Virtual Competition Organisation (VCO) - Terms & Regulations

Name of Series:
IMSA Esports Global Championship

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Table of Contents

1. Organization *5*
1.1. Competition Details 5
1.2. Simulation Platforms & Additional Software 5
2. Series Stipulations *6*
2.1. Official Language 6
2.2. Responsibility 6
2.3. Changes to Regulations 6
2.4. Cancellation of Event 6
2.5. Code of Conduct 6
3. Schedule *7*
3.1. Series Schedule 7
4. Entries *7*
4.1. Entries 7
4.2. Pre-Qualifying 8
4.3. Car-Shootout 10
4.4. Driver Line-Up 12
4.5. Cars & Set-Ups 13
4.6. Balance of Performance 13
4.7. Car / Vehicle Numbers 14
4.8. Incapability / Substitution 14
5. Event *14*
5.1. Settings and Weather 14
5.2. Event Day Schedule (all times Eastern Time)* 14
5.3. Qualifying Process 15
6. Race *16*
6.1. General Remarks 16
6.2. Briefing Document 16
6.3. Driver's Briefing 16
6.4. Start Type 17
6.5. Race Duration 17
6.6. Vehicle Paintwork 18
6.7. Drive Time Requirements 18

6.8. Drive Time Penalties 19
6.9. Finish Line 19
6.10. Race Control 19
6.11. Penalties 19
6.12. Protests 20
6.13. Settings & Weather 21
6.14. In-Session Registration 21
7. Penalties 21
7.1. In-Race Penalties 21
7.2. Post-Race Penalties 22
8. Championships & Prize Money 22
8.1. Team Championship 22
8.2. Prize Money 24
8.3. Invites to Future IMSA Esports Seasons 24
8.4. Non-Cash Prizes 25
8.5. Claims 25
9. General Regulations 25
9.1. Livery 25
9.2. Own Logos / Own Design 25
9.3. Communication 26
9.4. Mandatory Race Day Connections 26
9.5. Computer System Requirements 27
10. Driving Standards 27
10.1. General Rules 27
10.2. Entering / Exiting Pit Road & Car 27
10.3. Driving on Track – Reasonable Speed 27
10.4. Racing Rules 28
10.5. Off-Track Incidents 29
10.6. On-Track Incidents 29
10.7. Damaged Race Cars 30
10.8. Cooldown Rules 30
11. Rights 30
12. Code of Conduct 31

13. Exclusion of Legal Action and Limitation of Liability 32

14. Severability Clause 33

Change Log 33

1. Organization

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 Global Championship, hereafter IMSA EGC.

After the success of the first three seasons, the series returns for 2025 for another four-race series dedicated to Esports Racing teams from around the world. Up to 52 teams will compete in each race.

The IMSA EGC's 2025 season will consist of four events.

Race 1	02nd November | Regular
Race 2	16th November | Regular
Race 3	23rd November | Sprint
Race 4	07th December | Regular

Each IMSA EGC event will consist of two classes – GTP (Grand Touring Prototype) & GTD (GT Daytona). GTP comprises of up to 20 cars, while GTD comprises of up to 32 cars. For Regular events, GTP and GTD will race together in a 2h40m race. In a Sprint event, GTP and GTD will each compete in a separate 1h15m minute race.

1.2. Simulation Platforms & Additional Software

1.2.1. The series will be hosted on the iRacing simulator. Drivers and team managers are required to be in the IMSA EGC Discord Server (https://v-c-o.info/imsaesports).

1.2.2. While in the race server, drivers are required to be in a Zoom call provided in a briefing before each race.

1.2.3. By joining an IMSA EGC 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.

1.2.4. 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 the organizer may change these Terms & Regulations.

2.4. Cancellation of Event

2.4.1. The organizer 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, available at https://v-c-o.info/coc is an integral part of these Terms & Regulations. All teams, drivers, and representatives are expected to act respectfully, fairly, and professionally throughout the competition.

