

Sporting Code v 1.0 2025-26

Sporting Code Rules & Regulations.

These rules and regulations have been developed in reference to real-world motorsport codes and regulations, drawn from series such as the FIA Touring Cars, IMSA, and GT3, among others. Extensive research has gone into developing this code in order to provide a more enjoyable, fair, and clean environment for racing.

We hope you enjoy your time here at **Velocity Sim Sports (VSS)** — race cleanly, race fast, and most importantly, have fun.

Accounts/Discord

To participate in any official Racing Series Europe events or championships, all participants must hold a valid Racing Series Europe system account, including registration on Discord and any external platforms we may use. All accounts must be created using your real first name and surname.

Joining our Discord server is also mandatory, as it serves as the central hub for communication. Here, you will receive important notifications regarding schedule changes, additional sessions, and general discussion with fellow competitors. All pre-race briefings will also be conducted via Discord.

You can join our Discord server here: *DISCORD*

General Rules

- All drivers must have a **stable connection** to the EU servers used in any simulation platform we host championships on. A maximum ping of **150ms**, as seen by the race server, must be maintained at all times.
    - Drivers exceeding 150ms may be removed from the session.
    - On iRacing, this will be judged based on connection instability (e.g. car blinking in and out).

- We **strongly advise against** connecting via Wi-Fi, 3G, 4G, 5G, 6G, or GSM networks. These connections are prone to high ping, lag, and instability, which can negatively impact the racing experience.

- **Visual and audio game patches or modifications** are allowed only if they do not interfere with the core functionality of the simulation, provide an unfair advantage, or affect other drivers.

    - **Cheating or exploit use will result in a permanent ban.**

- All competitors must remain **respectful** towards each other and event organisers at all times.

    - Any form of **bullying, aggression, manipulation, sexism, or racism** will result in a **one-warning policy followed by a ban** with no exceptions.

- **Direct messaging of officials** (defined as any RSE staff member or marshal) is strictly prohibited under all circumstances.

    - All queries, complaints, or appeals must be made via the appropriate **Discord channels**, such as help, complaints, or ticket systems — where they will be addressed publicly.

- In certain championships or events, a **race entry fee** may be required.

    - These fees are **per driver** and must be paid in full before entry confirmation.

    - All payments are handled securely via trusted external providers and are **non-refundable**.

- **Subscription tiers** may be available, charged monthly via our external payment system.

    - Subscriptions can be cancelled at any time through your chosen payment method.

    - Tier benefits and details are listed in the **Subscribers** channel on Discord.

- The event organisers **reserve the right to change, update, or add rules** at any time.

    - Notice of any changes will be communicated in advance via our official channels.

*VSS Licence and Rating (VSS RATING)

*Notice of when we launch this section will be posted in Discord until launch, any license point deductions will be actual championship points from the penalty section.

All new drivers/applicants to **Velocity Simsports (VSS)** must undergo our entry procedure. During this process, you will be assigned a **class and rating**, which will be displayed publicly on your profile via our **Driver Overview Centre (DOC)** and linked to you as a role within our Discord server.

This system is designed to ensure you are racing and competing against others of a similar level, creating a fair, enjoyable, and competitive environment for everyone.

Here is how the system works:

- In the lead-up to and during any championship or event, sessions may be hosted if the licensing system is required. These will serve as **qualifying sessions**, where your pace will be assessed.

- You will be given **unlimited attempts within a set timeframe** to complete **9 clean, consecutive laps** — meaning no off-tracks, crashes, incident points (zero Xs), or race control warnings.

- Your **average lap time must be within 70%** of the benchmark **PRO lap time**, which will be posted in the Discord session information and on our website.

- Once your session result is submitted, it will be reviewed by a member of the VSS team. You will then be tagged in our **Licence Confirmation** channel on Discord with your **Preliminary Licence**.

- During your **first three races** in any VSS championship, you will retain your preliminary licence. Your driving will be evaluated based on **racecraft and cleanliness**, and your licence may be adjusted after this period. You will be notified of any updates via the Licence Confirmation channel.

- Your licence may be **re-assessed or changed** if you appear to be struggling in your assigned category. This will typically be judged after **60% of the season or races**. You may also request a review of your licence status at any time via our **Licence Check Request Form** (link will be provided when active).

- Throughout your time racing with VSS, you will gain or lose **VSR Rating©** based on finishing position and race incidents.

    - The **top 75% of finishers** will gain VSS Rating©

    - The **bottom 25%** will lose rating

    - Additionally, **licence points** may be added or removed based on race incidents and steward-issued penalties.

- **Benefits of maintaining a clean licence and good driving record** include:

    - Invitations to **exclusive, class-based events and one-off championships**

    - Public recognition as one of the **cleanest and most consistent drivers** at VSS

Have you got what it takes?

Race Qualifying Sessions

All competitors will take part in **pre-race qualifying sessions**, which are typically held immediately prior to each race and are usually included within the race session itself. In most cases, qualifying will be conducted as **open qualifying** (all cars on track simultaneously). However, in **multi-class races**, qualifying sessions will be managed separately by race control, with each class being given dedicated time on track.

- A **pre-race briefing** will be held in a dedicated voice channel on our Discord server **before each qualifying session**.

    - All drivers will be notified via the in-sim voice and/or text system.

