



VSCA SPORTING CODE

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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. **CORNERS PER INCIDENT (CPI)** – a calculation done by VSCA Organizers to determine the number of corners driven for each iRacing incident accumulated.
- 1.5. **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.
- 1.6. **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.
- 1.7. **EVENT** – any session (test, practice, qualifying, and/or race) put on by VSCA.
- 1.8. **ENTRY** – one (1) car entered by a Team that runs in a race or championship
- 1.9. **FREE AGENT** – every approved VSCA member who is not currently signed to a team in the VSCA Paddock.
- 1.10. **FULL COURSE YELLOW (FCY)** – a procedure initiated by RC to neutralize the race.
- 1.11. **MEMBER** – any Free Agent, Competitor (Driver, Spotter or Crew Chief), or Team Manager that has registered and was approved for a VSCA membership.
- 1.12. **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.
- 1.13. **RACE CENTER** - a section in the VSCA Paddock where Competitors can find all important information pertaining to a specific Event.
- 1.14. **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.

- 1.15. **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.
- 1.16. **SPORTING CODE (SC)** – the document that governs the organization and conduct of VSCA sanctioned events.
- 1.17. **TEAM** – the managing entity entering one or more Entries into a series such as Wayne Taylor Racing or Turner Motorsports from IMSA.
- 1.18. **TEAM MANAGER** – the person who oversees and runs a Team within VSCA.
- 1.19. **TEAM OWNER** – the person who owns a team.
- 1.20. **VIRTUAL SPORTS CAR ASSOCIATION (VSCA)** – the sanctioning body and iRacing league.
- 1.21. **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 Regulations") 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 Regulations 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 Regulations and must abide by their provisions.

2.3. Discussions of The Sporting Code or The Regulations

- 2.3.1. Discussions done in a respectful manner to gain a better understanding of either The Sporting Code or The Regulations are welcome. Any suggestions or disagreements pertaining to The Sporting Code or The Regulations 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 Regulations, the interpretation and application of the Organizers shall prevail. In the absence of regulations relating to specific incidents, the Organizers and/or RC will follow a consistent manner in what has been done in previous races during the current season. The Sporting Code and/or The Regulations 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 Regulations, 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 Regulations 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 Regulations 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 Regulations 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 Regulations. 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 Regulations, including future revisions, and to conduct themselves in accordance with The Sporting Code and The Regulations. If there is a disagreement or dispute regarding the meaning or application of The Sporting Code and/or The Regulations, 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 Regulations are binding and final.
- 2.5.2. If a Member has a problem with either The Sporting Code or The Regulations, 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 Regulations 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 Regulations, 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. VSCA DRIVER CLASSIFICATIONS SYSTEM

7.1. Purpose

7.1.1. VSCA has its own Driver Classifications used to rate a Driver's speed in comparison to the competition within VSCA and classify Drivers accordingly.

7.1.2. 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.

7.2. Classifications

- 7.2.1. 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.
- 7.2.2. 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.
- 7.2.3. 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.
- 7.2.4. 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.
- 7.2.5. 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.
- 7.2.6. 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

7.3. Updating Classifications

- 7.3.1. 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:
- 7.3.2. 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.
- 7.3.3. 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.
- 7.3.4. 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.
 - 7.3.4.1. *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.
 - 7.3.4.2. *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.
 - 7.3.4.3. *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.

- 7.3.5. 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.
- 7.3.6. 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. New Drivers to VSCA must have a minimum of 3 races within VSCA prior to possibly receiving a trend.

8. VSCA CPI CALCULATION

8.1. Principle

- 8.1.1. 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.
- 8.1.2. 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.

8.2. Calculation

- 8.2.1. 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.
- 8.2.2. 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
<i>Totals:</i>		5,279	12

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

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

8.3. CPI Ranking Levels

8.3.1. 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

8.4. Tie Breakers

8.4.1. 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.

8.5. Race Specific CPI Requirements

8.5.1. 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.