3. Schedule

3.1. Series Schedule

3.1.1. The organizer reserves the right to change and/or remove rounds of the championship if needed.

3.1.2. The 2025 season is scheduled to run on:

02nd November	Michelin Raceway Road Atlanta
16th November	Sebring International Raceway
23rd November	Long Beach Street Circuit (GTP) + Virginia International Raceway (GTD)
07th December	Daytona International Speedway

4. Entries

4.1. Entries

4.1.1. Up to 52 Esports Racing teams (hereafter Teams) will take part in the 2025 IMSA EGC as “full-season entries”.

4.1.2. Each manufacturer is guaranteed a certain number of entries in each class.

4.1.2.1. In the GTP class, each manufacturer will be represented by 5 cars.

4.1.2.2. In the GTD class, each manufacturer will be represented by 4 cars.

4.1.3. Registration for the 2025 IMSA EGC is on an invitational basis.

4.1.4. Invites to the 2025 IMSA EGC are specific to the GTP or GTD class but are not specific to a particular car. Invited Teams will compete in the Car Shootout to earn their car of choice.

4.1.5. Invites can be earned in three ways:

4.1.5.1. Class Champions in 2024 IMSA EGC (pending eligibility)

4.1.5.2. 2025 VCO Grand Slam Broadcast Split GTP or GTD Class Winners

4.1.5.3. iRacing Public Pre-Qualifying

4.1.5.4. Teams can accept up to two invites from winning VCO Grand Slam Broadcast Splits in the GTP and GTD classes. If a team wins more than

two invites across GTP and GTD classes, they may choose which two invites to accept.

4.1.6. The final number of invites available for each class in the iRacing Public Pre-Qualifying will be announced on October 5th, 2025, at 3pm Eastern Time.

4.1.7. Teams (and drivers) are approved for participation at the sole discretion of the organizer.

4.1.8. The organizers reserve the right to reject entries or drivers from an individual event or the full competition with no right to appeal.

4.1.9. A team may only enter two cars per class. Attempts to bypass the rule may result in penalties including but not limited to ineligibility for 2025 in all classes.

4.1.10. Teams may have no more than three entries across all classes. Attempts to bypass the rule may result in penalties including but not limited to ineligibility for 2025 in all classes.

4.1.11. The final entry list will be determined by the IMSA Esports Selection Committee, which all decisions being made final with no right of appeal.

4.1.12. The IMSA Esports Selection Committee will contain no members that have direct conflicts of interest with teams registered as potential entries.

4.1.13. If a team withdraws or is removed from the championship, the IMSA Esports Selection Committee may nominate a replacement team for the rest of the season – this must be done no later than the Monday before a race.

4.1.14. The organizers reserve a total of four “wildcard” entries that can be awarded by the IMSA Esports Selection Committee no later than the Sunday before a race. There may only be one “wildcard” entry per class per race.

4.1.15. Teams admitted as “wildcard” entries may only race in one race in a season and may not use drivers that have previously raced in the championship.

4.2. Pre-Qualifying

4.2.1. iRacing Public Pre-Qualifying will run using the iRacing Time Attack Qualifiers

4.2.2. For times set in the Time Attack Qualifiers to be counted for qualification to the 2025 IMSA EGC, Teams will be required to register with the IMSA Esports Selection Committee and nominate two qualifying drivers using the Official Registration Form at https://v-c-o.info/2025imsapreq.

4.2.2.1. The Registration Form will open on October 1st, 2025 at 8pm Eastern Time.

4.2.2.2. The Registration Form will close on October 8th, 2025 at 7:59pm Eastern Time.

4.2.2.3. Late registrations will not be accepted.

4.2.3. Both qualifying drivers must set laps in the iRacing Time Attack Qualifier. Teams are ordered in their class by the fastest individual lap-times for each Driver combined.

4.2.4. If a team earns an invite in the iRacing Public Pre-Qualifying, one of the two qualifying drivers must be registered in the Car Shootout, and teams will be permitted to register an additional, different driver for the Car Shootout.

