2024

MSA Sim Racing Sporting Code

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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1.   General Principles

   a)   Sim Racing is administered under the provisions of the General Competition Rules of Motorsport SA (GCR's), these Standing Supplementary Regulations (SSR's), the class specific regulations, and other regulations and instructions which may from time to time be issued by Motorsport SA (hereinafter referred to as MSA) and the Supplementary Regulations published for each particular Sim Racing competition.

b)	Where there is a contradiction between the GCR's and these SSR's the latter shall take precedence. Where there is a contradiction between these SSR's and the pertinent class regulations, the latter shall take precedence.

c)	In terms of GCR 84 (i), individual event supplementary regulations (SR's) may not conflict with these SSR's.

## 1.1	MSA Sim Racing Working Group

1.1.1.	The MSA Sim Racing Working Group endeavors to bring the world of sim racing to formal recognition for both casual drivers and pro esports drivers.

1.1.2	The MSA Sim Racing Working Group is made to unite the sim racing leagues in one mission to organize and assist in facilitating events, providing structure, and having consistency and fairness to all no matter the level of each event/championship.

1.1.3	The MSA Sim Racing Working Group is part of Motorsport South Africa and has the authority to make and enforce regulations within the reason for the events recognized as part of the MSA Sim Racing Calendar.

1.1.4	The MSA Sim Racing Working Group is a collection of leagues under a central banner and will elect to enter into co-sanctioning agreements or other similar partnerships with other motorsport sanctioning bodies, clubs, or organizations to facilitate the organization and execution of a specific internet racing event or series of events.

## 1.2	MSA Sim Racing Sporting Code

1.2.1	To ensure fair and consistent governance of Internet racing competition and strive to create a respectful environment, the MSA Sim Racing Working Group has established the MSA Sim Racing sporting code.

1.2.2	The MSA Sim Racing sporting code and the MSA Sim Racing Working Group, shall govern all internet racing events sanctioned by MSA.

1.2.3	It is the obligation and responsibility of all MSA Sim Racing e-licence holders to read, understand, and abide by the MSA Sim Racing Sporting Code.

1.2.4   MSA and the MSA Sim Racing Working Group may from time to time, at their sole discretion, revise the MSA Sim Racing sporting code, but notification of change will be made known to the public.

1.2.5   MSA and the MSA Sim Racing Working Group may publish supplementary regulations about an individual series and/or event. These supplementary regulations are intended to augment the MSA Sim Racing Sporting Code and/or modify certain elements within reason therein to ensure fair and consistent competition in a particular series or event to which the supplementary regulations apply.

1.2.6   Unless specifically noted in the supplementary regulations, all rules outlined in the MSA Sim Racing Sporting Code will apply to every MSA Sim Racing sanctioned event.

1.2.7   The MSA Sim Racing Sporting Code affords every MSA e-licence holder a penalty or named as a party to protest the right to appeal a decision made by the MSA Sim Racing Stewards. Upon the final resolution of such appeals, however, the application and interpretation of the MSA Sim Racing Sporting Code by Motorsport South Africa and the MSA Sim Racing Working Group shall be final and binding.

2.   <u>Conduct</u>

MSA and the MSA Sim Racing Working Group have a proud history of non-discrimination and refrain from manifesting racial, political, gender, or religious discrimination during their activities and require the same of their representatives.

MSA, being a member of SASCOC, accepts the code of conduct of SASCOC as provided for in its constitution.

MSA acknowledges that it is bound by the provisions of the Constitution of the Republic of South Africa and all other applicable national, provincial, and local laws and regulations and expects its representatives to conduct themselves within that framework.

MSA acknowledges the provisions of Section 9 of the Constitution and particularly the prohibition of direct or indirect discrimination against any person on the grounds of race, gender, sex, pregnancy, marital status, ethnic or social origin, color, sexual orientation, age, disability, religion, conscience, belief, culture, language, and birth.

2.1 <u>Principles</u>

2.1.1 Be respectful and courteous on and off the track. It is expected that each member will treat other members, drivers, MSA Sim Racing officials, employees, spectators, partners, and guests on any MSA Sim Racing forums and the communities generally in a respectful, fair, and courteous manner. Bullying, abusive, threatening, rude, mean, and disrespectful language or actions are not allowed. Motorsport South Africa and MSA Sim Racing Working Group have sole discretion to determine if the behavior of a member is causing negative issues or angst with others and the community.

2.1.1.1. Constructive suggestions and warranted complaints made respectfully are welcome but unfair and consistent negativity towards MSA Sim Racing Working Group, other members, or the community is not allowed.

2.1.2 Some of the satisfaction of being a member of our communities comes from the personal relationships that are formed and maintained. For that reason, we require members to register using their real names, which, in addition to facilitating friendships, promotes personal responsibility. Real names are also used for historical purposes and awards.

2.1.3 Emotions will run as high in our races as they do in all competitive environments. However, rude behavior – whether in actions behind the wheel, in oral communications through in-Sim chat, or in writing on forums – will not be tolerated.

2.1.4 The Terms of Use and End User Licensing Agreement to which you agreed upon joining MSA stipulates that MSA and the MSA Sim Racing Working Group – including its sanctioning organization MSA and MSA Sim Racing Working Group – will have the sole discretion of what constitutes inappropriate on-track or interpersonal behavior, and shall have the authority to impose penalties up to and including revocation or suspension of MSA e-licence or parts of the MSA Sim Racing sanctioned events/series. We have no tolerance for deliberately bad behavior, whether on or off track. Those individuals who are habitually unable to treat others appropriately and respectfully in sim racing will no longer be welcome as a holder of the MSA Sim Racing e-licence.

2.2   <u>On-track Conduct</u>

    2.2.1   MSA Sim Racing Working Group 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 the development of driving skills and the avoidance of accidents.

    2.2.2   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 Working Group 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.

    2.2.3   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.

2.3   <u>Voice and Text Chat</u>

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 e-licence.

2.4   <u>Public Forums</u>

    2.4.1   Public forums, for example: Discord, WhatsApp, etc. Are 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, the MSA Sim Racing Working Group, 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-licence.

2.4.2 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-licence.