    - Drivers are expected to be **parked in the pit lane** before the briefing begins.
    - Any driver who fails to be present in the voice channel on time may be **banned from qualifying** for that race.
- **Respect must be shown** to all drivers during qualifying sessions.
    - If you are **not on a hot lap**, you must allow faster drivers through.
    - This is essential for fair competition.
    - Any driver failing to give way appropriately may be reported to race control via the **official report system** and may receive penalties if found at fault.
- All drivers are expected to **adhere to track limits** as defined by the simulation.
    - **Corner cutting or repeated violations** may result in a **pit lane start** for the next race.
- **All communication must be kept to a minimum** during the qualifying period.
    - This includes both **text and voice chat**, whether in-sim or via Discord.
    - Only race control may communicate during this time unless otherwise stated.

Race Sessions

Race sessions are where it all comes down to your **ability, racecraft, and skill.** This is the fun part — and also when we are at our most competitive. With this in mind, all drivers are expected to **remain respectful** towards one another, and **voice and text communications must be kept to zero.** This rule is in place to ensure that **race control** can communicate clearly and directly with drivers if any issues arise.

Races are never won on the first lap. Taking unnecessary or reckless risks early in the race significantly increases the likelihood of ruining not only your own race but also that of others.

Please note that **penalties applied during the first three laps of any race will be heightened**. Any incident that would normally incur a penalty during standard race conditions will result in a **penalty double the usual amount** if it occurs within the opening three laps.

Below are some key expectations and responsibilities for all drivers, which **must be followed under all circumstances.**

RACE STARTING PROCEDURE

- In **single-class races**, the **pole position driver controls the race start.** They may accelerate at any point after the safety car has left the racing surface, in accordance with the rules of the simulation.
    - Once the race leader accelerates, the rest of the field may follow, and **overtaking is permitted immediately** (**iRacing only** – in other sims, overtaking begins when the **green light** is shown).
- In **multi-class races**, the **pole sitter in the fastest class** controls the start of the race.

    - They may accelerate once the safety car leaves the racing surface.
    - All following classes may then begin once the lead class has gone (**iRacing only** – in other sims, starts are controlled by the **green light**).
- The **pole sitter and all other cars** in any class are **not permitted to excessively slow down or speed up** during the pace lap or when approaching the race start.
    - This includes sudden braking, accelerating, or creating an unsafe gap to the car ahead.
    - All drivers must maintain a **safe, steady pace** comparable to the safety car's speed.
- In multi-class racing, unless the simulation automatically controls gaps between classes, it is **recommended that each class maintains an 8-second gap** from the last car of the faster class.
    - This gap should be created on the pace lap.
    - Each class's pole sitter is responsible for holding that gap at a **safe and consistent speed**.
- All cars are expected to stay in **tight formation**, pacing within **0.8 seconds** of the car in front, allowing for cornering and tyre warming where permitted by the sim.
- **Weaving is allowed** during the pace lap to build tyre temperature, but must be done **safely and within your side of the track** — particularly if the lap is run in **double-file** formation.

Passing

- The passing driver is responsible for making a safe pass at a safe time. It is then the responsibility of both drivers to ensure that a safe pass is completed once the move has been initiated, in accordance with the sporting code. Failure to do so may result in penalties.
- When entering a turn, the passing driver must have at least their front wheels even with the rear wheels of the car they are attempting to pass before the point of turn-in, to have earned the right to any racing line for that corner. If this is not achievable, the attacking driver is expected to back out of the move during braking. Failure to do so may result in penalties.
- Bump passing is not allowed and may be subject to penalties unless the offending driver gives back the position, even if the contact occurred accidentally. If the affected car has spun off and been towed to the pit lane, the offending driver must have at least shown the intention to give the position back, even under race control flag situations set by the sim or manually. Bump passing is defined as the passing driver nudging the car ahead to destabilise it, then passing while the passed car is recovering control.
- Blocking is not permitted for any reason. Blocking is defined as altering your racing line more than once in reaction to another driver's line change with the aim of preventing a pass. All blocking will be penalised.

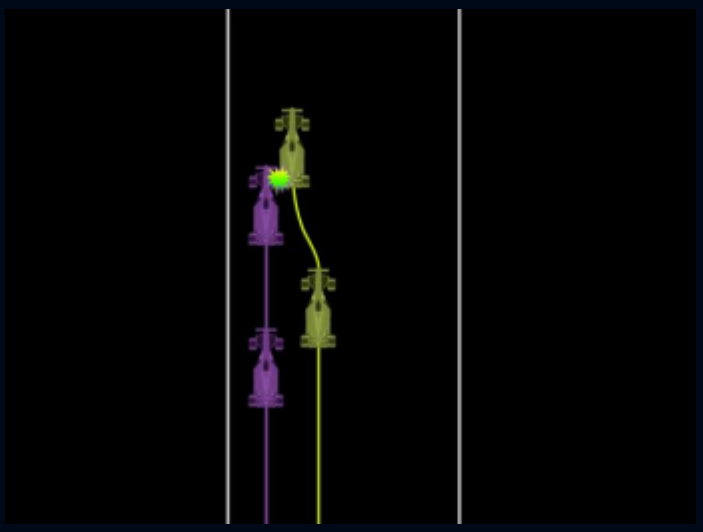
Defending

- THE ONE MOVE RULE



When one driver is completely ahead of another driver on a straight, they are allowed to make ONLY ONE MOVE IN ONE DIRECTION. This move can be of any size, within the sim set track limits, and the move can be made as slowly or as quickly as the driver likes. More than one change of direction on a straight is called WEAVING and is NOT permitted. This will be penalised.

