



LOGISICAL NIGHTMARE RACING GT7  
E-SPORTS CHAMPIONSHIP  
Standing Supplementary Regulations



# Review and Amendments

Amendments and updates to the rules will be recorded in the Amendment record, detailing the updated version, the date of approval of the amendments, and a summary of the amendment.

## Amendments Record

Modified SSR/ ART	Date applicable	Date of Publication	Clarifications

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# Art. 1 Organization

1.1 Logistical Nightmare Racing console racing

1.2 Robin Williams Logistical Nightmare Racing is the Promotor of the 2024 MSA Sim Racing Sporting and Technical Regulations, as approved by MSA and MSA Sim Racing Workgroup.

# Art. 2 General Conditions

2.1) The entrant must ensure that they always comply with the Logistical Nightmare Racing regulations.

2.2) The use of the images of the Series on behalf of any of the participants, teams, drivers, etc., for commercial use, social networks, or any other use, must have the consent of the (Promotions name), who own the Commercial Rights to all material produced by the Series. The (Promotions name) will not be responsible for the incorrect use of the images made by entrants, drivers, teams, etc.

# Art.3 Licenses

3.1) Participants will be required to hold an E License for any MSA FIA sanctioned events.

## Art.4 Eligible cars and classes

4.1) (Car or cars used for the series, classes, divisions, and what the requirements of each division)

Circuit	Distance	Cars	Date
Fuji Speedway	4563m	GR3 Toyota Supra	06-February
Daytona Road Course	5729m	GR3 Corvette	05-March
Suzuka	5807m	GR3 Subaru BRZ	02-April
Nurburgring GP	5148m	GR3 AMG '20	07-May
Spa Francorchamps 24h	7044m	GR3 Porsche 911 RSR	04-June
Le Mans 24h	13629m	GR3 Ford GT LM R	02-July

## Art.5 Registration

5.1 Logistical Nightmare Racing makes use of the Discord channel for registration process.

## Art.6 Race calendar

6.1 The (Series name) is comprised of 12 races, to be held at six events as follows:


Circuit	Distance	Race	Date
Fuji Speedway	4563m	1	06/02/2024 (Tuesday)
Daytona Road Course	5729m	2	05/03/2024 (Tuesday)
Suzuka	5807m	3	02/04/2024 (Tuesday)
Nurburgring GP	5148m	4	07/05/2024 (Tuesday)
Spa Francorchamps 24h	7044m	5	04/06/2024 (Tuesday)
Le Mans 24h	13629m	6	02/07/2024 (Tuesday)

6.2 The Promoter (Logistical Nightmare Racing) reserves the right to modify the date and place of one or more calendar events via an official notice issued by MSA Sim Racing Workgroup.

6.3 The number of rounds to score the championship is 12. A competitor's worst 1 scoring race will be dropped for scoring purposes.

## Art.7 Scoring

7.1 Points will be awarded according to the following scale for drivers in each race:

		POSITION															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
P O O L	1	400	395	391	388	386	384	382	380	378	376	375	374	373	372	371	370
	2	375	370	366	363	361	359	357	355	353	351	350	349	348	347	346	345
	3	350	345	341	338	336	334	332	330	328	326	325	324	323	322	321	320
	4	325	320	316	313	311	309	307	305	303	301	300	299	298	297	296	295
	5	300	295	291	288	286	284	282	280	278	276	275	274	273	272	271	270
	6	275	270	266	263	261	259	257	255	253	251	250	249	248	247	246	245
	7	250	245	241	238	236	234	232	230	228	226	225	224	223	222	221	220
	8	225	220	216	213	211	209	207	205	203	201	200	199	198	197	196	195
	9	200	195	191	188	186	184	182	180	178	176	175	174	173	172	171	170
	10	175	170	166	163	161	159	157	155	153	151	150	149	148	147	146	145
	11	150	145	141	138	136	134	132	130	128	126	125	124	123	122	121	120
	12	125	120	116	113	111	109	107	105	103	101	100	99	98	97	96	95

## Art.8 Final Results

8.1 (when will the final results of each race be released) All final results are posted on the Discord host channel.

## Art.9 Competition Numbers

9.1 Each driver will have a competition number assigned on a list issued by the (promoter). The numbers appointed by the (promoter) will not be modified in any way.

