FORMULA STUDENT
ALPE ADRIA

Virtual FSAA III
Competition Handbook
2025

FS Alpe Adria

CHANGELOG

Section	Version	Changes Made
1 - 8	1.0	created
5	1.1	added Drift Competition
5	1.2	Modified Alumni cup format
3	1.2	Added detailed schedule
2	1.2	Added driver registration and livery form links
4	1.2	Details on advancement to finals

1. GENERAL INFORMATION

1.1. FORMULA STUDENT ALPE ADRIA

Formula Student Alpe Adria (FSAA) is part of the Formula SAE Competition Series and is open to entries with electric, combustion, and combustion-hybrid powertrains. This document contains the event-specific rules and procedures for the Formula Student Alpe Adria Virtual Sim Racing Event only.

1.2. VIRTUAL FORMULA STUDENT ALPE ADRIA

The Organizing Committee of FSAA is excited to present the 3rd Edition of the Virtual Formula Student Alpe Adria (vFSAA) competition, following the overwhelming success of the inaugural events. With a remarkable turnout of teams from across the region,. and due to the strong participation and enthusiasm from students, teams, and partners

FS Alpe Adria

alike, we are thrilled to bring this virtual racing challenge back, providing an even more refined and competitive experience for all participants.

1.3. OFFICIAL LANGUAGE AND COMMUNICATION

The official language of the competition is English. All official documents, announcements, and communications will be provided in English.

Before the registration deadline, the primary method of communication between teams and organizers will be email. Once registration is complete, communication will shift to **Discord, where all team captains and drivers are required to join for updates, coordination, and event-related discussions. Critical updates regarding the competition, such as group assignments and links of servers will be shared exclusively on Discord.**

The Discord server is open to the general public, but specific sections are restricted to designated roles. Roles will be assigned to team members after registration. You can join the official Discord server using the following link: https://discord.gg/JQhHe6vKh2

Failure to be on the official Discord server can result in disqualification from the competition.

1.4. OFFICIAL EVENT TIME ZONE & DATE/TIME FORMAT

The official time zone for the Virtual Formula Student Alpe Adria (vFSAA) Event is **Central European Time (CET)** during the winter period and **Central European Summer Time (CEST)** during the summer period, in accordance with European time changes.

The competition date/time format for all event-related timings is "**YYYY-MM-DD hh:mm**" in a **24-hour format**. This standardized format will apply to all deadlines, schedules, and time-sensitive communications.

Participants are required to ensure compliance with this time format and time zone for all submissions, event participations, and any time-sensitive actions during the Virtual Formula Student Alpe Adria Event. It is recommended that teams confirm the correct time zone and format alignment to avoid misunderstandings regarding event deadlines and start times.

1.5. SIM RACING PLATFORM

The Virtual Formula Student Alpe Adria event will utilize multiple simulation platforms depending on the specific competition.

- The **main competition** will be held on **Assetto Corsa**, featuring a **custom Formula Student Alpe Adria Track Mod** and a **Vehicle Mod provided by MAD Formula Team**, designed to accurately replicate Formula Student car dynamics.

- The **IPG Challenge** will take place on **CarMaker**, using dedicated virtual test environments tailored to the challenge objectives.

- Other special events, such as the **Alumni Cup Races** and **Alumni Cup Drift Challenge**, may feature **different cars and tracks**, which will be announced individually.

Links to download all required vehicles and tracks for each event will be provided prior to competition. Updated versions may differ from those used in previous editions of vFSAA.

1.6. PODIUM FINISHER REWARD

The **first three Formula Student teams** in the final standings of the virtual competition will **receive a guaranteed spot in the 2026 Formula Student Alpe Adria event**.

Additional rewards by sponsors may be given to teams.

2. REGISTRATION & ELIGIBILITY

2.1. REGISTRATION PROCEDURE

Team Registration will be open from **Monday, October 27th, 2025, 10:00 until November 16th 2025, 23:59** via the provided Google Forms link.
Link: https://forms.gle/Zed5KyNiVx7piU9Y7

FS Alpe Adria

2.2. ELIGIBILITY

Eligible to participate in the event are Formula Student Teams with Electric (EV) or Combustion (CV) vehicles, as well as Alumni Formula Student Teams.

2.3. WILDCARD APPLICATIONS

Wildcard applications, open to Sponsors and Friends of the competition, are available **exclusively for participation in the Alumni Cup.** These applicants are not guaranteed a place in the provisional entry list and will be selected at the discretion of the organization.

2.4. SLOTS & ENTRY LIST

The event has a **maximum limit of 144 teams** to ensure smooth broadcasting. After registration closes, the organizers will publish a **provisional entry list**, which will include details of the teams selected for the event as well as a **waiting list**. In the case of excess applications, the organizers reserve the right to announce additional rules or criteria for selection. Final decisions regarding team participation will be made by the officials.

2.5. TEAM CAPTAIN / CONTACT PERSON

- During the registration process, each team must designate a Team Captain or Contact Person.

- The Team Captain will serve as the main point of contact for all organizational matters related to the event. This person will receive all official communications from the organizers, including important updates and instructions.

- During the dynamic events, the Team Captain is responsible for supervising the drivers and ensuring they are prepared for their races. The captain will also handle any issues that arise, including protests, and will communicate directly with the event officials on behalf of the team. It is therefore recommended that the team captain will be a different person than the drivers.

2.6. DRIVER REGISTRATION

After a team has been granted entry to the competition, they must designate two drivers for the event:

- **Driver A** will participate in all events marked as A.
- **Driver B** will participate in all events marked as B.

For Formula Student teams, both Driver A and Driver B must be eligible drivers in Formula Student competitions as per FS rules.

The most critical information required for joining the server is the **SteamID**, which is essential for the organizers to set up the race servers. The SteamID is a 17-digit number, and providing the correct SteamID ensures drivers can access the race servers. It is vital to carefully read the information provided on the Discord server and submit the accurate SteamID number.

Drivers who share their SteamID (Shared SimRig) can still join, but this must be indicated on the driver registration Google form.

Driver registration will open according to the dates on Section 3.2.

Registration link: https://forms.gle/cK7SGJ479vTzQ7MA7

2.7. LIVERY SUBMISSION

Teams participating in the competition are encouraged to submit custom liveries for the **MFT02** car. The best liveries will be rewarded with additional points towards the championship standings. This enhances the team's appearance during broadcasts and provides a competitive advantage.

Submission Requirements

- Skin Templates:
  Teams must use the official skin template for the MAD Formula Team MFT02.
  The template is available at:
  Download Skin Template.
- File Format:
  Liveries must be submitted as a compressed file in either ZIP or RAR format.
  The compressed file must contain the skin folder with all required files.

