



# VSCA SPORTING CODE

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# TABLE OF CONTENTS

<b>1. DEFINITIONS.....</b>	<b>5</b>
<b>2. INTRODUCTION.....</b>	<b>7</b>
2.1. Vision and Primary Goal of VSCA.....	7
2.2. Control of Competition.....	7
2.3. Interpretation and Application.....	8
2.4. Acknowledgement of Rules.....	8
<b>3. SOFTWARE EXPLOITATIONS INTEGRITY.....</b>	<b>9</b>
<b>4. PERSONAL CONDUCT POLICY.....</b>	<b>9</b>
4.1. Principles.....	9
4.2. Exploitation of loopholes within rules.....	10
4.3. Nefarious Tactics.....	10
4.4. Verbal and text-based abuse.....	11
4.5. Intentional wrecking.....	11
4.6. Manipulation of session results.....	11
4.7. iRacing account sharing.....	12
4.8. Personal Conduct Policy Penalties.....	12
4.9. Multiple iRacing accounts per person/"smurf accounts".....	12
<b>5. TEAM REGISTRATION.....</b>	<b>13</b>
5.1. Team Name & Logo Restrictions.....	13
5.2. Registration & Team Profile Information.....	14
5.3. Drivers, Spotters, and Crew Chiefs.....	14
5.4. Adding Members to a Team, Members Joining a Team.....	14
5.5. Members Changing Teams.....	15
5.6. Minimum Age.....	15
5.7. Language Requirements.....	15
<b>6. TEAM DESIGN REGULATIONS.....</b>	<b>15</b>
6.1. Requirements.....	15
6.2. Copyright & Intellectual Property.....	16
6.3. Prohibited Material.....	16
6.4. VSCA Design Templates & Series Decal Layers.....	17
6.5. Car Design Requirements.....	17
6.6. Spec Maps.....	19

6.7. Suits and Helmets.....	19
6.8. Design Packs.....	19
6.9. Design Submission Process.....	20
<b>7. VSCA DRIVER RATING SYSTEM.....</b>	<b>20</b>
7.1. Purpose.....	20
7.2. Classifications.....	21
7.3. Racing with Ineligible Classification.....	22
<b>8. VSCA SAFETY RATING SYSTEM.....</b>	<b>23</b>
8.1. Principle.....	23
8.2. Calculation.....	23
8.3. Safety Rating Levels.....	24
8.4. Tie Breakers.....	24
<b>9. COMMUNICATION POLICY.....</b>	<b>25</b>
9.1. VSCA Discord Server.....	25
9.2. iRacing Voice & Text Chat.....	25
9.3. E-mail.....	25
<b>10. SERVER REGISTRATION REQUIREMENTS.....</b>	<b>26</b>
<b>11. ON-TRACK CONDUCT POLICY.....</b>	<b>26</b>
11.1. A Message from the Organizers.....	26
11.2. Race Start.....	27
11.3. Defending and Blocking.....	28
11.4. Passing & Bump Drafting.....	28
11.5. Same Class Blue Flags.....	29
11.6. Different Class Blue Flags.....	29
11.7. Unsafe Rejoins From Spins / Off Tracks.....	29
11.8. Track Limits.....	29
11.9. Poor Network/Connection Issues.....	29
11.10. Checkered Flag & Post-Race.....	30
11.11. iRacing Disqualifications.....	30
11.12. iRacing Meatball Flags.....	30
<b>12. INCIDENT REPORTS/PROTESTS.....</b>	<b>31</b>
12.1. Who May File a Report.....	31
12.2. Filing an Incident Report.....	31

12.3. Review of Incident Reports.....	31
<b>13. APPEALS.....</b>	<b>32</b>
13.1. Right to Appeal.....	32
13.2. Well-Founded Appeals.....	32
13.3. Initiating an Appeal.....	32
13.4. Appealable Infractions & Decisions.....	32
13.5. Notification and Final Appeal Decision.....	33
13.6. Order of Appeal Review.....	33
<b>14. PENALTY POINTS.....</b>	<b>34</b>
14.1. Information.....	34
14.2. Warning & Suspension.....	34
<b>15. OFFICIAL RESULTS.....</b>	<b>34</b>
<b>16. PENALTIES TABLE.....</b>	<b>34</b>
<b>17. CHANGELOG.....</b>	<b>37</b>

# 1. DEFINITIONS

- 1.1. VSCA has a plethora of language and terms that are either unique to the league, or have a slightly different meaning than the term out on a real track. These definitions should provide you with some of the most often used terms within VSCA.