2.5 Obligations of Representatives

MSA's and the MSA Sim Racing Working Group representatives acknowledge that they are required to act in accordance with the following principles:

2.5.1 Professionalism

MSA's representatives:
● acknowledge that MSA carries on the business of providing fair, safe, and socially responsible motorsport, an activity that is therefore vulnerable if its media, public, or professional image is tarnished in any way.
● agree to act professionally and always represent MSA in a professional manner.
● respect the rights, dignity, and worth of everyone involved in any event.
● must serve as positive role models for those they encounter in the sport.
● should treat other officials with courtesy and refrain from interfering with their responsibilities.
● must cooperate with organizers, team managers, and competitors.
● must ensure that they are free of obligations to any other interest and must avoid conflicts of interest.
● must not be a party to any actions that unfairly limit or restrain the access of others to officiating opportunities.
● must not publicly do or say (or omit to do or say) anything which is or may be detrimental, prejudicial, offensive, or unfavorable to MSA, its sponsors, and persons related to its sponsors, either legally or professionally, or which might generate unfavorable or undesirable criticism of them or any of their products, services or personnel.

2.5.2   Preparedness

MSA's and MSA Sim Racing Working Group representatives should be appropriately prepared for their duties in all aspects, including fitness, dress, promptness, and being appropriately equipped (this includes adequate knowledge of MSA's and MSA Sim Racing Working Group rules and regulations as appropriate).

2.5.3   Good Sportsmanship

MSA's and MSA Sim Racing Working Group representatives acknowledge that part of their activities is in the highly publicized and visible activity of motorsport and undertake to behave towards others in the spirit of fairness and in a sportsmanlike manner.

2.5.4   Honesty

MSA and MSA Sim Racing Working Group representatives must not behave in a manner that exhibits bias or commit any premeditated breach of the law nor of any of MSA's / MSA Sim Racing Working Group GCRs and SSRs, or the supplementary regulations of any event or the privately imposed rules and regulations relating to any venue or event.

2.5.5   Gambling

MSA and MSA Sim Racing Working Group representatives must not gamble or wager in relation to any event to which they are appointed or may have any influence over, or the outcome thereof.

2.5.6   Compliance with the law

MSA and MSA Sim Racing Working Group representatives are expected to comply with all laws, statutes, rules, and codes of practice, regulations, or bylaws in force at any time, whether relating to MSA, motorsport in general, MSA Sim Racing Working Group, or any other applicable matter.

2.5.7　Consideration of MSA, MSA Sim Racing Working Group, event organizers, and key stakeholders.

MSA and MSA Sim Racing Working Group representatives must recognize the authority of, and comply with, the rules, regulations, determinations, resolutions, directions, or orders from time to time in force or made by all organizations and professional bodies that control motorsport or any other aspect of the sport from time to time, in particular, but not limited to, safety and disciplinary matters.

2.5.8　Respect for intellectual property

Without limiting their obligations, MSA and MSA Sim Racing Working Group representatives must not do (or omit to do) or be involved in the doing of anything by which intellectual property rights owned by MSA may be lost or detrimentally affected. In addition, MSA and MSA Sim Racing Working Group representatives shall not release documents or other information acquired during their duties without the authorization of MSA.

2.5.9　Exercise Common Sense

MSA and MSA Sim Racing Working Group representatives must recognize their conduct on behalf of MSA including, without limitation, at motorsport events, is by its nature hazardous and they must therefore always exercise common sense regarding their own personal safety and the safety of others.

2.5.10　Alcohol and Drugs

MSA GCR's and MSA Sim Racing Working Group prohibit all officials from the consumption of alcohol until such time as they have discharged all their official duties in their entirety. MSA and the MSA Sim Racing Working Group representatives should, in addition, avoid inappropriate behavior such as the excessive use of alcohol or the use of recreational drugs.

2.5.11　Social Media

Unless social media forms part of a representative's duties, attention should always remain focused on the representative's responsibilities. The use of mobile devices and the Internet should be saved for either a break or the end of the day.

The following represent broad guidelines for the use of social media by MSA's representatives:

- <u>Put yourself in the other person's shoes</u>
  Take a moment to think before you post. If it was you someone was posting a picture or comment about, how would you feel?

- <u>Once it's out there it's out there</u>
  Never assume that something you post online is private. Comments, photos and status updates can all be copied, shown to friends, screen captured and saved or sent on by others. Always assume the person you are posting about will see your post.

- <u>If in doubt, leave it out</u>
  If you must stop and think about it, it probably means you should not be posting it! Remember, your online presence is part of your personal brand. What you say and do online affects how people perceive you.

- <u>Social media should not be used to make disparaging or negative remarks about competitors, officials, volunteers, event organizers, promoters or MSA</u>
  There can be serious consequences for misuse of social media. If you have an issue that needs resolving, there are appropriate channels to do this through. Start by contacting MSA Sim Racing Working Group, then the MSA head office.

- <u>Never post photos or comments about a motorsport incident</u>
  It is vitally important that we all respect the privacy of individuals involved in accidents or incidents, whether on or off the track. As such, refrain from posting photos, comments or information on social media or other online forums about an accident or incident. Remember the first point above: Put yourself in the other person's shoes.

- <u>Use social media as a tool to promote and encourage the development of our sport</u>
  Social media, correctly and responsibly used for positive objectives, is an amazing platform. Use it to promote events, club activities and membership. Use it to spread the word about our great sport and keep it positive.

2.6   Binding

Officials are bound to observe the provisions of this code of conduct as if it formed part of the regulations. Officials may be required when applying for any form of accreditation or any official licence to sign an acknowledgement that they will observe the provisions of this code of conduct.

3.   MSA Safeguarding

POLICY FOREWORD – SAFEGUARDING EVERYONE IN SOUTH AFRICAN MOTORSPORT This policy has been created by Motorsport South Africa (MSA) to safeguard policy the interests of all involved in South African motorsport, particularly those of children and vulnerable adults (for example, adults suffering from physical and/or mental afflictions or disabilities). MSA requires and expects the support and cooperation of all parties involved in South African motorsport regarding its safeguarding objectives, aimed at protecting the integrity of the sport and promoting the values of safe sport for all. It is quite clearly the right thing to do. Despite the numerous well-recognized benefits of sports participation, evidence indicates that harassment and abuse occur in all sports, at all levels. It is the responsibility of everyone involved with local motorsport, in whichever way, to assist in identifying and preventing any kind of harassment, abuse, or discrimination and to develop a culture of dignity, respect, and safety in the sport.

3.1.   DEFINITIONS (as per IOC safeguarding guidelines)

"Harassment" or "Abuse" includes psychological abuse, physical abuse, sexual harassment, and neglect. These forms of harassment and abuse may occur in combination or isolation.

"Child Abuse" means the mistreatment of a person under the age of eighteen years by an adult.

"Psychological abuse" means any unwelcome act including confinement, isolation, verbal assault, humiliation, intimidation, infantilization, or any other treatment that may diminish the sense of identity, dignity, and self-worth.

"Physical abuse" means any deliberate and unwelcome act - such as, for example, punching, beating, kicking, biting, and burning - that causes physical trauma or injury. Such acts can also consist of forced or inappropriate physical activity (e.g., age-, or physique- inappropriate training loads; when injured or in pain), forced alcohol consumption, or forced doping practices.

