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TERMS & REGULATIONS

I. SPORTING REGULATIONS

1. ORGANISATION

1.1 Competition Details

Virtual Competition Organisation (VCO) GmbH, hereinafter referred to as the organizer for the series, has partnered with the International Motor Sports Association (IMSA) to run the IMSA Esports Open Challenge, hereafter IMSA EOC.

For 2023, the IMSA EOC will consist of a single race. Drivers will be able to attempt to qualify for the race using the iRacing Time Attack Feature.

Race 1	16 th December
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Each IMSA EOC race will run for 20 minutes, with the GT4 class being used with five different manufacturers each represented with five entries.

iRacing Time Attacks will be setup for each individual car, with the leaderboard results being used to determine the Entry List for the race.

1.2 Simulation Platforms & Additional Software

- 1.2.1** The series will be hosted on the iRacing simulator
- 1.2.2** Drivers and team managers are required to be in the IMSA EOC Discord Server (<https://v-c-o.info/imsaesports>).
- 1.2.3** While in the race server, drivers are required to be in a Zoom call provided in a briefing before each race.
- 1.2.4** By joining an IMSA EOC session, each driver/team accepts the underlying Series Terms & Regulations set out below in this document as well as the VCO Code of Conduct in place across all VCO sanctioned competition.
- 1.2.5** Drivers will only be required to own the car that they will be driving in addition to the track to join the server.

2. SERIES STIPULATIONS

2.1 Official Language

2.1.1 The official series language is English. Only the English regulations text is binding.

2.2 Responsibility

2.2.1 The participants take part in the event at their own risk. They shall be fully liable under civil and criminal law for all damage caused by them, unless exclusion of liability is agreed as stated in this document.

2.3 Changes to Regulations

2.3.1 Only VCO may change these Terms & Regulations.

2.4 Cancellation of Event

2.4.1 VCO reserves the right to cancel an event or individual competitions or to postpone an event. Claims for damages or performance are excluded in this case.

2.5 Code of Conduct

2.5.1 The VCO Code of Conduct as published at <https://vco-esports.com/results-center/> complements the Terms & Regulations.

3. TIME ATTACK SCHEDULE

3.1 Qualifying Schedule

- 3.2.1** The iRacing Time Attack will go live at 12:00 UTC on December 5th, 2023.
- 3.2.2** The iRacing Time Attack will close at 23:59 UTC on December 10th, 2023.
- 3.2.3** Drivers will be notified by 18:00 UTC on December 11th, 2023 if they are eligible to enter the 2023 IMSA EOC and must respond before 23:59 UTC on December 12th, 2023.
- 3.2.4** The 2023 qualifiers are scheduled to run on the following track:

11th- 15th Dec	Daytona International Speedway
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4. ENTRIES

4.1 Entries

- 4.1.1** Up to 25 Drivers will take part in the 2023 IMSA EOC.
- 4.1.2** Participation in the 2023 IMSA EOC is open to any user with an active iRacing account in good-standing.
- 4.1.3** Drivers that have competed in the 2023 IMSA Esports Global Championship are ineligible to participate in the 2023 IMSA EOC.
- 4.1.4** Drivers must qualify into the 2023 IMSA EOC on a per-round basis via the iRacing Time Attack System.
- 4.1.5** An individual iRacing Time Attack will be created during each round of the championship for each car. Drivers can enter multiple Time Attacks to attempt to qualify across multiple cars.
- 4.1.6** At the conclusion of the iRacing Time Attack, the fastest 5 eligible Drivers will be permitted into entry into that round of the 2023 IMSA EOC.
- 4.1.7** If a Driver is eligible for entry in multiple cars, the highest ranking achieved in Time Attack Position will take priority as tiebreaker. If required, the Driver's lap time will be used as a second tiebreaker. The next eligible driver for the other car(s) will then be permitted entry.
- 4.1.7** Drivers are approved for participation at the sole discretion of the organizer.
- 4.1.8** The organizers reserve the right to reject drivers from an individual event or the full competition with no right to appeal.
- 4.1.9** Each manufacturer is guaranteed a certain number of entries in each class. Each manufacturer will be represented by 5 cars.
- 4.1.10** The final entry list will be determined from the registrations by the IMSA Esports Selection Committee, which all decisions being made final with no right of appeal.
- 4.1.11** Eligible Drivers will be asked to fill out a form allowing them to provide Biographical and Team Information for the Broadcast and Commentators at the time of acceptance.
- 4.1.12** It is mandatory that any drivers representing a Team in an official IMSA EOC session uses the account on the respective platform in his own name to compete in the event. Should a different driver use the account of the driver, there will be immediate exclusion from the event for the respective Driver.