**ASSISTANT MANAGER** - the person who may act as a substitute for a Team Manager within VSCA.

**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.

**EVENT** - any session (test, practice, qualifying, and/or race) put on by VSCA.

**ENTRY** - one car entered by a Team that runs in a race or championship

**ENTRY 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 entry deadline is 7 days before the first scheduled race of an Entry, or the next race of an Entry.

**MEMBER** - any Free Agent (Member without a Team), Competitor (Driver, Spotter or Crew Chief), or Team Manager that has registered and was approved for a VSCA membership.

**NETCODE / GHOST CONTACT** - When contact occurs between two cars without any actual "visible" contact. Usually there is space between two 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.

**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](mailto:admin@vscaracing.com).

**RACE BULLETIN** - the official document made available by Organizers in the VSCA Paddock prior to each event.

**RACE CONTROL** - 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. Race Control is available via the [@Race Control](#) tag on Discord or via email at [racecontrol@vscaracing.com](mailto:racecontrol@vscaracing.com). Incident reports must be submitted via the VSCA Paddock.

**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).

**RACING SURFACE** - Any area between 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 all 4 tires are outside the white lines.

**TEAM** - the managing entity entering one or more Entries into a series such as Wayne Taylor Racing or Turner Motorsports from IMSA.

**TEAM MANAGER** - the person who oversees and runs a Team within VSCA.

**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>.

**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 Bulletin 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 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. Virtual Sports Car Association (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. 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 anytime 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 bulletin 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. Interpretation and Application**

- 2.3.1. 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 will follow a consistent manner in what has been done in previous races. The Sporting Code and/or The Rules will consequently be updated prior to the next race for clarification.
- 2.3.2. 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.
- 2.3.3. 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.
- 2.3.4. 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 make a determination that is not contemplated by or is inconsistent with The Sporting Code or The Rules. All such determinations are binding and final.

## **2.4. Acknowledgement of Rules**

- 2.4.1. 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.

- 2.4.2. 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 through official channels.

### **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
- 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 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 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 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 – will conduct themselves in the same way as a respectful participant would at an event in the physical world. All members 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. VSCA Race Control 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 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. TEAM REGISTRATION**

### **5.1. Team Name & Logo Restrictions**

- 5.1.1. VSCA cannot be held responsible for names and logos used for any Team or Entry. Responsibility entirely lies with the Teams/Members.
- 5.1.2. Regardless of consent, Team Names & Logos which fall under any of the following are not allowed:
  - 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
- 5.1.3. 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.
- 5.1.4. 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. Failure to do so will result in immediate demotion to the Reserve List.
- 5.1.5. 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.
- 5.1.6. Violations of this policy may include suspension of the guilty Team's or Member's VSCA Membership.

## **5.2. Registration & Team Profile Information**

- 5.2.1. Teams have to 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.
- 5.2.2. VSCA may refuse, suspend, or revoke a Team Manager's, Assistant Manager's, or Team's Membership in the League at any time.
- 5.2.3. **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.
- 5.2.4. **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.
- 5.2.5. There is no restriction on the number of Drivers that a Team may use over the course of the season.
- 5.2.6. 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 driver's have read and understand both.

## **5.3. Drivers, Spotters, and Crew Chiefs**

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

## **5.4. Adding Members to a Team, Members Joining a Team**

- 5.4.1. Once a Member is registered and approved with VSCA, a Team Manager can add them to their Team in the VSCA Paddock.
- 5.4.2. Team Managers or Assistant Managers are required to add all needed drivers for an event, by 23:59 GMT the evening before race day.

- 5.4.3. 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.

## **5.5. Members Changing Teams**

- 5.5.1. 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.

- 5.5.2. The Organizers reserve the right to veto any Member changes at any time.

## **5.6. Minimum Age**

- 5.6.1. Members are required to be 16 years or older at the time of their VSCA membership registration. **Important:** Additional minimum age requirements may be applicable in specific series.