"Bullying" (or cyberbullying if conducted online) is unwanted, repeated, and intentional, aggressive behavior usually among peers, and can involve a real or perceived power imbalance. Bullying can include actions such as making threats, spreading rumors or falsehoods, attacking someone physically or verbally, and deliberately excluding someone.

"Sexual harassment" means any verbal or physical conduct of a sexual nature, that is unwelcome, or where consent is either coerced, manipulated, or cannot be given. Sexual harassment can take the form of sexual abuse.

"Neglect" within the meaning of this policy means the failure of a coach or another person with a duty of care towards the competitor/athlete to provide a minimum level of care to the competitor/athlete, which is causing harm, allowing harm to be caused, or creating an imminent danger of harm.

 "Discrimination" means treating, proposing to treat or requesting, assisting, instructing, or encouraging another person to treat a person less favorably than someone else based on an attribute or personal characteristic including:

- Age
- Disability
 - Athletic ability
- Athletic longevity
- Marital status
- Parental or career status
- Physical features
- Irrelevant medical record
- Irrelevant criminal record
- Political belief or activity
- Pregnancy
- Breastfeeding
- Race
- Ethnicity
- Religious belief or activity
- Sex or gender
- Sexual orientation
- Transgender orientation

- Socio-economic/Financial status
- Trade union membership or activity

Harassment and abuse can be based on any grounds including race, religion, color, creed, ethnic origin, physical attributes, gender, sexual orientation, age, disability, socio-economic status, and athletic ability. It can include a once-off incident or a series of incidents. It may be in person or online. Harassment may be deliberate, unsolicited, and coercive. Harassment and abuse often result from an abuse of authority, meaning the improper use of a position of influence, power, or authority by an individual against another person.

3.2.   <u>PARTICIPANTS RIGHTS MSA</u>

MSA is committed to promoting an environment within local motorsport where all individuals are treated with respect and dignity. Everyone has the right to participate and work in an environment that promotes equal opportunities and prohibits discriminatory practices. All athletes have a right to engage in "safe sport", defined as a sporting environment that is respectful, equitable, and free from all forms of non-accidental violence to athletes. Everyone involved with MSA events has the right to enjoy the activities in a safe and respectful environment without any fear of misconduct or inappropriate behavior from others. All forms of harassment and abuse constitute a breach of human rights and may, in certain instances, constitute a criminal offense.

3.3.   <u>COMMITMENT</u>

Safeguarding is everyone's responsibility and MSA requires all involved in South African motorsport, in whatsoever capacity, to respect the following:

3.3.1   Acknowledge individual responsibility for promoting the welfare of everyone involved in motorsport activities.

3.3.2   Protect the physical, emotional, and social health as well as safety and rights of everyone involved in motorsport activities.

3.3.3   Respect all the participants in motorsport regardless of color, race, nationality, ethnic or national origin, age, gender, sexual orientation, disability or religion.

3.3.4   Make sure that all the participants in motorsport have the right to participate, enjoy and develop through motorsport, in a safe and inclusive environment.

3.3.5   Adopt, implement, and comply with this policy.

3.3.6   Deal with any breaches or complaints made under this policy in a sensitive, fair, timely, and confidential manner.

3.3.7   Recognize and enforce any penalty imposed under this policy.

3.4.   <u>EDUCATION</u>

Safeguarding training will form part of MSA's webinar-based training activities.

3.5.   <u>REPORTING AND PROCEDURE FOR ADDRESSING INCIDENTS OF UNACCEPTABLE BEHAVIOR</u>

Reports of unacceptable behavior may be made in writing or verbally. Anyone may report an incident of unacceptable behavior by: - Talking to any of the MSA officials at MSA-sanctioned 5 motorsport events; and/or - Emailing the MSA Safeguarding Official, Rashaad Monteiro at safeguarding@motorsport.co.za A MSA official receiving any information concerning safeguarding concerns at an MSA sanctioned motorsport event has the responsibility to report the incident - depending on the nature of the case – either to the Stewards of the event, to the Chief Medical Officer/Coordinator (CMO/CMC)and the MSA Safeguarding Official. All incidents/concerns shall be referred to the MSA Safeguarding Official for appropriate investigation and action. Additionally, nothing shall prevent race officials from taking action at a motorsport event should they deem such action to be both appropriate and necessary to protect a vulnerable person. Such action may take the form of an instruction to an offender to leave the event to have an offender detained by the appropriate authorities.

3.6.   <u>CONFIDENTIALITY</u>

3.6.1   All matters about an alleged incident of harassment and abuse, in particular reports of harassment and abuse, personal information of the concerned persons, other information gathered during investigations, and results of investigations ("Confidential information") shall be treated as confidential.

3.6.2   MSA may disclose confidential information to appropriate persons or authorities if: (i) a failure to disclose such information may cause harm to someone, or (ii) such information relates to a potential criminal act that comes to the attention of MSA.

3.6.3   Notwithstanding clauses 6.1 and 6.2 above, decisions under Section 5 shall, in principle, include Confidential Information and may be publicly disclosed by MSA, if such disclosure is deemed to be in the best interests of the sport and is likely to serve as a deterrent in the future. When disclosing any such disclosure, MSA shall: (i) not include any personal information of the victim without obtaining the victim's consent, and (ii) anonymize the personal information of other concerned persons in certain cases, taking into consideration the right to privacy of such concerned persons.

3.7.   <u>FURTHER INFORMATION AND IMPORTANT CONTACT DETAILS</u>

3.7.1   MSA shall make further information in support of this policy available as and where appropriate and as and when such information becomes available.

3.7.2   Childline Toll-Free Crisis Line 080 005 5555

4.   <u>MSA E-Licence</u>

4.1   <u>E-Licence holder</u>

Every person or entity who desires to participate in an MSA Sim racing-sanctioned event as a driver/ rider must possess a current MSA e-licence, authorizing participation in that capacity.

4.1.1   Drivers/ Riders may register and purchase MSA e-licence from the following link. <u>https://esports.motorsport.co.za/</u>

4.1.2   An MSA e-licence holder is responsible for their e-licence.

4.1.3   A driver is unable to hold 2 different MSA e-licence under their name.

4.1.4 A driver/rider should not own any MSA e-licence to create havoc or for unsporting reasons.

4.1.5 If a member is suspended or restricted from any part of the MSA Sim Racing sanctioned events, they are not allowed to apply for a new e-licence for any reason including to circumvent the penalty. If they do so, further penalties will be applied to their e-licence.