- RACING ALONGSIDE ANOTHER CAR



If two cars have any parts of the car alongside one another, each driver must respect the space occupied by the other car. It does not matter who is ahead in this situation or even how far they are ahead; they may not initiate a move into the other car's space or line. Both drivers have the right to continue driving in a straight line unimpeded.

- ENTERING THE BRAKING ZONE

On a straight, the defending driver has the right to change direction, even using the entire track width if they are fully ahead of the attacking driver. Sudden changes of direction just before or within the braking zone are not permitted and will be penalised. In the Braking zone of a corner, you must hold the line you have committed to failure to do this is unpredictable and will, in almost all cases, cause an incident!

- BRAKE TESTING IS NEVER PERMITTED.

Brake testing (i.e., braking hard earlier than normal to cause the driver behind to take evasive action or crash) is also highly dangerous and frowned upon. This will be heavily penalised.

PIT LANE & PIT EXIT REGULATIONS

The pit lane is a controlled and restricted environment. Due to reduced speeds, limited visibility, and close vehicle proximity, an elevated duty of care applies to all drivers when entering, driving through, exiting, or leaving their pit stall.

Failure to comply with the regulations below may result in time penalties, licence point deductions, championship point deductions, drive-through penalties (where supported by the sim), disqualification, or further disciplinary action depending on severity.

1. General Pit Lane Conduct

- The pit lane is considered a live racing environment at all times during Practice, Qualifying, and Race sessions.
- All drivers must maintain full control of their vehicle while in the pit lane.
- Drivers must obey the simulation's pit lane speed limit at all times.
- Reckless acceleration, sudden braking, swerving, weaving, or erratic movements are strictly prohibited.
- Drivers must follow the defined direction of travel within the pit lane at all times.
- Any attempt to gain advantage by exceeding the pit speed limit or bypassing pit lane procedures will be penalised.

Where a circuit features only a single pit lane (no defined fast lane and working lane separation), all right-of-way and unsafe release principles stated in this section remain fully applicable.

2. Pit Entry Regulations

- Drivers entering the pit lane must do so in a predictable and controlled manner.
- A driver may not suddenly change direction across the racing line in order to enter the pit lane.
- Drivers must respect the pit entry line as defined by the simulation.
- Crossing a solid pit entry line is strictly prohibited unless unavoidable due to an incident.
- The driver entering the pit lane remains responsible for ensuring the manoeuvre does not cause contact or force another driver to take avoiding action.

Failure to enter the pit lane safely may result in penalties under Avoidable Collision or Dangerous Driving regulations.

3. Pit Stall Release & Unsafe Release

3.1 Primary Responsibility Rule

- The driver exiting their pit stall holds FULL responsibility for ensuring it is safe to rejoin the pit lane traffic flow.
- A stationary car leaving its pit box must yield to ALL moving vehicles already travelling in the pit lane.
- Release by the simulation or automatic pit system does NOT remove responsibility from the driver.
- Cars already travelling within the pit lane have right of way over any car exiting a pit stall.

If contact occurs between:

- A car travelling along the pit lane, and
- A car pulling out from its pit stall

The driver exiting the pit stall will be deemed at fault unless clear and overwhelming evidence proves that the moving car acted unpredictably, recklessly, or deliberately prevented safe release.

3.2 Unsafe Release Definition

An unsafe release includes, but is not limited to:

- Pulling out directly into the path of an oncoming pit lane car.
- Releasing when another car is within close proximity and approaching at pit lane speed.
- Causing a moving pit lane car to brake sharply, swerve, or take evasive action.
- Making contact with a car already travelling within the pit lane corridor.
- Blocking or partially obstructing the lane while attempting to merge.

Unsafe releases will normally be penalised under Avoidable Collision, Avoidable Collision with Damage, or Dangerous Driving depending on severity.

4. Pit Lane Corridor & Lane Usage

4.1 Defined Lanes (Where Applicable)

Where a circuit defines separate lanes:

- The fast lane is reserved for cars travelling through the pit lane.
- The working lane is reserved for cars entering and exiting pit stalls.
- Drivers must remain within their designated lane until it is safe and permitted to merge.
- Solid pit lane boundary lines must not be crossed unless explicitly permitted by the simulation.

4.2 Single-Lane Pit Layouts

Where a circuit features only one shared pit lane:

- The lane must be treated as a single live traffic corridor.
- Cars already moving within the lane retain right of way over stationary cars exiting pit stalls.
- Drivers exiting their pit stall must merge only when safe to do so.
- Lateral movement within the lane must be minimal and predictable.

4.3 Conduct of Moving Pit Lane Cars

- Drivers travelling within the pit lane must maintain a steady and predictable line.
- Weaving, blocking, or defensive driving within the pit lane is strictly prohibited.
- Drivers must not deliberately accelerate, alter line, or position their vehicle to prevent another car from safely exiting its pit stall.
- Stopping in the lane without valid reason is strictly prohibited.

Any driver found deliberately preventing a safe pit release may be penalised under Unsporting Behaviour or Dangerous Driving.