FS Alpe Adria

- Naming Convention:
  The skin folder must be named using the following format:
  `TeamNumber_TeamName`
  (e.g., 373_MAD, 53_TUGRacing).
- Required Files:
  The folder must include the following:
  - **ui_skin.json**: Properly filled with relevant details. This document must include team name, nationality, and car number following the format required.
  - **preview.jpg**: A preview image of the livery.
  - **livery.png**: The main texture file.
  - **skin.dds**: The custom skin texture.
  - **ac_crew.dds**: Optional but encouraged, a custom texture for the pit lane tent.
  - **logo.png**: An image of your team's logo for broadcast purposes
- Content Restrictions:
  Skins must not contain any inappropriate or offensive content. The event organizers reserve the right to reject or remove submissions that violate this rule.
- Optimization:
  Skins must be optimized in resolution and file size. Texture sizes should not exceed those in the original template, and retain the same width:height ratio. The total compressed file size must not exceed **10MB**.
- Submission Deadline:
  Liveries must be submitted until the **2025-11-20 at 16:00**.

  Teams failing to meet this deadline will be able to make a late livery submission until the **2025-11-22 at 23:59**, but they become ineligible to score points in the livery design event.

  Remaining teams will be provided with a default livery and not score any bonus design event points.

Submission Link

Liveries must be uploaded via the designated submission link: https://forms.gle/UPBryCkiCwhhW7cW6

FS Alpe Adria

2.8. WAITING LIST ENTRY

Due to the event's maximum limit of **144 teams**, participation cannot be guaranteed for all registered teams. Teams that do not secure an initial spot will be placed on a waiting list.

- **Waiting List Teams**:
  Teams on the waiting list are encouraged to submit both **driver registrations** and **livery submissions** in accordance with the established deadlines.
- **Entry Allocation**:
  If a team from the provisional entry list fails to meet the submission deadlines for both **driver registration** and **livery submission**, their spot will be forfeited. This spot will then be offered to the next team on the waiting list that has completed both submissions correctly and on time.

This rule ensures that all participating teams, including those on the waiting list, are prepared to join the competition if a spot becomes available.

3. SCHEDULE & DEADLINES

3.1. KEY DATES

This section outlines the key dates and submission deadlines for the Virtual Formula Student Alpe Adria event. All teams are required to adhere strictly to these dates to ensure smooth participation and organization.

Please refer to the table below for specific dates and times:

Registration	From	To
Team Registration	2025-10-27 10:00	2025-11-16 23:59
Provisional Entry List Published	2025-11-17 12:00	
Waiting List Published	2025-11-17 12:00	
Official Entry List Published	2025-11-24 20:00	
Important Dates	**From**	**To**
Release of the Track & Car	2025-11-19 14:00	
Release of the Track & Car Alumni Drift	2025-11-7 14:00	
Release of the Track & Car Alumni Cup	2025-11-26 14:00	
Practice Server	2025-11-20 22:00	2025-11-25 16:00
Test Event	2025-11-20 20:00	2024-11-20 21:30
Submission Deadlines	**From**	**To**
Driver Registration	2025-11-17 16:00	2025-11-20 16:00
Livery Submission	2025-11-17 16:00	2025-11-20 16:00

3.2. MAIN COMPETITION DATES

The main competition for the Virtual Formula Student Alpe Adria event spans **three days**—**two Semi-Finals Days** and **one Finals Day.** Each team will compete in **one of the Semi-Finals**, as specified in the official entry list. The best-performing teams from the Semi-Finals will qualify for the Finals Day. Please refer to the schedule below for exact dates and times.

Main Competition Dates	From	To
Semi-Final Day 1	2025-11-25 18:45	2025-11-25 23:59
Semi-Final Day 2	2025-11-26 18:45	2025-11-26 23:59
Final Day	2025-11-27 18:45	2025-11-27 23:59

3.3. MAIN COMPETITION SCHEDULE

Times (CET)	Event
25/11/2025	
18:45:00	Driver briefing
19:00:00	Stream live, pre race show
19:10:00	Group 1: Server A (Broadcast joins at 19:15)
19:40:00	Group 2: Server A (Broadcast joins at 19:45)
20:10:00	Group 3: Server A (Broadcast joins at 20:15)
20:45:00	AMG race
21:15:00	Group 1: Server B (Broadcast joins at 21:20)
21:45:00	Group 2: Server B (Broadcast joins at 21:50)
22:15:00	Group 3: Server B (Broadcast joins at 22:20)
22:45:00	Post race/provisional standings
23:00:00	Latest possible time for stream over
Earliest possible time	Stewards decision/official group standings/ LCQ and finals entry list

Times (CET)	Event
26/11/2025	
18:45:00	Driver briefing
19:00:00	Stream live, pre race show
19:10:00	Group 4: Server A (Broadcast joins at 19:15)
19:40:00	Group 5: Server A (Broadcast joins at 19:45)
20:10:00	Group 6: Server A (Broadcast joins at 20:15)
20:45:00	Rimac race
21:15:00	Group 4: Server B (Broadcast joins at 21:20)
21:45:00	Group 5: Server B (Broadcast joins at 21:50)
22:15:00	Group 6: Server B (Broadcast joins at 22:20)
22:45:00	Post race/provisional standings
23:00:00	Latest possible time for stream over
Earliest possible time	Stewards decision/official group standings/ LCQ and finals entry list

27/11/2025	
Times (CET)	**Event**
18:45:00	Driver briefing
19:00:00	Stream live, pre race show
19:05:00	Last Chance Qualifying (Broadcast joins at 19:10)
19:35:00	Alumni Cup Drift competition individual runs
19:55:00	Finals Server 1 (Broadcast joins at 20:00)
20:50:00	IPG Driverless Challenge
21:20:00	Alumni Cup Drift competition duels
21:55:00	Finals Server 2 (Broadcast joins at 22:00)
22:50:00	Alumni Cup FS Race
23:30:00	Awards ceremony latest possible time
00:00:00	Stream over latest possible time
After stream closes	TUG Afterparty

3.4. DEADLINES

Please adhere strictly to all deadlines. Late submissions of required materials, such as driver information and livery files, may result in penalty points or, in severe cases, exclusion from the competition.

Teams listed on the provisional entry list who fail to submit both the driver registration and livery files by the specified deadline will be **withdrawn from the event.** Their spot will then be offered to the first team on the waiting list that has completed the driver registration and livery submission requirements on time.

4. Virtual Formula Student Alpe Adria

The Main Competition of the Virtual Formula Student Alpe Adria (vFSAA) is a competitive, virtual wheel-to-wheel racing challenge that incorporates elements from real Formula Student events. This event consists of Semi-Final Days and a Finals Day, each designed to test teams' skills across multiple disciplines and closely simulate a real racing experience.

4.1. Semi-Final Days

4.1.1. Group Assignment

Teams will be assigned by the organization to one of the groups across the **Semi-Finals Days**. Group assignments will be confirmed once the official entry list is published. Each team will compete on **one Semi-Finals Day only**, as indicated in the official entry list, and teams will be notified in due course.

If a team needs their semifinal group to take place on a specific date or have specific hour restrictions, they can fill the following form. The organisation will place them in the group that fits best their schedule: https://forms.gle/eP4WdF95Wu4qUhWZ7

4.1.2. Points Semi-Final Day

In the Qualification Event, teams have the opportunity to score a maximum of **1000 points** across multiple disciplines, as outlined in the table above. Points are allocated based on performance in two AutoX sessions (**AutoX A** and **AutoX B**) and two Endurance sessions (**Endurance A** and **Endurance B**). Additionally, teams with a custom livery can earn a **Design Bonus of 25 points**, and teams that participate in the **IPG Challenge** will receive an additional **75-point Bonus**. The cumulative points from all sessions and bonuses will determine the teams' rankings and advancement potential for the Finals Day.