4.2.5. The iRacing Time Attack will go live at 9am Eastern Time on October 6th, 2025.

4.2.6. The iRacing Time Attack will close at 7:59pm Eastern Time on October 13th, 2025.

4.2.7. An individual iRacing Time Attack will be created for each class. Teams can enter multiple Time Attacks to attempt to qualify across multiple classes and may drive any eligible car in the class to attempt to qualify. Drivers may only be registered for one team in each class.

4.2.8. At the conclusion of the iRacing Time Attack, the fastest eligible Teams in each class ordered by the Driver‘s Combined Fastest Lap Times will be invited to the Car Shootout for the 2025 IMSA EGC.

4.2.9. Should a driver/team fail to register, or a driver is registered in two different teams, the time will be removed from the official leaderboard, and the next eligible team will receive the invite.

4.2.10. The following information will be used by iRacing to setup the Time Attack Servers:

Track	Sebring Intl Raceway
Car Setup	Open
Scrutiny	Strict
Time of Day	Late Afternoon
Temperature	70F
Humidity	65%
Wind Direction	W
Skies	Clear
Fog	0%
Wind Speed	2 mph

4.2.11. The server setup is subject to change until the iRacing Time Attack Qualifiers have begun.

4.3. Car-Shootout

4.3.1. All invited teams will participate in the Car Shootout to determine which car they will compete in during the 2025 IMSA EGC.

4.3.2. Teams will be required to register and nominate two qualifying drivers by October 16th, 2025, at 3pm Eastern Time.

4.3.3. Teams that earned their invite from the iRacing Public Pre-Qualifying will be permitted to substitute one driver from their Pre-Qualifying Registration.

4.3.4. Both qualifying drivers in the Car Shootout must be registered as Full-Season Drivers for their Team.

4.3.5. The Car Shootout will take place on October 18th, 2025, October 19th, and October 20th, 2025.

4.3.5.1. Individual sessions for each class will be hosted at 8:00am, 10:00am, 12:00pm, 2:00pm and 4:00pm Eastern Time on the 18th and 19th.

4.3.5.2. Individual sessions for each class will be hosted at 8:00am, 10:00am and 12:00pm on the 20th.

4.3.6. Teams may register in any car in the class for each of the shootout sessions but can only join each session with one car.

4.3.7. GTD shootout sessions will be a 100-minute-long lone qualifier session with a 10-minute warm up while GTP shootout sessions will be configured as a 120-minute open practice session to unlock hybrid setting changes.

4.3.8. Both Drivers are required to set a valid run of ten consecutive clean laps to be classified under a specific car.

4.3.9. Teams will be ordered by the average of each qualifying driver‘s average fastest run in a respective car.

4.3.10. The 5 fastest teams with each eligible car model in GTP and 4 fastest teams with each eligible car model in GTD will earn that car choice for the 2025 IMSA EGC.

4.3.11. If a Team is eligible for entry in multiple cars, the highest ranking achieved in Shootout Position will take priority as tiebreaker. If required, the Team‘s fastest individual lap time by one driver will be used as a second tiebreaker. If required, the third tiebreaker will be the second driver‘s fastest individual lap time. If required, the final tiebreaker will be determined by the time at which the individual lap time was set. The next eligible team for the other car(s) will then be permitted entry.

4.3.12. All invited teams will be assigned a car at the end of the Car Shootout

4.3.13. If a team has failed to set a valid pair of lap times with both drivers in any car, the IMSA Esports Selection Committee will randomly assign the team to a car.

4.3.14. The following information will be used by to setup the Car Shootout Servers

Track	Sebring Intl Raceway
Car Setup	Open
Scrutiny	Severe
GTP Time of Day	May 15th, 2025, 11:00am
GTD Time of Day	May 15th, 2025, 12:00pm
Weather Mode	Static
Temperature	70 F
Humidity	65%
Wind Direction	W
Skies	Clear

Fog	0%
Wind Speed	2 mph
Practice Starting State	100%
Leave Marbles On Track	Off

4.3.15. The server setup is subject to change until the iRacing Time Attack Qualifiers have begun.

4.4. Driver Line-Up

4.4.1. Driver's confirmed as full-season drivers will be unable to compete for other entries in the same season.

4.4.2. Drivers must be registered on the VCO IMSA Team Hub.

4.4.3. Driver's submitted as full-season drivers for unsuccessful entries may be registered as a full-season driver for any other entry in the series.