5. Pit Exit & Rejoining the Circuit

5.1 Pit Exit Blend Line

- The pit exit blend line must be respected at all times.
- Drivers must not cross a solid pit exit line before it becomes broken (where applicable).
- Where no clearly marked blend line exists within the simulation, drivers must remain within the designated pit exit lane until safely merged and up to racing speed.

5.2 Rejoin Responsibility

- The driver exiting the pit lane is fully responsible for rejoining the racing surface safely.
- Cars already on the racing circuit have full right of way.
- The pit-exiting driver must not force on-track cars to alter their racing line.
- The pit-exiting driver must not cause braking or evasive action from cars already at racing speed.
- Drivers must build to race pace safely and remain predictable when merging.

If contact occurs between:

- A car already on track, and
- A car exiting the pit lane

The pit-exiting driver will normally be deemed at fault unless clear evidence demonstrates that the on-track car acted recklessly or unpredictably.

6. Multi-Class Pit Lane Conduct

In multi-class racing:

- Slower class cars exiting the pit lane must be aware of faster class closing speeds.
- Faster class cars retain right of way but must remain predictable and controlled.
- Being in a faster class does NOT permit forcing position against a car exiting the pits.
- The exiting driver remains responsible for safe integration into traffic regardless of class.

7. Prohibited Behaviour in the Pit Lane

The following actions are strictly prohibited:

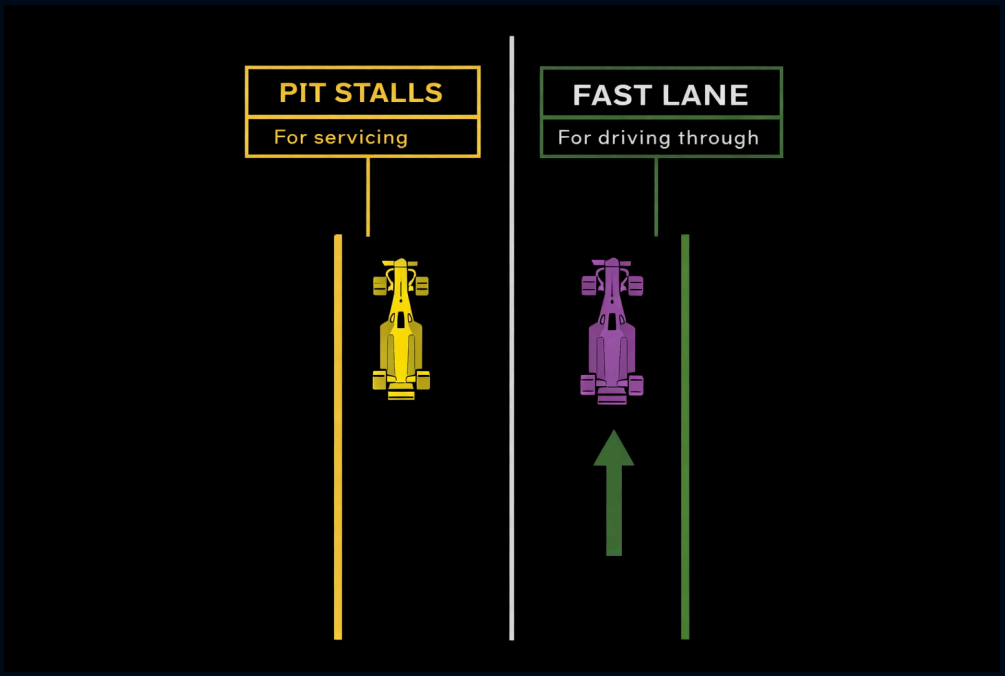
- Intentional blocking in the pit lane.
- Brake testing.
- Aggressive acceleration intended to intimidate another driver.
- Deliberately stopping in the lane without valid reason.
- Using the pit lane to gain an unfair sporting advantage.
- Crossing solid pit boundary lines without justification.
- Immediately rejoining the racing line at full speed without safe integration.

8. Enforcement & Penalty Guidance

Pit lane infringements may result in:

- Minimum 5–10 second time penalties for minor unsafe releases.
- Licence and/or Championship point deductions.
- Drive-through penalty (where supported by the simulation).
- Stop-go penalty (in severe cases).
- Disqualification (in extreme or repeated cases).

Repeated pit lane offences may be escalated under Dangerous Driving regulations.


PIT STALLS
For servicing
FAST LANE
For driving through


PIT STALLS
For servicing
WORKING LANE
For cars entering/
exiting pit stalls
FAST LANE
For driving through

INCIDENTS

Incidents are defined as losing control, running off track, exceeding sim-set track limits, and making contact with another car. This section provides a general outline to cover all simulations and the factors that may affect your VSSRating. Some sims do not impose a maximum limit on incidents; in these cases, any limits set for each season will be publicly displayed to all drivers in a dedicated rules section on the VSS Discord. Below is a list of factors that affect you as a driver in the championships.

Incident points are, in most cases, set by the sim and are calculated depending on crash impact or area hit. A maximum and penalty amount is set per race and will be advised in the race session information or the specified Discord channel within your championship.

- Any driver who reaches the maximum set will automatically be disqualified (DQ) from the server or race (iRacing). This will also result in a minimum deduction of 60 RS Rating licence points. In all other sims, this will be determined by incidents to the same amount, inclusive of off-tracks and contacts, up to the designated maximum set.
- Every incident during the race session affects your rating.
- Every incident occurring after a race session until the last car finishes, the sim stops counting, or the server closes also affects your rating.