9.2 The teams may include on the vehicle, and commercial advertising, provided that:

a) It is following the provisions of the rules on advertising of MSA and (Promoter) regulations.



b) Comply with the placement provided in the Regulations for mandatory advertising. Any advertising contrary to that established or that appears in places other than those indicated in the Regulations must be expressly authorized by the (promoter).

9.3 The (promoter) reserves the right to decide, if necessary, and under reasonable request, the place where the name of the driver must be located, the number and the compulsory advertising must be placed if it is not possible to place them in the places indicated in the regulations.

9.4 Entrants who have any conflict between the advertising of their sponsors and the mandatory advertisers of the Series, may request an exception from the (Promoter). The (promoter) may agree, at its sole discretion, for the Competitor to place said conflicting advertising on a car at a fee to be determined by the (promoter).

9.5 Entrants registered for any event of the Series authorize the (Promoter) to freely disclose, without limitation of time and in the manner, they deem appropriate, the Entrant's participation and their results obtained, as well as the transfer to third parties of these rights.

9.6 The advertising on the part of the Entrant, or any other person, of the results, records, etc., obtained in the series may be done with the permission of the (Promoter). The advertising must respect the general image of both competitors and cars and must always show the mandatory advertising in the respective places.

## Art.10 Officials

10.1 The COC is made up of a Head-Steward and two Stewards as well as the Logistical Nightmare Racing administration team.

10.2 The stewards may use all available video or electronic equipment to assist them in deciding.

## Art.11 Instructions and Communications to The Entrants

11.1 The Admin, CoC, and Stewards give instructions to the Entrants using the Logistical Nightmare Racing Discord Channel following the MSA Sim Racing Sporting Code. These instructions must be distributed to all the Entrants and published on the Official Notice Board on Discord.

11.2 All results of the races, as well as any instructions given, or decisions made by the admin, CoC, and or the Stewards will be placed on the Official Notice Board on Discord.

11.3 Any decision or communication of the COC, the admin, that affects a particular participant, will be immediately communicated in writing to the relevant participant, by making use of the Discord channel.

11.4 The Entrants or their representatives must be available during the whole event.

## Art.12 Incidents and penalties

12.1 "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the Stewards by the admin or Clerk of the Course or entrants and referred to the stewards for investigation which:

- Constitutes a breach of the applicable sporting regulations.
- Causes a false start of one or more cars.
- Causes a collision.
- Forces another driver off the track.
- Illegitimately obstruct or impede any correct overtaking maneuver of another driver.
- Illegitimately overtakes another driver.
- Disobey or ignore the indications, instructions, or communications of the officials or organizing staff of the event.
- In general, any conduct that by action or omission attempts against the good sporting order should govern the sport of the automobile and its competitions.

12.2 It will be at the stewards/admin's control, under a report or at the request of the driver, to determine if an "Incident" has occurred, as well as which driver(s) is (are) involved and if they should be sanctioned.

12.3 If the steward is investigating an "Incident", he must inform the team or teams that are involved, utilizing a message posted on the in-game text if the facilities available allow it, or on the official virtual notice board.

12.4 The Stewards may inflict the penalties written in the Regulation or other applicable regulations. Likewise, they may apply the same relevant penalties at the request of the CoC, or admin.

12.5 The CoC/stewards, when specifically provided for in these Sporting Regulations, may inflict on any driver involved in an incident, one or more of the following sanctions:

- A written warning
- A written reprimand
- A Time penalty via:
  - 1) race time
  - 2) no qualifying next race

## Art.13 Protests and Appeals

13.1 Any protest must be made under the provisions of the MSA Sim Racing Sporting Code Handbook.

13.2 All competitors have the right to appeal the decisions of the Stewards of the event in the manner and deadlines where and as allowed in the MSA Sim Racing Sporting Code Handbook.

## Art.14 Driving Rules

Any member found in breach of the MSA Sim Racing Sporting Code, Addenda thereto, or any Supplementary Regulations which is approved by MSA Sim Racing Workgroup may result in a penalty for the offending member. The decisions will become immediately binding regardless of pending appeals. The penalty will remain in effect until the appeal process has concluded. All appeals are to be made according to the proper procedure and are subject to limitations.