Event	Total Points
AutoX A	100
Endurance A	300
AutoX B	125

FS Alpe Adria

Endurance B	375
Design Bonus	25
IPG Challenge Bonus	75
Total Points Qualification	**1000**

4.1.3. Driver Assignment

Each team will participate in two qualifying sessions, followed by two races with tyre blankets on. Each race will feature one of the team's designated drivers:

- **Session A**: Fixed car setup (Driver A).
- **Session B**: Open car setup (Driver B).

Groups are designated with a number (1-6). Each team will be assigned a semi final group when the Entry Lists are revealed. The organization will notify the day in which each group will race. Teams and drivers are responsible to make sure the correct driver joins on their assigned server.

The organization will provide a file containing the fixed car setup for the fixed setup races so teams can train with it. This includes all car parameters, fuel level and tyre pressure and it will be enforced by server settings.

Teams must register their drivers before the 19th of November at 23:59 as specified on Section 2.

4.1.4. Group Structure and Disciplines

Each group's event consists of the following disciplines:

- **AutoX A**: A 10-minute qualifying session with a fixed car setup, with a maximum of 100 points.
- **Endurance A**: A 14-lap race with a fixed car setup, worth a maximum of 300 points.
- **AutoX B**: A 10-minute qualifying session with an open car setup, with a maximum of 125 points.
- **Endurance B**: A 14-lap race with an open car setup, worth a maximum of 400 points.
- **Design Bonus**: Teams with a custom livery receive an additional 25 bonus points.

FS Alpe Adria

- **IPG Challenge Bonus:** Teams who successfully compete in this challenge will receive 75 bonus points on Semi Finals Day.

4.1.5.   Advancement to Finals

The top **3 teams from each group**, based on cumulative points from the above disciplines, will advance to the **Finals directly**, with an additional number of spots (P4-P7) reserved for teams that will move to the **Last Chance Qualifying**.

In the event of a **tie in total points**, the team with the **fastest average AutoX lap time** across both AutoX sessions will be classified ahead.

4.1.6.   Protest Procedures

Any protests regarding qualifying sessions or races must be submitted within a 30-minute window after the session or race concludes. Protests are handled via a Google Forms sheet and must include all required information, such as the specific discipline, driver names, and team names. Incomplete or unclear reports will not be reviewed. Race stewards will address all valid protests promptly and communicate their decisions shortly thereafter. Team Captains may be required to join voicechat with race stewards to get further details from incidents if required.

4.1.7.   Points System

Points for the AutoX and Endurance events are awarded based on finishing positions as detailed in the official points table. Custom liveries receive additional points, and point allocations may be adjusted based on the total number of teams or groups. In cases of larger groups, the duration of AutoX and Endurance sessions may be shortened.

Position	Semifinals points system					
	AutoX A	Endurance A	Design	IPG Driverless Challenge	AutoX B	Endurance B
1st	100	300	25*	75*	125	375
2nd	80	260			110	325
3rd	70	230			100	280
4th	60	200			90	250
5th	50	170			80	220
6th	40	150			70	200
7th	30	130			60	180
8th	20	110			50	160
9th	10	100			40	140
10th	5	95			30	120
11th		90			25	100
12th		85			20	90
13th		80			15	80
14th		75			10	75
15th		70			5	70
16th		65				65
17th		60				60
18th		55				55
19th		50				50
20th		45				45
21st		40				40
22nd		35				35
23rd		30				30
24th		25				25
*	Points awarded to all teams racing who successfully joined these categories					

4.2. LAST CHANCE QUALIFYING

4.2.1. Last Chance Qualifying Format

The Last Chance Qualifying (LCQ) provides a final opportunity for teams to secure a place in the Finals Day. A total of **24 teams** will advance to the LCQ based on their **overall performance in the Semi Final Event.**

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4.2.2. Qualifying Session:

A **10-minute qualifying session** will determine the starting grid for the race. Each team will be represented by **one driver only**

4.2.3. Race Session:

A **14-lap race** will decide the final entries for the Finals Day. The top 6 performing teams in this race will earn the final qualification spots for the finals.

4.2.4. Tie-Breaker Rule:

In the event of a tie in race results or overall LCQ ranking, the **team with the fastest AutoX lap time** from the Qualification Event will be deemed ahead.

4.2.5. Protest Procedures

Any protests regarding the LCQ qualifying session or race must be submitted within **5 minutes** after the session or race concludes. Protests must be filed via the official **Google Forms sheet** and include all required details (discipline, driver name, team name, and a clear description of the incident). Incomplete or unclear submissions will not be reviewed. Race stewards will review all valid protests and communicate their decisions promptly.

FS Alpe Adria

4.3. FINALS DAY

4.3.1. Total Points Finals Day

On Finals Day, **24 teams** have the opportunity to score a maximum of **1000 points** through a combination of Hotlap and Endurance disciplines, along with points awarded in the Design Competition and IPG Carmaker Driverless Challenge. Each driver will participate in separate sessions with unique setups: **AutoX A** and **Endurance A** for Driver A, and **AutoX B** and **Endurance B** for Driver B. Additionally, teams can earn **Design Bonus** points based on livery evaluations by an independent design jury. The cumulative points scored on Finals Day will determine the final standings and overall winners of the competition, as outlined in the table above.

Event	Total Points
AutoX A	100
Endurance A	300
AutoX B	125
Endurance B	375
Design Bonus	25
IPG Carmaker Challenge	75
Total Points Qualification	**1000**

4.3.2. Hotlap and Endurance A

On Finals Day, Driver A will compete in a Hotlap and Endurance event with a fixed setup and tyre blankets off.

- **Hotlap A**: A two-lap qualifying session where each driver has two consecutive flying laps to set the fastest time. This session awards a maximum of 100 points and determines the starting grid for Endurance A discipline.
- **Endurance A**: A race with a duration of 21 minutes (+1 Lap), based on the winning Endurance time from FSAA25. This race requires a mandatory pit stop and uses a fixed setup provided and enforced by the event server. The Endurance race awards up to 300 points based on race position.

FS Alpe Adria

4.3.3. IPG Driverless Challenge and Design Competition

During the Finals Day, a total of 100 bonus points can be earned in 2 disciplines. Detailed distribution of points can be found in Section 4.3.6.

Up to 75 points will be given to the best placed finalist in the IPG-DV Challenge. The top 10 finalist teams in the Challenge will earn extra points, with the remaining classified finalists also receiving extra points.

Up to 25 points will be given to the best placed finalist in the Design Competition. A panel of independent judges will evaluate and select their three favorite custom liveries from the finals grid, which will earn extra bonus points. The organization reserves the right to organize a Design Final Event and the details will be communicated at a later point of time.