Conscious Contact.

All intentional contact causing crashes during any session—practice, qualifying, or race—with any car is strongly discouraged, even if it involves your best friend or teammate. Such behaviour may be subject to medium to severe penalties and, in some cases, a permanent ban from any future championships or events.

Recovery of losing control, incident or off-track

- If a driver spins while on track, they should immediately lock their brakes until completely stopped (even if still on the track facing any direction), and keep their brakes fully applied until they can assess the situation and wait for a clear track to resume. We advise that on fast sections, if any cars are within 20 seconds of your position, you should wait; on slower sections, wait if cars are within 10 seconds. When a driver does not hold their brakes, the car is prone to spin or roll in a far more unpredictable manner, potentially causing a further incident. Failure to comply will be penalised.
- Drivers who are off-track, and cars that have spun on the track, must resume the race in a safe manner. This may involve driving forward and/or reversing to a safe area of the circuit to turn around in the correct direction of travel, then merging safely offline and parallel to the track until up to race pace before moving back onto the racing line. Failure to do so will result in medium to severe

penalties.

- If for any reason a car is damaged and requires repair, the driver must attempt to return to the pits manually, off the racing line and at a low, controlled speed. If the car is uncontrollable or poses a danger to other racing traffic, you must pull over safely and tow it to the pits immediately. Failure to comply may be penalised.

FLAG RULES

Blue Flags

Some sims have their own control over blue flag situations, but in most motorsports—excluding Formula 1—the rules stated below will apply. If any other rules are to be enforced, notice will be given in the relevant championship rules Discord channel. All blue flag infringements carry medium to severe penalties.

- Drivers being lapped by the same car class must facilitate the pass safely within a maximum of eight corners. Failure to do so will be penalised.

- Drivers being lapped by a faster car class must also facilitate the pass safely within eight corners. Failure to comply will result in penalties.

- Lapping drivers of both the same and faster car classes must be patient behind the blue-flagged car and only attempt a pass when it is safe to do so. The car in front may still be racing and has the right to remain racing within the rules stated above. Diving on corner entry is never acceptable and will be penalised.

- If a blue-flagged driver can pull away from the blue flag situation, they may continue to do so but must comply with the eight-corner rule. This means they must move out of the blue flag notification system set by the sim within that limit.

- Drivers being lapped by the same class must remain on their racing line and be predictable. The faster driver behind is responsible for moving off the racing line and making a safe pass at a safe time, normally within 0.5 seconds of the blue-flagged car. Driving on corner entry is never permitted and can be heavily penalised. We advise the blue-flagged car to facilitate the pass when the faster driver makes their move within the 0.5-second gap by either lifting off or braking slightly early on the racing line. It is always the responsibility of the faster driver to come offline to make the pass safely.

- Drivers being lapped by a faster car class must also remain on their racing line and be predictable. The faster driver behind must move off the line and make a safe pass at a safe time, normally within 0.5 seconds of the blue-flagged car. Driving on corner entry is strictly prohibited and will be penalised. We advise the blue-flagged driver to assist the pass when the faster driver makes their move by lifting off or braking early within the 0.5-second gap. The faster driver must come offline to complete the pass safely.

- If any blue-flagged car runs wide or is off the racing line when a faster car is close enough to attempt a pass, the blue-flagged driver must remain off the racing line. Quickly returning to the line may be unexpected for the faster driver and could cause a collision.

- If you have already been lapped and encounter a driver on the lead lap whom you are faster than, you are permitted to unlap yourself. When doing so, you must then create a sufficient gap within the eight-corner rule.

- In any F1 franchise game or other sim where the system controls blue flag situations, those rules must be adhered to.

Yellow Flags

Some sims may have their own control over yellow flag situations, but in most motorsports—excluding Formula 1—the rules stated below will apply. Should any alternative rules be introduced, notice will be provided in the relevant championship rules Discord channel. All yellow flag infringements carry medium to severe penalties. During yellow flag periods, drivers must reduce speed significantly, refrain from overtaking, and avoid erratic or defensive driving to ensure the safety of all participants. Any driver deemed to be gaining an unfair advantage or failing to respect the yellow flag zone will be penalised accordingly. Additionally, drivers must maintain a safe distance from incidents to avoid creating more incidents. Restart procedures following yellow flags must be followed precisely as set by the sim or race control, and failure to do so may result in penalties or disqualification. It is the responsibility of all drivers to familiarise themselves with how yellow flags are implemented within the specific sim being used.

- Drivers must not create yellow flag zones by pulling over on track and remaining stationary for any length of time. If pulling over to be towed, the tow must commence immediately to avoid obstructing the race.

- Drivers approaching a yellow flag zone are expected to exercise caution by reducing speed significantly and preparing to take avoiding action if necessary to prevent further incidents. Any driver found failing to do so, resulting in further incidents or damage to a spun or crashed car, will be penalised.

- Yellow flag zones are not an opportunity for free overtakes. Drivers are not permitted to overtake another car in front that is slowing to avoid a collision. If this occurs, the overtaking driver must give the position back as soon as it is clear and safe to do so. Failure to comply is reportable and will be heavily penalised. However, cars involved directly in the incident remain overtakeable once it is safe.