4.4.4. Driver's may only compete in one class during a season.

4.4.5. Teams can use as many substitute drivers as wanted. These changes must be entered on the VCO IMSA Team Hub before Wednesday, 3pm Eastern Time before the respective event day.

4.4.6. Teams must notify the organizers of a substitute driver on a per-race basis.

4.4.7. Teams requiring a substitute driver after the submission deadline will be barred from qualifying and must start at the back of their class.

4.4.8. It is mandatory that any drivers representing a Team in an official IMSA EGC 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 Team.

4.4.9. It is required that any drivers representing a Team in an official IMSA EGC session uses the specific iRacing account and specific iRacing team registered via the VCO IMSA Team Hub. Should a driver register with the incorrect account or team for a Race Session, there will be a resulting penalty during the event for the respective Team.

4.4.10. It is mandatory for each driver to join the IMSA EGC Paddock Discord Server.

4.4.11. Each Team is asked to nominate a single Entry Manager that will be responsible for creating and updating team information via the VCO IMSA Team Hub.

4.4.12. Other members of team crew or management will be able to gain access to the Team specific channels in the Series Discord via the VCO IMSA Team Hub.

4.5. Cars & Set-Ups

4.5.1. The following Cars will be used in the IMSA EGC:

GTP	GTD
1. Acura ARX-06 GTP	1. Aston Martin Vantage GT3
2. BMW M Hybrid V8 GTP	2. BMW M4 GT3
3. Cadillac V-Series.R GTP	3. Chevrolet Corvette Z06 GT3.R
4. Porsche 963 GTP	4. Ferrari 296 GT3
	5. Ford Mustang GT3
	6. Lamborghini Huracan EVO GT3
	7. Mercedes AMG GT3 EVO
	8. Porsche 911 GT3 R

4.5.2. Drivers will be permitted open setups during each race.

4.5.3. This list is subject to change until Pre-Qualifying begins.

4.6. Balance of Performance

4.6.1. iRacing.com will provide a custom Balance of Performance (BoP) for each class for each round. This BoP will be communicated to drivers no later than one week before the race.

4.6.2. Teams may not look to influence any party to make changes to the BoP. Teams that look to influence series organizers may result in a penalty, including but not limited to exclusion from all classes for 2025.

4.6.3. BoP Changes may be made at any time before the Race Server has gone live.

4.7. Car / Vehicle Numbers

4.7.1. Teams will be provided free choice of car numbers, except for #1 and #101 that are reserved for defending champions in class.

4.7.2. Car Numbers in GTP are required to be between 1 – 99 (with no preceding 0s). GTD numbers are required to be between 101 – 199.

4.7.3. Car numbers will be allocated based on previous season choices first, or earlier submission date via the VCO IMSA Team Hub.

4.8. Incapability / Substitution

4.8.1. Teams are required to compete in every round of the championship.

4.8.2. Teams that miss rounds of the championship may lose eligibility for future IMSA EGC seasons.

5. Event

5.1. Settings and Weather

5.1.1. All sessions will use Forecasted Weather along with a set in-sim time to be used to generate the session.

5.1.2. Teams will be provided with a general weather forecast at 12pm Eastern Time three days before raceday.

5.1.3. The specific generated forecast(s) will be communicated to drivers at 12pm Eastern Time the day before raceday.

*5.2. Event Day Schedule (all times Eastern Time)**

5.2.1. All Regular Events (2h40m races) will use the following schedule:

Free Practice	12:00 – 13:00
Briefing	13:00 – 13:15
Start of Broadcast	13:30

Qualifying	13:40 – 13:50
Start of Race	~14:05
End of Race	16:47
Interviews	16:50 – 17:10

5.2.2. All Sprint Events will use the following schedule:

Free Practice	12:00 – 13:00
Briefing	13:00 – 13:15
Start of Broadcast	13:30
Qualifying (Both Classes)	13:40 – 13:50
Start of GTP Race	~14:05
End of GTP Race	15:20
GTP Interviews	15:20-15:30
Start of GTD Race	~15:35
End of GTD Race	~16:50
GTD Interviews	~16:50-17:00

5.2.3. At least one driver from the team must be registered and connected to the race session by 12:30 ET.

5.2.4. All times are subject to change; the version distributed via each Event Briefing document applies.

5.2.5. Scheduling is subject to delays due to the live broadcast. A minute-by-minute schedule for the Event may be distributed in a separate document on the day of each event.