## **5.7. Language Requirements**

- 5.7.1. 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.
- 5.7.2. Organizers reserve the right to terminate the membership of a Team and/or a Member if they have the subjective impression that the language requirements are not met sufficiently.

# **6. TEAM DESIGN REGULATIONS**

## **6.1. Requirements**

- 6.1.1. Team Managers are required to submit custom car designs for all their Team's Entries before the entry deadline to be eligible for the Series Grid or Reserve List, otherwise the Entry will not be allowed to compete. Spec Maps are required for specific car Models. Suits and helmet designs are optional.
- 6.1.2. Failure to submit an approvable car design before the entry deadline, 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.

- 6.1.3. VSCA Organizers emphasize the Team Manager is responsible for submitting Car Designs that meet the Design Requirements in this document well before the entry 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.
- 6.1.4. 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.
- 6.1.5. 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.

## **6.2. Copyright & Intellectual Property**

- 6.2.1. All Teams/Drivers must be able to supply express written consent to VSCA 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.

## **6.3. Prohibited Material**

- 6.3.1. Regardless of consent, the logo(s) or materials on a car which falls under any of the following are not allowed:
  - 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.

## 6.4. VSCA Design Templates & Series Decal Layers

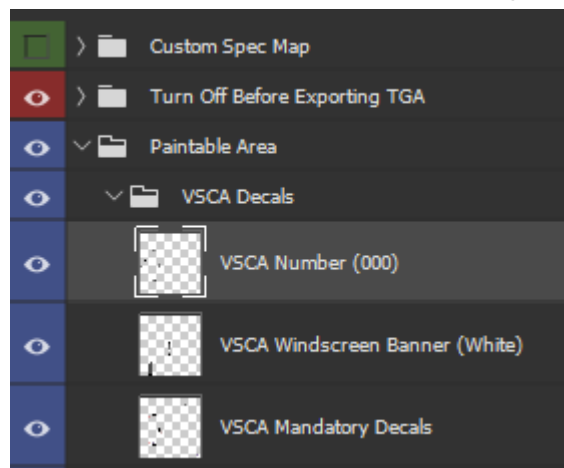
6.4.1. Teams will be provided with all requisite Car Design templates and decals for use in VSCA competition. These can be downloaded as a zip file from the VSCA Paddock. The Car Design zip file contains:

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

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

6.4.3. **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.

6.4.4. The **VSCA Number PNG** file must be manually added into the **VSCA iRacing Car Template PSD** file. It is required that the **VSCA Number** layer be placed above the **VSCA Mandatory Decals** layer. See example below:



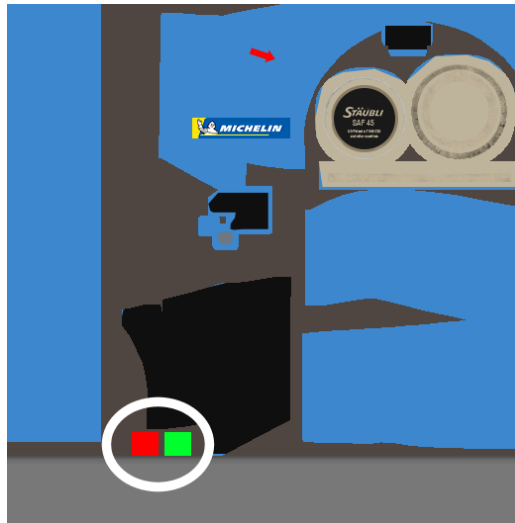
## 6.5. Car Design Requirements

6.5.1. 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 and series logos, class decal and color designations, and league/series sponsor logos.

- 6.5.2. The **VSCA Number** layer must be used without obstructions and without modification of size, color, design and position. This layer includes:
- Three (3) numbers, one (1) on each side and one (1) visible from the front.
  - One (1) number displayed on the rear of GT PRO and GT AM entries. The rear number utilizes a class colored rectangle that serves as a background for the number.
  - Two (2) numbers, one (1) on each side of the pit board. The pit board numbers utilize a class colored rectangle that serves as a background for the number.
- 6.5.3. The **VSCA Windscreen Banner** layer must be used without obstructions and without modification of size, color, design and position. This layer includes:
- Teams with one (1) car in a class, the car's windscreen banner must be white.
  - Teams with two (2) cars in the same class, the second car's windscreen banner must be black.
  - Any additional entry(s) in the same class for a Team will have a unique banner color for each additional entry(s).
- 6.5.4. 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.
- 6.5.5. For teams with more than one (2+) cars in the same class it is required that Car Designs for each entry include elements that make be easily distinguishable between each other.
- 6.5.6. 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.