4.3.4. Hotlap and Endurance B

Driver B will participate in a Hotlap and Endurance event with an open setup and tyre blankets off.

- **Hotlap B**: A two-lap qualifying session where each driver has two consecutive flying laps to set the fastest time. This session awards a maximum of 125 points and determines the starting grid for Endurance B discipline.
- **Endurance B**: (Similar to Endurance A). A race with a duration of 21 minutes (+1L), based on the winning Endurance time from FSAA. This race requires a mandatory pit stop and an open setup is allowed. The Endurance race awards up to 375 points based on race position.

4.3.5. Overall Winner

The overall winner of the competition will be determined by the highest cumulative points scored on Finals Day. Points from Hotlap A, Endurance A, the Design Competition, IPG Carmaker Challenge, Hotlap B, and Endurance B will be combined to establish the final standings.

FS Alpe Adria

4.3.6. Points System

Points for the Hotlap and Endurance discipline are awarded based on finishing positions as detailed in the official points table.

Position	\(\text{AutoX A}\)	Endurance A	Design	IPG Driverless Challenge	AutoX B	Endurance B
	Finals points system					
1st	100	300	25	75	125	375
2nd	80	260	15	60	110	325
3rd	70	230	10	50	100	280
4th	60	200	5*	40	90	250
5th	50	170		35	80	220
6th	40	150		30	70	200
7th	30	130		25	60	180
8th	20	110		20	50	160
9th	10	100		15	40	140
10th	5	95		10	30	120
11th		90		5*	25	100
12th		85			20	90
13th		80			15	80
14th		75			10	75
15th		70			5	70
16th		65				65
17th		60				60
18th		55				55
19th		50				50
20th		45				45
21st		40				40
22nd		35				35
23rd		30				30
24th		25				25
*	Points awarded to all teams racing who successfully joined these categories					

FS Alpe Adria

4.4. IPG CARMAKER DRIVERLESS COMPETITION

The **IPG CarMaker Challenge** is a specialized simulation event within the **Virtual Formula Student Alpe Adria III** , held in collaboration with **IPG Automotive**, a global leader in virtual test-driving technology. Building on the long-term partnership between IPG Automotive and FSAA, the challenge offers students a hands-on opportunity to engage with professional simulation tools and autonomous driving workflows used in the automotive industry.

The event focuses on **driver-model development** using **IPG Automotive's CarMaker** platform, enabling teams to design, optimize, and validate a virtual driver capable of controlling a Formula Student-style car under realistic conditions. This challenge encourages participants to explore areas such as vehicle dynamics, control algorithms, and virtual testing — key skills for the future of mobility and autonomous systems.

Key Facts and Structure:

- The **IPG CarMaker Challenge (IPG-DV)** is part of the official vFSAA III schedule and will take place from **2025-11-25** to **2025-11-27**.
- Points will be awarded to teams competing in vFSAA III, both in Semifinals and in Finals, if they participate in this event.
- To participate, teams must:
  - Be registered for the corresponding **Virtual Formula Student Alpe Adria** event.
  - Be enrolled in the **Formula CarMaker Program** via IPG Automotive's website: [Formula CarMaker Registration](#)

IPG-DV Competition Timeline:

- **2025-10-27 12:00** – Official Announcement and Handbook Release

- **2025-11-10 12:00** – Track and Driver Model Release, updated Handbook with IPG-DV Challenge regulations

- **2025-11-23 23:59** – Submission Deadline

- **2025-11-27 22:00** – Official Results revealed during the vFSAA Finals livestream

FS Alpe Adria

Evaluation and Awards:

- Teams are ranked based on their performance in two simulated disciplines: **Driverless Autocross (DV-AX)** and **Driverless Endurance (DV-ED)**.

- The **Top 10 teams** in DV-ED will occupy positions 1–10 in the final classification, followed by the remaining teams according to their DV-AX results.

- The **Top 3 teams** will receive official recognition during the **vFSAA Closing Ceremony** and **technical support packages from IPG Automotive**:
  - 1st place – 4 hours of CarMaker support
  - 2nd place – 2 hours of CarMaker support
  - 3rd place – 1 hour of CarMaker support

Integration with vFSAA:

- All teams appearing in the official IPG-DV Final Classification will earn **75 points toward the vFSAA Semifinals**.

- Teams that also qualify for the **vFSAA Finals** will receive additional points based on their final IPG-DV ranking, with a maximum of **75 points** for 1st place.

Additional Information:

Detailed technical information, submission procedures, and evaluation criteria for the IPG CarMaker Challenge will be provided in a **separate dedicated handbook** distributed by the event organizers. Teams are advised to review this document carefully once released to ensure full compliance with all competition requirements.

Contact and Communication:

Teams should direct all questions through their **Team Captain** as listed in the vFSAA registration form. General inquiries and updates will be handled via the **#IPG-Driverless** chat on the official vFSAA Discord server, ensuring transparent communication with all participants.

FS Alpe Adria

5.   ALUMNI CUP

Due to the high attendance of teams, we have established the Alumni Cup specifically for Alumni Teams, Sponsors, and Wildcard Teams. This addition allows these groups to compete in a dedicated category while showcasing their skills and maintaining the spirit of competition within the Virtual Alpe Adria III 2025. This years' Alumni Cup differs from the main competition with the introduction of unique races and disciplines.

5.1.1.   Alumni Cup Race Format

In the Alumni Cup, teams have the opportunity to score a total of 1000 points across 3 different races, and the Drift Competition.

Each team must nominate a Driver A and a Driver B. Each driver's performance will contribute to the team's combined score. **Driver A will compete in all disciplines (drift and races). Driver B will compete in the races only.**

Teams that present a custom livery will receive an additional 25 points as a bonus. The cumulative points scored in the Alumni Cup will determine the final standings and the winning team for this category. **Unlike the main competition, cars used in the Alumni Cup may differ from the main competition. Further details along with the livery templates will be provided on an upcoming release of the handbook.**

Event	Maximum Team Points
Formula Student Race	250
Rimac Race	250
AMG Race	250
Drift Competition	250
Total Points Qualification	**1000**

FS Alpe Adria

5.1.2. Alumni Cup Overall Winner

For the Alumni Cup, the winning team will be determined by the team that accumulates the most points across the AMG Race, the Rimac Race, the Formula Student Race and Drift competition disciplines.

5.1.3. Alumni Cup Races

A total of 3 races have been scheduled for vFSAA III, each making use of different cars and taking place in different venues to put to the test the versatility of the drivers and increase the spectacle of the event.

5.1.3.1. AMG Race

In partnership with **AMG,** the first race of the Alumni Cup will be the AMG Race.

This event will feature a 10 minute qualifying session, which sets the grid for a 15 minute race session where the winning team can earn a maximum of 250 points. Details in regards of the AMG car and track used for this race will be provided at a later course. **Teams are required to own Assetto Corsa's Dream Pack 3 DLC.**

5.1.3.2. Rimac Race

In partnership with **Rimac,** the second race of the Alumni Cup will be the Rimac Race.