### Art 14.1 Blocking

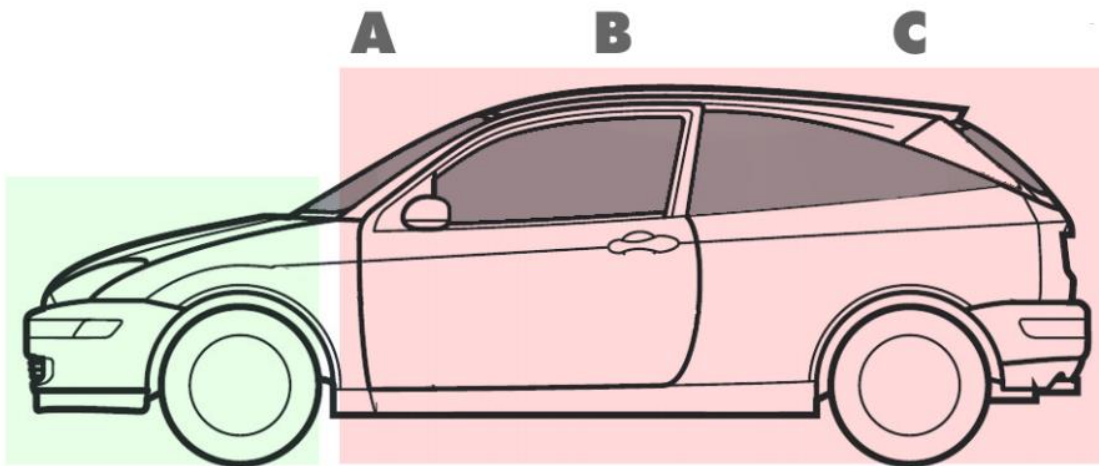
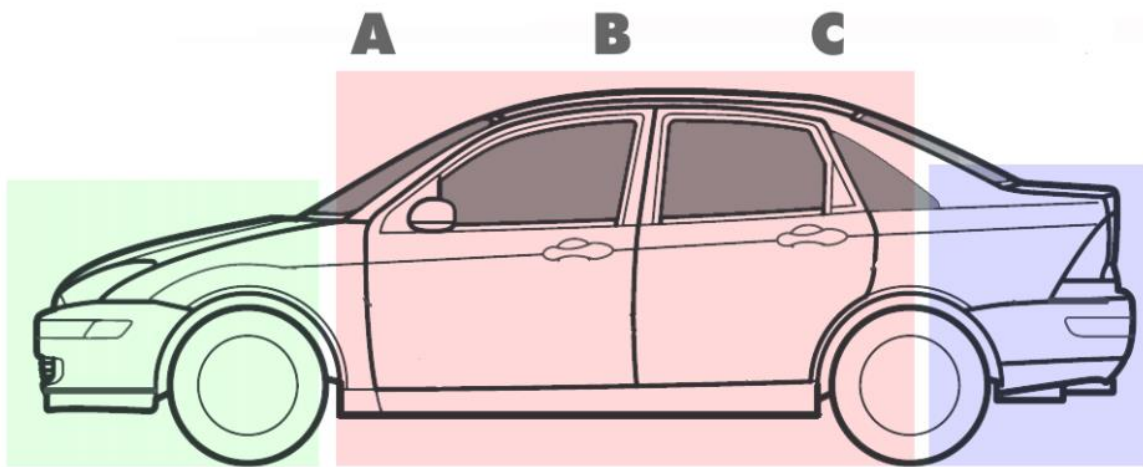
A driver may choose to protect his or her line so long as it is not considered blocking. Blocking is defined as two consecutive line changes to protect the driver's line in the braking zone and in doing so impede the vehicle that is trying to pass.

### Art 14.2 Safe Passing

The responsibility for the decision to pass another and to do it safely rests with the overtaking driver. The driver being overtaken should be aware that they are being passed and must not

impede the pass by blocking as per 17.1. A driver that does not use their mirrors, radar, and or look to the side control and appears to be blocking another car seeking to pass may be penalized. If all parties involved did their utmost to avoid contact and abided by all the rules discussed below, but incidental contact still occurs, the incident will be regarded as a racing incident and no penalties will be awarded. There must be sufficient space for both vehicles to stay on the track, not exceed the track limit, and not have contact with both drivers. There must be sufficient space spare and the passing driver must be prepared to take evasive action if necessary.