6.5.7. iRacing Car Design Template pit colors example screenshot:



6.5.8. 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.

## 6.6. Spec Maps

6.6.1. 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.

6.6.2. 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.

## 6.7. Suits and Helmets

6.7.1. 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.

## 6.8. Design Packs

6.8.1. 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.

- 6.8.2. 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.
- 6.8.3. 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.

## **6.9. Design Submission Process**

- 6.9.1. 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.
- 6.9.2. **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!
- 6.9.3. 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.
- 6.9.4. If the Organizers 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.
- 6.9.5. 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.

## **7. VSCA DRIVER RATING SYSTEM**

### **7.1. Purpose**

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

- 7.1.2. This is a system, or calculation, that takes a combination of Sports Car iRating plus actual performance, or speed, in VSCA events. Unlike Sports Car iRating, this system 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 VSCA Driver Rating. Any Driver that falls outside the maximum (P 4250) and minimum (B 1500) rating window will be rated H (high), and L (low) respectively. The Driver in question will then no longer be able to compete in VSCA.
- 7.2.2. Organizers will determine if any races included in a Driver's Driver Rating calculation qualify as an "outlier", on a case-by-case basis. Any outlier race will be excluded from the Driver Rating calculation.
- 7.2.3. The only time Sports Car iRating will be used as *the only input* in the system 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 Rating will reset. For Drivers who have not participated in VSCA previously or whose VSCA Driver Rating has been reset, they will be required to have a Sports Car iRating between 1500 and 4250 for their first VSCA event or their next VSCA event if their rating was reset.
- 7.2.4. Once a Driver has competed in an event and has a VSCA Driver Rating, there will be no required minimum or maximum Sports Car iRating that a Driver will need to adhere to.
- 7.2.5. Ratings will be updated after each event to give an accurate representation of a Driver's performance over the course of the season. A Driver's rating will only be updated for races they participate in. Drivers who have participated in VSCA events can see their Driver Rating in the VSCA Paddock.
- 7.2.6. The Sports Car iRating of a Driver on race day will be included in the calculation of the driver's VSCA Driver Rating. The Sports Car iRating will always be weighted 25% and the Driver's performance will be weighted 75% in the Driver Rating calculation.

$$\begin{aligned} & \text{Driver's Performance} * 0.75 + \text{Driver's Sports Car iRating} * 0.25 \\ & = \text{VSCA Driver Rating} \end{aligned}$$

7.2.7. The table below shows what the classification will be based on either a driver's Sports Car iRating (if no previous VSCA races or a reset VSCA Driver Rating) or a Driver's VSCA Driver Rating (if they have previous VSCA races):

<b>Sports Car iRating (no previous VSCA Races/reset Driver Rating) or VSCA Driver Rating</b>	<b>Classification</b>
4251 or higher	H
3375 – 4250	P
2750 – 3374	G
2125 – 2749	S
1500 – 2124	B
1499 or lower	L

### **7.3. Racing with Ineligible Classification**

- 7.3.1. Any Driver with a minimum of one start within VSCA and a lower classification than required to participate in either a series or a class within a series, will be allowed to race so long as they meet a Driver specific Sports Car iRating requirement prior to the start of FP1 of the event they wish to participate in, and maintain that Sports Car iRating until the start of the race.
- 7.3.2. The Driver, Team Manager, or Assistant Manager is required to proactively contact Organizers via email at [admin@vscaracing.com](mailto:admin@vscaracing.com) with proof that the Driver has reached the required Sports Car iRating. Organizers will review and inform the Team Manager, Assistant Manager, and the Driver if the Driver is eligible to compete in the upcoming event.
- 7.3.3. If a Driver has met the requirement and is eligible, they will be considered to be classified as the next higher classification for that event only. The process will repeat until the Driver's VSCA Driver Rating actually changes to the next higher classification.