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 their class 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. Drivers are required to save replay and 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 sufficient data for verification within 3 hours of the checkered flag of the race may face penalties including but not limited to disqualification from the race.

5.4.3. Drivers are only required to submit data where they are actively driving the car between the start of qualifying until the end of the race.

6. Race

6.1. General Remarks

6.1.1. Participants are obliged to behave in a sporting and fair manner. The behavior 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 Teams will receive an Event Briefing document via a posting in the #documents-and-forms channel in Discord one month 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. Driver’s Briefing

6.3.1. The briefing prior to the start of the event takes place in the Series Discord (Stage: 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 P04 Stop+10s penalty for the respective race.

6.3.3. Driving during the Drivers' Briefing is forbidden, including in Private Test Sessions. Race Control can impose a P04 Stop+10s for the respective race.

6.4. Start Type

6.4.1. All races will utilize a rolling start with a defined start zone to be communicated in the official Event Briefing. Each class will start separately with a gap of ten seconds left by the GTD leader to the last car in the GTP field.

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 in each class has earned the right to start the race. Cars attempting to jump the start before the leader has begun 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. Regular events are 2 hours 40 minutes in length.

6.5.2. Sprint events consist of individual 1h15m races for each class.

6.5.3. The reason for retiring from the race should be reported to Race Control in the Series Discord in the specific Team channel.

6.5.4. Teams retiring from the race for no apparent reason may be excluded from the series for the remainder of the season.

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/imsaliveries

6.6.3. For the First Round, the submission deadline for paint files is 26th October 2025 at 3pm Eastern Time. This is to facilitate the approval process from the organizer, IMSA and iRacing and to allow for media creation.

6.6.4. Any paint updates for subsequent rounds must be submitted by Monday, 3pm Eastern Time, before the respective event day.

6.6.5. Liveries must be uploaded to the provided upload links in the Series Discord using the correct iRacing Team ID associated with an entry.

6.7. Drive Time Requirements

6.7.1. During a Regular event, both drivers in a car are subject to minimum and maximum drive times. The minimum drive time for all drivers is 45 minutes. The maximum drive time is 1 hours 55 minutes.

6.7.2. During a Sprint event, both drivers in a car are subject to minimum drive time. The minimum drive time for all drivers is 10 minutes.

6.7.3. Drive time will be initially calculated by multiplying a driver's average lap time with total laps completed. If a driver is found to be over or under the limit, their time will be manually calculated by checking a driver's total drive time between the green flag and the car taking the chequered flag, not inclusive of time spent in pit lane (marked by pit lane cones).

6.7.4. If a team is given permission to ESC to pit lane, drive time stops accruing at the moment the car performs the ESC. Drive time resumes when the car leaves the pit lane.

6.7.5. In the rare situation that a red flag interrupts the race requiring a new session to be created, drive time will be reset and scaled to the new session duration. The driver in the car at the time of the red flag will be required to restart the race.

6.8. Drive Time Penalties

6.8.1. If a car does not meet the drive time requirements, the car will be placed at the back of the field behind all cars, including those that are unable to finish.

6.8.2. Cars that have completed less than 90% of the race time remain in their finishing order unless they have exceeded the maximum drive time.

6.8.3. For cars that exceeded the maximum drive time, the car with the driver least exceeding the maximum drive time will be classified in front of the others.

6.8.4. For cars completing 90% or more of the race time where a driver did not achieve the minimum drive time, the car with the driver that missed by the smallest amount will be classified in front of the orders.