4.1.6 Only the driver/ rider who holds an MSA e-licence can race and participate in MSA Sim Racing sanctioned events using that E-e-licence number. However, it is OK and encouraged to let a non-e-licence holder try different sim options under all the following conditions:
A) For limited demonstration and trial purposes only.
B) On the e-licence's platform and equipment.
C) At the member's usual geographic racing location.

4.2 E-Licence

This is a licence requiring payment, granting drivers access not only to social events/championships but also to competitions such as MSA Cups/Challenges and/or Interprovincial level events. This provides drivers the opportunity to engage in top-tier sim racing recognized by MSA, adhering to the MSA Sim Racing Sporting Code.

Organizers must seek verification from MSA that a competitor holds a valid e-licence with MSA for the competition entered.

4.3 Suspension

MSA and the MSA Sim Racing Working Group may suspend a licence holder for a definite or indefinite period in the interest of internet racing. The affected member may appeal such a suspension to MSA Sim Racing Working Group using the proper channels. Drivers may see the Appeals section.

4.4   Involuntary Termination

MSA and the MSA Sim Racing Working Group may terminate an e-licence at any time in the interest of internet racing. Such a member shall have no right to receive, and Motorsport South Africa and the MSA Sim Racing Working Group shall not be obligated to refund any part, or all of the fees previously paid by the member to Motorsport South Africa. The affected member may, subject to limitations, appeal such termination to MSA Sim Racing Working Group using the proper channels.

4.5   Membership Non-Transferable

4.5.1. An MSA e-licence is non-transferable and non-assignable. It may be used only by the person or entity to which it is issued.

4.5.2. Participating in MSA Sim Racing-sanctioned events under another member's e-licence is forbidden, as is supplying another member with the personal account information (licence number) to enable him or her to run in MSA sim racing-sanctioned events on an e-licence other than his or her own. Either action will result in the e-licence suspension of both the e-licence holder and the person competing on his or her behalf. Neither driver will be eligible for any premier series, such as Cup/Challenge and Inter provincial, for no less than one year.

4.6   Removal from an event

An MSA Sim Racing Working Group official may remove an e-licence holder from an event to promote the orderly conduct of the event. Sanctions issued during an event may not be appealed.

5.   Competition Format types

5.1.   Time Trial

This is the simplest format that leagues can run. It requires drivers to do qualifying runs over a certain period and determines the winner based on the fastest lap within that period.

If multiple servers are run simultaneously all conditions are to be the same as for fairness amongst all drivers. Results are to be submitted to the working Group after each round.

This format does not require drivers to race against each other and thus no race officiating is required. This Format of competition can be completed within one day.

5.2. <u>Knockouts</u>

This format entails placing drivers into random Groups and qualifying the top percentage of them for the next round.

Qualifiers from different Groups compete against each other as the competition progresses. This format of competition requires officiating as race incidents could occur. However, it is flexible enough to be completed within one day or a few consecutive days or weekends.

It is also very important to note that this type of format cannot be done for large Groups of drivers.

5.3. <u>Point Based</u>

This format of competition is typical of championship-type motorsports where drivers collect points throughout a period (usually a season) based on their results in each race.

This format requires a higher level of planning and commitment from organizers and drivers. This championship needs to have a sign-in sheet of the stewards and COC from the beginning of the season to ensure that there is notice of consistency with the rules and understand the sim and racing rules.

6. <u>Competition Type</u>

Just as in any motorsport, many different competition types can be implemented depending on the needs and the maturity of the sports environment. The competition types are summarized below.

6.1   Social Competitions/Events

Social competitions/events do not require an MSA e-licence and are used to build up communities and to start getting drivers used to the rules of racing in a multiplayer scene. Leagues taking this side do not need any official stewards but are recommended to keep their racing fair, teach new drivers the system, and can also help develop new stewards into their roles.

It should be noted that the winners of these competitions/events are not recognized as official championship winners by MSA.

6.2   Cup/ Challenge

A cup or challenge is a more refined series than a friendly race/championship, needing to have a few structures set in place and given before the first race is done.
-    Organizers are required to submit a calendar a year before the start of the first event.
-    Organizers are required to submit an SSR, with rules, points, a penalty system, and any prizes.
-    All drivers are to have an up-to-date paid E Licence for the current year.
-    Points are submitted after every race
-    Penalties reports submitted for data capture
-    Stewards are required for the event and are signed on as stewards with the sim racing working Group.
-    Any changes are to be sent as bulletins and signed by the working Group technical delegates to ensure it comply with the MSA sim racing sporting code.
-    All changes need to be revised in the submitted SSRs.
-    At the end of the cup/challenge, a champion should be crowned

6.3   Inter-Provincial Championship

An Interprovincial championship mirrors traditional motorsport and requires more focus on planning, marketing, and stewarding. These types of competitions require:
-    Organizers are required to submit a calendar a year before the start of the first event.
-    Organizers are required to submit an SSR, with rules, points, a penalty system, and any prizes.
-    All drivers are to have an up-to-date paid E Licence for the current year.

- Points are submitted after every race
- Penalties reports submitted for data capture
- Stewards are required for the event and are signed on as stewards with the sim racing working Group.
- All penalties signed off by a current MSA licensed COC
- Any changes are to be sent as bulletins and signed by the working Group technical delegates to ensure they comply with the MSA sim racing sporting code.
- All changes need to be revised in the submitted SSRs.
- The championship needs to be publicized to participants and potential spectators.
- At the end of the cup/challenge, an inter-provincial champion should be crowned.
- These events are virtual so to have no favorites towards any driver.

7. Class types

7.1 Karting

Karting is seen as the grassroots of motorsport, the starting point to learn the fundamentals that are needed to progress forward. Jumping into the world of karting is about jumping onto tracks that are max 1km in overall length with a vehicle that has no ABS and no traction control.

The skills that are picked up are how to carry momentum through corners and go wheel-to-wheel racing with most mistakes in spinning.

Few sims have these most notable sims available in South Africa.

Kart Racing Pro
Kart Kraft
Gran Turismo
Assetto Corsa (moded)

Karting is easy to get the grip of but hard to master no matter the capacity.

7.2   Single Seaters

Single seaters are the next step in the development phase to pro, like karting they don't have added help like traction control and ABS but have a lot more aerodynamic downforce and power. With the driver in the middle of the car and having the wheels exposed, drivers get to see the suspension as they race around the track.

Single seaters mainly keep to main circuits due to their size and nature of karts but also focus on keeping a smooth drive and trust in the aerodynamics to keep the speed up in the corners.

Some cars have slicks that provide lots of grips, but the trade-off is watching for tire degradation over time, Others have more like road tires which require you to keep the speed up and control sliding.

