



VSCA SPORTING CODE

Document Version: 2025.01.31

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1. DEFINITIONS

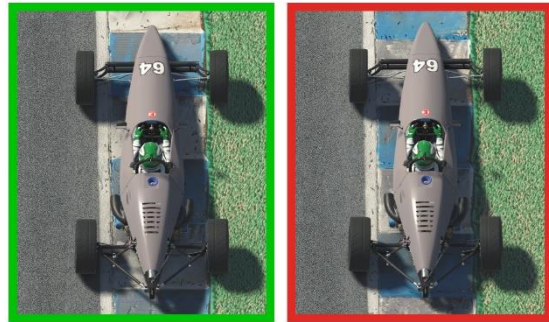
- 1.1. **ASSISTANT MANAGER** – the person who may act as a substitute for a Team Manager within VSCA.
- 1.2. **CARELESS DRIVING** – RC determining that an on-track move has been attempted with little chance of success or without consideration for the affected Driver(s) and/or fellow competitors (i.e. dive bombs, unsafe rejoins, contact under FCY, etc.)
- 1.3. **COMPETITOR** – any person taking part in a VSCA Event.
- 1.4. **CORNER** – a corner starts at the braking point or turn-in point, whichever comes first, on corner entry. A corner ends at the outermost edge of the track, or the outermost point of the racing line where a car will track out to, whichever comes first.
- 1.5. **CORNERS PER INCIDENT (CPI)** – a calculation done by VSCA Organizers to determine the number of corners driven for each iRacing incident accumulated.
- 1.6. **DESIGN & ENTRY FEE DEADLINE** – the deadline at which time an entry must be registered and approved on the website, paid any entry fee, and have an approved car design. The design & entry fee deadline is seven (7) days before the first scheduled race of an Entry, or the next race of an Entry.
- 1.7. **DESIGN MANAGEMENT** – the people who create all VSCA car templates, review all uploaded car designs, spec maps, team suits, and helmet designs. The Design Management team is available via [@Design Management](#) in Discord and via email at designs@vscaracing.com.
- 1.8. **DIVE BOMB** – when an overtaking car attempts a pass on the inside and does not have physical overlap prior to the turn in point of the car they are attempting to overtake. Dive bombs often result in the car being overtaken needing to adjust their line or go wide to avoid a collision and/or the overtaking car carrying too much speed into the corner and not holding the apex.
- 1.9. **DRIVERS MEETING** – a voice meeting that takes place during an event and prior to the race to discuss event specific items. The start time of the Drivers Meeting time will be included in the Race Center.
- 1.10. **EVENT** – any session (test, practice, qualifying, and/or race) put on by VSCA.
- 1.11. **ENTRY** – one (1) car entered by a Team that runs in a race or championship

- 1.12. **ENTRY DEADLINE** – the deadline of 23:59 GMT Wednesday before an Event at which time all of the following will occur:
- Organizers will review any pending VSCA Membership Registrations and iRacing League join requests. No further Membership Registrations or iRacing League join requests will be reviewed between the Entry Deadline and the end of the Event.
 - Team Managers or Assistant Managers must ensure all Drivers intending to participate in the Event are added to their Team within the VSCA Paddock.
 - Team Managers or Assistant Managers must have declared Drivers for all their Team Entries participating in the Event within the VSCA Paddock.
 - Team Managers or Assistant Managers must ensure that all Crew Chiefs, Spotters, and Declared Drivers have completed the SportsCar Championship Licensing Process, including joining the VSCA SportsCar Championship iRacing League.
- 1.13. **ESTABLISHED POSITION** – when the front axle of the trailing car is past the entire rear wheel of the leading car.
- 1.14. **FCY PACE CAR SPEED** – the speed at which iRacing has programmed the iRacing Pace Car to travel when on track. This speed may vary from track to track.
- 1.15. **FORMATION POINT** – a designated spot on the track where all cars need to form the double file starting grid at the race start, or stop weaving on a restart. The formation point will be included in the Race Center for each Event.
- 1.16. **FREE AGENT** – every approved VSCA member who is not currently signed to a team in the VSCA Paddock.
- 1.17. **FULL COURSE YELLOW (FCY)** – a procedure initiated by RC to neutralize the race.
- 1.18. **INITIAL GRID SELECTION TARGET DATE** – Monday, December 8th, 2025 at 23:59 GMT. The target date to have a majority of the grid selection done by this day, or shortly afterwards.
- 1.19. **MEMBER** – any Free Agent, Competitor (Driver, Spotter or Crew Chief), or Team Manager that has registered and was approved for a VSCA membership.
- 1.20. **NETCODE / GHOST CONTACT** – when contact occurs between two (2) cars without any actual “visible” contact. Usually there is space between two (2) cars in

these situations when the sim initiates the contact. Netcode or ghost contact cannot be overcome within online racing and needs to be considered when reviewing incidents.

- 1.21. **ORGANIZERS** – the people who oversee all the league activities. The Organizers are available via the **@Organizers** tag on Discord or via email at admin@vscaracing.com.
- 1.22. **RACE CENTER** - a section in the VSCA Paddock where Competitors can find all important information pertaining to a specific Event.
- 1.23. **RACE CONTROL (RC)** – the people who oversee all on-track activities on race day. This includes reviewing car contact incidents, incident reports submitted by Competitors and managing Full-Course-Yellow procedures. RC is available via the **@Race Control** tag on Discord or via email at racecontrol@vscaracing.com. Incident reports must be submitted via the VSCA Paddock.
- 1.24. **RACE DIRECTOR (RD)** – the people within RC who managing running the events on the day of a race including but not limited to, Drivers Meeting, Full-Course-Yellow procedures, Red Flag Procedures, Race Start Procedures, etc.
- 1.25. **RACE STEWARD (RS)** – the people within RC who review all incidents post-race submitted by Competitors.
- 1.26. **RACING LINE** – the line taken by cars around the track which is generally considered to be the fastest while staying on the racing surface. This line also includes the generally agreed upon braking points, turn in points, and acceleration points in all corners. "Run off" pavement beyond the curbing or out of the racing surface is not considered part of the racing line (i.e., Watkins Glen T8, below the yellow line on the NASCAR portion of Daytona).
- 1.27. **RACING ROOM** – the space a Driver leaves for other cars on track. Racing room is half ($\frac{1}{2}$) a car width between their own car and the car they are next to or one and a half ($1 \frac{1}{2}$) car widths between their own car and the edge of the racing surface on any side there is a car next to them.

- 1.28. **RACING SURFACE** – Any area between the innermost edge of the white lines (some tracks use yellow or other colors) bordering the edge of the track. Any curbing can be used by competitors, but will never be included as part of the racing surface. A car is deemed to have left the racing surface when any part of either of the two (2) inside tires have touched the white line.



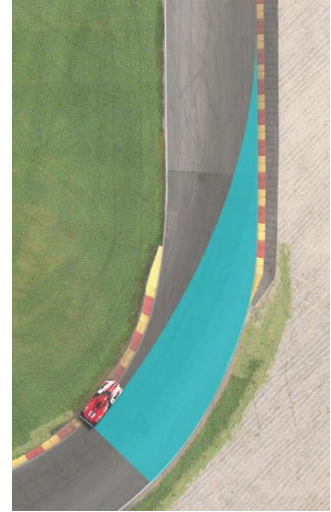
On the Racing Surface

Off the Racing Surface

- 1.29. **SPORTING CODE (SC)** – the document that governs the organization and conduct of VSCA sanctioned events.
- 1.30. **TEAM** – the managing entity entering one or more Entries into a series such as Wayne Taylor Racing or Turner Motorsports from IMSA.
- 1.31. **TEAM MANAGER** – the person who oversees and runs a Team within VSCA.
- 1.32. **TEAM OWNER** – the person who owns a team.
- 1.33. **TURN IN POINT** – the turn-in point is the moment in time when the Driver starts turning the steering wheel significant enough to change a car's relative side-to-side position on a track for a corner. For a visual example, please watch this short <https://youtu.be/JL8Ud2XiUv4>.
- 1.34. **VIRTUAL SPORTS CAR ASSOCIATION (VSCA)** – the sanctioning body and iRacing league.
- 1.35. **VORTEX OF DANGER (CORNER ENTRY)** – the area of track between a car, the inside edge of the racing surface, and the apex of a corner (see the cyan colored area in the image to the right). A car has committed to a turn in at this point and the area will close rapidly.



- 1.36. **VORTEX OF DANGER (CORNER EXIT)** – the area of track between a car, the outside edge of the racing surface, and the apex of a corner (see the cyan colored area in the image to the right). A car has committed to an exit at this point and the area will close rapidly.



- 1.37. **VSCA PACING SPEED** – the speed at which VSCA determines all cars are required to pace while under FCY if the iRacing Pace Car is not on track.
- 1.38. **VSCA PADDOCK** – the Members area of VSCA, available at <https://www.vscaracing.com/paddock>.

In this web app:

- New registrants can view their registration status
- Members can view their Membership info and edit their profile information
- Members can apply to join Teams to become a Competitor in VSCA
- Members can register a Team to become a Team Manager in VSCA
- Competitors can download the latest VSCA Design Pack that contains all Car Designs, Spec Maps, Team Suits and Driver Helmet Designs
- Competitors can view the Race Center for the next Event
- Competitors can submit incident reports during an Event and view Race Control Decisions
- Competitors can view the Entry List and Reserve List
- Team Managers must declare the Drivers of an Entry for an Event
- Team Managers can view and edit their Team Profile Information
- Team Managers can register Entries for their Team
- Team Managers can add Members to or remove Members from their Team
- Team Managers can upload their Car Designs, Spec Maps, Suits and Driver Helmet Designs

2. INTRODUCTION

2.1. Vision and Primary Goal of VSCA

- 2.1.1. VSCA set out to provide a realistic and fun league for all participants and Organizers. The goal of the Organizers is to create an environment where motorsport enthusiasts come to race in a collaborative and gentlemanly/gentlewomanly fashion with more emphasis being placed on clean racing, over competitive or close racing. By registering for a VSCA Membership, all Members confirm to support this goal and accept the vision of VSCA.
- 2.1.2. Since at the end of the day Organizers and Members alike are amateurs and race on iRacing as a hobby, VSCA is trying to foster an environment of close, competitive, clean racing without avoidable car-to-car contact, and a community free of toxicity, where everybody shows integrity and is respected on and off the track.
- 2.1.3. Additionally, it is the goal of VSCA to offer a league experience with the highest possible level of immersion and realism, to emulate a real-life racing series. VSCA is designed to emulate IMSA in its current form, however it will use its predecessor series, American Le Mans Series and Grand-Am Sports Car Series, as inspiration also. As such, regulations and procedures are designed with this in mind.

2.2. Control of Competition

- 2.2.1. VSCA has established the Official VSCA Sporting Code ("The Sporting Code") and Official VSCA Series Specific Regulations ("The Rules") that govern the organization and conduct of VSCA sanctioned events, the standards for eligibility and conduct of Members, and the rules for any annual calendar of events.
- 2.2.2. VSCA reserves the right to amend The Sporting Code or The Rules at its discretion at any time to promote safety, enhance Competition or for other purposes to ensure the quality and integrity of its programs and operations. Such amendment(s) shall become effective upon publication by VSCA in the manner of its choice. An amendment is effective upon the date of publication by VSCA, regardless of when a Member receives actual notice. Additionally, the regulations

may be modified for an Event by the Organizers through the Race Center or during the drivers meeting.

- 2.2.3. All VSCA Members are bound by The Sporting Code and The Rules and must abide by their provisions.

2.3. Discussions of The Sporting Code or The Rules

- 2.3.1. Discussions done in a respectful manner to gain a better understanding of either The Sporting Code or The Rules are welcome. Any suggestions or disagreements pertaining to The Sporting Code or The Rules are required to be made via email to admin@vscaracing.com. Any items brought up via email will be discussed internally by the Organizers, however the final decision on if and how any suggestions will be implemented is solely at the discretion of the Organizers.

