s era fiberglass body and Yamaha 1250cc motor. There are no setup adjustments to worry about and it's a very easy car to drive, with slightly less horsepower than its big brother - the Advanced Legends.
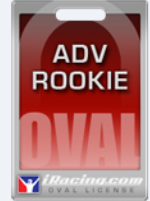
The Rookie Legends series is run on short tracks with no cautions, and you get one reset during the race if your car gets damaged. The races are short, typically only about 20 minutes and races go off every hour around the clock. If you work at it, this series offers you a good chance to get on the podium since there are many splits and many new drivers racing here. Also some talented drivers from higher license class drive in this series just for fun. Like many series, if you avoid trouble early and then just drive consistently you will do well and have plenty of fun. Unlike most iRacing Series which are 12 weeks in duration, the rookie and advanced rookie series are only 4 weeks long. As with every iRacing series, you stay at one track for a week before moving on to the next track.

Advanced Legends

- **License class:** Advanced Rookie
- **Setup type:** Open
- **Car:** Legends Ford '34 Coupe
- **Average incidents per racer per session:** 2.81
- **Rank in popularity overall:** 6
- **Number of racers in series per season:** 2,422
- **Number of race sessions entered into per season:** 19,071
- **Average times raced per season by members (Sessions/Racers):** 8
- **Maximum Race Field:** 12
- **Number of races scheduled per week:** 84

The Advanced Legends is also a popular series and, with more horsepower than the Rookie Legends (122 bhp), is the next step up in the iRacing series ladder. In addition, this car has some basic setup adjustments available, so a driver new to iRacing can start learning how different adjustments affect the car's performance. Also, some new tracks are introduced in this series. Both Legend cars run spec BFGoodrich street tires and run a 4 week series.

Late Model

CLASS D OVAL

- **License class:** D
- **Setup type:** Open
- **Car:** Chevrolet Monte Carlo SS
- **Average incidents per racer per session:** 3.52
- **Rank in popularity overall:** 4
- **Number of racers in series per season:** 3,243
- **Number of race sessions entered into per season:** 29,872
- **Average times raced per season by members (Sessions/Racers):** 9
- **Maximum Race Field:** 16
- **Number of races scheduled per week:** 84

The Monte Carlo is considered by many to be the most fun oval car in the iRacing catalogue. The series is also the first run on the NASCAR iRacing.com development system ladder, so the Late Model races tend to have a very strong participation. Although the races run without caution flags, statistically speaking, the Late Model Series has among the lowest accident rates in the service, perhaps because the car is very forgiving and easy to drive. The races are also relatively short and do not require pit stops for fuel and/or tires.

The official series features predominantly short ovals, but larger (1.5 mile) ovals and even some road courses are occasionally included on the Late Model schedule.

SK Modified

- **License class:** D
- **Setup type:** Open
- **Car:** SK Modified
- **Average incidents per racer per session:** 3.39
- **Rank in popularity overall:** 12
- **Number of racers in series per season:** 1,309
- **Number of race sessions entered into per season:** 7,004
- **Average times raced per season by members (Sessions/Racers):** 5
- **Maximum Race Field:** 16
- **Number of races scheduled per week:** 48

Light and fast, with a 370 horsepower engine and two barrel carburetor, the SK is a lower cost option to the Tour Modified for real world racers. As a result, it's a very popular car in the Northeast . . . and on iRacing. The iRacing version is easy to setup and fun to drive because of its large, sticky tires and great handling characteristics. Sitting low in the cockpit gives the driver a different sensation of speed than in most of the other oval cars but, beware: the right side sticks out from the driver quite a bit which often results in tire scrapes against the wall.

The SK Modifieds run on a steady diet of short tracks with occasional visits to the NASCAR bullrings like Bristol and Martinsville.
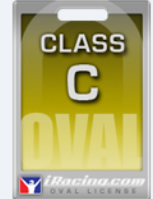
Tour Modified

- **License class:** C
- **Setup type:** Open
- **Car:** Tour Modified
- **Average incidents per racer per session:** 3.56
- **Rank in popularity overall:** 18
- **Number of racers in series per season:** 657
- **Number of race sessions entered into per season:** 2,980
- **Average times raced per season by members (Sessions/Racers):** 5
- **Maximum Race Field:** 20
- **Number of races scheduled per week:** 36

The Tour Modified is very similar to the SK Modified in weight but has a much more powerful engine (600+ horsepower compared to the SK at around 370/380 bhp). Although its light weight and 56% left side weight bias make for very fast cornering, with all that horsepower the Tour Modified can be a tricky car to drive on the shorter ovals. In particular, you have to be careful not to spin the rear tires accelerating off the corners. The Tour Modified is gaining popularity due to the sensation of speed it generates on the short tracks and the powerful sound of its V8 engine.

Like the SK Modifieds, the Tour Modfieds primarily race on short tracks and bull rings, but are sometimes scheduled at some larger tracks like Richmond and New Hampshire.