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

6.11.1.1. Automated – iRacing Automatic Penalties that can occur both during and after the conclusion of the race

6.11.1.2. In-Race – Manual Penalties from Steward Decision that are served during a race

6.11.1.3. 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

6.11.2. VCO Race Control will make every 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 can be using the VCO IMSA Team Hub.

6.12.2. The protest form requires the following information that must be given completely and correctly:

6.12.2.1. Which car numbers are involved in the incident?

6.12.2.2. What lap did the incident occur on?

6.12.2.3. What corner did the incident occur in?

6.12.2.4. What is the time stamp of the incident?

6.12.2.5. A reason for the protest

6.12.2.6. Short description of the incident

6.12.2.7. Protests must be lodged by a team directly involved in the incident.

6.12.3. Protests from teams who are not involved will not be accepted.

6.12.4. Protests can be submitted on behalf of a team by any team member with the Team Role in the Series Discord Server.

6.12.5. Protests submitted with incorrect information will be rejected.

6.12.6. Protests must be submitted within 30 minutes of the incident occurring.

6.12.7. If an incident is not initially reported in this window, it can also be reported for review no later than 15 minutes after the race has ended.

6.12.8. Protests lodged after this deadline has expired will be regarded as inadmissible.

6.12.9. Race Control may also lodge protests if an incident warrants further investigation.

6.13. Settings & Weather

6.13.1. All sessions will use Forecasted Weather along with a set in-sim time to be used to generate the session.

6.14. In-Session Registration

6.14.1. Teams must register with the correct Team ID, Car and Car Number as listed on the VCO IMSA Team Hub.

6.14.2. Teams may run a different team name to that listed in the Hub to ensure they join the correct team.

6.14.3. Teams that register incorrectly will receive a 10s Stop and Hold Penalty at the start of the race.

7. Penalties

7.1. In-Race Penalties

7.1.1. 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	Description
NFA	**No Further Action.**
P01	**Warning** This is for the most minor of infractions.

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).
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.
P05	**Time Penalty** Time will be added onto the driver's race time, and any positions that this will take them behind will be lost.
P06	**Disqualification** The driver/team will be disqualified from the event.

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. Team Championship

8.1.1. For the 2025 IMSA EGC, the only championship tracked will be the Teams Championship.

8.1.2. Each entry is viewed as Team.

8.1.3. Classes will be separated into individual championships for GTP and GTD.

8.1.4. There will be no “drop rounds” in the 2025 IMSA EGC.

8.1.5. The points system for each race follows the IMSA points system with points scored in qualifying and race:

Position	Qualifying	Race
1	35	350
2	32	320
3	30	300
4	28	280
5	26	260
6	25	250
7	24	240
8	23	230
9	22	220
10	21	210
11	20	200
12	19	190
13	18	180
14	17	170
15	16	160
16	15	150
17	14	140
18	13	130
19	12	120
20	11	110
21	10	100
22	9	90
23	8	80
24	7	70
25	6	60
26	5	50
27	4	40
28	3	30
29	2	20
30+	1	10

8.2. Prize Money

8.2.1. At the end of the 2025 IMSA EGC, the following prize money breakdown will be used for GTP:

Pos.	Prize money
1	5,000.00 USD
2	2,500.00 USD
3	1,600.00 USD
4	1,000.00 USD
5	800.00 USD
6	600.00 USD
7	400.00 USD
8	300.00 USD
9	200.00 USD
10	100.00 USD
Total	12,500.00 USD

8.2.2. At the end of the 2025 IMSA EGC, the following prize money breakdown will be used for GTD:

Pos.	Prize money
1	5,000.00 USD
2	2,500.00 USD
3	1,600.00 USD
4	1,000.00 USD
5	800.00 USD
6	600.00 USD
7	400.00 USD
8	300.00 USD
9	200.00 USD
10	100.00 USD
Total	12,500.00 USD

8.3. Invites to Future IMSA Esports Seasons

8.3.1. The champions in each class will receive an invite for an automatic entry to the next season of the IMSA EGC in their respective classes.