4.3 Cars & Set-ups

- 4.3.1** The following cars will be used in the IMSA EOC:

GT4

1. Aston Martin Vantage GT4
2. BMW M4 GT4
3. McLaren 570S GT4
4. Mercedes-AMG GT4
5. Porsche 718 Cayman GT4 Clubsport MR

- 4.3.2** Drivers will be permitted open setups during each race.

4.4 Balance of Performance

- 4.4.1** A custom Balance of Performance (BoP) will be created for each race by TFRLab. This BoP will be communicated to drivers in an Event Briefing in the week before the Event.
- 4.4.2** BoP Changes may be made at any time before the Race Server has gone live.

4.5 Car / Vehicle Numbers

- 4.5.1** Teams will be provided free choice of car numbers, except for #1.
- 4.5.2** Car Numbers are not permitted to have preceding 0s.
- 4.5.3** Car numbers will be allocated based on a first-come-first-served basis.

5. EVENT

5.1 Settings and Weather

- 5.1.1** All sessions will use Dynamic Weather and Skies along with a set in-sim time to be used to generate the session. These details will be communicated to drivers in the official Event Briefing.

5.2 Event Day Schedule (all times Eastern Time)*

- 5.2.1** All rounds will use the following schedule for event day:

Free Practice	12:00 – 13:15
Briefing	12:45 – 12:50
Qualifying	13:15 – 13:25
Start of live broadcast	13:30
Start of Race	13:33 - 13:35
End of Race	13:55
Interviews	13:55 - 14:00

- 5.2.2** All times are subject to change, the version distributed via each Event Briefing document applies
- 5.2.3** Scheduling is subject to delays due to the live broadcast.

5.3 Qualifying Process

- 5.3.1** As soon as the server advances into the qualifying session, all participants may begin their qualifying laps.
- 5.3.2** Qualifying will be setup as lone qualifier with 10 minutes and 4 laps allowed.
- 5.3.3** There is no minimum qualifying requirement.
- 5.3.4** Teams that fail to complete a lap in qualifying will start from the rear of the field and will be automatically ordered by iRacing.
- 5.3.5** It is permitted to use ESC during the qualifying session to return to pit lane.
- 5.3.6** Qualifying conduct scrutiny will be set to "strict".

5.4 Telemetry Submission

- 5.4.1** Driver's are required to save telemetry data from qualifying until the end of the race and submit it to the organizers.
- 5.4.2** Driver's that fail to provide telemetry within 3 hours of the chequered flag of the race may face penalties including but not limited to disqualification from the race.

6. RACE

6.1 General Remarks

- 6.1.1** Participants are obliged to behave in a sporting and fair manner. The behaviour of their assistants (supervisors, team members, etc.) will be ascribed to them.
- 6.1.2** All race control decisions are final and not appealable. Further clarification can be sought from the organizers after the race is over.

6.2 Briefing document

- 6.2.1** All Drivers will receive an Event Briefing document via a posting in the official IMSA Esports Discord on the Wednesday before event day.
- 6.2.2** Stipulations listed in the briefing document or communicated in the Drivers' Briefing are binding for all participants and must be strictly adhered to.