2.4. Interpretation and Application

- 2.4.1. Every effort will be made by the Organizers to implement these regulations and operate the events in a manner that is fair for all Competitors. If there is a dispute regarding The Sporting Code or The Rules, the interpretation and application of the Organizers shall prevail. In the absence of regulations relating to specific incidents, the Organizers and/or Race Control will follow a consistent manner in what has been done in previous races during the current season. The Sporting Code and/or The Rules will consequently be updated prior to the next race for clarification.
- 2.4.2. Any member found in breach of The Sporting Code or The Rules, any addenda thereto, by Organizers may result in penalty for the offending Member. The decisions will become immediately binding regardless of pending appeals. If the penalty is appealable, the penalty will remain in effect until the appeal process has concluded. All appeals are to be made according to the proper procedure, and are subject to limitations.
- 2.4.3. The Sporting Code and The Rules afford every member assessed a penalty the right to appeal various, not all, penalties they incur. However, upon final resolution of such appeals, the interpretation and application of The Sporting Code and/or The Rules by Organizers shall be final and binding.
- 2.4.4. On occasion, circumstances are presented, either unforeseen or otherwise extraordinary, in which strict application of The Sporting Code or The Rules may not achieve the intent, purpose, or spirit. In such rare circumstances, Organizers,

as a practical matter, may determine that is not contemplated by or is inconsistent with The Sporting Code or The Rules. All such determinations are binding and final.

2.5. Acknowledgement of Rules

- 2.5.1. Every Member agrees, without reservation or qualification, to have read, know, understand, and abide by The Sporting Code and The Rules, including future revisions, and to conduct themselves in accordance with The Sporting Code and The Rules. If there is a disagreement or dispute regarding the meaning or application of The Sporting Code and/or The Rules, the interpretation and application thereof shall be determined by Organizers, whose rulings shall, in all instances, govern and control. Determinations by Organizers applying or interpreting The Sporting Code and The Rules are binding and final.
- 2.5.2. If a Member has a problem with either The Sporting Code or The Rules, it is their responsibility to reach out to the Organizers privately via email. Failure to go through the correct channels could result in a penalty(s) to the Team and/or Member.
- 2.5.3. In order to fairly and effectively promote the sport of sim racing and the achieve the prompt finality in competition results and in consideration of receiving benefits available to them, the receipt and sufficiency of which are hereby acknowledged, all VSCA Members, including Drivers, Teams, Officials, Sponsors, or other Competitors, expressly agree that determinations by VSCA as to the applicability and interpretation of these Rules are non-litigable, and specifically covenant that they will not initiate, directly or indirectly or maintain litigation of any kind against VSCA or anyone acting on behalf of VSCA, to reverse, or modify such determinations or to seek to recover damages or other relief allegedly incurred or required as a result of such determination unless the VSCA official made such determination for no purpose other than bad faith intent to harm or cause economic loss to the Member. If a Member initiates or maintains litigation in violation of this covenant, that Member, Driver, Team, Official, Sponsor, or other Competitor agrees to reimburse VSCA for the cost of all such litigation, including travel expenses and attorney's fees. Each Member, further covenants that in any litigation brought against VSCA for any reason, if the litigation is not dismissed pursuant to this covenant, the matter will be tried before a judge of competent jurisdiction and hereby waives any right to trial by jury in such action. VSCA

reserves the right to take any other action hereunder, including suspension or termination of Membership, for violation of the covenant not to sue.

3. SOFTWARE EXPLOITATIONS INTEGRITY

- 3.1. Any action that would not be seen in real life competition but is found in sim racing and used specifically to exploit the software is subject to being penalized at Organizers' discretion from a warning up to termination of membership and removal from VSCA.
- 3.2. The following are examples of Software Exploitations:
- Not using the pit limiter and/or rapidly changing gears while on pit lane,
 - Not staying in the fast lane (the pit lane facing to the track) for as long as possible before and after a pit stop,
 - Driving through multiple pit stalls before coming into the own pit stall,
 - iRacing specific tire heating/cooling "bugs" to gain advantages,
 - Using the clutch to save fuel,
 - Shutting off the engine while pacing under FCY
- 3.3. The Organizers are not limited to penalizing those found guilty of software exploitation based solely on what is included in the list above, and reserve the right to declare further software exploitations as they become aware of them.

4. PERSONAL CONDUCT POLICY

4.1. Principles

- 4.1.1. Members and Teams shall not make or cause to be made a public statement and/or communication that criticizes, ridicules, or otherwise disparages another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, handicapping condition, or official position.
- 4.1.2. Members and Teams shall at all times be respectful and courteous on and off the track. It is expected that each member will treat other Members, Competitors, Organizers, Spectators, Partners, and the community generally in a respectful, fair,

and courteous manner. Bullying, abusive, threatening, rude, mean, and disrespectful language or actions are not allowed. VSCA has sole discretion to determine if the behavior of a member is causing negative issues or angst with others and the community.

- 4.1.3. Any Member and/or Teams that publicly criticizes and/or disparages VSCA or its Organizers may be considered to be acting in an unsportsmanlike manner prejudicial or detrimental to VSCA and the best interests of the sport and shall be considered a breach of The Personal Conduct Policy.
- 4.1.4. Constructive suggestions and warranted complaints *made in a respectful manner* are welcome but unfair, destructive, and consistent negativity towards VSCA Organizers, other members, or the community is not allowed.
- 4.1.5. VSCA believes that racing in the virtual world is a form of motorsport and everybody in the community is part of the overall motorsports landscape. It is VSCA's expectation that all Members of the community – Members, spectators, and Organizers – and Teams will conduct themselves in the same way as a respectful participant would at an event in the physical world. All Members and Teams of the community owe each other the same courtesy and respect that they expect in return.

4.2. Exploitation of Loopholes within Rules

- 4.2.1. All Competitors shall conduct themselves in a manner that keeps in mind that all Competitors are not professionals making a living (sim) racing. Organizers and Competitors are all amateurs and here for fun and entertainment purposes. Competitors trying and/or succeeding in exploiting loopholes within the rules will be penalized. If a Member is unsure or needs clarification on any regulations, it is their responsibility to proactively contact the Organizers privately through official channels and ask for clarification.

4.3. Nefarious Tactics

- 4.3.1. Drivers may not use nefarious tactics to gain an advantage in Qualifying or Racing. RC will determine what constitutes an advantage.
- 4.3.2. Drivers may not drive damaged vehicles on the apron at reduced speeds with the intent of gaining positions from Drivers that have retired or disconnected. The

intent of this action is contradictory to the spirit of competition and creates an unsafe environment for the remaining Drivers not damaged and still racing.

- 4.3.3. Drivers may not use the Enter/Exit/Tow Car control (also known as “Reset”) to gain positions during a race. This includes driving your damaged vehicle to your pit box then exiting the pit box and then using the Reset function to move forward around the track to complete laps and pass competitors who have since retired or disconnected from the race session.

4.4. Verbal and Text-Based Abuse

- 4.4.1. iRacing servers and the official VSCA discord server provides means for members to communicate with one another before, during and after on-track sessions. Emotions will run as high in our races as they do in all competitive environments, however do not justify verbally abusive or other inappropriate expressions toward Organizers or other members. Rude behavior, whether in actions behind the wheel, disrespectful communications either orally or through text chat, including foul or threatening language and insults, have no place here. As such, any instance will not be tolerated and could lead to a penalty for the offender.
- 4.4.2. Organizers will have sole discretion of what constitutes inappropriate on-track or interpersonal behavior, and shall have the authority to impose penalties to any member as they deem necessary. VSCA has no tolerance for deliberately bad behavior, whether on- or off-track. Those individuals who are habitually unable to treat others in an appropriate and respectful fashion on VSCA will no longer be welcome as a member within VSCA.

4.5. Intentional Wrecking

- 4.5.1. Deliberate, blatant, intentionally malicious, or retaliatory wrecking, for any reason, is prohibited. Competitors who believe that they have been victims of such action – and those competitors who believe that they have witnessed such action – are strongly encouraged to file an incident report through the proper channels.

4.6. Manipulation of Session Results

- 4.6.1. Manipulation or the attempt of manipulation of a session result is strictly prohibited in any official VSCA event.

4.7. iRacing Account Sharing

- 4.7.1. Members, especially Drivers, sharing one iRacing account is prohibited. Every Member must use their own iRacing account when they connect to any VSCA event or session, regardless of if they connect as spectator/crew chief/spotter or competitor.

4.8. Personal Conduct Policy Penalties

- 4.8.1. VSCA may penalize a Member and/or Team found guilty of breaching the Personal Conduct Policy from a warning, up to and including a suspension or termination of VSCA membership for a definite or indefinite period of time in the best interest of VSCA or the community. The affected Member and/or Team shall have no right to appeal a suspension or termination.

4.9. Multiple iRacing Accounts per Person/"Smurf Accounts"

- 4.9.1. While iRacing does not prohibit a person to obtain and use multiple iRacing accounts, VSCA does not permit members the use of multiple iRacing accounts for the purpose of competition in VSCA.
- 4.9.2. Any person - regardless of how many iRacing accounts they own - can only have one (1) VSCA membership.
- 4.9.3. In case one (1) iRacing account of the person in question has higher Sports Car iRating than the other, the iRacing account with the higher Sports Car iRating counts, and must be used during registration for a VSCA membership.
- 4.9.4. Furthermore, all members are required to proactively inform the VSCA Organizers of all iRacing IDs associated with their person, either during initial registration for a VSCA membership or when they obtain an additional iRacing ID.
- 4.9.5. Usage of a secondary, lower-rated iRacing account (so-called "smurf account") during registration or a VSCA membership and/or failing to disclose additional iRacing IDs is considered unethical and unsportsmanlike behavior and will be subject to severe penalties by the VSCA Organizers, up to rejection or removal from VSCA.

5. MEMBER REGISTRATION

5.1. Organizer's Right

- 5.1.1. Organizers reserve the right to reject or terminate the membership of a Member at any point.
- 5.1.2. Members who at any point fail to meet any of the above requirements are deemed to have voluntarily left VSCA and therefore will have their membership set to "inactive." If they wish to have their membership reinstated, the Member must send an email to Organizers requesting reinstatement. Organizers reserve the right to further inquire as to the reason for initially leaving VSCA prior to determining if the membership will be reinstated or not.

5.2. Membership Email Address Requirements

- 5.2.1. Upon registration, Members are required to utilize a personal email address. Team email addresses (i.e. abcracing@gmail.com) are prohibited.

5.3. Membership Minimum Age

- 5.3.1. Members are required to be 16 years or older at the time of their VSCA membership registration.

5.4. Team Manager & Assistant Manager Minimum Age

- 5.4.1. Team Managers and Assistant Managers are required to be 21 years or older.

5.5. iRacing Official Starts

- 5.5.1. At the time of registration for VSCA Membership, all new Members are required to have a minimum of 20 official iRacing Sports Car starts in their iRacing career.

5.6. Language Requirements

- 5.6.1. The official language of VSCA is English. Members are required to speak and understand English well enough, to be able to follow text-based and voice chat-based instructions of the Organizers and to read and fully understand The Sporting Code and The Rules set forth by VSCA.

- 5.6.2. All communication with VSCA on Discord, via email, or through the website is required to be done via English. Communication via any other language will not be allowed.
- 5.6.3. Organizers reserve the right to test members on their English skills if they deem the language requirement may not have been met. Additionally, Organizers reserve the right to reject or terminate the membership of a Team and/or a Member if they have the subjective impression that the language requirements are not met sufficiently.

5.7. Discord

- 5.7.1. All VSCA Members must join the VSCA Discord server using their iRacing name (excluding numerals) in order to become a Member of VSCA. Any Member that leaves the VSCA Discord at any time will have their VSCA Membership terminated immediately, will lose access to the VSCA Paddock, and will be removed from all VSCA iRacing Leagues.
- 5.7.2. Free Agents show up as **@Free Agents** in the VSCA Discord server and may be tagged when teams are posting available seats in the **#teams-recruiting** Discord channel.
- 5.7.3. Team Managers and Assistant Managers, are assigned the **@Team Managers** role in the VSCA Discord Server and VSCA Paddock and may be tagged by Free Agents posting their ads in the **#available-drivers** channel on the VSCA Discord Server to notify them.