- Additionally, drivers should avoid sudden braking or erratic movements in yellow flag zones to reduce the risk of further collisions.

Full Course Yellow (FCY)

Some sims may have their own control over full course yellow (FCY) situations, but in most motorsports—excluding Formula 1—the rules stated below will apply. Should any alternative rules be introduced, notice will be provided in the relevant championship rules Discord channel. All FCY infringements carry medium to severe penalties. During an FCY period, all drivers must immediately reduce speed to a specified delta time or speed limit set by the sim or race control and maintain their position without overtaking. Drivers must avoid erratic driving, maintain safe gaps, and be prepared for potential safety vehicle interventions or race restarts. Failure to comply with FCY procedures, including overtaking or unsafe driving, will result in penalties up to and including disqualification. It is the responsibility of all drivers to familiarise themselves with how FCYs are managed within the specific sim used for the championship.

- Full course yellows (FCYs) are active within our system for broadcasted or live-marshalled series or events and may be flagged at any time race control deems necessary, usually in cases of multiple-car crashes, cars on their roof or side, or vehicles blocking narrow sections of the track while facing the wrong way. There are other reasons, but these are the primary ones. However, race control will always attempt to keep the racing going, as this is our main objective. Full course yellows are final and not subject to debate during or after the race.

- On other sims, excluding F1 and iRacing, a marshal car may take the role of safety car. This marshal will remain in the pits until required. In such cases, a race control (RC) voice channel will be active on Discord, with at least one team member present at all times to make announcements and inform drivers. This procedure will be clearly stated in a dedicated rules channel within Discord, and all associated protocols will apply.

- When a full course yellow is flagged, all drivers are expected to slow down immediately, regardless of their distance from the incident. Drivers will be permitted to catch the safety car but must maintain a speed no higher than 190 km/h (119 mph) and no lower than 145 km/h (90 mph), except when cornering or passing an active incident. No overtaking of other active racers is permitted under FCY conditions.

- The wave-around rule will always be in effect. Drivers must obey on-screen prompts and any instructions given by race control.

- All drivers must follow race control's instructions, whether via sim commands or voice/text communications.

- Drivers must remain in a single file, or double file if required, maintaining a safe distance of approximately 0.8 seconds from the car in front. This distance is calculated to provide enough reaction time for braking into tight corners and for tyre heating.

- Drivers are expected to keep close to the specified following distance. Creating significantly larger or smaller gaps is not permitted, as it ensures a fair and clean restart for all drivers, including those behind you.

- If running in double file, weaving is permitted only to warm tyres but must be kept to your own side of the track.

- Accelerating and braking inconsistently (speeding up and slowing down) is not allowed. Drivers must maintain a safe, steady pace while retaining a safe following distance.

- The race leader must not slow down or speed up and must maintain the same gap relative to the safety car as guided.

- The race leader is only permitted to initiate the race restart when the green light is given, or according to race control for sims without native safety car support. Jumping the start will result in heavy penalties.

- For the first three laps following a restart, the same rules as the race start apply. Any breaches during this period will result in double penalties.

Headlight Flashing Regulation

Headlight flashing is an established method of communication in racing, primarily used to enhance safety and facilitate overtaking. Within multi-class racing environments, where faster classes encounter slower traffic, the appropriate use of headlight flashing is encouraged to alert drivers of approaching vehicles, aiding situational awareness and minimising incidents.

Permitted Use:

- Brief, clear flashing of headlights to indicate an intention to overtake a slower vehicle.

- Brief, clear flashing of headlights to indicate an intention to overtake in a blue flag situation
- Alerting slower class drivers of approaching faster cars in multi-class racing scenarios.
- Signalling to increase awareness during conditions of reduced visibility (e.g., dusk, rain, or fog).
- Any use that is respectful, brief, and aimed at maintaining safe racing conduct.

Prohibited Use:
Headlight flashing is strictly forbidden when used with the intent to distract, intimidate, or disrupt the driver ahead. Specifically, this includes but is not limited to:

- Excessive or continuous flashing without justifiable cause.
- Aggressive or erratic flashing intended to startle or unsettle other competitors.
- Any use that causes a driver ahead to lose focus, control, or compromise their safety.

Enforcement and Penalties:
Deliberate misuse of headlight flashing to distract or impede competitors will be treated as unsportsmanlike conduct. Such infractions may result in severe penalties, including but not limited to time penalties, fines, disqualification, or suspension from events.

All drivers are expected to exercise good judgment and sportsmanship in the use of headlight flashing. Officials reserve the right to review incidents and determine whether flashing was appropriate or constituted a breach of this regulation.

Horn Usage

The use of horns if sim supports is strictly prohibited at all times and under all circumstances.

Track usage and limits

- All drivers must keep a minimum of two wheels within the sim-set track limits at all times. Deliberate cutting to gain time or advantage will not be tolerated and will result in penalties.
- During any sessions hosted by Velocity SimSports, all drivers are expected to use the track safely and responsibly. For example, the Bathurst jump is not permitted to be used at race end (iRacing).

Livery/skin Regulations

1. **Content Restrictions**
    - Liveries must not contain any derogatory, offensive, discriminatory, or NSFW content.
    - This includes disguised language, altered lettering intended to bypass filters, or imagery that may be considered inappropriate.