6.3 Drivers' Briefing

- 6.3.1** The briefing prior to the start of the event takes place in the Series Discord (Stage: oec-briefing-room) and is performed by VCO Sporting Management in conjunction with Race Control.
- 6.3.2** Should non-participation or incomplete attendance at the Drivers' Briefing be ascertained, Race Control can impose a ten-second time penalty for the respective race.
- 6.3.3** Driving on the public practice or race servers during the Drivers' Briefing is forbidden. Race Control can impose a ten-second time penalty for the respective race.

6.4 Start type

- 6.4.1** All races will utilise a rolling start with a defined start zone to be communicated in the official Event Briefing.
- 6.4.2** After the pace car has pulled onto pitlane, all cars must maintain pace car speed until the race has started. Cars failing to maintain speed may receive a 10s P04 Stop and Hold Penalty or greater.
- 6.4.3** The pole sitter has earned the right to start the race. Cars attempting to jump the start before the leader has began the race may receive a 10s P04 Stop and Hold Penalty or greater.
- 6.4.4** Should the pole sitter of either class be judged to start outside of the start zone, Race Control can impose a ten-second time penalty for the respective race.
- 6.4.5** Cars may not be alongside with cars within their starting column until they have crossed the start line after the leader has started the race. Cars that have overlap before they have crossed the line may receive a P03 Penalty or greater.

6.5 Race duration

- 6.5.1** All races are 20 minutes in length.

6.6 Vehicle Paintwork

- 6.6.1** All teams are permitted to create custom liveries to showcase their brands and partners.
- 6.6.2** All liveries must account for the mandatory IMSA EGC livery template for each car used. The templates can be found here: <https://v-c-o.info/imsaoecliveries>
- 6.6.3** The submission deadline for paint files is 14th December

2023 at 19:00 UTC. This is to facilitate the IMSA and VCO approval process.

- 6.6.4** Liveries must be uploaded to RaceSpot Media (<https://racespot.media>) using the correct iRacing account for the Driver.

6.9 Finish Line

- 6.9.1** The finish line only applies on the circuit, not the pit lane.

6.10 Race Control

- 6.10.1** Race Control consists of the Race Director and Stewards.
- 6.10.2** Incidents are evaluated during the race (live race control) by the Stewards with any subsequent penalties announced by the Race Director.
- 6.10.3** The Race Director may choose to issue bulletins in the official Event Briefing that are binding.

6.11 Penalties

- 6.11.1** There are three potential types of penalties
- 6.11.2** Automated – iRacing Automatic Penalties that can occur both during and after the conclusion of the race
- 6.11.3** In-Race – Manual Penalties from Steward Decision that are served during a race
- 6.11.4** Post-Race – Manual Penalties from Steward Decision that can be added to the results of the race or applied as in-race penalties for the next race
- 6.11.5** VCO Race Control will make an effort to award penalties in-race but reserve the right to award post-race penalties per team for any incident not fully reviewed before the end of a race.

6.12 Protests

- 6.12.1** Protests cannot be submitted for the race.
- 6.12.2** Race Control will investigate incidents should they deem it warrants further investigation.

6.13 Settings & Weather

- 6.13.1** All sessions will use Dynamic Weather and Skies along with a set in-sim time to be used to generate the session. These details will be communicated to drivers in the official Event Briefing.

7. PENALTIES

7.1 In-Race Penalties

If Race Control believes that an in-race penalty should be awarded, it will use the following scale to distribute a penalty. Race Control reserves the right to apply a harsher penalty for a second offence, or, an incident that takes a driver out of a prize paying position.