- 7.3.4. The Sports Car iRating requirement calculation takes their most recent performance and calculates the required Sports Car iRating to have a VSCA Driver Rating that is equal to the next higher classification.
- 7.3.5. **Example:** A Driver's most recent performance equivalent to a VSCA Driver Rating of 1411 combined with their Sports Car iRating of 1538, gives them a VSCA Driver Rating of 1443:

$$1411 * 75\% + 1538 * 25\% = 1443 \text{ VSCA Driver Rating}$$

In order to have a VSCA Driver Rating of B 1500 (the next higher classification) with their current performance, the Driver will need a Sports Car iRating of 1767 before the start of FP1 of their next event and maintain this Sports Car iRating through the start of the race.

$$\frac{1500 - (1411 * 75\%)}{25\%} = 1767 \text{ Sports Car iRating}$$

- 7.3.6. Drivers can find their Sports Car iRating required to reach the next higher classification within the VSCA Paddock.

## 8. VSCA SAFETY RATING SYSTEM

### 8.1. Principle

- 8.1.1. VSCA uses its own Safety Rating System to determine a Driver's safety racing record. This is season and series specific, and does not carry over from series to series, or from season to season.
- 8.1.2. The Safety Rating System will not prevent any Driver from participating in any event. It exists for informational purposes and the Series Specific Clean Driver's Award.

### 8.2. Calculation

- 8.2.1. The Driver's Safety Rating is based on Corners Per Incident (CPI) during a season. The CPI calculation 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
<b>Totals:</b>		<b>5,279</b>	<b>12</b>

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. Safety Rating Levels

8.3.1. Here are the Safety Rating levels VSCA will be using and the associated CPI at each level:

CPI	<75	76-87	88-100	101-114	>115
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8.3.2. A Driver's Safety Rating and corresponding CPI calculation will reset at the start of a new season.

### 8.4. Tie Breakers

8.4.1. In the event of a tie at the end of the season, the following tie breakers will apply:

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



## **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 in order 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) 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 iRacing voice and text chat. Transmitting 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.

### **9.3. 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. SERVER REGISTRATION REQUIREMENTS

10.1.1. Before connecting to an official VSCA session (practice or 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 VSCA-registered and VSCA-approved Members only
- before the beginning of the drivers meeting

10.1.2. **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!

10.1.3. In case an Entry is in violation of the server registration requirements, the following penalties apply:

## 11. ON-TRACK CONDUCT POLICY

### 11.1. A Message from the Organizers

11.1.1. 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 and the avoidance of accidents, rewarding safe driving and minimizing the number of on-track accidents.

- 11.1.2. 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.

## **11.2. Race Start**

- 11.2.1. 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 pace car speed until the start of the race.
- 11.2.2. 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.
- 11.2.3. Drivers are not allowed to approach the designated start zone to speeds that are well beyond the 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.
- 11.2.4. 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.

- 11.2.5. From the start of the race until after the first corner, no more than two 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 Bulletin for each event.
- 11.2.6. 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.

### **11.3. Defending and Blocking**

- 11.3.1. 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.
- 11.3.2. 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 reactive move to block, sometimes seen in other series.
- 11.3.3. 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.

### **11.4. Passing & Bump Drafting**

- 11.4.1. It is the responsibility of both the overtaking Driver and the Driver being overtaken to assure safe overtaking. Where two Cars are reasonably alongside each other, each must permit the other racing room.
- 11.4.2. If a slower class car does not want the faster class car passing on the inside, the slower class car must take the inside line fully allowing the faster class to take the outside line. Slower class cars must remain predictable in their line, speed and trajectory, while doing so.

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

## **11.5. Same Class Blue Flags**

11.5.1. Cars in the same class 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. The slower car is required to yield the corner and help facilitate the pass as soon as the faster car shows intent and is close enough (1 to 2 car lengths) on a straight or going into a corner to effectively make a safe pass.

## **11.6. Different Class Blue Flags**

11.6.1. Slower classes do not have to yield to faster classes when they are shown the blue flag within iRacing. However, slower classes are responsible to help facilitate the pass as safely and quickly as possible.

## **11.7. Unsafe Rejoins From Spins / Off Tracks**

11.7.1. 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.