Silver Crown Cup

- **License class:** B
- **Setup type:** Open
- **Car:** Silver Crown
- **Average incidents per racer per session:** 2.54
- **Rank in popularity overall:** 21
- **Number of racers in series per season:** 340
- **Number of race sessions entered into per season:** 1,348
- **Average times raced per season by members (Sessions/Racers):** 4
- **Maximum Race Field:** 30
- **Number of races scheduled per week:** 36

Although the Silver Crown is a Class B car, many would say it is one of the most challenging in the service. With nearly 820 horsepower packed into 1600 pounds, the Silver Crown car can be a real beast. The schedule is also, arguably, the most difficult of all the circle track series given that it includes everything from bull rings to mile ovals, intermediates and high banked speedways.

No matter the venue, the regular competitors don't seem to have much trouble controlling the car, as the Silver Crown Cup boasts one of the lowest average incident points per racer per series in all of iRacing. The lower rate of participation gives the Silver Crown Series a "private league-like" feel, as most drivers are familiar with one another, and driving habits and tendencies are well-known. Similarly, there is a rather collegial atmosphere to the series when it comes to driving advice and sharing of setups. Like any series with a lower rate of participation, the Silver Crown Cup gives a driver better odds of winning a season championship in one of the 10 divisions that exist in every iRacing series.
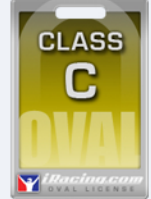
![iRacing.com Motorsport Simulations logo]

Class C

- **License class:** C
- **Setup type:** Open
- **Car:** Chevrolet Silverado
- **Average incidents per racer per session:** 3.72
- **Rank in popularity overall:** 3
- **Number of racers in series per season:** 3,251
- **Number of race sessions entered into per season:** 47,291
- **Average times raced per season by members (Sessions/Racers):** 15
- **Maximum Race Field:** 20
- **Number of races scheduled per week:** 84

Extremely popular, the Chevrolet Silverado competes on the second rung of the NASCAR iRacing.com development system ladder, the NASCAR iRacing.com Class C Series. Like the Chevy Monte Carlo Late Model, the Silverado is high on most iRacers' "fun to drive" lists. As a result, Silverado races attract a high number of registrants from Classes B and A and even some Pro drivers even though it is a Class C car. Setup options are more advanced than in rookie and D series cars, but there are usually a few good setups posted in forums and people are more than willing to share setups and advice in open practice.

Not surprisingly, perhaps, the series racks-up a pretty high rate of incidents to boot! But if you are a Class C driver looking to gauge your progress in full fields against some of the top sim racers in the service on a full range of short tracks, miles and speedways, this is the series for you.

Class B

- **License class:** B
- **Setup type:** Fixed and Open
- **Car:** Chevrolet Impala SS Class B
- **Average incidents per racer per session:** Fixed 3.32 & Open 3.42
- **Rank in popularity overall:** Fixed 11th & Open 10th
- **Number of racers in series per season:** Fixed 2,078 & Open 1,648
- **Number of race sessions entered into per season:** Fixed 10,851 & Open 12,544
- **Average times raced per season by members (Sessions/Racers):** Fixed 5 & Open 8
- **Maximum Race Field:** 30
- **Number of races scheduled per week:** Fixed 36 & Open 84

The Impala B represents the NASCAR Nationwide Series and is a good stepping stone to the more powerful Impala A series car. Although the open and fixed series both start with the same Chevrolet Impala SS B, the two series two series diverge from that point. As their names imply, the Class B "Fixed" series features a fixed chassis set-up, while the Class B "Open" series regulations allow competitors to tune and adjust their chassis. Also, while the Class B Open and Fixed setup series run identical schedules on a full range of NASCAR tracks (including the Watkins Glen road course), the Open setup races are roughly twice the distance of the Fixed setup races.

The number of members racing in these series has increased now that there are two series for the Impala B car. The fixed set-up series attracts many drivers who enjoy the shorter races and would rather not take the time to adjust setups but know there is a level playing field in terms of car setups.
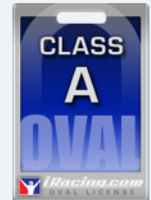
Class A

- **License class:** A
- **Setup type:** Open
- **Car:** Chevrolet Impala SS Class A
- **Average incidents per racer per session:** 2.63
- **Rank in popularity overall:** 16
- **Number of racers in series per season:** 776
- **Number of race sessions entered into per season:** 4,168
- **Average times raced per season by members (Sessions/Racers):** 5
- **Maximum Race Field:** 30
- **Number of races scheduled per week:** 84

Considered by many to be the most demanding car to drive in iRacing, the A class Impala is the state-of-the-art stock car representing the Sprint Cup Series. As a result, it is constantly changing to mirror the real-world Sprint Cup car.

With a weight of 3450 lbs and 750 horsepower, this car has to be handling well to go fast. There are many setup adjustments that make a big difference in the car's handling, thus making it a challenge even for the best sim racers in the world. Talented drivers who have knowledge of setups get a chance to shine in this series.