Pen Code	Description
NFA	No Further Action.
P01	Warning This is for the most minor of infractions. A driver will be allowed to accrue three warnings over the course of the event before receiving either a P03 / P04 Penalty
P02	Return Position A driver will be required to give the position gained back at the earliest opportunity (and within one lap of being issued by Race Control). The driver will also accrue a P01 warning. If this takes the driver over the warning threshold, a P03 / P04 Penalty will be applied in lieu of this penalty.
P03	Drive Through Penalty A driver will be required to drive down pit road at the speed limit. A driver will have to serve this within three laps of being issued.
P04	Stop And Hold Penalty A driver will be required to drive down pit road at the speed limit. The driver will then need to remain in their pit stall. A driver will have to serve this within three laps of being issued. Race control is able to give out S/H penalties between 0 and 60 seconds.
P05	Disqualification The driver will be disqualified from the event.
P06	Time Penalty Time will be added onto the driver's race time, and any positions that this will take them behind will be lost.

7.2 Post-Race Penalties

7.2.1 Penalties are applied when a car crosses the line to start their final lap, with the lap only counted if the car would have still been in front of the overall leader when adding the penalty time to the time the car crosses the line to begin its final lap. If the final lap is excluded, the time the car crosses the line to start its final lap plus the time penalty is the time the car is classified as finishing.

8. CHAMPIONSHIPS & PRIZE MONEY

8.1 Championship

8.1.1 There is no official championship points, standings or prizes associated with the 2023 IMSA EOC.

9. GENERAL REGULATIONS

9.1 Livery

- 9.1.1** Changing the position and size of the logos contained on the template provided by the organizers is not permitted.
- 9.1.2** It is permitted to add individual team and sponsor logos pending approval from IMSA and VCO.
- 9.1.3** The final design of the liveries is solely at the discretion of VCO.

9.2 Own Logos / Own Design

- 9.2.1** By providing livery files to VCO, the Team declares that all necessary approvals for using the respective logos and design elements exist.
- 9.2.2** In the event of claims, the driver is liable. The organisers of the series are not liable for any third-party claims.
- 9.2.3** Any logo or livery upload making an association with a political party, pornographic, xenophobic, or otherwise similarly problematic content is forbidden and will result in exclusion from the series.
- 9.2.4** In cases where logos conflict with series partners, teams should contact VCO through their team channels to request approval.
- 9.2.5** VCO has the right to deny the usage of a logo without explanation.

9.3 Communication

- 9.3.1** Availability via the official IMSA Esports Discord is mandatory.
- 9.3.2** Text communication will take place solely via the respective relevant channels in the Series Discord.
- 9.3.3** It is expected that behaviour over the voice and text chat is professional. If a driver abuses these communication channels, Race Control will remove their ability to use them.
- 9.3.4** Post-race interviews will be conducted via the iRacing Esports Network Discord for race winner or upon request of the broadcasters.
- 9.3.5** Use of the in-game chat functions integrated in the sim platforms is not permitted during all official qualifying and race sessions.

9.4 Mandatory Race Day Connections

- 9.4.1** It's mandatory that all drivers join the VCO Race Control Zoom Call from 13:00 ET at all events in order to give proof of their identity and for usage in the Broadcast.
- 9.4.2** Failure to do so will result in penalties at the discretion of VCO.
- 9.4.3** Drivers are also required to make use of the Driver specific voice channels in the iRacing Esports Network Discord from after the event briefing until the broadcast has finished or a team retires from an event.
- 9.4.4** We highly recommend you disable audio notifications in Discord as members of the broadcast team may join your channel during the race to add insight to the broadcast.

9.5 Computer System Requirements

- 9.5.1** The participant's computer and internet connection specifications must meet the minimum requirements for the simulation in competition mode.
- 9.5.2** Drivers may be penalized and excluded from the event if their hardware or internet connections do not meet the minimum requirements and disrupt the natural flow of the event.

10. DRIVING STANDARDS

10.1 General Rules

- 10.1.1** These rules apply at all times during the event, regardless of session. They provide a general set of expectations of all drivers. These have been created to protect the professionalism of the IMSA EOC and extend the iRacing Sporting Code and VCO Code of Conduct which are also in place during all IMSA EOC sessions.

10.2 Entering / Exiting Pit Road & Car

- 10.2.1** Drivers should not drive through pit stalls, and especially not through other drivers. Drivers who drive through multiple pit stalls may be assessed a penalty by Race Control.