11.7.2. 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.

## **11.8. Track Limits**

11.8.1. Cars are not allowed to go beyond the racing surface to pass another car, regardless of class under normal racing conditions.

11.8.2. Cars are not allowed to force another Competitor off the racing surface to gain an advantage.

## **11.9. Poor Network/Connection Issues**

11.9.1. Any Driver and/or Entry with a poor connection issue during the race (i.e. blinking, lagging around, etc.) will be monitored by Race Control 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, Race Control may disqualify the Driver and/or Entry during the race.

## **11.10. Checkered Flag & Post-Race**

- 11.10.1. Any car that has crossed the start/finish line to take the checkered flag is supposed to return to the pits safely and without incidents and pace slower than race speed. The only time a car is allowed to tow back to the pits after taking the checkered flag is if they run out of fuel. Towing after the checkered flag when not out of fuel may result in a post-race penalty. The class winning cars are allowed to stop on the cool-down lap and do celebratory burnouts in a safe area.
- 11.10.2. 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.
- 11.10.3. Car contacts, wrecks or any other type of incidents after taking the checkered flag may be subject to a penalty, just as in-race incidents.
- 11.10.4. For broadcasted 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.

## **11.11. iRacing Disqualifications**

- 11.11.1. Race Control will NOT clear anyone disqualified from iRacing.
- 11.11.2. 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.

## **11.12. iRacing Meatball Flags**

- 11.12.1. 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.

## **12. INCIDENT REPORTS/PROTESTS**

### **12.1. Who May File a Report**

12.1.1. 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.

### **12.2. Filing an Incident Report**

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

12.2.2. 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.

12.2.3. 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.

12.2.4. 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.

### **12.3. Review of Incident Reports**

12.3.1. 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.

12.3.2. VSCA shall review an Incident Report as soon as practical. All in-race Incident Reports will be reviewed post race unless specified otherwise by Race Control. 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.

- 12.3.3. 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.

## **13. APPEALS**

### **13.1. Right to Appeal**

- 13.1.1. Any Member or Team assessed a post race 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.

### **13.2. Well-Founded Appeals**

- 13.2.1. 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.

### **13.3. Initiating an Appeal**

- 13.3.1. 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. Appeals must be submitted within twelve (12) hours of the penalty being issued. Primary source of information will be the iRacing replay available to Race Control. 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.
- 13.3.2. **Time requirement to submit appeals:** Appeals must be filed through the VSCA Paddock website within 12 hours of the notification of the penalty.

### **13.4. Appealable Infractions & Decisions**

- 13.4.1. Depending on the infraction and the associated decision, the Incident Report can be appealed by the penalized Driver or Team only.



13.4.2. Listed below are infractions and decisions that are subject to appeal. Only Incident Reports with an Infraction and Decision listed below are appealable.

13.4.3. Infractions:

- Checkered Flag/Post-Race Violation
- Exploitation of Loopholes
- FCY Car Contact Violation
- FCY Weaving Violation
- Incident Responsibility
- iRacing Voice/Text Chat Violation
- Manipulation of session results
- Personal Conduct Policy Violation
- Pit Road Fast-Lane Violation
- Software Exploitations
- Track Limits Violation
- Unsafe Rejoin

13.4.4. Decisions:

- Drive-through Penalty
- Post-Race Lap Penalties
- Post-Race Time Penalties
- Post-Race Penalties (Other)
- Stop & Hold Time Penalties
- Stop & Hold Lap Penalties

## **13.5. Notification and Final Appeal Decision**

13.5.1. VSCA will notify the Member of its final decision as soon as practical after the decision is rendered. 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.

13.5.2. 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. Once an appeal is unsuccessful and the penalty remains, the Entry can no longer appeal any future penalty in that race.

## **13.6. Order of Appeal Review**

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

## **14. PENALTY POINTS**

### **14.1. Information**

- 14.1.1. Any time a driver is issued a penalty by Race Control for on track safety related infractions such as incident responsibility, unsafe rejoin, intentional wrecking, etc., the Driver at fault will be issued a penalty point.
- 14.1.2. Penalty points will remain on the Driver's record for the next 6 months.
- 14.1.3. Drivers can see how many penalty points they currently have via the VSCA Paddock.