This event will feature a 10 minute qualifying session, which sets the grid for a 15 minute race session where the winning team can earn a maximum of 250 points. Details in regards of the Rimac car and track used for this race will be provided at a later course

5.1.3.3. Formula Student Race

In partnership with **Rimac,** the last race of the Alumni Cup will be the AMG Race.

This event will feature a 10 minute qualifying session, which sets the grid for a 15 minute race session where the winning team can earn a maximum of 250 points. Car will be the MFT02 Hybrid, while the track will be the vFSAA III Micevec Circuit.

5.1.4. Alumni Cup Drift Competition

A **new Drift Competition**, inspired by real-world drifting events, will challenge drivers to demonstrate precision, control, and style. The event will feature judged runs based on line, angle, and execution, offering a unique test of car handling and consistency.

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5.1.4.1. Track Rules

• White lines or cones (depending on the track) mark the track boundaries.
• Driving on the white line is allowed and does not deduct points.
• One wheel off the line = points deduction.
• Two wheels off the line = 0 points.
• The front of the car is defined by the front bumper (do not cross the inner clipping point with the bumper).
• Outer clipping points, touch & go zones, and other zones apply to the rear wheels.
• Walls and cones will be clarified at the driver briefing.

5.1.4.2. Race Conduct

• In case of technical issues (ping, cable disconnect, repairs), the driver has 2 minutes to fix the issue.
• It is the driver's responsibility to be ready on time for qualifying or tandem runs.
• Entering or leaving the pits is allowed only with the Race Director's permission.
• Ignoring the Race Director = immediate disqualification.

5.1.4.3. Qualifying

• Judged by three judges, each scoring from 0–100.
• Each driver performs two consecutive qualifying runs from the Lead lane.
• The better run is used for qualifying ranking.
• Drivers are divided into groups of 8.

5.1.4.4. Qualifying Scoring Criteria

Criteria	Description
Line	Following the assigned map, clipping points, zones, and judge-assigned tasks.
Commitment	Maximizing vehicle angle, speed, and safety throughout the track.
Fluidity	Maintaining stable angle, speed, and smooth driving flow.

FS Alpe Adria

Angle	Evaluation of front-end rotation relative to the direction of travel while maintaining control.
Speed	Initiation speed and momentum maintenance. Intentional slowing or loss of momentum is penalized.

5.1.4.5. Zero Points (0 Points)

• Incorrect or double initiation.
• Minimal or negligible angle at initiation.
• Two wheels off the white line (unless judges specify otherwise).
• Loss of drift (correction, understeer, spin).
• Starting from the chase position instead of lead.
• Wheels spinning in the opposite direction of the drift.

5.1.4.6. Point Deductions

• Missed or poorly executed zones and clipping points.
• Driving off the ideal line.
• Over-rotation or under-rotation (understeer or oversteer).
• Sudden deceleration or acceleration outside braking zones.
• Unsafe approach to walls or tire barriers.
• One wheel off the track.
• Slow vehicle transitions or excessive corrections.
• Using handbrake or left-foot braking in unauthorized areas.

5.1.4.7. Tandem Battles

• Tandems are two rounds; the winner advances.
• Higher-ranked qualifying driver runs first as Lead.
• Lead driver must drive like in qualifying (100-point run).
• Chase driver must imitate Lead driver and maintain maximum proximity.

Lead Driver Responsibilities
• Initiate at maximum speed.
• Maintain ideal line, angle, and speed.
• Avoid excessive corrections.
• Stay within the white lines.
• Follow additional tasks defined at the driver briefing.

FS Alpe Adria

Chase Driver Responsibilities

• Start after the yellow light.

• Initiate simultaneously or before the Lead, never after.

• Leave enough space at start.

• Copy Lead's line, angle, and transitions as closely as possible.

• Chase driver is protected if Lead makes a mistake, except when causing contact without Lead's action.

Deciding the Winner

• Each judge votes: Driver X / OMT / Driver Y.

• OMT (One More Time) can be used a maximum of 2 times.

• If still undecided, judges review all runs as a set.

5.1.4.8. Conduct Rules

• Respect is mandatory.

• Offensive behavior, trolling, or unsportsmanlike conduct = immediate disqualification.

• Follow fair-play principles and Race Director instructions.

• Do not speak on Discord during other drivers' runs.

• Send questions to organizers or wait until the run ends.

5.1.4.9. Technical Rules

• Participants must have equipment meeting minimum requirements.

• Platform: PC – Assetto Corsa (Japan DLC required).

• Dedicated technical support is available during the event for any technical issues.

5.1.4.10. Download links and Final Note

Links of the official car will be provided at a later date. However, teams can already practice using the Micevec Drift track with the BMW M3 E30 Drift: https://www.overtake.gg/downloads/mi%C4%8Devec-drift-track.57160/ . The event will use this very same circuit, and a very similar car in terms of performance and dynamics.

The organizer and judges reserve the right to clarify or adjust rules during the driver briefing before the event.

FS Alpe Adria

5.1.5. Alumni Cup Points System

Points are awarded based on finishing positions as detailed in the official points table.

Position	Alumni cup points system			
	FS Race*	AMG Race*	Rimac Race*	Drift Competition
1st	280	280	280	250
2nd	220	220	220	200
3rd	180	180	180	160
4th	150	150	150	130
5th	140	140	140	110
6th	130	130	130	105
7th	120	120	120	90
8th	110	110	110	75
9th	100	100	100	60
10th	94	94	94	45
11th	88	88	88	35
12th	82	82	82	25
13th	76	76	76	
14th	70	70	70	
15th	64	64	64	
16th	58	58	58	
17th	52	52	52	
18th	46	46	46	
19th	40	40	40	
20th	36	36	36	
21st	32	32	32	
22nd	28	28	28	
23rd	24	24	24	
24th	20	20	20	
*	Teams receive the AVERAGE of the points accumulated by their drivers			

FS Alpe Adria

6. COMMUNICATION REQUIREMENTS FOR DYNAMIC EVENTS

6.1.1. Discord Voice Chat Requirement

During dynamic events, all drivers must be present in the designated Discord voice chat. This ensures clear communication between the Race Director and drivers throughout the event. It is mandatory for all drivers to remain reachable on the chat at all times during the event. Failure to respond or follow the Race Director's instructions will result in penalties.

6.1.2. Goal of the Chat

The primary role of the chat is to facilitate communication from the Race Director to drivers. It can also be used for driver-to-driver communication during critical situations (e.g.,pile-ups).

6.1.3. Push-to-Talk Requirement

Drivers must use Push-to-Talk mode to communicate and avoid unnecessary disturbances to other drivers during the race.

6.1.4. Conduct and Behavior

Criticism, insults, or any form of rude behavior towards other drivers are strictly prohibited. This is a friendly competition, and any abuse of the chat will lead to penalty points being issued.

6.2. SERVER WEATHER SETTINGS

The server settings, including weather conditions and other relevant configurations, will always be published on the day of the race via Discord.

FS Alpe Adria

7. RACING AND SPORTING STANDARDS

7.1. SPORTING CODE

7.1.1. General Principles

The fundamental objective of this event is to promote respectful and fair competition, as if each driver were operating their own physical race car. Respect for fellow participants, sportsmanship, and adherence to the rules are essential to ensure a safe and enjoyable experience for all.