2. **Approval Process for Broadcasted Races & Championships**
    - All drivers competing in a broadcasted race or championship are required to submit **livery approval screenshots.**
    - Screenshots must follow the template provided in the **#livery-approval** Discord channel, where pinned examples are available.
    - Any livery not submitted in the correct format will **not be accepted.**
3. **File Handling & Retention**
    - Velocity Sim Sports may use any livery files submitted for **spotter guides, artwork, or other broadcast materials.**
    - These files will be **securely removed after the conclusion of each season** and will not be retained beyond that period.
4. **Penalties for Breaches**
    - Any breach of these livery rules may result in:
        - A **season-long ban**, or
        - In serious cases, a **permanent ban** from Velocity Sim Sports events.
5. **Sponsor Logos & Copyright**
    - Drivers must ensure they have permission to display any sponsor logos on their car.
    - If any copyright or legal claims are made against Velocity Sim Sports regarding a driver's livery, these will be forwarded directly to the driver responsible.
6. **Mandatory Stickers & Number Boards**
    - All base car stickers and official number boards must remain in their original positions.
    - These elements must not be moved, defaced, or altered in any way.
7. **Livery Change Requests**
   Drivers may request a livery change during the season for the following reasons:
    - Mid-season **car change** (permitted under the relevant rules).
    - Change of **team or community**, where a different livery is required.
    - **Withdrawal of sponsorship** or the addition of new sponsorship.

Points System - that is active on our external web services

FINISHING POSITION	RACE POINTS
1	100
2	90
3	81
4	73
5	66
6	60
7	55
8	51
9	47
10	44
11	41
12	38
13	35
14	32
15	30
16	28
17	26
18	24
19	22
20	20
21	18
22	16
23	14
24	12
25	11

FINISHING POSITION	RACE POINTS
26	10
27	9
28	8
29	7
30	6
31	5
32	4
33	3
34	2
35	1
36	0
37	0
38	0
39	0
40	0
41	0
42	0
43	0
44	0
45	0
46	0
47	0
48	0
49	0
50	0

VSS Licence system (VSS Raiting)

The top 75% of finishing drivers will receive additional licence points, while the bottom 25% will lose licence points. The exact amount awarded or deducted depends on the size of the grid. Incident points and any penalties incurred during the event will also influence the final licence point adjustments.

Bonus points system (EXCLUDING CONSOLE PLAYERS)

The following are bonus points that are available during races and seasons.

Clean Driving

0 incidents + 15 Points*

5 incidents or less + 10 Points*

6 to 10 incidents + 5 Points*

11 to 15 incidents + 1 Point*

***75% or more of the race must be completed to be awarded bonus points.**

Attendance

Attending 80% or more of all races will add 51 points to your end-of-season total.

DNF = 0 Pont's (crash out/retire marked as a disconnect or less than 75% of leader's laps)

DROP WEEKS

Every driver will have one or more drop weeks—usually one drop if the season is under nine weeks, and two drops if the season is longer. Your worst one or two results (lowest points scored) of the season will be deducted from your final championship total. *The number of drop weeks will be stated according to the championship length and made available on our external web services.*

An ABS (absent) result will not count towards your drop weeks and will not be deducted. However, if you have two or more ABS results, you will forfeit your drop weeks entirely. Only DNS (Did Not Start) results and better will be considered for deduction. To avoid losing drop weeks or your championship place, please ensure you check the website's attendance allowances and use the attendance button if you are not attending a race. Additionally, use the Discord check-in system where required. Failure to adhere to attendance rules beyond the allowed number of absences may result in removal from the championship.

Marshaling & Penalty System

Penalty enforcement and marshalling are responsibilities we take extremely seriously at Velocity SimSports. Our system has been developed through years of competitive sim racing experience and is designed to deliver consistent, fair, and unbiased decisions across all VSS championships and events.

After every race, a review panel will be formed consisting of:

- 2–3 VSS staff members
- 2 championship drivers (randomly selected and not involved in the reported incident)

This panel is responsible for reviewing all submitted incident reports and applying penalties where required.

There is no pre-decision response stage. All available evidence must be included in the original report submission. Once a decision has been made and published, the only further process available is a formal appeal.

Reporting Platform (SimGrid)

All incident reports for VSS championships hosted on SimGrid must be submitted using the SimGrid Incident Report system, unless VSS explicitly instruct otherwise for a specific event.

Report Submission Window (Mandatory Cool-Down)

- Incident reports must NOT be submitted within the first 30 minutes following the end of the race.
- Any report submitted within the FIRST 30-minute period will be ignored without notice.
- This cooling-off period is mandatory and allows drivers time to properly review footage before submitting a formal report.
- Once the 30-minute window has passed, VSS will confirm in Discord that reporting is open.

How To Submit an Incident Report on SimGrid

1. Log into your SimGrid account.
2. Navigate to the relevant VSS Championship page.
3. Open the correct Round/Race from the event list.
4. Select the Incident Report option within that race.
5. Complete the report form fully and accurately, including:
   - Drivers involved
   - Lap number and corner reference
   - A clear and concise description of the incident
   - A working YouTube or Twitch video link that meets VSS evidence requirements
6. Submit the report.

It is the reporting driver's responsibility to ensure the report has been submitted correctly and includes all required evidence.

Incomplete reports, incorrect rounds selected, or reports missing required footage may be voided without notice.