### **14.2. Warning & Suspension**

- 14.2.1. If at any point a Driver has 3 penalty points on their record, they will be issued a warning.
- 14.2.2. If a Driver has 4 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.

## **15. OFFICIAL RESULTS**

- 15.1. Directly following the completion of a Race, the "Unofficial" results reflect the running order on the racetrack. "Provisional" results are posted at the conclusion of review of on-track incidents. "Official Results" are those issued in PDF format from the VSCA after any final review of appeals and verification of results.
- 15.2. VSCA reserves the right to adjust any Official Results for potential errors found at a later point in time.

## **16. PENALTIES TABLE**

- 16.1. Below are the penalties for breach of rules 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.

<b>Section</b>	<b>Infraction(s)</b>	<b>Base Penalty</b>
3. Software Exploitation Integrity	- A Driver, Entry, and/or Team is found guilty of Software Exploitation Integrity	- Warning
4. Personal Conduct Policy	- A Driver, Entry, and/or Team is found guilty of the Personal Conduct Policy	- Warning
9. Communication Policy	- A Driver, Entry, and/or Team is found guilty of the Communication Policy	- Warning
10. Server Registration Requirements	- Incorrect Car Model	- Automatic disqualification of Entry from event
	- 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>
	- Incorrect iRacing Team ID (Team series only)	- Automatic disqualification of Entry from event
	- iRacing Team Name unclear/does not match VSCA Entry registration (Team series only)	- 45s Stop & Hold penalty
	- Entry did not connect to server before beginning of Driver's Meeting and did not contact Race Control	- Automatic disqualification of Entry from event
11.2. On-Track Conduct Policy > Race Start	- Pole Sitter accelerates before the designated start zone	- Drive Through
11.3. On-Track Conduct Policy > Defending and Blocking	- Entry is found guilty of blocking	- Warning
11.3. On-Track Conduct Policy > Passing & Bump Drafting	- Entry is found guilty of bump drafting	- Warning
11.5. On-Track Conduct Policy > Same Class Blue Flags	- Entry is found to have ignored blue flags	- Warning

<b>Section</b>	<b>- Infraction(s)</b>	<b>- Base Penalty</b>
11.7. On-Track Conduct Policy > Unsafe Rejoins	- Entry has rejoined the track unsafely	- Warning
11.8. On-Track Conduct Policy > Track Limits	- Entry has gone beyond the racing surface to pass another car regardless of class under normal racing conditions	- Warning
	- Entry has forced a Competitor off the racing surface to gain an advantage	- Warning
11.9. On-Track Conduct Policy > Poor Network/ Connection Issues	- Driver or Entry has poor connection issues.	- Warning or requirement to pit immediately to remove the Driver to fix the issue.
	- Driver or Entry has persistent poor connection issues after the first penalty.	- In race disqualification.
11.9. On-Track Conduct Policy > Checkered Flag & Post-Race	- Towing after the checkered flag without running out of fuel	- Warning
	- Cars that have taken the checkered flag have passed and/or interfered with cars that have not taken the checkered flag	- Warning

## 17. CHANGELOG

### December 17, 2023

- Added section 4.9 to address usage of multiple iRacing accounts / so-called “smurf accounts”

### December 19, 2023

- Added section 16. Penalties Table

### December 20, 2023

- Updated sections 6.6.1 and 6.6.2. to reflect Spec Maps are now required for all cars

### December 23, 2023

- Updated the definition of “Entry Deadline” to remove the 21 days before the first race of a championship season stipulation
- Added in section 11.9 Poor Network/Connection Issues
- Added in “bump drafting” clarification to the on track conduct
- Updated the Penalties Table to reflect changes

### January 6, 2024

- Updated the appealable infraction and decisions list

### January 22, 2024

- Updated date of document version on first page
- Update section 3.2. to clarify using clutch to save fuel is prohibited

### February 10, 2024

- Updated section 11 to add clarity on Race Control’s handling of iRacing disqualifications and meatball flags

### March 17, 2024

- Updated all instances of “iRating” to “Sports Car iRating”

**April 5, 2024**

- Updated the Driver Ratings Section to clarify a Driver's rating will reset after 7 consecutive months without a VSCA start.