General Rules:

- **Personal Driving:** All drivers must compete by themselves. Substitution by another individual will be treated as cheating and will result in automatic exclusion from the Virtual Alpe Adria Event.
- **Compliance:** All participants are required to read and adhere to the Virtual Alpe Adria Sporting Code.
- **In-Game Identity:** Drivers must use a recognizable real name or standard name in-game (Assetto Corsa Settings). By participating, you consent to the use of your in-game name in broadcasts, promotional materials, social media platforms, and race-related data (e.g., YouTube, Twitch, LinkedIn, Facebook).
- **Platform Content:** Note that SimRacing platforms (e.g., Assetto Corsa) may include your name in race footage published on their platforms.
- **Technical Setup and Equipment:**
  - It is each driver's responsibility to ensure their hardware (e.g., steering wheel, pedals, computer) and software (e.g., game settings, network connection) are functional and properly configured before the event begins.
  - Drivers experiencing persistent technical issues that disrupt the event may be asked to retire or be disqualified at the discretion of the race stewards.
- **Network Stability:** Drivers must ensure a stable internet connection. Frequent disconnections or excessive latency may lead to disqualification.

FS Alpe Adria

- **Driver Absence:** Registered participants are required to inform event organizers in advance if they cannot attend a session. Failure to notify may result in penalties or suspension from future events.
- **Mandatory Briefing:** Drivers must attend the drivers' briefing in Discord to receive important event information. Attendance is crucial for understanding key event details and any updates.

7.1.2.   Behavior on Track

- **Respectful Driving:** Every driver must behave respectfully on the track and drive as though the car were their own.

7.1.3.   Behavior during Open Qualifying

- **In-/Out-Lap Conduct:** Drivers on in-/out-laps must yield the racing line to drivers on hot laps.
- **Space Management:** Each driver is responsible for maintaining adequate space from cars ahead.
- **Hot Lap Etiquette:** A driver on a hot lap is not required to yield to a faster driver on a subsequent hot lap.
- **Overtaking on Hot Laps:** Faster drivers approaching slower ones on their respective hot laps may not compromise the slower driver's lap.
- **Post-Checkered Flag Behavior:** After crossing the finish line in qualifying, drivers must stop their cars safely and avoid crashing into other cars or impeding other drivers. Reckless post-session driving will result in penalties.

7.1.4. Behavior during Race

- **Rules of Racing:** The Virtual Alpe Adria Rules of Racing are applicable and binding.
- **Overtaking:** The overtaking driver is responsible for a clean overtake. Both drivers must remain mindful during the maneuver.
- **Divebombs:** A divebomb is defined as an **aggressive maneuver** in which the overtaking car dives to the inside of the defending car and is unable to maintain control of its vehicle, resulting in contact or collision with the defending car.Divebombs causing collisions are always penalized.
- **Fighting for Position:**
  - Drivers must give each other adequate space during battles.
  - Drivers defending can dictate the line taken as long as they are ahead of the car they are overlapping, and they do so in a predictable manner. More specifically described in chapter 7.2.6
  - A defending driver may change their line once. Continuous weaving or moving under braking is not allowed.
- **Prohibited Conduct:** Brake testing, chopping, and driving against traffic are strictly forbidden.
- **Blue Flags:** Drivers must respect blue flags. Ignoring them over extended periods may lead to penalties. Faster cars must pass blue-flagged cars safely and in appropriate sections of the track.
- **Pit Exit and pit entry:**Drivers must respect the pit lane exit line from the track on qualifications and races. Since the track does not feature a pit entry line, drivers must enter the pit lane in a safe manner. Failure to do so will result in a time penalty .
- **Yellow Flags:** Caution must be exercised during yellow flags. Cars involved in an incident may be overtaken.
- **Rejoining Safely:** After an incident, drivers must rejoin the track safely. Stationary cars should apply brakes and avoid movement to allow others to pass safely. If a driver has left the racing surface, they must rejoin the circuit safely, and without gaining an advantage.
- **Post-Checkered Flag Behavior:** After crossing the finish line in a race, drivers must stop their cars safely without crashing into other cars or impeding other drivers still on track. Reckless post-race driving will result in penalties.

FS Alpe Adria

7.1.5. Behavior Outside Racing

- **Respect and Social Standards:** All participants must uphold respectful behavior both on and off the track.
  - Insults, discriminatory remarks, or racism will result in immediate exclusion from the Virtual Alpe Adria Event leagues and platforms.
  - Political or theological messaging in in-game chat is prohibited and may result in exclusion.
  - Discriminatory actions or remarks toward slower drivers are forbidden and subject to penalties.
- **In-Game Chat:**
  - Allowed during free practice sessions.
  - During races and qualifying, in-game chat is reserved strictly for race-relevant communication (e.g., overtaking agreements, position restitution for off-track overtakes).

By participating in the **Virtual Alpe Adria III 2025**, all drivers agree to comply with the above Sporting Code to foster an environment of competitive fairness and mutual respect.

7.2. RACING RULES

Competitors commit themselves to racing cleanly, fairly, and respectfully in every event, as if they were driving their own race car. Intentionally colliding with other competitors, cutting corners, illegal blocking, creating unnecessarily dangerous scenarios for others, purposely exceeding track limits, or other infringements are strictly prohibited. Such behavior undermines the spirit of competition and will be subject to penalties as outlined in the "Penalties" section. Every driver is expected to demonstrate sportsmanship and respect for their fellow racers, ensuring a competitive but safe environment for all participants.

7.2.1. Sessions Start

The Race Director will provide the **entry list** and **driver groupings** prior to the event. This list represents the **official starting grid and slot assignments** and **cannot be changed for individual drivers.**

The Race Director will also communicate the **server start times** for all sessions. It is the driver's responsibility to join the server at the correct time.

7.2.2.   Red Flag Procedure

Red Flag Procedure:

- A red flag may be issued if **six or more participants cannot join the server** or if **six or more participants disconnect from the server within one lap due to technical reasons. Red flags will also be issued for unforseen circumstances that affect the progression of a session.**
- Administrators also reserve the right to restart the race in its entirety using the previously obtained qualifying results.
- If **half of the race distance** has been completed and the race cannot be restarted within a reasonable time, the Race Direction reserves the right to declare the race as official. Points will be awarded based on the standings at the time the race was stopped.

Qualifying Red Flag:

- If qualifying is red-flagged, the **session will be restarted in its entirety.** However, the session duration may be shortened if necessary.

Practice Red Flag:

- If practice is red-flagged, the session **will not be restarted** and will proceed directly to qualifying.

Driver Reporting Obligation:

- Drivers who cannot join the server or who are disconnected **must immediately report the issue via voice chat** on the designated communication platform (e.g., Discord).
- It is the driver's responsibility to inform the Race Director and administrators promptly so that appropriate actions can be taken.

FS Alpe Adria

7.2.3. Starting Procedure

Standing Start:

- All races will begin with a **standing start**, with drivers lined up in qualifying session order.