6. TEAM REGISTRATION

6.1. Organizer's Right

- 6.1.1. Organizers reserve the right to terminate a Team in VSCA at any point. Additionally, Organizers reserve the right to reject the Team Registration for failure to meet any of the criteria set forth below.

6.2. Team Name & Logo Restrictions

- 6.2.1. VSCA cannot be held responsible for names and logos used for any Team or Entry. Responsibility entirely lies with the Teams/Members.

- 6.2.2. Regardless of consent, Team Names & Logos which fall under any of the following are not allowed. Interpretation of Team Names & Logos that may fall under any of the following are at the discretion of Organizers, regardless of what may or may not be accepted in real world racing series:
- Anything indecent, libelous, defamatory, obscene, threatening, invasive of privacy or publicity rights, abusive, illegal, harassing, suggest, emulate or imply jokes/parody or vulgar language,
 - Contain expressions of hatred, bigotry, racism or pornography,
 - Promote or otherwise refer to any product restricted by law to minors (tobacco, cannabis, alcohol, illicit drugs, etc.), political messages, affiliations, etc. regardless of intent,
 - Constitute or encourage a criminal offense,
 - Represent a competing product to either VSCA or iRacing,
 - Incorrect car manufacturers (i.e. Ferrari Logo on a Porsche), or otherwise objectionable.
 - Names that are vague in nature
- 6.2.3. Team Names & Logos may not infringe the copyright, trademark, publicity/privacy right or other intellectual property right of any third party. Without limiting the foregoing, Teams and Members may not include in Team Names & Logos any trademark, logo, graphics, or any other content or materials of any third party unless they have obtained express written permission from the owner of the trademark, logo, graphics, or other content or materials to do so.
- 6.2.4. All Teams and Members must be able to supply written consent to VSCA and/or any third party associated with VSCA within 48 hours of request at any time for any logos and sponsors used in Team Names & Logos.
- 6.2.5. Custom logos and other artwork created specifically by/for the Team and any sponsor in the iRacing paint shop are free to use by any Team without consent.
- 6.2.6. Violations of this policy may include suspension of the guilty Team's or Member's VSCA Membership.

6.3. Registration & Team Profile Information

- 6.3.1. Teams must be registered by a Team Manager. Like any VSCA Member, Team Managers will be required to apply for a VSCA Membership first at <https://www.vscaracing.com/register/>. The same applies to Assistant Managers.
- 6.3.2. VSCA may refuse, suspend, or revoke a Team Manager's, Assistant Manager's, or Team's Membership in the League at any time.
- 6.3.3. **Privacy Policy:** VSCA takes the privacy of all its Members very seriously. All personal data that VSCA is requesting during the registration process is subject to the VSCA Privacy Policy as described in the VSCA Privacy Policy and will NOT be sold to any third party at any point.
- 6.3.4. **Important:** "Team registration" is about the registration of the Team by the Team Manager. After the Team has been approved by VSCA, the Team Manager may proceed to register one or multiple Entries in a VSCA series through the "Entry registration" process.
- 6.3.5. There is no restriction on the number of Drivers that a Team may use over the course of the season.
- 6.3.6. Each Team is required to have a Team Manager that is responsible for the Team's Entry registrations, attendance, and official communication with Organizers. A Team Manager may choose to assign an Assistant Manager for the Team. Additionally, the Team Manager, and Assistant Manager, is expected to have a thorough knowledge of The Sporting Code and The Rules, and ensure all their Drivers have read and understand both.
- 6.3.7. Each Team is required to provide the first name, last name, and email address of the Team Owner upon registration. The Team Owner is the ultimate owner of a given Team and the primary point of contact for Organizers in the event the Team Manager and/or Assistant Manager are not responsive to Organizers. The Team Owner does not have to be a member of VSCA however, if they are a member of VSCA, are required to be the Team Manager of their Team.
- 6.3.8. A Team Manager and/or Assistant Manager is considered to be inactive if they fail to respond to email communications from the Organizers within 72 hours where a response is required. When a Team Manager and Assistant Manager (if a Team has one) is considered inactive, the Team will be set to inactive and any Entry the Team

has will also be set to inactive and removed from the Grid and/or Reserve List. Only Team Owners have the right to reactivate an inactive Team within VSCA by sending Organizers an email.

6.4. Drivers, Spotters, and Crew Chiefs

- 6.4.1. VSCA may refuse, suspend, or revoke a Member's Membership in the League at any time.

6.5. Adding Members to a Team, Members Joining a Team

- 6.5.1. Once a Member is registered and approved with VSCA, a Team Manager can add them to their Team in the VSCA Paddock.
- 6.5.2. Team Managers or Assistant Managers are required to add all needed drivers for an event, by 23:59 GMT the evening before race day.
- 6.5.3. Members must be fully registered and approved within VSCA by the start of FP1 for an event in order to be added to a Team and eligible to participate in the event.

6.6. Members Changing Teams

- 6.6.1. In the event that a Member changes Teams, the old Team Manager or Assistant Manager will be required to remove the Driver from their Team in the VSCA Paddock. The Member will now be available to be added by the new Team Manager or Assistant Manager.
- 6.6.2. The Organizers reserve the right to veto any Member changes at any time.

7. TEAM DESIGN REGULATIONS

7.1. Requirements

- 7.1.1. Team Managers are required to submit custom car designs for all their Team's Entries to be eligible for the Series Grid or Reserve List, otherwise the Entry will not be allowed to compete. Spec Maps are required for all car Models. Suits and helmet designs are optional.
- 7.1.2. Failure to submit an approvable car design, if the Entry has no approved pre-existing car design, will result in the Entry remaining on the unconfirmed list. Any

Entry on the unconfirmed list is not eligible to compete. Organizers reserve the right to decide if late submissions will be included in the race's VSCA Design Pack. Late submissions are subject to a "Start from Pit Lane" penalty.

- 7.1.3. VSCA Organizers emphasize the Team Manager is responsible for submitting Car Designs that meet the Design Requirements in this document well before the Design & Entry Fee Deadline, as to allow sufficient time for revisions. Submissions needing changes to comply with the requirements, causing delays in the event Design Pack, may result in a "Start from Pit Lane" penalty.
- 7.1.4. As outlined in The Sporting Code, it is the responsibility of the Team Manager to ensure they assign the correct car number to their entry, as registered with VSCA.
- 7.1.5. VSCA reserves the right to reject any Car, Helmet or Driver Suit Design that the Organizers find to be detrimental to VSCA, the Series and/or Series sponsors for any reason or designs that do not comply with the Design Requirements set forth in this document. These Design Requirements may be amended from time to time and cause the need for a new Car Design to be submitted to adhere to the revised Design Requirements.
- 7.1.6. In addition to the Design Requirements set forth in this document, all Teams may be subject to additional design restrictions due to third party (i.e. broadcasters) rules/policies.

7.2. Copyright & Intellectual Property

- 7.2.1. All Teams/Drivers must be able to supply express written consent to VSCA via designs@vscaracing.com at any time for any logos, sponsors, and design used in designs with the following exceptions:
 - Custom logos and other artwork created specifically by/for the Team/Driver
 - Logos and other artwork already licensed by iRacing (i.e. included in the paint shop), league partners and/or considered to be public domain.

7.3. Prohibited Material

- 7.3.1. Regardless of consent, the logo(s) or materials on a car which falls under any of the following are not allowed. Interpretation of logo(s) or materials on a car that may fall under any of the following are at the discretion of Organizers, regardless of what may or may not be accepted in real world racing series:

- Sexual or profane images
- Represents a competing product to iRacing (i.e., rFactor, Automobilista, Assetto Corsa, etc.)
- Represents a competitor to VSCA (i.e. another league)
- Represents a competitor to a VSCA Partner (i.e. Racespot if VSCA uses a broadcaster other than Racespot)
- Incorrect manufactures (i.e., Ferrari Logo on a Porsche etc.)
- Promotes any product restricted by law to minors (i.e., Tobacco, Cannabis, Knives, Alcohol etc.) either directly or indirectly.
- Political messages, affiliations, etc. regardless of intent.
- 'Parodies' of logos/intellectual property.

7.4. VSCA Design Templates & Series Decal Layers

7.4.1. Teams will be provided with all requisite Car Design templates and decals for use in VSCA competition. These can be downloaded as a zip file from the VSCA Paddock. The Car Design zip file contains:

- VSCA iRacing Car Template PSD with VSCA Mandatory Decals included
- VSCA Default Spec Map MIP (includes standard metallic, roughness and clearcoat)

7.4.2. Each Entry will have a unique set of decals to download that are specific to that Entry.

7.4.3. **Example:** If a Team has two Porsche 963 GTP Entries (car #6 and car #7), the decals the Member must download for car #6 cannot be used for car #7 and vice versa.

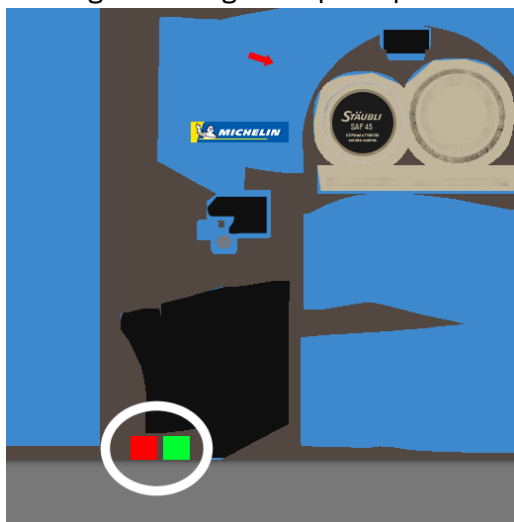
7.5. Car Design Requirements

7.5.1. The **VSCA Mandatory Decals** layer must be used without obstructions and without modification of size, color and position. This layer includes but is not limited to league logos, number panels, class color designations (if applicable), Entry specific window banners, and league/series sponsor logos.

7.5.2. Any wing end plates and/or mirrors that include class colors within the VSCA Mandatory Decals are allowed to have Team specific sponsors placed on top of the VSCA Mandatory Decal class color, but must follow the below requirements:

- Must not include predominantly conflicting class colors
 - Must remain entirely on the wing end plate
 - Must not modify the color of the VSCA class color
 - Any spec map must not change the appearance of any VSCA decal.
- 7.5.3. Any Series, Championship, and/or Class logo are required to be placed inside the pink areas included within the template. These logos must adhere to the following requirements:
- Must not be modified in size or color from what was provided
 - Must remain level (i.e. no tilting or changing of the angle)
 - Must be 100% inside the pink area included in the template
 - (All cars) must include the Series and Championship (if applicable) decals on the hood (GT) or nose (Prototype)
 - (All cars) must include the Series, Championship (if applicable), and class (if applicable) decals on both sides of the car
 - (GT cars only) must include the class (if applicable) decals on the rear bumper.
 - Any spec map must not change the appearance of any VSCA decal.
- 7.5.4. Where applicable depending on the Entries selected car Model; Car Designs are required to keep the LED position indicator clear of any obstructions. The LED position indicator has been marked with a black box in the **VSCA iRacing Car Template PSD** file.
- 7.5.5. For teams with more than one (1) (i.e. two (2) or more) cars in the same class it is required that Car Designs for each entry include elements that make be easily distinguishable between each other.
- 7.5.6. All Car Designs are required to have customized pit colors that match the Car Design colors / colors of the Team. The pit colors are part of the iRacing Car Design Template and set the color for the pit stall wagon and tent. A design with the iRacing default red/green pit colors will result in a rejected Car Design.