Marshal Review & Decision

- The appointed panel will review all submitted reports after the reporting window closes.
- All evidence will be assessed strictly in accordance with the VSS Sporting Code.
- Decisions will be published in Discord once the review process is complete.
- Marshal decisions are final unless formally appealed within the permitted window.
- Public debate, Discord arguments, or direct messaging of officials regarding decisions is strictly prohibited.

Appeals

Appeals on a marshal decision are possible within 24 hours of the decision being posted in Discord and must be submitted using the official VSS Appeals Form available in Discord.

- Appeals must be relevant and include all required supporting evidence.
- Any missing or incomplete information will void the appeal without notice.
- Appeals submitted outside the 24-hour window will not be reviewed.
- The appeal decision is final.

Penalties We May Issue (Guideline Framework)

VSS reserve the right to increase, reduce, or alter any penalty shown below depending on severity, consequence, intent, and driver history. These penalties are minimum guidelines and may be escalated where appropriate.

Where the simulation/platform allows, time penalties will be applied post-race or served in the following race where applicable.

Minimum time penalty on SimGrid is 5 seconds.

TIME PENALTIES ARE NOT ALWAYS POSSIBLE. Where a time penalty cannot be applied, VSS reserve the right to deduct championship points, apply grid penalties, drive-through penalties (where supported), stop-go penalties, or apply an equivalent sporting sanction.

First Three Laps Rule (Race Start Escalation)

The opening three laps of any race are considered high-risk.

Any standard penalty issued for an incident occurring within the first three laps will be automatically doubled, unless otherwise stated by the marshal panel due to exceptional circumstances.

This applies to time penalties, championship point deductions, and grid penalties.

Penalties we may issue: - PLEASE NOTE VSS REDEEM THE RIGHT TO ADD OR TAKE AWAY ANY PENALTY SHOWN BELOW, DEPENDING ON THE SEVERITY OF THE INCIDENTS. THESE ARE JUST A GUIDE. * In any sim where possible, these times will be added to the end of a race time, in the ecent where this is not possable andother penalty will be applied.

*TIME PENALTIES ARE NOT ALWAYS POSSIBLE SO WHERE THERE NO TIME PENALTY WE REDEME THE RIGHT TO DEDUCT POINTS OR SERVE AN ALTERNATIVE PENALTY EQUIVELANT TO THE TIME PENALTY!

INCIDENT CATEGORY	MINIMUM PENALTY	ESCALATED / SEVERE CASES
Minor Avoidable Contact (no position change, no time lost)	5-second time penalty	10 seconds if repeated or careless
Avoidable Collision – No Time Lost	5-second time penalty	10 seconds + -3 championship points
Avoidable Collision – Time Lost to Other Driver	10-second time penalty	15 seconds + -5 championship points
Avoidable Collision – Causing Spin	15-second time penalty	20 seconds + -7 championship points
Avoidable Collision – Forced Damage / Pit Stop / Tow	20-second time penalty + -10 championship points	30 seconds + -15 championship points
Multi-Car Incident Caused by One Driver	25-second time penalty + -15 championship points	30+ seconds, race ban if reckless
Intentional Contact	Immediate Race Disqualification	Season Ban or Permanent Ban
Dangerous Rejoin / Unsafe Pit Release	10-second time penalty	20 seconds + -5 championship points
Causing Collision Under Yellow Flag	15-second time penalty + -7 championship points	30 seconds + possible race ban
Not Slowing Under Yellow (No Contact)	5-second time penalty	10 seconds + -3 championship points
Blue Flag Ignored (8-corner rule breach)	10-second time penalty	15 seconds + -5 championship points
Aggressive Headlight Flashing / Unsporting Behaviour	10-second time penalty	20 seconds + -5 championship points
Blocking / Weaving (One-Move Rule breach)	5-second time penalty	10 seconds + -3 championship points
Brake Testing	20-second time penalty	Disqualification or Race Ban
Track Limits Abuse (persistent or deliberate gain)	5-second time penalty	10–15 seconds + -3 championship points
Pit Lane Speeding (in addition to sim penalty)	5-second additional penalty	Escalated if repeated
Failure to Attend Mandatory Briefing	-10 championship points/ or Qualifying Ban	Pit Lane Start
Accumulation of 5 Penalties in One Season	-15 championship points	Championship Exclusion

*IN THE CASE THE LICENCE SYSTEM ISN'T ACTIVE THE LICENCE DEDUCTIONS WILL BE SEASON POINTS DEDUCTIONS

Evidence

Your evidence must be in the following formats. Anything outside these requirements will not be reviewed.

You must provide a working YouTube or Twitch video link including a minimum of 20 seconds before and 20 seconds after the incident.

Accepted camera views:

➥ Chase cam from all drivers' perspectives. Telemetry must be visible (throttle, brake, steering inputs).
➥ Onboard helmet cam views of all drivers involved. Telemetry must be visible.
➥ Helicam view {if sim supports it} of the incident, ensuring both cars are visible. Telemetry must be visible.

If any required view or telemetry is missing, the report will automatically be void.

For appeals, the same footage requirements apply. Failure to meet these standards will result in the penalty standing.

THANK YOU WE HOPE YOU ENJOY YOUR TIME WITH US HERE AT VELOCITY SIMSPORTS PLEASE HELP THE COMMUNITY GROW AND GRIDS GET BIGGER BY INVITING YOUR FRIENDS AND FELLOW RACERS.