Single-seaters can have lots of power and aerodynamics like a Formula 1 car right down to junior cars like a Formula Vee.

There are countless sims across the platforms to try different ones out.

7.3   Saloon Cars

A class most people know and heavily favored by drivers, as these are cars that look like their road-going counterparts with a few changes or are modified cars from the road built for racing.

Saloon cars have drivers sitting on the far left or far right of the car in the driver's seat and most do have ABS and traction control for drivers to work with but are a lot heavier than the other classes.

It is also the most accessible class due to the rise in popularity of GT3 racing around the world with nearly every sim in the world to date having some time for saloon racing be it new or old cars.

This is generally the starting point for all sim racers with cars that are easy for beginners right up to the most advanced drivers.

The race can be short or right up to 24-hour endurance racing, there is always a spot for someone. Saloon car racing as it stands has some of the largest fields raced in sim racing.

7.4 Prototypes

Now the most difficult class out of all the classes and is only recommended for more experienced drivers, with high downforce and a lot of power these cars are built with racing in mind, but some do not have ABS, and the nature of the cars being closer to single-seater racing then saloon cars.

With that said they are highly rewarding once you figure them out and bringing some of the fastest classes out on track is sure to bring a smile to one's face.

Prototype racing is found mostly in endurance racing and multiclass racing but will have offshoots of single-class racing.

Lots of sims have this style of racing and if you have done some of the other classes but want to feel the need for speed this will be it.

8. Divisions

Divisions are set up to help match driver skill levels in each of the different series to keep the racing fast and fair with each driver winning their class.

This is set by a grading process of driver's average lap times can place them in each class.

This can also be made to have each class have a min and maximum age limit to ensure younger drivers race with their own age and not compete against older drivers who may have been racing for a longer period more known junior for younger drivers and masters for older drivers.

8.1 AM

Am division also known as amateur division, now let the name turn you away from the class It is for drivers starting out or your more casual racers who are around to have fun and learn the ropes to hone their skills to become more consistent and faster on the track.

8.2 Pro-Am

In reference to individuals, the term also has another meaning: it implies someone who is intermediate, indeterminate, or fluctuating between amateur and professional status. These drivers now have honed the basics and are working on more advanced skills to get faster on the track and closer to the top.

8.3 Pro

The pro division is the best of the best in sim racing all battling it out and have perfected their skills, this level is what every driver strives for and at this level are seen as role models in the sport. The drivers are to conduct themselves in a professional manner.

9. Race Procedures

9.1 Individual Registration

9.1.1 Drivers/riders are to register with the series/event if they wish to join in and hold a corresponding up-to-date E-licence for the series/event.

9.1.2 Drivers/riders are to keep up to date with the SSR of the event/series and keep note of time for driver's briefings, race start times, qualifying, and practice times.

9.1.3 Drivers/ riders are allowed to withdraw from events/series but do need to let the organizer know of their withdrawal.

9.2 Field Size

9.2.1 There is no minimum number of drivers/riders needed for a friendly/social series or events.

9.2.2 The minimum number of drivers/riders needed for a cup/challenge series is 15 finishers that have completed at least 60 percent of the race, per race.

9.2.3 The Minimum number of drivers/riders needed for an inter-provincial event/series is 15 finishers that have completed at least 60 percent of the race, per race.

9.2.4 The maximum number of drivers/ riders will be determined by the sim software limitations and the promoter.

9.3 Race Length

The race length will be determined by the promoter based on community input, data, historical experience, fun, competition, and other factors. The promoter reserves the right to adjust race lengths for series/events on a seasonal basis.

9.4 Race Splits

MSA Sim Working Group and leagues strive to have similarly skilled drivers racing together in each event/series. The more drivers that register for a given race series/event, typically the closer the skills of each driver will be matched for that race/event. Should more drivers register for a race session/event than the track and/or series allows, the race will be instantiated and the registered drivers will be split into separate fields that race at the same time.

9.5 Warm -Up

9.5.1 Some sims before the race have a Warm-Up period of approximately 2 to 10 minutes. This time is to ensure all drivers have loaded into the event/race and allow for a bit of additional practice on the track.

9.5.2 The checkered flag is displayed after the predetermined Warm-Up time. After 10 seconds, the gridding process begins.

9.6 Griding

9.6.1 At the start of the gridding process, each driver will have 60 seconds to place his or her car on the starting grid. This is done by clicking on the green "GRID" button at the top of the screen.

9.6.2 Any driver not gridding his or her car within the time limit must start the race from his or her pit box, with a possible hold from Race Control or Sim to ensure safe entry onto the track.

9.6.3   The 60-second time limit for gridding may conclude early if all drivers complete gridding early. When this occurs, the Race will proceed directly to start or under the discretion of race control.

9.7   <u>Standing Start</u>

9.7.1   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 turn green simultaneously, signifying the green flag has been thrown and the race has started.

9.7.2   Any motion by a car before the display of the green flag may be viewed by Race stewards as a jump start and result in a penalty given by the sim or by race stewards.

9.8   <u>Rolling Start</u>

9.8.1   Once all drivers are on the grid, the sim will give a cue or use a pace car will lead the field around the track for at least 1 lap or the last sector of the track, and then exit the track as late as possible and enter the pit lane.

9.8.2   As the front row of cars approaches the start/finish line they are to maintain their speed that is given by the sim or what they had behind the safety car until, the green flag is shown, signifying the start of the race.

9.8.3   Drivers shall not pass cars in their pacing line on the left-hand side or right-hand side before the start/finish line. Drivers attempting to improve their position by passing on the left-hand side or right-hand side before the green flag will be given a penalty by Race Control or the sim. The leader of the second pace line may not pace in front of the leader of the first pace line (pole position). The race should be started by the Green Flag or Leader once the pace car has left the racing surface. If the leader of the second pace line passes the leader of the first pace line (pole position) before the start/finish line, he/she may be issued a penalty by race control or the sim.

9.8.4   Drivers are not allowed to approach the start/finish line as a race transition from pacing, for example under a yellow flag or at the start of a race, to speeds that are well beyond the pacing speed or speed of the leaders to time the green flag to unfairly overtake other cars.

An example of this would be to come up behind and catch a pack of cars pacing at 80 km/h under yellow flag conditions at a speed of 150 km/h in the vicinity of the start/finish line just as the race goes to the green flag and passing those cars. Under those conditions, the car catching up to the field from behind should slow down and get in line at the back of the pack at pacing speed and then begin racing as normal once the green flag is given.

9.9 Pit Procedures

9.9.1 For Race Control purposes, the start of the pit lane is defined by a pair of yellow cones, one on each side of the lane, and the end of the pit lane is defined by a pair of green cones, one on each side of the lane, or lines painted in box pattern that is off the track and demarcated by a pit board with a speed limit on it in certain sims.