7.5.7. iRacing Car Design Template pit colors example screenshot:



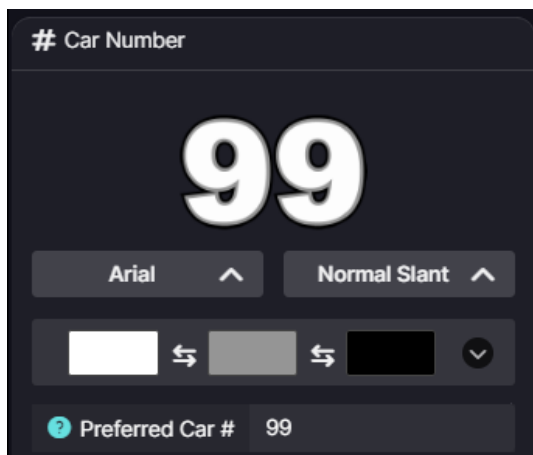
7.5.8. All Car Designs are required to have an identifying Team mark on their pit board design. Most cases this should be a Team logo or primary Team sponsor. A blank pit board will result in a rejected Car Design.

7.6. iRacing Car Number Color Requirements

7.6.1. Inside the iRacing Team Paint Shop (iRacing UI => Teams => Team => Team Paint Shop), the **iRacing Car Number Color** must always be set to white (hex color code #FFFFFF), regardless of which car model is used.

7.6.2. Failure to set the car number color correctly is subject to a start from pit lane penalty in the race session of the event when the violation occurred. Failure to serve the start from pit lane penalty will result in a 1-lap + 30-second post-race penalty.

7.6.3. Example screenshot:



7.7. iRacing Car Design Pattern Requirements

- 7.7.1. Inside the iRacing Team Paint Shop (iRacing UI => Teams => Team => Team Paint Shop) , the iRacing Car Design Pattern must be set in line with the car model-specific requirements as listed in Appendix A of this document.
- 7.7.2. Issues resulting from a failure to set the car design pattern correctly will result in disqualification of the Entry from the session.

7.8. Spec Maps

- 7.8.1. Spec Maps have to be uploaded as *.MIP file in the VSCA Paddock, by the Team Manager. When the Team Manager submits a spec map, it is required to not alter the look/color of all VSCA series decals within the spec map.
- 7.8.2. All cars are required to have an approved Spec Map uploaded. When the Car Design has no need for a custom Spec Map, the Team Manager is required to upload the default VSCA Spec Map for the car, that is included in the VSCA Decal Set for the Entry.

7.9. Suits and Helmets

- 7.9.1. While not required, Team Managers are encouraged to submit custom suits and helmets via the VSCA Paddock. Suits and helmets are subject to the same prohibited material, copyright and intellectual property restrictions as Car Designs.

7.10. Design Packs

- 7.10.1. VSCA does NOT use Trading Paints for any of its series and events. Instead, VSCA uses design packs for each of its series and events, made available for download to all Competitors in the VSCA Paddock.
- 7.10.2. The purpose is so anybody who downloads and uses the design pack, will see the correct custom car design, spec map, suit and helmet of every Entry and Driver on their respective iRacing computer.
- 7.10.3. If a Competitor has not installed the VSCA design pack on their iRacing computer, they will not be able to see the correct car designs, spec maps, suits or helmets submitted by other Teams to VSCA.

7.11. Design Submission Process

- 7.11.1. The Team Manager or Assistant Manager will need to submit car designs (mandatory), spec maps (required for specific car Models), suits (optional), and helmets (optional) of any Driver on their Team through the VSCA Paddock.
- 7.11.2. Important: The file name is not important, but the Team Manager or Assistant Manager must make sure they upload files in the correct file format! For car designs, suits and helmets, upload *.TGA files only! For spec maps upload *.MIP files only!
- 7.11.3. There will be no email notification once the car design, spec map, suit or helmet design was approved by VSCA. To proactively check the status of the designs the Team Manager uploaded, they may refer to the VSCA Paddock.
- 7.11.4. If Design Management find issues with a submitted design, they will tag the Team Manager in the #paint-updates channel on the VSCA Discord with the issues found and required steps to correct the issues.
- 7.11.5. Once designs are approved, they will automatically show up in the VSCA Paddock as green. Once the latest Design Pack is published by the Organizers for the next race, the status "In Design Pack" will show. At that point the design can be downloaded individually or as part of the Design Pack.

8. VSCA DRIVER CLASSIFICATIONS SYSTEM

8.1. Purpose

- 8.1.1. VSCA has its own Driver Classifications used to rate a Driver's speed in comparison to the competition within VSCA and classify Drivers accordingly.
- 8.1.2. This takes actual performance, or speed, in VSCA events and rates Driver's accordingly. Unlike Sports Car iRating, this does not take into consideration a Driver's results (i.e. finishing position) when the ratings are updated.

8.2. Classifications

- 8.2.1. Drivers will be classified as either a P, G, S, or B based on their performance within VSCA Events. If a Driver is deemed to be too fast or too slow for VSCA, their Driver

Classification will become either a H (high) or L (low), respectively, and the Driver in question will no longer be able to compete in VSCA.

- 8.2.2. The only time Sports Car iRating will be used is for a Driver with no previous VSCA Events, or if a driver has not competed in a VSCA Event in more than 7 consecutive months at which point their VSCA Driver Classification will reset.
- 8.2.3. Drivers who have not participated in VSCA previously or whose VSCA Driver Classification has been reset, will be required to have a Sports Car iRating between 1500 and 4250 on the day of their event for their first VSCA Event or their next VSCA Event if their rating was reset.
- 8.2.4. Once a Driver has an official VSCA Driver Classification, there will be no required minimum or maximum Sports Car iRating that a Driver will need to adhere to and their Sports Car iRating will not be included at any point in updating their Driver Classification.
- 8.2.5. Classifications will be updated, as needed, after each Event to give an accurate representation of a Driver's performance (i.e. speed). Drivers who have participated in VSCA Events can see their Driver Rating in the VSCA Paddock.
- 8.2.6. The table below shows what a Driver's Classification will be based on their Sports Car iRating if they have no previous VSCA races or their Classification was reset:

Sports Car iRating	Classification
4251 or higher	H
3375 – 4250	P
2750 – 3374	G
2125 – 2749	S
1500 – 2124	B
1499 or lower	L

8.3. Updating Classifications

- 8.3.1. For each race a Driver participates in, VSCA Organizers will utilize the iRacing API race lap data to determine a Driver's Overall Race Performance Rating. A Driver's Overall Race Performance Rating is calculated as follows:
- 8.3.2. For every lap time recorded by a Driver, a filter will be done where all of the Driver's previous lap times will be filtered to look only at lap times posted in the previous 12 minutes. Of the laps included in this filter, the median lap time will be taken to get the Driver's Median lap time.
- 8.3.3. A second filter will be done where ALL lap times recorded in the Driver's class will be filtered for the same time period. Of the laps included, the median lap time will be taken to get the Class Median lap time. There must be a minimum of 12 minutes run during a race to complete these two calculations.
- 8.3.4. The Driver's Median lap time will be subtracted by the Class Median lap time resulting in a Driver to Class Time Difference. If the absolute value of the Driver to Class Time Difference is *greater than or equal to* 4 seconds, no further calculation will be done and this data point will be removed. This will aid in removing any data points such as changing weather conditions, spins, wrecks, off tracks, pit stops, etc. If the absolute value of the Driver to Class Time Difference is *less than* 4 seconds, the Driver's Median lap time will be divided by the Class Median lap time resulting in a Driver to Class Ratio Percentage for the given data point.
 - 8.3.4.1. *Example 1:* The Driver to Class Time Difference is -2.034, therefore the absolute value of the Driver to Class Time Difference is 2.034 which is less than 4 seconds. This data point is kept, and the Driver's Median lap time will be divided by the Class Median lap time.
 - 8.3.4.2. *Example 2:* The Driver to Class Time Difference is 0.864, therefore the absolute value of the Driver to Class Time Difference is 0.864 which is less than 4 seconds. This data point is kept, and the Driver's Median lap time will be divided by the Class Median lap time.
 - 8.3.4.3. *Example 3:* The Driver to Class Time Difference is 6.361, therefore the absolute value of the Driver to Class Time Difference is 6.361 which is greater than or equal to 4 seconds. This data point is removed, and no further calculation will be done.

- 8.3.5. Once this is complete for every lap that a Driver has registered in race lap data, the median of a Driver's Driver to Class Ratio Percentages will be calculated resulting in a Driver's Overall Race Performance Rating. VSCA will publish a Race Performance Report after each race that shows every Driver's Overall Race Performance Rating that participated in the race.
- 8.3.6. Organizers will utilize a Driver's Overall Race Performance Rating across multiple races to do an analysis to determine if a Driver's VSCA Classification is accurate or requires an update. If a Driver is trending towards requiring an update, Organizers will add the Driver's trend to the VSCA Paddock and include the exact Classification the Driver is trending towards. After the next race a Driver participates in, VSCA Organizers will review once more and the Driver's Classification will either be updated, or remain the same.

9. VSCA CPI CALCULATION

9.1. Principle

- 9.1.1. VSCA calculates the CPI for each Driver to determine a Driver's safety racing record. This is season and series specific, and does not carry over from series to series.
- 9.1.2. The CPI calculation exists to promote and ensure a consistently high standard of safe driving and used as the underlying calculation for the Series Specific Clean Driver's Award.

9.2. Calculation

- 9.2.1. The calculation is based on Corners Per Incident (CPI) during a season. It will take the total corners a Driver completes during all races in a season and divide it by the total iRacing incidents gained during all races in a season.
- 9.2.2. Example: A Driver has completed 3 races at Daytona, Sebring, and Long Beach with the following laps complete and incidents gained:

Race	Laps Complete	Total Corners Per Race	Total Incidents
Daytona (12 Corners / Lap)	214	2,568	10
Sebring (17 Corners / Lap)	131	2,227	2
Long Beach (11 Corners / Lap)	44	484	0
Totals:		5,279	12

The calculation would be as follows for this Driver's Safety Rating after 3 races:

$$\frac{5,279 \text{ total corners}}{12 \text{ total incidents}} = 440 \text{ CPI}$$

9.3. CPI Ranking Levels

9.3.1. Here are the CPI Ranking levels VSCA will be using and the associated CPI at each level:

CPI	<50	50-74	75-99	100-124	125-300	>300
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9.4. Tie Breakers

9.4.1. In the event of a tie at the end of the season for the Clean Driver's Award, the following tie breakers will apply:

- The unlimited decimal value of the CPI calculation
- Comparison of same races competed in starting at Round 1 and working through the final race.

9.5. Race Specific CPI Requirements

9.5.1. All Drivers are required to have a CPI of 100 or higher for each race they participate in. The final CPI calculation for a race will be done after any incident points have been removed from a Driver's total incident count after the post-race incident review process is complete.

- 9.5.2. Any Driver who does not have the 100 CPI or higher requirement for a given race will be issued two (2) License Penalty Points (LPPs) after the race. For more information on LPPs, please refer to the [License Penalty Point](#) section.

10. COMMUNICATION POLICY

10.1. VSCA Discord Server

- 10.1.1. The VSCA Discord is the social backbone of our community, providing a way for members to interact with one another, exchange information and build friendships. Disagreements are part of the landscape, but to maintain a pleasant environment for all community members, participants must not use rude or hostile language. Posts that attempt to publicly confront, bait with excessive negativity, accuse or attack another member or VSCA Organizer are forbidden. Those who engage in a pattern of such behavior will face penalties that may include revocation of membership.
- 10.1.2. The same standards for conduct apply to all private messages. Foul or threatening language and insults will not be tolerated and may lead to the cancellation of the offender's membership.
- 10.1.3. Text chat in the VSCA Discord will be disabled for all Members on the day of a race from the start of qualifying for an event, and will remain disabled for 24 hours after the checkered flag.

10.2. iRacing Voice & Text Chat

- 10.2.1. All Competitors (Drivers, Spotters, Crew Chiefs, etc.) connected to the race server on race day, are required to enable iRacing voice and text chat, to be able to follow instructions from Race Control.
- 10.2.2. Unless directed by Race Control, during qualifying and race sessions all Competitors are strictly forbidden from transmitting (speaking) publicly on iRacing voice or text chat with two exceptions: The auto-chat text messages of "Pitting in/Pitting this lap" and "Exiting pits". Only Race Control may use the public iRacing voice and text chat. Transmitting publicly on iRacing voice or text chat during qualifying or race session without being directed by Race Control may result in a penalty for the Entry that the Competitor at fault belongs to.