10.3 Driving On Track - Reasonable Speed

- 10.3.1** Drivers should maintain a reasonable speed at all times when on track, and not drive in such a way that has the potential to impede other drivers, regardless of if drivers are impeded or not. This includes the following:
 - 10.3.2** Not moving onto the racing line when manoeuvring onto track from the pitlane, until at a reasonable speed
 - 10.3.3** Not deliberately slowing down on track to impact upon any other car
 - 10.3.4** For the avoidance of doubt, 'reasonable' is seen as:
 - 10.3.5** 75% of racing speed in Sectors 2 and 3 of an outlap.
 - 10.3.6** 75% of racing speed at all other times whilst a driver is on track.
 - 10.3.7** Returning to 75% of racing speed as soon as possible after a spin / other on track incident, as and when safe to do so.
 - 10.3.8** This will be reviewed based upon a driver's fastest lap time in either practice or qualifying.
 - 10.3.9** Drivers who do not maintain reasonable speed will receive a P01 warning as a minimum penalty, with additional penalties if they are deemed to have impeded other drivers (P02 - P04).

10.4 Racing Rules

- 10.4.1** Drivers are reminded that safe overtaking is the responsibility of both drivers involved. Allow other participants enough space when overtaking (avoiding 'netcode') and do not drive into gaps that do not exist.
- 10.4.2** Bumpdrafting deliberately at any time (including teammates) is prohibited.
- 10.4.3** Even if it does not create a spin or a crash, Race Control reserve the right to review incidents where a driver is placed at a significant disadvantage due to an 'unjustifiable risk'. This includes but is not limited to:
 - 10.4.4** A late move, forcing a driver to move off the racing line to avoid an incident
 - 10.4.5** Moving sideways in a corner to move another driver off line
 - 10.4.6** Not allowing room for a driver to make, run through, or exit a corner.

10.5 Off Track Incidents

- 10.5.1** Track limits are defined by the iRacing Track Limits except where defined by Race Control in the Event Briefing.
- 10.5.2** Only Race Control is able to file a protest against a Team for Track Limits Violations. Offenders will receive a P01 warning as a minimum penalty, with additional penalties if Race Control deems the violation is repeated and deliberate.

10.6 On Track Incidents

- 10.6.1** Drivers should slow down for any incident on track, as displayed by an in-sim Yellow Flag.
- 10.6.2** Drivers who attempt to gain an advantage by not slowing down for an incident ahead may receive a P01-PRO4 penalty. This will depend on the amount of time gained, and the risk to other drivers by failing to slow down appropriately.
- 10.6.3** In the event that a driver is involved in an incident which forces their car to spin or crash, they are not allowed to rejoin the racing line until such a time that it is safe for them to do so. Even if the fault for the initial incident rests with another driver, a driver who fails to rejoin the track safely will receive a P02-P04 penalty.
- 10.6.4** Retaliation of any sort is not accepted. Drivers who attempt to seek revenge on another driver on track will receive a P05 penalty, and will be immediately disqualified from the event.

10.7 Damaged Race Cars

- 10.7.1** Drivers who are unable to maintain an acceptable racing speed may be alerted by Race Control that they are driving too slowly. In this case, drivers will be required to bring their speed up to an acceptable speed within two laps (Typically 107% of the fastest driver on track).
- 10.7.2** In the event that a driver is unable to meet the necessary, acceptable speed after these two laps, they will be issued with a black flag, and must return back to pit road. Drivers failing to obey this black flag, or who return a damaged car back onto track after the black flag will receive a P05 penalty (disqualification).
- 10.7.3** Damaged cars MUST return to pit road if they are likely to become lapped traffic on the following lap. Race

Control will communicate this information to drivers in this situation.

10.8 Cooldown Rules

- 10.8.1** Drivers are not allowed to crash into other drivers, even after all others have passed the start/finish line. Drivers who do so will be investigated and may receive a P04/P06 penalty.
- 10.8.2** Using ESC to return to pit road is allowed at any time during practice, qualifying & race.