For purposes of clarification, the below image depicts the various parts of the vehicle that are discussed in the sections below:



## Art 14.2.1 Straight-line racing and sweeps

If the Front Bumper of the challenging car is behind the rear bumper of the lead car in a straight line or a sweep, the lead Vehicle may change direction and defend the position.

-The lead car may not change direction to block the challenger while the front bumper of the challenger is ahead of the rear bumper of the lead car in a straight line.

## Art 14.2.2 Corner entry to exit.

If two or more vehicles are entering the braking zone of a corner together, it is expected of each driver that such cars will exit the corner without contact. Neither overly aggressive overtaking nor excessively defensive driving will be tolerated.

-The lead vehicle may enter the braking area in whichever way he or she wishes inside, middle, or outside, provided the rules above have been adhered to (one change of direction from corner to corner).

-Once the lead vehicle has entered the braking zone with a vehicle nearby, the lead vehicle may not change direction to block/crowd the challenger. (e.g. A driver may choose the inside line when there is a car nearby but may not drift across under brakes to then try and get a better line entering the corner).

-The changing of direction by the lead vehicle in the braking area is prohibited as this would lead to the “balking” of the challenger, and any resultant contact between the two vehicles would be deemed the fault of the lead vehicle.

-If the challenger is on the inside in the braking area at the turn-in point and his front bumper is behind the center of the leader (B pillar) he will withdraw and forfeit the corner to the lead driver to take his normal line. (Note: Turn in point and not the end of the braking zone, as some corners require turning whilst still on the brakes) Replays of previous laps will be used by the stewards to determine the turn-in point if required.

-It must be remembered that the lead vehicle must turn with the aim of apexing unless the inside challenger is alongside and passes the B Pillar at the turn-in point.

-If at the Turn point, the inside vehicle has passed the B-Pillar of the outside vehicle, the vehicle on the outside cannot turn in and take the normal racing line and must give space for the vehicle on the inside to take the corner.

- Any bumping of the lead vehicle from the back on the rear bumper is the fault of the challenger; (Provided no brake testing has been performed by the lead vehicle).
- Furthermore, the bumping of the outside vehicle behind the B pillar by the inside vehicle is also the fault of the inside car if the outside car was abiding by the above rules.
- The 'Y' or 'T' boning by a challenger on the inside of the lead vehicle would be a clear indication of the challenger coming in too fast and stopping against the leader whilst he is turning into a corner. This indicates a clear intention of driving the lead vehicle off the circuit or a seriously over-aggressive move and will be deemed the fault of the challenger provided the lead car abided by the rules above.
- The onus for a clean and clear overtaking maneuver lies with the challenger as he/she has a clear view of what is in front and the knowledge of the anticipated line that the lead vehicle should or would take through the corner unless the lead vehicle makes a premature or sudden direction change in the braking area, which would then be the fault of the lead vehicle.
- From the apex out (Mid Corner), if the outside vehicle is past the inner car's B-Pillar at the turn-in point and remains there at the midway point of the corner, the inner vehicle will take extra care not to drift wide under power forcing the outer car wide and ultimately off the circuit at the exit.
- The inside vehicle should exercise extra caution to avoid contact, by lifting off the throttle, applying brakes, or taking extreme evasive action. If there is no evidence of evasive action this will certainly count against the inside vehicle. At the same time, the outside vehicle must also take extra care not to crowd the inside vehicle inwards of the racing line.

## Art 14.3 Counter course driving

14.3.1 Operating a vehicle in the direction opposite to the normal traffic flow is strictly prohibited unless ordered to do so by a Race Steward. Performing or attempting a 'U-turn' (180-degree turn) on or across the racing surface is considered Counter-Course driving.

## Art 14.4 Avoidable Contact

14.4.1 Avoidable contact is defined as nose-to-tail (or side-of-the-nose to side-of-the-tail) contact, where the leading vehicle is significantly knocked from the racing line. The "nose" of the vehicle is defined as the area from one front wheel, around the front of the vehicle, to the other front wheel including the wheels themselves. Once the trailing vehicle has its front wheels next to the driver

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of the other vehicle, it is considered that the trailing vehicle has the right to be there, and that the leading driver must leave the trailing driver enough "racing room".