- 10.2.3. Excessive private messages sent in-sim may result in a penalty, regardless of the intent of the messages.

10.3. E-mail

- 10.3.1. Official changes related to Teams, Team Managers, Entries or Drivers are required to be requested via e-mail to the Organizers. This includes but is not limited to:
- Changing iRacing ID of a Member
 - Changing Name of a Member
 - Changing iRacing Team ID of an Entry (Team series only)
 - Transfer of ownership of a Team
 - Withdrawal of an Entry
 - Changing car number of an Entry
 - Changing car of an Entry before the season
 - Changing Member profile picture

11. PRACTICE SERVER REGISTRATION REQUIREMENTS

- 11.1. Before connecting to an official VSCA practice session, the Team Manager or another Team Member must ensure the Entry connects to the iRacing server correctly. This means the Entry registers and connects:
- with the correct car, as registered with VSCA
 - with the correct car number, as registered with VSCA
 - (team series only) with the correct iRacing Team ID, as registered with VSCA
 - (team series only) with the correct iRacing Team Name, that matches or is at least similar to the iRacing Team Name registered with VSCA (e.g., "Chip Ganassi Racing Blue")
 - with the correct car number color
 - with the correct iRacing car design pattern
 - with VSCA-registered and VSCA-approved Members only
- 11.2. Team series only: The use of additional cars not belonging to an Entry officially registered with VSCA is prohibited, unless stated otherwise by the Organizers on

the day of the practice session. In that case, Teams who want to use a second or third car in practice session, additionally to the car officially registered with VSCA, may do so, but have to ensure they use a iRacing team name that makes it easy to identify what team the car is part of and they must use a car number that is not currently utilized by any Entry in the series.

12. RACE SERVER REGISTRATION REQUIREMENTS

12.1. Before connecting to an official VSCA race-day session, the Team Manager or another Team Member must ensure the Entry connects to the iRacing server correctly. This means the Entry registers and connects:

- with the correct car, as registered with VSCA
- with the correct car number, as registered with VSCA
- (team series only) with the correct iRacing Team ID, as registered with VSCA
- (team series only) with the correct iRacing Team Name, that matches or is at least similar to the iRacing Team Name registered with VSCA (e.g., "Chip Ganassi Racing Blue")
- with the correct car number color
- with the correct iRacing car design pattern
- with VSCA-registered and VSCA-approved Members only
- before the beginning of the Drivers Meeting

12.2. Important note: Failure to meet the requirements on race day, may result in severe penalties against the Entry in question. Therefore, it is strongly recommended to double or even triple check this before registering the Entry on the iRacing server on race day!

13. ON-TRACK CONDUCT POLICY

13.1. A Message from the Organizers

13.1.1. VSCA places a high value on responsible driving, fair competition, and safe driving at all times. Accidents in racing are inevitable; they are a natural consequence of close competition. The VSCA On-Track Conduct Policy addresses the shortcomings of internet racing, development of driving skills, the avoidance of accidents, rewarding safe driving and minimizing the number of on-track accidents.

- 13.1.2. In the heat of racing, it is easy for a Competitor to think they did nothing wrong, and something may have been intentional. A vast majority of the time, accidents are not intentional and both/all parties could have done something to avoid the incident. Immediately pointing fingers and trying to assign blame creates a hostile environment, prevents Competitors from taking responsibility, and creates animosity amongst each other. The Organizers ask all Competitors to remember the VSCA Communication Policy and ensure any conversations and/or communications about incidents are civil, respectful, constructive, and done in private.

13.2. Race Start

- 13.2.1. All races will utilize a rolling start procedure. Once all drivers are on the grid, the iRacing pace car will lead the field around the track, and then exit the track to enter pit lane. The leader/pole sitter of the grid, or leader/pole sitter of the starting group in a multiclass series, will then take control of the field and will be expected to maintain iRacing pace car speed until the start of the race.
- 13.2.2. VSCA will ignore iRacing's green flag at the start of each race. Instead, each race will have a unique "designated start zone" where the leader of the grid, or leader of the starting group in a multiclass series, must accelerate at the time of their choosing while inside the designated start zone. When the leader accelerates, the race has started for the grid or the respective starting group. If leader of the grid, or leader of the starting group in a multiclass series, accelerates before the designated start zone, they will be required to self-serve a drive through penalty. If a car other than the leader of the grid, or leader of the starting group in a multiclass series, accelerates before the leader of the starting group, they will be required to self-serve a drive through penalty.
- 13.2.3. Drivers are not allowed to approach the designated start zone to speeds that are well beyond the iRacing pace car speed or speed of the leaders in an attempt to time the green flag to unfairly overtake other cars. An example of this would be to come up behind at a speed of 150 mph / 241 kph and catch a pack of cars pacing at 80 mph / 129 kph, in the vicinity of the designated start zone just as the race goes to green flag, and pass those cars. Under those conditions, the car catching up to the field from behind should slow down and get in line at the back of the

pack at pace car speed and then begin racing as normal once the green flag is given.

- 13.2.4. Any car that changes their pacing speed to “checkup” other cars, and/or fails to accelerate in a timely manner when the race has started is subject to a penalty.
- 13.2.5. From the start of the race until after the first corner, no more than two (2) cars are allowed to run side by side. Cars may only pass and/or create a “3-wide” situation if there is an obvious issue with another car at the start. The first corner may not be the first physical first corner after the start/finish line but will be defined in the Race Center for each Event. Competitors should prioritize getting their race and all other competitors' race going safely over gaining as many positions as possible for one's own benefit at the start of the race.
- 13.2.6. Any Driver that failed to grid their car within the time limit, or chose not to, will start the race from their pit box. Drivers who start from the pit are required to exit the pits behind ALL cars who start on the track. This includes all cars from all car classes in a multi-class session. At some tracks, iRacing will administer a hold on all Drivers who start from the pits in order to ensure safe entry to the track for all Drivers. If the iRacing hold time is not sufficient, Drivers starting from the pits must still wait until all gridded Drivers have passed the pit exit before they may enter the track.
- 13.2.7. Any Driver required to start from pit lane but fails to do so will be required to complete a self-serving drive through penalty. For more information on self-serving penalties, refer to the [Self-Serving Penalty](#) section.
- 13.2.8. Any on track related incident (i.e. car contact, unsafe rejoin, etc.) that occurred while on the warm up/pace lap(s) or within the first two (2) laps of a race start where a Driver is found guilty will be deemed careless driving.

13.3. Defending and Blocking

- 13.3.1. When the lead car establishes its position off the racing line prior to any car behind showing intent to pass off the racing line, it is taking a defensive line. Taking a defensive line is legal and must not be confused with blocking.
- 13.3.2. Blocking occurs when a leading Driver actively adjusts, or reacts, their driving line based on the actions and/or positioning of a pursuing Driver. If the lead car moves after the trailing car does, this is blocking. In VSCA Competitors are not allowed

the “one move”, or the one (1) reactive move to block, sometimes seen in other series.

- 13.3.3. The lead car moving onto the line of the following car while in the braking zone is considered moving under braking. Moving under braking is considered blocking. If the Competitor moves under braking because of an unsettled or “loose” car, that is not considered moving under braking as they are trying to keep the car from spinning.

13.4. High-Risk Corners

- 13.4.1. Certain corners on each track will be classified as a high-risk corner by VSCA and shown on the track map for each Event in the Race Center. High-risk corners are corners where incidents often occur that result in race ending incidents, and where it is generally not accepted in the racing community to run two-wide, or more.
- 13.4.2. Any incident where a penalty is issued in a high-risk corner may be considered as careless driving within the License Penalty Point system.

13.5. Passing Guidelines

- 13.5.1. The VSCA passing guidelines are the foundation for clean passing and racing in VSCA. Multiple other factors such as corner, track state, category and class of cars involved, speed, trajectory, time of race, consistency of driver(s), corner(s) of the track during the incident, and much more are taken into consideration of Race Control if/when an incident is reviewed and a decision is made on an incident. Upon reviewing incidents, the RS reserves the right to deviate from these guidelines based on the factors of the specific incident.
- 13.5.2. It is the responsibility of both the overtaking Driver and the Driver being overtaken to assure safe overtaking. 360-degree situational awareness is required by all cars. If a car was around previously, it probably still is. “Backing off”, “aborting the pass attempt”, and/or “yielding the position” are always viable options. *ALWAYS KEEP A WAY OUT TO AVOID CONTACT.*
- 13.5.3. When entering a non-high-risk corner and attempting a pass on a car of the same category (i.e. GT4 on GT4, GT3 on GT3, LMP2 on LMP2, etc.), the overtaking car (the car attempting a pass) should have obtained physical overlap on the lead car prior to the normal turn-in point of the corner. Where physical overlap was

obtained prior to the normal turn-in point of the corner, both cars should permit the other racing room until the cars have removed any physical overlap.

- 13.5.4. When entering a high-risk corner, whichever car is further behind should have established position on the car further ahead prior to the normal turn-in point of the corner, regardless if the car further behind is the overtaking car (the car attempting a pass) or the car being overtaken. Physical overlap alone is not enough given the inherent danger of the corner. Where established position was obtained prior to the normal turn-in point of the corner, both cars should permit the other racing room until the cars have removed any physical overlap.
- 13.5.5. When entering *ANY* corner, regardless of high-risk or non-high-risk, with cars of different categories (i.e. LMP3 on GT4, LMP2 on GT3, GTP on LMP2, etc.), whichever car is further behind should have established position on the car further ahead prior to the normal turn-in point of the corner, regardless if the car further behind is the overtaking car (the car attempting a pass) or the car being overtaken. Physical overlap alone is not enough given the inherent danger of inter-category interactions. Where established position was obtained prior to the normal turn-in point of the corner, both cars should permit the other racing room until the cars have removed any physical overlap.
- 13.5.6. For the duration of the first lap at the start of the race, when entering *ANY* corner, regardless of high-risk or non-high-risk and the category and/or class of car, whichever car is further behind should have established position on the car further ahead prior to the normal turn-in point of the corner, regardless if the car further behind is the overtaking car (the car attempting a pass) or the car being overtaken. Physical overlap alone is not enough given the inherent danger and risk of the racing on the first lap. Where established position was obtained prior to the normal turn-in point of the corner, both cars should permit the other racing room until the cars have removed any physical overlap. Please refer to the [Definitions](#) section for the difference between established position and physical overlap.
- 13.5.7. When a car obtains physical overlap on the outside of another car between the turn in point and the apex of the corner, both cars should permit the other racing room until the cars have removed any physical overlap.
- 13.5.8. If a slower category car does not want the faster category car passing on the inside, the slower category car must take the inside line fully allowing the faster

category car to take the outside line. Slower category cars must remain predictable in their line, speed and trajectory, while doing so.

13.6. Bump Drafting

- 13.6.1. Bump Drafting is not permitted and can be subject to penalties.

13.7. Car Control

- 13.7.1. All Drivers are expected to always remain in control of their car. Any incident that comes from a Driver losing control, including but not limited to clipping of the grass, self-spin, hydroplaning, etc., and making contact with another car ahead will be reviewed as if the Driver was in control of their car and penalized accordingly.

13.8. Same Class / Same Category Blue Flags

- 13.8.1. A same class or same category blue flag situation is when two cars in the same class or same category but different classes as designated by VSCA (i.e. GT PRO and GT AM in the SportsCar Championship) are on different laps, are within close enough proximity that a pass attempt can occur, and the car behind has clearly shown that it is faster than the car ahead purely on pace rather than the gap closing because of where each car caught traffic.
- 13.8.2. Cars in the same class or same category but not on the same lap are not allowed to fight or battle for position on track. The slower car, regardless of if they are lap(s) down or lap(s) ahead, is not to take defensive lines and/or fight for the position. Additionally, the slower car is required to yield and help facilitate the pass as soon as possible when the faster car has reduced the gap to approximately two (2) car lengths, regardless if on a straight or in a corner.
- 13.8.3. If a slower car in the same class or same category is in a blue flag situation, the faster car has reduced the gap to approximately two (2) car lengths three (3) times within two (2) laps while showing intent to pass, and the slower car fails to yield, the slower car will be deemed at fault of failing to yield to blue flags.