9.9.2 When leaving his or her pit stall, a driver shall as quickly as is practical enter the acceleration/deceleration lane to avoid incidental contact with cars being automatically placed into nearby pit stalls. Similarly, a driver should remain in the acceleration/deceleration lane until just before entering his or her pit stall to avoid incidental contact with cars being automatically placed into nearby pit stalls.

9.9.3 Pit Lane speed limits are in place for all racing sims. Drivers must slow to the posted pit lane speed limit before passing through the two yellow cones that mark the entrance to the pit lane and by the white line on the ground and/or pit entry board, and drivers may not accelerate above the pit lane speed limit until after passing through the two green cones and a white line painted on the ground with a pit exit board that marks the exit of pit lane. Failure to obey the posted pit lane speed limit will result in a penalty given by the sim or by race control.

9.9.4 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.

9.9.5   A driver's car must be inside his/her assigned pit box to serve a penalty or receive pit service. Penalties are served after pit service has been completed or before pit service starts, depending on the sim.

9.9.6   A driver may call for a tow to the pits at any point during a race by pressing the Enter/Exit/Tow Car control (also known as "Reset"), which will move the driver forward around the track to his or her pit stall, where they will be held for some amount of time that represents a tow vehicle returning the driver's car to the pits. The time the tow takes is based on how far forward around the track the driver's car is being towed so that the driver is neither gaining nor losing track position to the other competitors, plus a base penalty time for calling for a tow. If the tow takes a driver across the start/ finish line to his/her pit stall, the driver will be scored for that lap after the tow completes. Once the tow is complete, the driver's pit crew may complete any requested pit work and attempt to repair the car, and any pending penalties will be served.

9.9.7   The duration of a tow is based on minimizing advantage gained or lost relative to other competitors on the track regardless of where on the track a tow is called for. To this end, the duration of the tow is longer while a full course caution is in effect and competitors on track are traveling at pacing speeds, than during green flag racing when competitors are at full racing speed. Any tow in progress will lengthen or shorten the remaining time appropriately if a full course caution begins or ends while still towing.

9.9.8   Exiting a car or disconnecting from the server while driving is equivalent to requesting a tow. The tow continues while the driver is out of his or her car and/or disconnected and trying to rejoin. The driver may re-enter his or her car at any time during or after the tow but will still have to wait for the tow duration to complete before performing pit crew actions, serving penalties, or continuing the race.

9.9.9   A driver may pit under power, without pressing "Enter/Exit/Tow Car," as often as he/she chooses, to change tires, refuel, repair, and/or serve penalties.

9.9.10 All Sims have prompts that come on the screen with a warning you are entering pits and the speed limit of the pit lane you need to slow down to. Some sims and software also give you voice prompts.

9.9 Intentional, retaliatory, and/or malicious wrecking

9.9.1 Driving in the opposite direction of race traffic during any session will be viewed by Race Control and Sim as deliberate reckless driving. A furled black flag warning will be displayed immediately. Failure to comply promptly will result in disqualification.

9.9.2 Driving in the opposite direction of race traffic after a driver has completed a Race will result in a penalty, assessed in the final scoring. After any multi-car session, drivers must either return safely to the pit lane or bring their car to a safe stop off the racing surface so as not to create an incident hazard for other competitors still at speed.

9.9.3 Deliberate, blatant, intentionally malicious, or retaliatory wrecking, for any reason, is prohibited. Competitors who believe that they have been victims of such action – and those competitors who believe that they have witnessed such action – are strongly encouraged to file a protest through the proper channels.

10. Flag Signals

10.1 Green Flag

A green flag indicates the start of a race, a clear track condition, and/or the cancellation of a previous flag condition, such as a caution.

10.2 White Flag

10.2.1 When displayed at the start/finish line, a white flag indicates the start of the last lap and will be displayed to the leader first and then to the remainder of the competitors.

10.2.2 Some sims use the white flag on straights and corners to warn of a slow car ahead that may be recovering from an earlier incident.

10.3   Checkered flag

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

10.4   Blue Flag

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

10.4.2 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.

10.5   Yellow Flag

10.5.1 A yellow flag signals a caution of some kind.

10.5.2 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.

10.5.3 On road courses, if a local yellow flag is displayed, all drivers should be aware that there is an incident on track and proceed with caution.

10.5.4 In the event of a full-course caution, a yellow flag will be displayed at the start/finish line and all corner stations or written in the in-game text or announced over the radio as "FCY". Race Control will freeze the running order and send the pace car out to pick up the race leader. Drivers must comply with instructions from Race Control regarding where to line up behind the pace car.

10.5.5 In the case of an FCY driver/riders are to slow down to 80km/h and maintain their position, no overtaking may be done past any cars regardless of position on track unless instructed by race control.

10.6   Wave by

10.6.1 When there are two laps of pacing to go until the green flag restart, Race Control will restructure the pace lines in preparation for the restart.

Racers that are not on the lead lap will be shuffled down the pacing order, behind racers that are on the lead lap. The pit lane is closed to all lead lap cars that have not pitted. If a lead lap car pits under this condition, he or she will have to serve a green flag penalty stop.

10.6.2 When there is one lap of pace to go until the green flag restarts, Race Control will issue the Wave-By to all cars between the pace car and the leader of the race. The pit lane is closed to cars receiving the Wave-By. Should the driver pit, he or she will have to serve a green flag penalty stop.

10.7   Black Flag

10.7.1 A black flag signals a warning or penalty of some kind.

10.7.2 When displayed furled, this indicates a warning from Race Control and action may be required by the driver, such as slowing on the course, to avoid an in-session penalty.

10.7.3 When displayed unfurled, this indicates an in-session penalty from Race Control. The driver must either return to his or her pit box or drive through the pit lane without stopping to serve the penalty. Race Control will inform the driver which type of penalty has been earned.

10.7.4 When displayed with an orange circle, fondly known as a "meatball", this indicates your vehicle has suffered excessive damage and it is unsafe to continue racing. The driver must return to the pits for required repairs or be disqualified.

10.7.4.1   Some types of vehicle damage cannot be repaired during an event. If your vehicle suffers too much damage that is unable to be repaired, upon arriving back at your pit stall, the sim will inform you that your race is over.

10.7.5 When displayed with a white "X," this indicates disqualification from the session. The driver will be removed from the session.