- 8.5.2. 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.

9. COMMUNICATION POLICY

9.1. VSCA Discord Server

- 9.1.1. 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.
- 9.1.2. 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.
- 9.1.3. 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.

9.2. iRacing Voice & Text Chat

- 9.2.1. 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.
- 9.2.2. 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.

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

9.3. E-mail

9.3.1. 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

10. INCIDENT REPORTS

10.1. Who May File a Report

10.1.1. 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.

10.2. Filing an Incident Report

10.2.1. An Incident Report must be made in writing, specifying which sections of the The Sporting Code or the The Rules have been violated.

10.2.2. 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.

10.2.3. 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.

- 10.2.4. 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.

10.3. Review of Incident Reports

- 10.3.1. 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.
- 10.3.2. 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.
- 10.3.3. 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.

11. APPEALS

11.1. Right to Appeal

- 11.1.1. 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.

11.2. Well-Founded Appeals

- 11.2.1. 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.

11.3. Initiating an Appeal

11.3.1. 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.

11.4. Time requirement to submit appeals:

11.4.1. 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.

11.4.2. The race-specific time window will be included in the Race Center for each Event.

11.5. Appealable Infractions & Decisions

11.5.1. 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 Regulations 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.

11.6. Notification and Final Appeal Decision

11.6.1. 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.

11.7. Order of Appeal Review

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

11.8. Multiple Appeals

11.8.1. 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.

11.8.2. 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.

12. LICENSE PENALTY POINTS

12.1. Information

12.1.1. 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).

12.1.2. LPP will remain on the Driver’s record for the next 6 months. Additionally, Driver’s LLP will carry over each season.

12.1.3. 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

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

12.2. Suspension

12.2.1. 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.

APPENDIX A: PENALTIES TABLE

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
4.6.1 Manipulation of Session Results	Member found guilty of manipulating or attempting to manipulate sessions results	Warning

Section	Infraction(s)	Base Penalty
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
5.2.1 Membership Email Address Requirements	Member registered with a Team email address	Registration rejected
5.3.1 Membership Minimum Age	Member not 16 years old at the time of registration	Registration rejected
5.4.1 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
5.5.1 iRacing Official Starts	Member does not have a minimum of 20 official iRacing Sports Car Starts at the time of registration.	Registration rejected
5.6.3 Language Requirements	Member does not have the required English language fluency as needed in VSCA.	Registration rejected or removal of membership
5.7.1 Discord	Member does not sign up on Discord with their name as it appears on iRacing	Registration rejected
5.7.1 Discord	Member with an active membership leaves the VSCA Discord	Membership revoked immediately
6.2.2 Team Name & Logo Restrictions	Team Name and/or Logo does not align with VSCA requirements	Team Name and/or Logo rejected
6.2.3 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
6.2.4 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
6.3.7 Registration & Team Profile Information	Failure to provide the Team Owner's first name, last name, and email address upon registration	Registration rejected
8.5.2 Race Specific CPI Requirements	A Driver fails to have a CPI of 100 for an Event.	Driver issued 2 LPPs
9.1.1 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
9.1.2 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
9.2.2 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

Section	Infraction(s)	Base Penalty
11.5.1 Initiating an Appeal	Member attempts to file an appeal in a manner other than through the VSCA Paddock	Warning
11.5.2 Appealable Infractions & Decisions	Member attempts to file an additional appeal after the VSCA ruling	Warning
12.2.1 Suspension	Member has 12 or more license penalty points	Suspended until enough penalty points have expired from their record

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.

February 22, 2026

- Moved all regulations specific to the Sportscar Championship to the Sportscar Championships Regulations (not included in redline version of this update)
- Removed all definitions specific to the Sportscar Championship
- Updated any reference of "The Rules" to "The Regulations"
- Clarified that any new Driver must have a minimum of 3 point scoring races
- Moved the penalties table to Appendix A and updated to reflect the changes above (changes not included in redline version of this update)