14.4.2 If there is adequate racing room left for the trailing car, and there is incidental contact made between vehicles, the contact will be considered "side-to-side". Incidental side-to-side contact is considered to be a racing incident.

## Art 14.5 Right to line

14.5.1 The driver in front has the right to choose any line, so long as not to be considered blocking. The driver attempting to make a pass shall have the right to the line when the front wheel is beside the driver of the other vehicle.

14.5.2 Once the trailing car has its front wheels next to the driver of the other vehicle, it is considered that the trailing vehicle has the right to be there, and that the leading driver must leave the trailing driver enough "racing room". If adequate racing room is left for the trailing vehicle, and there is incidental contact made between vehicles, the contact will be considered side-to-side. Incidental side-to-side contact is considered to be a racing incident.

## Art 14.6 Unsafe track re-join

14.6.1 A driver that has left the track for any reason (e.g. spin, collision, etc.) is required to take all necessary precautions to avoid an unsafe re-join to the track that may cause an incident with drivers approaching his/her location of re-entry. Use of looking to the sides, race relative, radar, track map, or any assets that are in the game are advised.

14.6.2 Any unsafe rejoins that cause an incident will be give a post-race penalty to be determined by the stewards.

## Art 14.9 Intentional Caution

14.6.1 Drivers intentionally stopping on or off the racing surface to intentionally bring out a caution period for their benefit, or the benefit of another driver, is forbidden and subject to adverse administrative and /or punitive actions.

## Art 14.11 Illegal surfaces

14.11.1 Drivers can only use the racing surface and allowed areas of the track for Qualifying and Racing. Any disallowed areas of the track and any advantages gained through their use will be determined by the sim and the white lines signaling track limits. A protest may be filed through the proper channels for this offense.

## Art 14.12 Nefarious Tactics

14.12.1 Drivers may not use nefarious tactics to gain an advantage in Qualifying or Racing. MSA Sim racing stewards and/or sims will determine what constitutes an advantage.

## Art 14.13 Tire Compound Change Requirement

14.13.1 - If this rule is enabled for a Race Session in sims that can allow it, each participant must perform a tire compound change pit stop and complete a full race lap using at least two different types of dry-weather tire compounds. Drivers or teams that fail to meet this requirement will get in game penalty.

## Art 15. Stewards

No steward can carry out his duties in a satisfactory manner unless he/she has at the very least; working knowledge of the league rules and allied regulations. The function of the stewards, acting as a body and not as individuals, is to constitute an impartial judicial body and, in so doing, to see that the organizers deal fairly with the competitors and that the competitors respect the organizers. Should the circumstances warrant this, leagues shall have the right to appoint one or more alternate stewards to hear protests that are not able to be heard for the event in question. In the case of an MSA cup/challenge or interprovincial, event stewards need to have sim racing knowledge, an understanding of the particular sim being used, knowledge of the league SSR, and the head steward to hold a current MSA stewards' license.



## Art 15.1 Responsibility and authority of the stewards

15.1. The stewards shall have authority for the enforcement of the league rules (as set out in this document) once they become empowered to act.

15.2. The stewards shall not in any way be responsible for an event's organization and shall not have any executive duty in connection therewith. For a race that is promoted directly by the league or MSA sim racing board, the stewards of such a race may combine their duties with those of the promoters. In an event comprising several competitions, there may be different stewards for each competition. When leagues have appointed one or more of the stewards, such steward, or if more than one, the steward appointed as the "Senior Steward", shall act as chairman of the stewards for that league.

15.3. They may, in exceptional circumstances, amend the regulations.

15.4. They may forbid the running of any competition not in conformity with the applicable regulations, or in a case of "force majeure", or for safety reasons.

15.5. They may modify, or instruct modifications to the program, the services, or installations, whether or not these have been suggested by the organizer of the event, to ensure greater safety for the competitors.

15.6. They may appoint deputies in the absence of any of their numbers to make sure the required number of stewards is present.