10.7.6 Black Flag Procedures

10.7.6.1   Race Control may assess five types of Black Flag Penalties:

- Time Penalty: This penalty is added to the driver's time that can be served during a pit stop or by the end of the race.
- Stop-and-Hold – This penalty requires the penalized driver to return to his or her pit box and come to a complete stop inside the box. Race Control will then hold the driver for a specific duration of time before releasing them to rejoin the race.
- Drive-Through – This penalty requires the penalized driver to drive through the pit lane without stopping. Race Control will clear the penalty as the driver exits the pit lane. Drive-through penalties may not be served alongside any other black flag penalty applied to the driver.
- Disqualification – Upon disqualification, a driver has 30 seconds to pull off of the racing line and exit the session, otherwise Race Control will automatically remove the disqualified driver. Race Control will immediately remove any driver from a session who is assessed a disqualification black flag for driving the wrong way on the track.

10.7.6.2   If a driver is assessed a black flag penalty by Race Control in any session, he or she must return to the pits within the next three laps to serve the penalty. Although the driver's lap count will continue uninterrupted, lap times will not be recorded until the driver has served his/her penalty.

10.7.6.3   The driver may not use the Enter/Exit/Tow Car control (also known as "Reset") to return to the pits to serve a black flag penalty during a race session. Using the Reset control to expedite the clearing of a black flag is allowed as a convenience only in Testing, Practice, Qualifying, and Time Trial Sessions.

10.7.6.4   Failure to return to the pits and serve a black flag penalty will result in the application of a time penalty after the completion of the race.

10.7.6.5   Serving a Stop-and-Go or Stop-and-Hold penalty should be done without performing any pit service. If any service is done to the car during the penalty stop there will be an additional hold time added to the penalty. To avoid this, unselect all pit service options before entering the pit stall to serve the penalty.

10.8   Failure to Comply

10.8.1 Failure to comply with any flag signal may result in a black flag penalty being assessed by Race Control.

11.   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 Working Group 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.
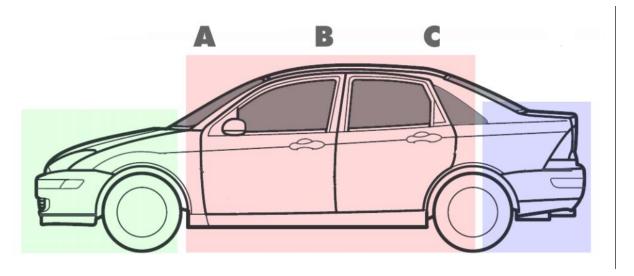
11.1   Blocking

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.

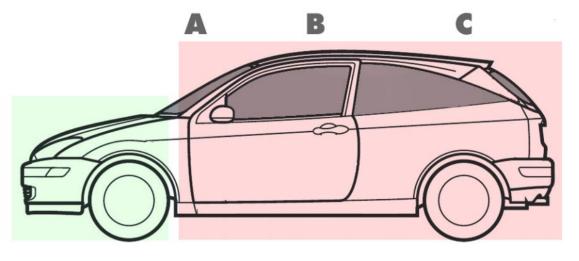### 11.2   Safe Passing

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 11.1. 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:

11.2.1 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.

11.2.2 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.

11.3 Counter Course Driving

11.3.1 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.

11.4 Avoidable Contact

11.4.1 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 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".

11.4.2 If there adequate racing room is 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 a racing incident.

11.5 Right to Line

11.5.1 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.

11.5.2 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 a racing incident.

11.6   Unsafe Track Re-join

11.6.1 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.

11.6.2 Any unsafe rejoins that cause an incident will be investigated by Stewards/ COC and can be awarded penalties.

11.7   Cutting the Course

11.7.1 Drivers gaining an advantage by following a course configuration other than the one specified for the event will be assessed a black flag or warning penalty by Race Control, with the duration of the hold being equal to the illegally gained time advantage plus 15 seconds. Any other cutting-the-course infractions will result in a furled black flag warning and the driver will have 15 seconds to slow down and comply before being assessed a black flag Stop-and-Hold penalty by Race Control, with the duration of the hold being equal to the illegally gained time advantage plus 15 seconds.

11.7.2 If a driver leaves track limits as indicated by the white line to the left and right, gains a positional advantage. They are to return the position to the driver that was affected.

11.8   Damaged Vehicles

11.8.1 Drivers may not drive damaged vehicles on the apron at reduced speeds with the intent of gaining positions from drivers that have retired or disconnected due to damaged race cars.

The intent of this action is contradictory to the spirit of competition and creates an unsafe environment for the remaining drivers not damaged and still racing. A protest may be filed through the proper channels for this offense.

11.9   Intentional Caution

11.6.1 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.

11.10   Tow Laps

11.10.1 Drivers may not use the Enter/Exit/Tow Car control (also known as "Reset") to gain positions during a race. This includes driving your damaged vehicle to your pit box then exiting the pit box and then using the Reset function to move forward around the track to complete laps and pass competitors who have since retired or disconnected from the race session. A protest may be filed through the proper channels for this offense.

11.11   Illegal surfaces

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.

11.12   Nefarious Tactics

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.

11.13 Tire Compound Change Requirement

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 be disqualified.

12. 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 which are not able to be heard for the event in question. In the case of MSA cup/challenge or inter-provincial, event stewards need to have sim racing knowledge, an understanding of the sim being used, knowledge of the league SSR and the head steward to hold a current MSA Stewards licence.

12.1 Responsibility and Authority of the Stewards

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

12.1.2 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.

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

12.1.4. 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.

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

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

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

12.1.8. 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.

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

12.1.10. They may amend the classification.

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

12.1.12. They may recommend to the Sim racing working Group and organizers that further action is taken against a competitor for any serious offense, including holding an inquiry.

12.1.13. At the end of the competition or meeting, the stewards must report to organizers and the MSA Sim racing board 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.

12.1.14 They shall settle any protests which 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 in accordance with 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.

12.1.15. The stewards should ensure that the review of protests is in 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.

12.1.16 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.

12.1.17 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.

12.1.18 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.

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

12.1.20 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.

12.2   Important notice to stewards

Stewards are often prevailed upon to give advice to 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 which 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.

13.   Application of Penalties

13.1   Penalties may be applied as follows, in no particular order:

13.1.1 Coaching. This penalty is not subject to appeal.

13.1.2 Race Disqualification. Disqualified drivers finish behind all drivers/riders who were not disqualified and may not receive championship points for the event. Drivers/riders may be disqualified from events for reaching the total incident point cap for the session, not obeying race session rules (such as the driver fair share requirements or tire compound change requirements), or other reasons listed in this document. This penalty is not subject to appeal.

13.1.3 Restrictions to various parts of MSA Sim Racing sanctioned events/championships. This penalty may be subject to appeal.
- Restricted from participating in Race and Qualifying sessions for all MSA-sanctioned championships/ events.
- Restricted from participating in any and all MSA sim racing multiplayer Sessions.
- Suspended from the entirety of MSA-sanctioned sim racing events/championships.