13.9. Different Class Blue Flags

- 13.9.1. A different class blue flag situation is when two cars in different classes as designated by VSCA are within close enough proximity that a pass attempt can occur, and the car behind has shown that it is faster than the car ahead.
- 13.9.2. Slower paced cars, regardless of class, do not have to yield to faster paced cars, regardless of class, when they are in a blue flag situation. However, slower paced cars, regardless of class, are responsible to help facilitate the pass as safely and quickly as possible.

13.10. Driving on Pit Road

- 13.10.1. Pit road is divided into three areas: service lane (the area closest to the pit wall where cars take service), merge lane (which cars utilize to slow down going into their pit box and accelerate out of their pit box), and the fast lane (farthest from the Service Lane). When on pit road, Drivers must remain in the fast lane for as long as possible and must not overtake using the merge lane.
- 13.10.2. Cars in the fast lane must be at or near the pit lane speed limit ("PLSL"). A Car not under its own power or unable to maintain the PLSL must not use the fast lane.
- 13.10.3. Once a Driver has finished leaving their pit box, Drivers must yield the position to any, and all, cars in the fast lane and/or merge lane that has any physical overlap by the green pit exit cones. The process of leaving one's pit box starts from the moment the car starts to accelerate out of the pit box, and ends when the car is at the pit lane speed limit.
- 13.10.4. At any point two cars are side by side while on pit road with one car already in the fast lane, the second car is allowed to stay in the merge lane without penalty so long as they stay close to the fast lane.

13.11. Exiting Pit Road with Different Classes

- 13.11.1. In a situation where a car is exiting pit road while a car on-track is approaching, both cars are in a different class, and any physical overlap is obtained prior to the turn in for the corner of the car on-track, the car exiting pit road must yield the corner to the car on-track, regardless of which car is faster or slower.

13.12. Unsafe Rejoins from Spins / Off Tracks

- 13.12.1. Anytime a car leaves the racing surface or loses control on the racing surface, it is their responsibility to rejoin the racing surface and/or racing line in a safe manner. Until a car has rejoined, the Driver is responsible to be predictable to other cars around them (i.e. holding the brakes when stationary on the racing surface). Cars rejoining and not at or close to racing speed are required to wait until there is an opening in traffic before rejoining.
- 13.12.2. Any car that forces another car off the racing surface must immediately provide racing room for the car that was forced off in order for them to rejoin safely.

13.13. Track Limits

- 13.13.1. Cars are not allowed to go beyond the racing surface to pass another car, regardless of class under normal racing conditions.
- 13.13.2. Cars are not allowed to force another Competitor off the racing surface to gain an advantage.
- 13.13.3. Please refer to the [Definitions](#) section above for a reminder of the Racing Surface, and what constitutes leaving the Racing Surface.

13.14. Poor Network/Connection Issues

- 13.14.1. Any Driver and/or Entry with a poor connection issue during the race (i.e. blinking, lagging around, etc.) will be monitored by the RD and issued a warning or force the Entry to pit immediately and remove the Driver from the car at first to fix the connection issues. If the issue persists, the RD may disqualify the Driver and/or Entry during the race.
- 13.14.2. If a car is blinking excessively for multiple consecutive laps, Teams can send an in-sim message to the RD using the "/rc" command informing the RD of the car that is blinking and they are having connection issues.

13.15. Checkered Flag & Post-Race

- 13.15.1. Any car that has crossed the start/finish line to take the checkered flag is required to proceed through at least T1, as defined by VSCA in the Race Bulletin, under its own power and without incidents. A car that fails to proceed through T1 under its own power will result in a 30 second post-race penalty. Failure to proceed through

T1 because of running out of fuel will still result in the penalty however failure to proceed through T1 due to damage will not result in a penalty. The class winning cars are allowed to stop on the cool-down lap and do celebratory burnouts in a safe area.

- 13.15.2. Faster class cars on their cool-down lap, must avoid catching slower class cars that may still be racing, to avoid interference. Interfering with cars that have not taken the checkered flag yet will be subject to a post-race penalty.
- 13.15.3. Car contacts incidents after taking the checkered flag will be a two (2) lap plus 30 second post-race penalty and will be deemed careless driving.
- 13.15.4. For broadcast races only: The top-three finishing cars of each class should make a minimum of one Driver available to the broadcasters for a post-race interview. Other Drivers or Team Managers are encouraged to do post-race interviews as well.

13.16. iRacing Disqualifications

- 13.16.1. Race Control will NOT clear anyone disqualified from iRacing.
- 13.16.2. It is strongly recommended for anyone with a meatball flag to pit immediately and not wait to avoid potential issues for their Entry and to not be a danger on track for other Competitors.

13.17. iRacing Meatball Flags

- 13.17.1. Race Control will NOT clear any iRacing meatball flag (i.e. the flag for required repairs). It is strongly recommended for anyone with a meatball flag to pit immediately and not wait to avoid potential issues for their Entry and to not be a danger on track for other Competitors.

14. SELF SERVING PENALTIES

14.1. Basic Information

- 14.1.1. To prevent cars from gaining advantages during the race, to provide an option for Teams and Entries to avoid post-race penalties when possible, and to ensure all procedures and requirements in the Sporting Code and The Rules are followed,

any infraction an Entry is deemed at fault that is specifically called out a self-serving penalty in either the Sporting Code or The Rules is required to do a self-serving penalty.

- 14.1.2. Any Driver/Entry who believes they may be at fault for an on-track infraction (i.e. incident responsibility, blue flags violation, unsafe rejoin, etc.) may complete a self-serving penalty in the race. If during the post-race incident reviews, a Driver/Entry is found at fault for the on-track infraction and they completed the appropriate self-serving penalty, in the correct manner, will result in no post-race time penalty applied. However, the Driver will still receive the associated LPPs.
- 14.1.3. The RD will not issue penalties for these infractions during the race. Entries are required to check if they are required to serve a penalty and if so, serve the penalty on their own.

14.2. Procedural Infraction Self-Serving Penalties

- 14.2.1. The table below shows the self-serving penalties required to be completed for procedural related infractions specific to the Sporting Code. There may be additional procedural related infractions in the series specific Regulations in addition to what is shown below.

Section	Procedural Infraction	Self-Serving Penalty
13.2.2 Race Start	Pole sitter accelerates before the designated start zone	Drive through penalty
13.2.2 Race Start	Non pole sitter accelerates before the pole sitter	Drive through penalty
13.2.7 Race Start	Entry fails to serve their start from pit lane penalty	Drive through penalty

14.3. On-Track Infraction Self-Serving Penalties

- 14.3.1. The table below shows the self-serving penalties required to be completed for on-track incident-based infractions specific to the Sporting Code. There may be additional on-track incident-based infractions in the series specific Regulations in addition to what is shown below.
 - 14.3.1.1. For clarity, the term “mostly unaffected” as shown in the table below is defined as barely any time lost, no positions lost, not forced off track, did not spin. “Minorly affected” means time and/or positions were lost, were forced off track, spun as a direct result of the incident.

Section	On-Track Infraction	Outcome of Incident	Self-Serving Penalty
13.5.3 Passing Guidelines - Same category, non-high-risk corner	Overtaking car in the same category did not obtain physical overlap on the lead car prior to the normal turn-in point of the corner, resulting in contact or evasive action being taken to avoid contact	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minorly affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.5.3 Passing Guidelines - Same category, non-high-risk corner	Car in the same category did not leave racing room for the other car, resulting in contact or evasive action being taken to avoid contact	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minorly affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.5.4 Passing Guidelines - High-risk corner	Car further behind did not establish position on the car further ahead prior to the normal turn-in point of the corner, resulting in contact or evasive action being taken to avoid contact	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minorly affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.5.4 Passing Guidelines - High-risk corner	Car with established position did not leave racing room for the other car, resulting in contact or evasive action being taken to avoid contact	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minorly affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.5.5 Passing Guidelines -	Car further behind did not establish position on the car	Victim car was mostly unaffected	N/A, no self-serving penalty needed

Section	On-Track Infraction	Outcome of Incident	Self-Serving Penalty
Different categories	further ahead prior to the normal turn-in point of the corner, resulting in contact or evasive action being taken to avoid contact	Victim car was minimally affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.5.5 Passing Guidelines - Different categories	Car with established position did not leave racing room for the other car, resulting in contact or evasive action being taken to avoid contact	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minimally affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.5.6 Passing Guidelines - First lap of the race	Car further behind did not establish position on the car further ahead prior to the normal turn-in point of the corner, resulting in contact or evasive action being taken to avoid contact	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minimally affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.5.6 Passing Guidelines - First lap of the race	Car with established position did not leave racing room for the other car, resulting in contact or evasive action being taken to avoid contact	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minimally affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.5.7 Passing Guidelines - Obtaining	Car behind did not obtain overlap on the outside prior to the apex of the corner, resulting in contact or evasive	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minimally affected	Drive through penalty

Section	On-Track Infraction	Outcome of Incident	Self-Serving Penalty
overlap on the outside	action being taken to avoid contact	Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.5.7 Passing Guidelines - Obtaining overlap on the outside	When physical overlap was obtained prior to the apex of the corner, a car does not leave racing room for the other car, resulting in contact or evasive action being taken to avoid contact	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minimally affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.6.1 Passing Guidelines - Bump drafting	Car behind bump drafts the car in front	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minimally affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.7.1 Passing Guidelines - Car control	Driver loses control of their car on their own resulting in contact or evasive action being taken to avoid contact	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minimally affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.12.1 Passing Guidelines - Unsafe Rejoins from Spins / Off Tracks	Driver rejoins the racing surface in an unsafe manner	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minimally affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold

Section	On-Track Infraction	Outcome of Incident	Self-Serving Penalty
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.12.2 Passing Guidelines - Unsafe Rejoins from Spins / Off Tracks	Driver forces another Driver off track and does not immediately provide racing room for the other car to rejoin	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minimally affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.13.1 Passing Guidelines - Track limits	Driver goes beyond the racing surface to pass another car under normal racing conditions	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minimally affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold
13.13.2 Passing Guidelines - Track limits	Driver forces another Driver off track to gain an advantage	Victim car was mostly unaffected	N/A, no self-serving penalty needed
		Victim car was minimally affected	Drive through penalty
		Victim car has clear and significant damage, but can continue	60s stop and hold
		Victim car has clear and significant damage, and is either unable to continue or must pit for extended repairs	120s stop and hold

14.4. How to Complete a Self-Serving Penalty

- 14.4.1. Self-serving penalties are required to be served while the race is deemed “green” by VSCA standards. Any Entry that is committed to entering pit lane to complete a self-serving penalty when a full course yellow comes out, if they are unable to

safely return to the racing surface without getting an iRacing incident point, they can continue to enter pit lane, complete the self-serving penalty correctly and in full, and it will be deemed as served under "green" by VSCA standards.

Additionally, any Entry already on pit lane to complete a self-serving penalty when a full course yellow comes out can continue to complete the self-serving penalty correctly and in full, and it will be deemed as served under "green" by VSCA standards.