Jump Start:

- A jump start (moving before the lights go out) will result in a **automated pits teleport penalty.** It is the driver's responsibility to ensure they remain stationary until the race officially begins.

Lap 1 Precautions:

- Special care must be taken during the first lap to avoid incidents. Drivers should exercise caution in braking zones and during close-quarters racing to prevent chain reactions or large accidents.
- **Lap 1 incidents will be penalized more severely** than during other race phases to emphasize clean and respectful driving.
- **Small contact during Lap 1** can quickly escalate into major crashes. Aggressive driving, divebombs, or reckless moves on the opening lap will be met with harsher penalties.

Starting from the Pits:

- Drivers starting from the pit lane are **not allowed to enter the track until the entire field has passed** the point where the pit lane merges with the racing circuit. They must join the race queue **behind the last driver**.
- However, this rule does **not apply in the case of a start accident** where some drivers are significantly slower due to the incident. In such situations, drivers starting from the pits are permitted to merge into the race ahead of these slower competitors.

7.2.4. Pitlane & Pitstop

Pit Entry and Exit Lines:

- Drivers must respect the **pit lane entry and exit white lines** during both qualifications and races.
- If the track does not feature white lines, drivers must enter and exit the pit lane in a safe and predictable manner to avoid collisions or disruptions.
- Failure to respect pit lane boundaries or unsafe entry/exit will result in a **time penalty**.

Pit Stop Procedure

Mandatory Pit Stops:

For races requiring a mandatory pit stop, drivers will be informed in the **event handbook** or during the **drivers' briefing.**

A valid pit stop is defined as:

- **Entering the pit lane** and
- Stopping at the designated pit slot for at least the required duration (if applicable), with a mandatory refuel or tyre change for the pit stop to be considered valid as per AC requirements.
- Drivers failing to perform a mandatory pit stop during the race will be **disqualified (DSQ)** automatically from the event.

Optional Pit Stops:

For races without mandatory pit stops, drivers may enter the pit lane for optional repairs or strategic purposes, provided all other pit lane rules are adhered to.

7.2.5. Flags

Blue Flags

- Responsibility of the Lapped Driver:
    - Vehicles about to be lapped **must let the faster vehicle pass promptly**.
    - "Promptly" means allowing the pass on an **upcoming straight** or **upcoming curve** if the distance is less than **0.5 seconds**.
- Exceptions:
    - If the lapped car is in a **direct fight for position** (distance under one second), it may defend its position. However, it **must allow overtaking within 1-3 corners**.
- How to Let Faster Cars Pass:
    - Stay **predictable** and remain on **one side of the track** (e.g., outside line) to make space for the faster car.
- Penalties:
    - Ignoring blue flags will result in penalties, as outlined in the penalty catalog.

Yellow Flags

- Driver Responsibilities:
    - **Increased attention** and **adjustment of speed** are required when yellow flags are shown.
    - **Overtaking is not permitted** under yellow flags.
- Penalties:
    - Collisions occurring under yellow flag conditions will be penalized more severely.
    - Failure to brake appropriately under yellow flags will result in penalties, as detailed in the penalty catalog.

FS Alpe Adria

Meatball Flags

No Meatball Flags in Assetto Corsa:

Although Assetto Corsa does not feature meatball flags, drivers must act responsibly if their vehicle sustains **severe damage** or if they experience **technical issues** with their rig or internet connection.

Driver Responsibilities:

Move **off the racing line** and drive predictably back to the pits to resolve the issue.

Maintain **maximum awareness** to avoid blocking other cars and causing disruptions on track. Ignoring this procedure or driving unsafely while dealing with such issues may lead to penalties.

7.2.6. Defending

Changing Direction to Defend:

- Drivers are allowed to change direction **only once** to defend their position. Any further movement to block or impede an overtaking car is prohibited.
- Defensive moves must **never occur in the braking zone** to ensure safety and fairness.
- If another competitor's car is **overlapping**, the defending driver must leave **at least one car's width** of space to allow safe racing.

Prohibited Actions While Defending:

- **Excessive Weaving:** Moving back and forth excessively to prevent another driver from overtaking is strictly forbidden.
- **Blocking:** Reacting to the attacking driver's movement (e.g., moving in response to their position) is not allowed and will result in penalties.

Line Control:

- A defending driver may dictate the racing line as long as they remain ahead of the car they are defending against.
- This must be done in a **predictable manner** to avoid endangering the attacking car.

Overlap Situations:

- If the attacking car achieves overlap (side-by-side or partial alongside), the defending driver **must leave a car's width** to avoid contact.
- Drivers must behave in a way that ensures safe competition when another car is attempting to overtake.

Fair Play:

- Drivers defending their position are expected to **prioritize safety and fairness** while maintaining their competitive edge.
- Unnecessary risks or dangerous defensive actions will be penalized to uphold the integrity of the race.

FS Alpe Adria

7.3. PENALTIES

7.3.1. Important Note

- Penalties are issued only after the race. Race stewards will review **only reported incidents** and will assess penalties where appropriate; unreported or minor contacts may not be evaluated.
- Drivers are encouraged to use the **incident report forms** to report offenses according to the penalty catalog.
- **Self-awareness:** Drivers are encouraged to review race replays themselves before submitting a report to ensure they were not at fault for a collision. If race control determines the reporting driver is at fault or equally responsible, the decision is final and non-contestable.

7.3.2. Basics of Penalty Assessment

Incident Classification:

Race Control determines the type of offense. If a report is submitted with the wrong classification (e.g., "Divebomb" instead of "Causing a Collision"), Race Control will correct it and apply the appropriate penalty.

Individual Consideration:

Every incident is assessed individually. Comparisons to other accidents or penalties are not grounds for appealing a decision.

Exceptional Cases:

Race stewards may apply **custom penalties** in exceptional or unforeseen circumstances.

FS Alpe Adria

7.3.3. Avoiding Penalties by Returning Positions

- If a driver gains an advantage through an error (e.g., overtaking unfairly or causing a collision), **returning the position voluntarily** may prevent a penalty.
- Exceptions:
    - Even if the position is returned, a penalty may still apply if significant damage or a multi-car collision occurs.
    - Lap 1 incidents are excluded from this leniency.
- Returning Positions Safely:
    - The position should be returned **off the racing line**, ideally on the next straight or in a safe area far from other cars, without causing further incidents.

7.3.4. Cheating and Unsportsmanlike Behavior

Cheating in any form will result in immediate exclusion from the event and a ban from all future Virtual Alpe Adria events.

Examples of Cheating:

- Game Exploits: Using glitches, exploits, or any unfair advantages within the game to gain an edge over other competitors.
- Substitution of Drivers: Allowing someone else to drive in your place during the event, including team members or external parties.
- Tampering with Data or Software: Any form of data manipulation, use of illegal mods, or unauthorized software to influence the performance or outcome of the race.

Responsibility and Integrity

- All participants are responsible for their own actions and are expected to compete in the spirit of fairness and respect for the competition.
- Any action that compromises the integrity of the event, whether intentional or not, will result in severe penalties, including permanent exclusion from future events.