13.1.4 Indefinite revocation of MSA E-licence. This penalty may be subject to appeal.

13.2 If an MSA E-licence holder is assessed probation or suspension, he or she must serve the full term of the penalty while his or her MSA E-licence is active.

14. <u>Penalties</u>

Below you can see some infractions that may cause the stewards to apply penalties for each rule violation. This does not guarantee any penalty, nor does it restrict the stewards from using any other penalty. This is also not the only infraction that penalties can be imposed for but is a guideline.

● Blocking
● Unsafe Passing
● Counter-course driving
● Participant conduct
● Avoidable contact
● Unsafe track re-join
● Text chat or voice chat during the race
● Jump starts
● False starts

Incidents will be judged by appointed stewards of each league, the stewards can give penalty points, time penalties depending on the severity and influence of the incident on other drivers' race.

- Minor offenses: These are as per each league and sim's SSRs that are submitted. This can be tapping a vehicle from behind causing him to run wide and lose a position but no spin and no performance-affecting damage.

- Medium Offenses: These are as per each league and sim's SSRs submitted. This can cause another car to spin and lose a fair amount of time and/or cause enough damage to influence the affected vehicle's lap time by a fair amount and/or have a minor influence on multiple cars.

Both minor and medium offenses are per league and do not count toward the driver's MSA e-licence or added to an overall record that is kept by the MSA sim racing board. If a serious offense is committed such as retaliation, etc. It is noted against your e-licence. Cheating is noted on the driver and will get a global ban on all race series.

The driver may appeal the ban with the Sim racing board, once the driver has been cleared or has done his time, he/she will be allowed to race once again but not into a national series and will have to complete a minimum amount of club and social races to be deemed as safe and following the rules.

14. Forfeiture of Awards

14.1 Any MSA e-licence holder penalized in any way may lose their right to receive awards (where appropriate) granted for racing or driving competition at the sole discretion of MSA and the MSA Sim Racing Working Group.

14.2 MSA and the MSA Sim Racing Working Group retain the right to withhold any awards (where appropriate) from competitors if found that he or she has violated the MSA Sim Racing Sporting Code.

15. Publication of Penalties

MSA and the MSA Sim Racing Working Group reserves the right to publish the name of any MSA E-licence holder assessed has a penalty, as well as the nature of the infraction or violation and any associated penalties, in its own publications or those of any other affiliated public forum.

16. Protests

Refer to MSA GCR Handbook – Part IX – Protests.

The following protest fees will apply in all instances – R500
The following protest time limit will apply in all instances – 24 hours.

17. Appeals

Refer MSA GCR Handbook part X – Appeals and Enquiries

18. MSA Recognized Championships

18.1 All drivers in any MSA recognized event/championship must uphold a higher standard of behavior and sportsmanship than standard sim racer on and off the track. The drivers in these series are some of the best in South Africa and represent Sim racing and our community. It is a privilege to drive in these competitive series, not a right.

It is expected that each driver in these select series will treat other drivers, MSA Sim racing officials, employees, partners and the greater community with courtesy, respect, and dignity on and off the racetrack.

18.2 MSA Sim Racing Working Group appoints a Race Official or Race Director for each MSA event/championships. There could be more than one appointed Race Official. MSA and MSA Sim Racing Working Group will typically make known the Lead Official or Race Director. The official(s) will likely be in communication with the participants and will be available to answer questions. The Race Official(s) will have general oversight and control of the Series and will represent MSA and MSA Sim Racing Working Group. The race Official and/ or Race Director has full authority to represent MSA and MSA Sim Racing Working Group, and his or her decisions and instructions must be followed. Not every decision is appealable, and in those cases, the Race Officials' decisions are final. Any decisions made by the appeal board, are also final.

18.3 Any Race Official has the authority to remove a driver from a race at their sole discretion if they deem there is inappropriate behavior either on the track or in voice chat or written in sim or public forums.

18.4 All MSA decisions are final. Drivers agree to be bound by MSA's Final Decision. Failure to accept MSA decisions, including race penalties or other penalties, could result in series/event related penalties or removal from the series or the MSA sim racing events/championships. These select series are often very tense and come with higher stakes than social Series/event. If you are unable to accept these decisions, even if you don't always agree with them, then this series/event level may not be for you.

18.5 All decisions regarding rules, the interpretation of rules, changes in the series/events including termination of the series/events, eligibility, prizes, general judgement, racing, racing incidents, driver participation, competition changes, schedule, schedule changes, penalties, protests, appeals, misconduct or any other service or series related decisions lie solely with MSA and the MSA Sim Racing Working Group, and all decisions are final. Other than the standard appeal procedure, decisions cannot be appealed further. Any decision of any kind shall not give rise to any claim nor shall MSA and MSA Sim Racing Working Group, nor affiliates, officers, employees, directors, or agents be liable in any way for any legal or other remedy, damages, or loss of any kind.

18.6   Any series or event is subject to change at any time with suitable notice prior to change.

18.7   MSA and MSA Sim Racing Working Group is not responsible for any damages, loss, liabilities, injury, satisfaction, or disappointment incurred or suffered by a Participant as a result of participating in an event/series or accepting any prize.

18.8   All leagues under the MSA Sim Racing Working Group are required to fill in the MSA Sim racing documentation such as a sign on register for officials, bulletins, circulars, penalty forms.

19.   Internet Quality - net code or server problems

Drivers are to have a stable internet line, preferably connected by an ethernet cable to the router. If a driver is seen with an unstable ping, they are to remove themself from the race or will be asked to leave the race till the problem is resolved.

Incidents of net code will be reviewed case by case. If the incident happens once the driver is given a warning, and it is deemed as a racing incident but if the incident happens multiple times it is reviewed under collisions and stronger penalties will be applied.

A stable ping rate of 350 is needed if drivers are unable to have the required ping rate, they are to remove themselves from the server so as not to impede the field. In the case of 30 percent of the field experiencing the problem then the race organizer is to be notified and the server be stopped as a red flag condition the race will be delayed, and officials will communicate when the server is back online. Officials will use the communication stipulated in their SSRs. The server is to be shut down and restarted under the same conditions as before the restart. The race will be restarted as a completely new race and at full length unless stewards/COC decide otherwise.

If a server problem can't be resolved on the same day as the race was scheduled, the organizers are to inform the competitors and the MSA sim racing board of a delayed date, communications will then be sent out by both the organizers and MSA communication channels. An incident report is to be made explaining the problem, the solution date of the initial race, and the new date. The report is to be submitted to the sim racing board and can be accessed by the leagues to help ensure the problem is minimized.