15.7. They may authorize a restart after a competition has been stopped due to server crashes/misconfigurations.

15.8. They shall determine if a competition should be concluded after it has been stopped by the head steward or for technical reasons related to server crashes/misconfiguration.

15.9. They may authorize a new start in the event of a dead heat.

15.10. They may amend the classification.

15.11. They must investigate or cause to be investigated any incidents or breaches of the rules which they observe, or which are reported to them.

15.12. They may recommend to the Sim racing workgroup and organizers that further action be taken against a competitor for any serious offense, including holding an inquiry.

15.13. At the end of the competition or meeting, the stewards must report to organizers and the MSA Sim Racing Workgroup such matters as required. However, this report must contain at least

all details of protests lodged, whether heard or declined, appeals received, and their recommendations for any further penalties or sanctions. This report must be submitted to the organizers and the MSA Sim racing board only within seven working days from the date of the competition.

15.14 They shall settle any protests that may arise during a race in such a manner as they deem appropriate, subject to the rights of appeal provided in these rules. stewards may receive protests through the league's incident submission process as per their SSRs. The time that the protest is received must be recorded on the protest. The stewards should satisfy themselves that the protest has been lodged strictly following part 1 of this document. Competitors are deemed to know the rules and it is not the function of the stewards to assist or give advice to competitors regarding the manner and method in which protests should be lodged.

15.15. The stewards should ensure that the review of protests is private with only interested parties being present, including the "Head Steward". It is not the function of stewards to act as prosecutors or defendants. They may ask questions on points of clarification but should generally leave the various parties involved to state their case in amplification of the written protest previously lodged.

15.16 In considering the rules of the league, stewards must consider the rules as published. They must only be concerned with the normal plain meaning of the wording of the regulations and must pay no attention to any claim as to what any regulations were intended to mean. In the case of ambiguity, the rules should be read and taken as a whole before a decision regarding the intention of the regulations is decided upon.

15.17 In the case of the stewards not being unanimous in their findings, a majority decision prevails. If there is an equality of votes, the incident can be forwarded to the MSA sim racing board for a decision to be made.

15.18 Should there be the slightest possibility that new and/or additional evidence concerning a matter heard may change the findings of the hearing, it is essential that they reserve judgment. In such instances, the parties must be advised within one working day of the time and place at which the decision will be given.

15.19 In addition to hearing protests, the stewards may be called upon to deal with an alleged breach of the rules.

15.20 Where a decision made by the stewards affects the results of an event/race, the stewards shall, as soon as possible, advise the relevant officials accordingly to allow the latter to amend the provisional results, for re-publication.

## Art 15.2 Important notice to stewards

Stewards are often prevailed upon to advise competitors who are annoyed or aggrieved by the actions of the league organizer. They should firmly but tactfully avoid giving such advice, which often arises from a question that is a concealed protest. Once having given solicited or unsolicited advice to competitors or organizers, the stewards have automatically debarred themselves from dealing with any protest that may subsequently arise on the matter. Stewards who thus compromise their positions cannot carry out their judicial duties, and powers, and this gives rise to unnecessary appeals.

## Art 16. Forfeiture Of Awards

16.1 Any entrant penalized in any way may lose the right to receive awards granted for racing or driving competition at the sole discretion of MSA, the MSA Sim Racing Workgroup, and the promoter Robin Williams Logistical Nightmare Racing.

16.2 MSA, the MSA Sim Racing Workgroup, and Robin Williams Logistical Nightmare Racing retain the right to withhold any awards from competitors if found that he or she has violated the MSA Sim Racing Sporting Code or the (series name) SSR.

## Art 17. Publication Of Penalties

17.1 MSA, the MSA Sim Racing Workgroup and Robin Williams Logistical Nightmare Racing reserves the right to publish the name of any entrant assessed a penalty, as well as the nature of the infraction or violation and any associated penalties, in its publications or those of any other affiliated public forum.

## Art 18. Briefing

18.1 all race details will be provided prior to race day.

# Art 19.Flags

## 19.1 Sequential Lights

19.1.1 In-game procedure

## 19.2 Checkered flag

22.3.1 A checkered flag indicates the end of a Session, Warm-Up, or Race.

## 19.3 Blue Flag

19.3.1 A blue flag with a diagonal yellow stripe or a full solid blue flag indicates faster cars are approaching. This flag is informational only.