- 14.4.2. If an Entry deems they need to serve a penalty, the car must take the race start or restart and cross the S/F line while on track before serving the penalty. Entries must cross the yellow pit entry cones to complete their self-serving penalty within 30 green flag racing minutes of the incident in question.
 - 14.4.2.1. The official time stamp of the incident to start the 30-minute counter as stated above, will be deemed as the time stamp according to the VSCA Race Control Incident ID. Any non-green flag racing minutes (i.e. full course yellow time and/or red flag time) will utilize the official VSCA time stamps of the start and stop of these non-green flag periods according to the VSCA Race Control time stamps included in the Race Center.
- 14.4.3. For stop & hold penalties, Entries must serve the penalty in the designated penalty box which will be the same location as the "technical inspection area". Drivers can utilize the F1 iRacing black box and the race clock to track their time spent serving the penalty.
- 14.4.4. It is up to the Entries to time any stop and hold penalty they are serving to ensure it is served in full.
- 14.4.5. Any drive through penalty not served during the race will equate to a 60 second post-race penalty. Any 60 second stop and hold penalty not served during the race, or not served in the designated penalty box, will equate to a 120 second post-race penalty. Any 120 second stop and hold penalty not served during the race, or not served in the designated penalty box, will equate to a 180 second post-race penalty.
- 14.4.6. Any portion of a 60 or 120 second stop and hold penalty not served while in the designated penalty box will be issued post-race in addition to a 30 second post-race penalty. As an example, if an Entry serves 58 seconds of the 60 second stop

and hold, they will be issued a 32 second post-race penalty ($60 - 58 = 2 + 30 = 32$ seconds).

- 14.4.7. All Drivers/Entries are required to submit a "Self-Serving Penalty" report to Race Control through the Race Center anytime they complete a self-serving penalty, regardless if it was for a procedural infraction or on-track infraction. The following information is required to be included in the self-serving penalty incident report:
- Car number of the entry completing the self-serving penalty
 - iRacing time stamp of when the car crossed the yellow pit entry cones to start serving the self-serving penalty
 - iRacing time stamp of when the incident occurred in which they are completing the self-serving penalty for
- 14.4.8. Failure to submit a self-serving penalty report, or incorrectly reporting information within a self-serving penalty report will be deemed as the self-serving penalty not served and will result in a post-race time penalty. RS will NOT search to see if an Entry has completed a self-serving penalty upon incorrect reporting.

15. INCIDENT REPORTS

15.1. Who May File a Report

- 15.1.1. The right to file an incident report shall rest with any VSCA Member who observes the incident in question or feels any part of The Sporting Code or The Rules have been violated. Each Member, alone, may file an incident report for any act of a Driver, or other person connected to the competition, which the protestor believes is unfair or in violation of The Sporting Code or The Rules.

15.2. Filing an Incident Report

- 15.2.1. An Incident Report must be made in writing, specifying which sections of the The Sporting Code or the The Rules have been violated.
- 15.2.2. Incident Reports may only be filed using the VSCA Paddock. This is the only method to formally file an Incident Report unless otherwise specified by Race Control or Organizers.

- 15.2.3. Evidence is required when filing an Incident Report. Evidence includes any files that support your claims, such as any or multiple of the following: screenshots, replays, video captures, audio recordings, and results screens. It is recommended to have your evidence ready to attach to the Incident Report Form before starting to file a Report.
- 15.2.4. Incident Reports relating to incidents that happen during a race must be made within one (1) hour of the checkered flag of the race. All other Incident Reports can be made at any time.

15.3. Review of Incident Reports

- 15.3.1. It is expected that Incident Reports shall be reasonable, logical, and based on sound evidence, thus well founded. Nevertheless, a well-founded Incident Report may still be defined as one upon which reasonable people may differ.
- 15.3.2. VSCA shall review an Incident Report as soon as practical. All in-race Incident Reports will be reviewed post-race. Affected parties may be notified about the Incident Report and judgment of the Incident Report. VSCA shall review all evidence and be entitled to discuss the incident with other witnesses or parties involved or to gather additional evidence.
- 15.3.3. Regardless of the outcome of any Incident Report, VSCA may deem an Incident Report to be frivolous or incomplete if it is found by VSCA to not to be reasonable, logical, or based on sound evidence. VSCA reserves the right to assess a penalty on any Member or Team filing a frivolous Incident Report.

16. APPEALS

16.1. Right to Appeal

- 16.1.1. Any Member or Team assessed a penalty shall have the right to appeal any decision or penalty imposed by VSCA unless otherwise stated by Race Control, The Sporting Code, or The Rules. Any penalty issued by iRacing (i.e. speeding in pit lane, incident limit, etc.) cannot be appealed.

16.2. Well-Founded Appeals

- 16.2.1. To be considered, an appeal must be well founded. An appeal shall be reasonable, logical, and based on sound evidence. Regardless of the outcome, VSCA may deem an appeal to be frivolous if it is found not to be reasonable, logical, and based on sound evidence. VSCA reserves the right to assess a penalty to any member filing a frivolous appeal.

16.3. Initiating an Appeal

- 16.3.1. Appeals must be made in writing through the VSCA Paddock, specifying the exact nature of the appeal and why it is believed an appeal is warranted, along with all evidence to support the appeal. This is the only place to formally make an appeal. Primary source of information will be the iRacing replay available to Race Control, and is uploaded to the VSCA Paddock after each race. Any additional evidence, data, recordings or third-party accounts are welcome and encouraged to be submitted with appeal. "Intent to Appeal" or other informal appeals of any kind (i.e. through private messages on Discord, private messages on iRacing, or via email) will not be accepted and may be subject to a penalty.

16.4. Time requirement to submit appeals:

- 16.4.1. Appeals must be filed through the VSCA Paddock website and must be filed within the race-specific time window from the notification of the penalty.
- 16.4.2. The race-specific time window will be included in the Race Center for each Event.

16.5. Appealable Infractions & Decisions

- 16.5.1. All decisions are appealable other than the following:
- Personal Conduct Policy infractions
 - Penalties served in-race with zero (0) LPPs associated with the penalty
 - Anything stated in either The Sporting Code or The Rules that is not subject to appeals
 - Any incident that resulted in either zero (0) LPPs being issued or non-punitive decisions such as but not limited to: No Further Action, Racing Incident, Netcode/Ghost Contact, etc.

16.6. Notification and Final Appeal Decision

- 16.6.1. VSCA will finalize the decision as soon as practical. VSCA shall also have the right to publish the appeal to other or all VSCA Members. Members or any persons shall have no right of action against VSCA. The appeal decision and resolution is final and binding with no other right to appeal.

16.7. Order of Appeal Review

- 16.7.1. Race Control will review any and all appeals in the order in which they were submitted.

16.8. Multiple Appeals

- 16.8.1. If an appeal is successful, meaning the penalty is completely removed from the Entry, the Entry is allowed to appeal another penalty if they choose.
- 16.8.2. Once an appeal is unsuccessful and the penalty remains, the Entry can no longer appeal any future penalty in that race. Any additional appeals already sent in, will be ignored.

17. LICENSE PENALTY POINTS

17.1. Information

- 17.1.1. Any time a Driver is issued a penalty by RC for on-track and off-track violations, the Driver or Member at fault will be issued License Penalty Point(s) (LPP).
- 17.1.2. LPP will remain on the Driver's record for the next 6 months. Additionally, Driver's LLP will carry over each season.
- 17.1.3. If a penalty is issued by RC for an in-race infraction, the following table will be used to determine the LPP issued. Please note, all LPP are cumulative:

Infraction/Penalty	LPP
Warnings	1
Incident Responsibility	2

Incident Responsibility, victim car has clear and significant visible damage, but can continue	3
Incident Responsibility, victim car has clear and significant visible damage, and must tow or pit on the lap of the incident for lengthy repairs	4
Careless Driving	5
Personal Conduct Policy – Level 1*	6
Personal Conduct Policy – Level 2*	9
Personal Conduct Policy – Level 3*	12

*The different levels of the Personal Conduct Policy is determined by Race Control/Organizers

- 17.1.4. Drivers can see how many LPP they currently have via the VSCA Paddock.

17.2. Suspension

- 17.2.1. If a Driver has 12 or more penalty points on their record, they will be suspended until enough penalty points have expired from their record at which point they can return to compete in VSCA events.

18. OFFICIAL RESULTS

- 18.1.1. Directly following the completion of a Race, the “Unofficial” results are the iRacing results available in the iRacing UI. “Provisional” results are posted at the conclusion of review of on-track incidents in PDF format from VSCA via Discord. “Official Results” are those issued in PDF format from VSCA via Discord and on the VSCA website after any final review of appeals and verification of results.
- 18.1.2. While VSCA will work to get official results published as soon as possible after the race, there is no set time frame when these are required to be finalized by.
- 18.1.3. VSCA reserves the right to adjust any Official Results for potential errors found at a later point in time.

19. PENALTIES TABLE

- 19.1.1. Below are the penalties for breach of rules explicitly stated within the VSCA Sporting Code. These are the base penalties however Organizers and Race Control reserve the right to increase or decrease the severity of the penalty, and issue penalties not included below as needed and in the best interest of VSCA.

Section	Infraction(s)	Base Penalty
2.5.2 Acknowledgement of Rules	Member fails to discuss their problem with the Organizers of The Sporting Code and/or The Rules via email.	Warning
3. Software Exploitation Integrity	A Driver, Entry, and/or Team is found guilty of Software Exploitation Integrity	Warning
4.1.1 Principles	Member makes a public statement and/or communication that criticizes, ridicules, or otherwise disparages another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, handicapping condition, or official position.	Warning
4.1.1 Principles	Member is determined to be bullying, abusive, threatening, rude, mean, and/or using disrespectful language on and/or off track.	Warning
4.1.1 Principles	Member publicly criticizes and/or disparages VSCA or its Organizers.	Warning
4.1.1 Principles	Member makes unfair, destructive, and/or consistent negativity towards VSCA Organizers, other members, or the community.	Warning
4.2.1 Exploitation of Loopholes within Rules	Member trying and/or succeeding in exploiting loopholes within the rules.	Warning
4.3.1 Nefarious Tactics	Member utilizes nefarious tactics to gain an advantage in qualifying or racing.	Warning
4.3.1 Nefarious Tactics	Member drives a damaged vehicle on the apron at reduced speeds with the intent of gaining positions from Drivers that have retired or disconnected.	Warning
4.3.1 Nefarious Tactics	Member use the Enter/Exit/Tow Car control (also known as "Reset") to gain positions during a race.	Warning
4.4.1 Verbal and Text-Based Abuse	Member makes disrespectful communications, either orally or through text chat, including foul or threatening language and insults.	Warning
4.5.1 Intentional Wrecking	Member found guilty of deliberate, blatant, intentionally malicious, or retaliatory wrecking	Warning

Section	Infraction(s)	Base Penalty
4.6.1 Manipulation of Session Results	Member found guilty of manipulating or attempting to manipulate sessions results	Warning
4.7.1 iRacing Account Sharing	Member found guilty of iRacing account sharing	Warning
4.9.5 Multiple iRacing Accounts per Person/"Smurf Accounts"	Member found utilizing a "smurf" account	Warning
5.1.1 Membership Email Address Requirements	Member registered with a Team email address	Registration rejected
5.2.1 Membership Minimum Age	Member not 16 years old at the time of registration	Registration rejected
5.3.1 Team Managers & Assistant Manager Minimum Age	Team Manager or Assistant Manager is not 21 years old	Rejection or Team Manager or Assistant Manager to position
5.4.1 iRacing Official Starts	Member does not have a minimum of 20 official iRacing Sports Car Starts at the time of registration.	Registration rejected
5.5.3 Language Requirements	Member does not have the required English language fluency as needed in VSCA.	Registration rejected or removal of membership
5.6.1 Discord	Member does not sign up on Discord with their name as it appears on iRacing	Registration rejected
5.6.1 Discord	Member with an active membership leaves the VSCA Discord	Membership revoked immediately
6.1.2 Team Name & Logo Restrictions	Team Name and/or Logo does not align with VSCA requirements	Team Name and/or Logo rejected
6.1.3 Team Name & Logo Restrictions	Team Name and/or Logo infringes the copyright, trademark, publicity/privacy right or other intellectual property right of any third party without express written permission from the owner	Team Name and/or Logo rejected
6.1.4 Team Name & Logo Restrictions	Team and/or Member does not provide written consent to use any logo and/or sponsor from a third party to VSCA	Team Name/logo/sponsor rejected
6.2.7 Registration & Team Profile Information	Failure to provide the Team Owner's first name, last name, and email address upon registration	Registration rejected
7.1.2 Requirements	Entry submits a design late for a given race and wants the design included for the design pack of that race	Start from pit lane penalty
7.1.3 Requirements	Entry's design submission causing delays in the event design pack	Start from pit lane penalty