11. RIGHTS

- 11.1.1** All copyright and image rights reside with the organizer, including images taken from live broadcasts of the IMSA EOC.
- 11.1.2** All broadcast rights for the IMSA EOC, whether for terrestrial broadcast or for cable and satellite television transmission, all video rights and all rights to exploitation with all electronic media, including the internet, reside with the organizer.
- 11.1.3** Any kind of broadcasts other than officially sanctioned or hosted by the series or their respective broadcast partner must be explicitly allowed in written form by the series administration and otherwise are not permitted. Requests must be made directly to the organizer.
- 11.1.4** No 3rd-party broadcasts can include external commentators beyond the official broadcast commentary.
- 11.1.5** For point-of-view streamers, no explicit permission is required but streamers must ensure a link to the official series broadcast(s) available to their viewers.
- 11.1.6** Streamers and 3rd-party broadcasts must provide a breakdown of viewership and statistics from their channels and ensure that the series logo is shown on screen at all times.
- 11.1.7** All types of recording, broadcasting, repetition or reproduction for commercial purposes are forbidden without express written permission from the organizer.

12. CODE OF CONDUCT

- 12.1.1** All participants (drivers, team managers, crew members) are expected to conduct themselves in a positive, respectful manner in all form of communications related to the series – both public and private.
- 12.1.2** Participants may not engage in behaviour that reflects negatively on the organisers, other participants or any associated parties.
- 12.1.3** Participants are expected to communicate with organizers at the first possible opportunity if there are known “exploits” that can be used for an unfair advantage.
- 12.1.4** Taking advantage of known exploits, or other forms of cheating may be penalized, with penalties including but not limited to disqualification or immediate expulsion from the IMSA EOC. Forms of cheating include but are not limited to:
 - 12.1.5** Software Input Manipulation.
 - 12.1.6** Racing under another participant’s iRacing Account.
 - 12.1.7** Collusion between multiple teams to influence a race.

- 12.1.8** It is at the organizer’s judgement as to whether a behaviour is judged to be “cheating” and gaining an unfair advantage.

13. EXCLUSION OF LEGAL ACTION AND LIMITATION OF LIABILITY

- 13.1.1** Legal action is excluded with regard to decisions made by the tendering party for the series, Race Control or the organizer as adjudicator within the meaning of § 661 BGB (German Civil Code).
- 13.1.2** No claims for compensation of any sort can be derived from measures or decisions taken by the tendering party for the series, except in the case of intentional or grossly negligent causation of damage.
- 13.1.3** The participants take part in the events at their own risk. By taking part, competitors and drivers agree to waive any claims for damages occurring in conjunction with the events and against Virtual Competition Organisation (VCO) GmbH, their executive bodies and managing director, the organizer, the members of the Race Control and all other persons connected to the organization of the event, excluding damages arising from injury to life or to health or personal injury and based on intentional or grossly negligent breach of duty, also those on the part of a legal representative or agent of the group of persons excluded from liability and excluding other damages based on intentional or grossly negligent breach of duty, also those on the part of a legal representative or agent of the group of persons excluded from liability.
- 13.1.4** The exclusion of liability comes into force for all regular participants (as stated on the series’ entry lists) and wild card starters. This applies to all claims irrespective of their legal foundation, particularly to claims for damage from contractual or extra-contractual liability and also to claims for unlawful acts. Implied exclusions from liability remain unaffected by the above exclusion from liability.

14. SEVERABILITY CLAUSE

- 14.1.1** Should individual provisions of these regulations be impossible to implement or become impossible to implement, the effectiveness of the regulations remains unaffected. The existing provision applies accordingly in the event that the regulations be found to be incomplete.

CHANGE LOG

- 11 DEC** Add Restriction Against Bump Drafting (10.4.2).
Update Start Type Section (6.4).
Add Post-Race Penalty Section (7.2)
- 26 NOV** Initial Rulebook Publication.