8.3.2. Invites cannot be used in another class, but teams are not tied to any specific manufacturer.

8.3.3. Invites must meet one of the following criteria to qualify for acceptance:

8.3.3.1. No significant deviation in entry name and management.

8.3.3.2. The Entry Manager and both drivers from the previous season are registered.

8.3.3.3. Any team that does not auto-qualify can apply for acceptance from the IMSA Esports Selection Committee on an individual basis.

8.3.4. Invites from the previous season will hold the highest priority over any other forms of entry to the IMSA EGC.

8.4. Non-Cash Prizes

8.4.1. In addition, further non-cash prizes can be awarded to the champions. These prizes will be announced individually.

8.5. Claims

8.5.1. All prizes are voluntary. There is no legal claim.

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 the organizer.

9.1.3. The final design of the liveries is solely at the discretion of the organizer.

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 organizer of the series is 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 the organizer through their team channels to request approval.

9.2.5. The organizer has the right to deny the usage of a logo without explanation.

9.3. Communication

9.3.1. Availability via the respective team text channel in 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 behavior 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 class winners or upon request of the broadcasters via the team's text channel.

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 13:30 ET at all events 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 the organizer.

9.4.3. Teams are also required to make use of the team 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. Teams 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 EGC and extend the iRacing Sporting Code and VCO Code of Conduct which are also in place during all IMSA EGC 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:

10.3.1.1. Not moving onto the racing line when maneuvering onto track from the pitlane, until at a reasonable speed

10.3.1.2. Not deliberately slowing down on track to impact upon any other car

10.3.2. For the avoidance of doubt, 'reasonable' is seen as:

10.3.2.1. 75% of racing speed in Sectors 2 and 3 of an outlap.

10.3.2.2. 75% of racing speed at all other times whilst a driver is on track.

10.3.2.3. Returning to 75% of racing speed as soon as possible after a spin / other on track incident, as and when safe to do so.

10.3.3. This will be reviewed based upon a driver's fastest lap time in either practice or qualifying.

10.3.4. 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. Bump-drafting 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:

10.4.3.1. A late move, forcing a driver to move off the racing line to avoid an incident

10.4.3.2. Moving sideways in a corner to move another driver off line

10.4.3.3. 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 can 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.

10.5.3. In the event briefing, Race Control will provide Teams with an “Off-Track Limit” (example: after 30 off-tracks and every subsequent 10).

10.5.4. Race Control will maintain an “Off-Track Count” per team during each race and award Track Limit Violation penalties as team’s hit the “Off-Track Limit”.

10.5.4.1. The “Off-Track Count” will be different than the in-sim incident limit, and only the Race Control count will be used when awarding penalties.

10.5.4.2. Teams will be provided a warning when their “Off-Track Count” is half of the initial limit for receiving a penalty.

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-P04 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 P06 penalty and will be

immediately disqualified from the event and the remainder of the championship.

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 P06 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. All copyright and image rights reside with the organizer, including images taken from live broadcasts of the IMSA EGC.

11.2. All broadcast rights for the IMSA EGC, 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.

11.3. 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.

11.4. No 3rd-party broadcasts can include external commentators beyond the official broadcast commentary.

11.5. 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.

11.5.1. 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.

11.5.2. 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. 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.

12.2. Participants may not engage in behavior that reflects negatively on the organizers, other participants or any associated parties.

12.3. 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.

12.4. 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 EGC. Forms of cheating include but are not limited to:

12.4.1. Software Input Manipulation.

12.4.2. Racing under another participant's iRacing Account.

12.4.3. Collusion between multiple teams to influence a race.

12.5. It is at the organizer's judgement as to whether a behavior is judged to be "cheating" and gaining an unfair advantage.

13. Exclusion of Legal Action and Limitation of Liability

13.1. 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).

13.2. 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.

13.3. 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.

13.4. 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. 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

1st September 2025:	Add Aston Martin Vantage GT3 to replace McLaren 720S GT3 Update GTP count from 16 to 20. Specify time at which registration for Pre-Qualifying will open.
19th August 2025:	Initial 2025 Publication