Section	Infraction(s)	Base Penalty
7.3.1 Prohibited Material	Design includes prohibited material	Design rejected
7.5.1 Car Design Requirements	Design does not include VSCA Mandatory Decals, includes the VSCA Mandatory Decals however is not aligned correctly or is altered	Design rejected
7.5.6 Car Design Requirements	Design does not have customized pit colors matching the car design/colors of the Team	Design rejected
7.5.8 Car Design Requirements	Design does not have identifying Team mark on pit board	Design rejected
7.6.2 iRacing Car Number Color Requirements	Car number color is not set correctly	Start from pit lane penalty
7.7.2 iRacing Car Design Pattern Requirements	Base iRacing car design pattern is not set correctly	Immediate disqualification from Event
9.5.2 Race Specific CPI Requirements	A Driver fails to have a CPI of 100 for an Event.	Driver issued 2 LPPs
10.1.1 VSCA Discord Server	A Driver, Entry and/or Team communicates in a way that attempts to publicly confront, bait with excessive negativity, accuse or attack another member or VSCA Organizer	Warning
10.1.2 VSCA Discord Server	A Driver, Entry and/or Team privately sends foul or threatening language and/or insults to another member or VSCA Organizer	Warning
10.2.2 iRacing Voice & Text Chat	Unless directed by the RD, a Competitor transmits publicly on iRacing voice or text chat other than "Pitting in/Pitting this lap" and "Exiting pits".	Warning
12. Race Server Registration Requirements	Incorrect Car Model	Automatic disqualification of Entry from event
12. Race Server Registration Requirements	Incorrect Car Number	Automatic disqualification of Entry from event <i>Note: Other Entries receiving a wrong car number in the iRacing session because of this, will NOT be penalized and allowed to participate normally.</i>
12. Race Server Registration Requirements	Incorrect iRacing Team ID (Team series only)	Automatic disqualification of Entry from event

Section	Infraction(s)	Base Penalty
12. Race Server Registration Requirements	iRacing Team Name unclear/does not match VSCA Entry registration (Team series only)	Start from pit lane penalty
12. Race Server Registration Requirements	Entry did not connect to server before beginning of Driver's Meeting and did not contact Race Control	Automatic disqualification of Entry from event
13.2.2 Race Start	Pole sitter accelerates before the designated start zone	Self-serving drive through penalty
13.2.2 Race Start	Non pole sitter accelerates before the pole sitter	Warning
13.2.3 Race Start	Entry approached the designated start zone resulting in gaining an advantage	Warning
13.2.4 Race Start	Entry changes their pacing speed and checkups other cars	Warning
13.2.4 Race Start	Entry fails to accelerate in a timely manner	Warning
13.2.5 Race Start	Entry creates a 3-wide situation before the first corner as defined in the Race Center without an obvious issue in front.	Warning
13.2.6 Race Start	Entry starts from pit lane but fails to wait until all cars on track have passed pit exit before exiting pit lane.	Warning
13.2.7 Race Start	Entry fails to serve their start from pit lane penalty	Self-serving drive through penalty
13.2.8 Race Start	Entry found guilty of an on track related incident on the warm up lap or in the first two (2) laps of the race start	Careless Driving License Penalty Points as per VSCA Sporting Code
13.3.2 Defending and Blocking	Entry found guilty of making one (1) or more moves in reaction to the car behind	Warning
13.3.3 Defending and Blocking	Entry found guilty of moving under braking	Warning
13.5.2 Passing Guidelines	Entry found guilty of not maintaining 360-degree situational awareness	Warning
13.5.3 Passing Guidelines	Entry did not obtain physical overlap in a non-high-risk corner when attempting a pass on another car of the same category	Warning
13.5.3 Passing Guidelines	Entry did not leave racing room after physical overlap in a non-high-risk corner was obtained during a pass on another car of the same category	Warning
13.5.4 Passing Guidelines	Entry did not obtain established position in a high-risk corner when attempting a pass on another car	Warning

Section	Infraction(s)	Base Penalty
13.5.4 Passing Guidelines	Entry did not leave racing room after established position in a high-risk corner was obtained by the car further behind	Warning
13.5.5 Passing Guidelines	Entry did not obtain established position when attempting a pass on another car of a different category	Warning
13.5.5 Passing Guidelines	Entry did not leave racing room after established position was obtained by the car further behind	Warning
13.5.6 Passing Guidelines	Entry did not obtain established position when attempting a pass on another car, regardless of high-risk or non-high-risk and/or category of car, on the first lap of the race	Warning
13.5.6 Passing Guidelines	Entry did not leave racing room after established position was obtained by the car further behind	Warning
13.5.7 Passing Guidelines	Entry did not leave racing room after physical overlap was obtained before the apex of the corner on the outside	Warning
13.5.8 Passing Guidelines	Entry did not remain predictable while choosing a line to run	Warning
13.6.1 Bump Drafting	Entry found guilty of bump drafting	Warning
13.7.1 Car Control	Entry causes an incident as a result of losing control of their car	Warning
13.8.3 Same Class / Same Category Blue Flags	Entry found guilty of ignoring blue flags	Warning
13.10.1 Driving on Pit Road	Entry does not remain in the fast lane on pit road as long as possible	Warning
13.10.1 Driving on Pit Road	Entry overtakes using the merge lane	Warning
13.10.2 Driving on Pit Road	Entry in the fast lane is not driving at or near the pit lane speed limit	Warning
13.10.3 Driving on Pit Road	Entry does not yield to any and all cars in the fast lane and/or merge lane that has overlap by the pit exit cones	Warning
13.11.1 Exiting Pit Road with Different Classes	Entry exiting pit road does not yield to a car from a different class that obtains physical overlap before the turn-in point of the corner	Warning
13.12.1 Unsafe Rejoins from Spins / Off Tracks	Entry leaves the racing surface and fails to rejoin in a safe manner	Warning

Section	Infraction(s)	Base Penalty
13.12.1 Unsafe Rejoins from Spins / Off Tracks	Entry spins with other cars around and fails to remain predictable	Warning
13.12.2 Unsafe Rejoins from Spins / Off Tracks	Entry forces another car off the racing surface and does not immediately provide racing room for the car that was forced off	Warning
13.13.1 Track Limits	Entry goes beyond the racing surface to pass another car under normal racing conditions	Warning
13.13.2 Track Limits	Entry forces another Competitor off track and gains an advantage	Warning
13.14.1 Poor Network/Connection Issues	Entry has a connection issue	Warning
13.5.1 Checkered Flag & Post-Race	Entry fails to proceed through T1 after taking the checkered flag under their own power and/or without incidents	30 second post-race penalty
13.5.2 Checkered Flag & Post-Race	Entry has taken the checkered flag and interferes with a car that has not taken the checkered flag	Warning
13.5.3 Checkered Flag & Post-Race	Entry found responsible for an incident involving car contact after taking the checkered flag	Two (2) lap plus 30 second post-race penalty, Careless Driving License Penalty Points as per VSCA Sporting Code
14.2.5 How to Complete a Self-Serving Penalty	Entry does not complete a self-serving drive through penalty	60 second post-race penalty
14.2.6 How to Complete a Self-Serving Penalty	Entry does not serve any portion of a 60 second stop and hold penalty during the race	120 second post-race penalty
14.2.6 How to Complete a Self-Serving Penalty	Entry partially serves a 60 second stop and hold penalty during the race	Post-race penalty equal to any unserved portion plus 30 seconds
15.2.2 Filing an Incident Report	Member attempts to file an incident report in a manner other than through the VSCA Paddock	Warning
15.3.3 Review of Incident Reports	Member has filed a frivolous incident report	Warning
16.3.1 Initiating an Appeal	Member attempts to file an appeal in a manner other than through the VSCA Paddock	Warning
16.5.2 Appealable Infractions & Decisions	Member attempts to file an additional appeal after the VSCA ruling	Warning
17.2.1 Suspension	Member has 12 or more license penalty points	Suspended until enough penalty points have expired from their record

APPENDIX A: IRACING CAR DESIGN PATTERNS

ACURA ARX-06 GTP

Any of the available car design patterns **may be used**

ACURA NSX GT3 EVO 22

Any of the available car design patterns **may be used**

ASTON MARTIN VANTAGE GT3 EVO

Any of the available car design patterns **may be used**

BMW M HYBRID V8

Any of the available car design patterns **may be used**

BMW M4 GT3 EVO

The car design patterns listed below **may NOT be used**



CADILLAC V-SERIES.R GTP

Any of the available car design patterns **may be used**

CHEVROLET CORVETTE Z06 GT3.R

The car design patterns listed below **may NOT be used**



DALLARA P217

Any of the available car design patterns **may be used**

FERRARI 296 GT3

The car design patterns listed below **may NOT be used**



FERRARI 499P

Any of the available car design patterns **may be used**

FORD MUSTANG GT3

Any of the available car design patterns **may be used**

LAMBORGHINI HURACAN GT3 EVO

Any of the available car design patterns **may be used**

MCLAREN 720S GT3 EVO

Any of the available car design patterns **may be used**

MERCEDES AMG GT3 2020

The car design patterns listed below **may NOT be used**

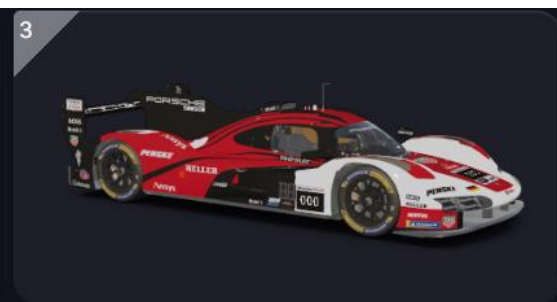


PORSCHE 911 GT3 R (992)

Any of the available car design patterns **may be used**

PORSCHE 963 GTP

The car design patterns listed below **may NOT be used**



APPENDIX B: CHANGE LOG

October 25, 2025

- Updated for the 2026 Season.

November 15, 2025

- Added to the passing guidelines than established position is required for all passes made on the first lap of the start of the race.
- Clarified the listing on the infractions that are not appealable.

December 13, 2025

- Added "Initial Grid Selection Target Date" to the definitions.
- Removed the immediate demotion to Reserve List for failure to supply written consent for any logos and sponsors.
- Clarified the penalty for a car other than the leader of the starting group accelerates before the leader of the starting group.
- Updated the penalties table to include all instances of penalties as called out in the regulations, and include a dynamic hyperlink to the specific section for ease of reference.
- Updated Appendix A for base iRacing designs that may not be used for the Porsche 963.

December 28, 2025

- Added a covenant not to sue over competition disputes.
- Clarified the Personal Conduct Policy is applicable for Members and Teams.
- Updated the Membership Registration to explain Members have the right to leave VSCA at any point, and Organizers have the right to terminate a membership at any point.
- Updated the Team Registration to include the Organizer's right to reject or remove at Team at any point.
- Added the penalty for failure to serve a start from pit lane penalty.
- Clarified how cars should drive down pit lane when side-by-side.
- Added the basic information and how to serve self-serving penalties.
- Updated the Penalties Table to reflect the changes/clarifications made above.

January 31, 2026

- Updated the CPI Levels and associated colors for better clarification
- Updated to allow Drivers to complete self-serving penalties during the race for incidents they believe they may be at fault for to avoid a post-race time penalty if deemed at fault.
- Added the required self-serving penalties and criteria for both procedural infractions and on-track racing infractions.
- Updated the allotted time for when a self-serving penalty can be completed to within 30 green flag racing minutes of the incident occurring.
- Clarified what happens if an Entry is in the middle of completing the self-serving penalty when a FCY or Red Flag is thrown.
- Added the potential of a 120 second self-serving penalty, and associated 180 second post-race time penalty for failure to serve a 120 second self-serving penalty.
- Added the requirement to report when a self-serving penalty was completed.