19.3.2 In all cases, it is the responsibility of the faster car to safely overtake the slower car. It is the responsibility of the slower car to maintain a consistent line. It is strongly recommended that a slower car being lapped makes every reasonable effort to facilitate a safe pass.

## 19.4 Yellow Flag

19.4.1 A yellow flag signals a caution of some kind.

19.4.2 When a yellow flag is displayed, this indicates danger, passing is not advisable, Be prepared to slow down, and the track may be partially or completely blocked.

19.4.3 in game penalty will be used.

# Art 20. Race Procedures

## 20.1 Warm -Up

20.1.1 Some sims before the race have a Warm-Up period.

20.1.2 The host will post start of qualifying.

20.1.3 Qualifying time limit will be based on track.

## 20.2 Standing start

20.2.1 For a standing start, the countdown to the start of the race will be signaled by the sequential illumination of four red lights. After a short delay, all four red lights will go off simultaneously, signifying the green flag has been thrown and the race has started.

20.2.2 Any motion by a car before the display of the green flag will be a jump start and result in a penalty given by the sim.

## 20.3 Rolling Start

20.3.1 The in-game function will be used for rolling starts.

20.3.2 If there is an issue or bug then race will restart with grid set by the host.

## 20.4 Pit Procedures (In-game procedure)

20.4.1 For Race Control purposes, the start of the pit lane is defined by a white line one on side of the lane, and the end of the pit lane is defined by a white one on side of the lane,

20.4.2 At tracks with defined pit lane entry and exit, as indicated by existing painted lines, barriers, and/or cones, drivers must observe and obey such demarcations. Failure to do so on entry may result in a penalty. Failure to do so on exit may result in a penalty. Both are given by race control or by the sim itself.

20.4.3 All penalties must be done off the racing line and drivers must stay off the racing line till safe to rejoin failure to do so will get a time penalty added to race time.

## Art 21. Internet quality - Net code or server problems

Drivers are to have a stable internet line, preferably connected by an ethernet cable to the router.

## Art 22. On-track Conduct

22.1 MSA Sim Racing Workgroup places a high value on responsible driving and fair competition. Accidents in racing are inevitable; they are a natural consequence of close competition. This is why we stress on development of driving skills and the avoidance of accidents.

22.2 In the physical world, the risk of injury and expensive car repairs serves as a natural deterrent to reckless driving. Because those risks do not exist in the virtual world, the MSA Sim Racing Workgroup works with the sim racing stewards to make neutral and impartial decisions on the outcomes of penalties, so it is the responsibility to avoid crashes still resides with each driver.

22.3 We believe that racing in the virtual world is a form of motorsport, and we are part of the overall motorsports landscape. We expect that all members of our community – racers, spectators, officials, and employees – will conduct themselves in the same way as a respectful participant would at an event in the physical world. Each of us owes every other member of the MSA Sim Racing communities the same courtesy and respect that we expect to receive ourselves.

## Art 23. Voice and text chat

23.1 The sims used for competition have different forms to communicate with drivers with one another before, during, and after each race. The high emotions that are a normal part of close racing do not justify verbally abusive or other inappropriate expressions toward officials or other racers. Disrespectful communications, including foul or threatening language and insults, will not be tolerated and could lead to suspension or the cancellation of the offender's MSA E license.

## Art 24. Public Forums

24.1 Public forums, for example: Discord, is the social backbone of the communities, providing a way for members to interact with one another, exchange information, and build friendships. Disagreements are part of the landscape, but to maintain a pleasant environment for all community members, participants must not use rude or hostile language. Posts that attempt to publicly confront, bait with excessive negativity, accuse, or attack another member, MSA, and the MSA Sim Racing Workgroup, employees, or officials are forbidden. Those who engage in a pattern of such behavior will face penalties that may include revocation of the MSA E license.

24.2 Private messages are to hold the same standards as a public forum. Foul or threatening language and insults will not be tolerated and may lead to penalties applied or the cancellation of the offender's MSA E license.

## Art 25. Series Results

25.1 Once all incidents if any have been finalized there will be an official broadcast on Discord.