FS Alpe Adria

7.3.5. Common Penalties and Offenses

1. Jump Start:
   - Managed automatically by Assetto Corsa, resulting in a **teleport to the pits**. See **Start Procedure** for details.
2. Gaining an Advantage:
   - Any action causing another driver to lose time while creating an advantage for oneself will result in a **time penalty**.
   - Examples:
     - Forcing another car off track.
     - Blocking on straights.
3. Contact and Gaining an Advantage:
   - Contact leading to an advantage (e.g., overtaking another car) is prohibited and penalized.
4. Overtaking Outside the Track:
   - Overtaking outside the track limits is not permitted and will be penalized.
5. Divebombs:
   - Defined as a late braking move resulting in the attacking car obstructing the defending car at the corner apex.
   - Divebombs where no overlap existed at the start of braking will result in penalties.
6. Weaving:
   - Excessive weaving to break the slipstream of a following car is penalized.
   - Drivers may change their line **once** per straight to defend.
7. Moving Under Braking:
   - Changing the racing line during braking is prohibited and penalized.
8. Ignoring Blue Flags:
   - Lapped cars must let faster cars pass promptly within **1-3 corners** after the flag is shown. Penalties apply for failing to lift, brake briefly, or make space predictably.
   - In **qualifying**, slower cars on outlaps or invalid laps must immediately yield to faster cars on a hot lap.
9. Ignoring Yellow Flags:
   - Drivers must show increased caution and adjust their speed under yellow flags. Overtaking is prohibited, and collisions will be penalized more harshly.

FS Alpe Adria

10. **Ignoring Meatball Flags:**
    ○ While Assetto Corsa does not have meatball flags, drivers with severe damage or technical issues must stay off the racing line and safely return to the pits. Failure to do so may result in penalties.

11. **Causing a Collision:**
    ○ Penalties are based on the severity and intent of the collision.
    ○ Collisions during **Lap 1** are penalized more severely to encourage caution at the start.

12. **Blocking:**
    ○ Intentionally impeding overtaking attempts, whether during a position fight or lapping, is prohibited and penalized.
    ○ Team-related blocking to assist a teammate will result in heavier penalties.

13. **Unsafe Rejoin:**
    ○ Drivers must rejoin the track safely without impeding other cars. Reckless rejoining will be penalized.

14. **Pushing Another Car Off Track:**
    ○ Intentional or careless actions forcing another car off track will result in penalties.
    ○ Accidental forcing may result in lighter penalties if no intent is discernible.

15. **Intentional Wrecking:**
    ○ Deliberate wrecking of another car will lead to immediate **exclusion from the Event**.

16. **Pit Speed Limiter:**
    ○ Drivers failing to activate the pit speed limiter will be disqualified.

17. **Not Holding Brakes While Spinning:**
    ○ Drivers who spin must hold their brakes until their car comes to a complete stop. Exceptions apply if the spin occurs far off the racing line.

FS Alpe Adria

7.4. PENALTY CATALOGUE

Infraction / Decision	Time penalty post race (The stewards reserve the right to adjust the penalty based on the severity of the offense)
Race Incident	NFA
Jump Start / Start Procedure	teleport to the pits
Gaining an advantage over other driver (For example not leaving enough space / going wide, which leads to a time loss for the other driver)	Time penalty approximately as high as the time lost by the other car **or** give position back
Overtaking outside the track	+ 5 s up to, depending on the advantage, more **or** give position back
Divebomb	
Weaving	+ 5 s
Moving under braking	+ 5 s
Ignoring blue flags	Warning up to + 10 s
Ignoring yellow flags Causing a collision under yellow	Warning up to + 15 s + up to 60 s
Causing a collision	+10s optional up to 60 s, depending on the impact **or** give position back
Causing a collision at the start	+ 15 s up to + 120 s
Blocking	
Unsafe rejoin	+5s up to, depending on the impact, more
Pushing other car offtrack	+ 5 s up to, depending on the advantage, more **or** give position back
Intentional wrecking	DQ
Not using the pit speed limiter in the pitlane	+ 30 s

FS Alpe Adria

8.   Protests and Penalties
8.1.   Protest

A protest can be submitted by the team lead within 30 minutes after the completion of the dynamic discipline.

Protests must be filed through the designated Google Forms document, which will be shared with all teams prior to the event through **Discord.**

8.2.   Protest Guidelines

It is highly recommended that protests are limited to serious breaches of the rules and/or incidents that significantly impacted the result of the race. Protests for unfair driving can be submitted as mentioned in the Dynamic Event section. The protest must be filed via a Google Forms sheet and include all required information necessary to review the incident, such as the specific dynamic discipline, the names of drivers involved, and team names. **Reports that are incomplete or unclear will not be reviewed by the race stewards.**

In the event that the Stewards consider a report to be without substance or made with the sole purpose of negatively impacting other drivers, a minimum penalty of 15 points will be applied to the team submitting the report.

8.3.   Sportsmanship Consideration

Wherever possible, it is desirable that racing incidents are resolved directly on the track by the drivers involved. Drivers should prioritize avoiding incidents. In the event of an incident, drivers are expected to behave in a sportsmanlike manner, such as giving back a position that was gained unfairly (e.g., through cutting a corner).

Sportsmanlike behavior after incidents will be taken into account when evaluating a protest, and may positively influence the Stewards' final decision.

8.4. RACE CONTROL

Race Control will actively monitor all races, and decisions regarding race incidents will be communicated via Discord in real time. In cases of clear intentional actions that violate the sporting code (e.g., reckless driving, deliberate collisions), immediate penalties can be applied during the race, which can include the exclusion of a driver from the session. In most cases, however, Stewards will review incidents and apply penalties after the race has concluded.

8.5. PENALTY PUBLICATION

Penalties for infractions during the first dynamic event will be published before the start of the second dynamic event. For subsequent events, penalties will be announced after the conclusion of the dynamic day and prior to the next event.

9. LIVE BROADCASTING

9.1. LIVE STREAMING

The event will be live-streamed on the official YouTube page of FS Alpe Adria, allowing a global audience to watch the competition unfold in real-time.

9.2. TEAM REPRESENTATION

By participating in the event, teams are representing the competition, its sponsors, and the broader Formula Student community during the live broadcast. Teams are expected to maintain a professional image, as sponsors and partner logos will be visible during the stream.

9.3. PROHIBITED CONTENT

Any form of political messages, racism, or other inappropriate content that could negatively impact the event's image or its audience is strictly prohibited. Teams must ensure that their communication, behavior, and visual elements (e.g., car liveries, team attire) align with the event's values of respect and professionalism.

9.4. TEAM STREAMING PERMISSIONS

Teams are allowed to stream the event from their own perspective (e.g., through Twitch or YouTube), provided they mention the virtual FS Alpe Adria event in their stream title or description to ensure proper acknowledgment of the event.

9.5. CONSEQUENCES

Any team found to be in violation of these rules may face penalties, including disqualification, to protect the integrity of the event and its stakeholders.

10. CONTACT INFORMATIONS

Event Ambassador & Spirit of the Event

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Sporting Director (Server / Race Direction)

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