



2024

MSA Africa Esports Cup
Standing Supplementary Regulations



Version 1

24 January 2024

Ref: 163187/144

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 Organisation

- 1.1) The African Esports Cup is administered under the provisions of the General Competition Rules of Motorsport SA (GCRs) and the Sim Racing Standing Supplementary Regulations (SRSSRs), these Standing Supplementary Regulations (SSRs) and other instructions which may from time to time be issued by Motorsport SA (hereinafter referred to as MSA) and the Supplementary Regulations published for each Sim Racing competition. All the parties concerned (ASNs, Organisers, Promoter, Entrants) undertake to apply and observe the rules governing the events.
- 1.2) Where there is a contradiction between the GCRs, SRSSRs and these SSRs the latter shall take precedence.
- 1.3) The MSA Africa Cup Esports is an event that is set to put the best sim racers under each country's ASN to compete against each other, to find the fastest sim racers in Africa.
- 1.4) The MSA Africa Cup Esports remains the sole determination 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 these 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 MSA, who own the Commercial Rights to all material produced by the Series. The MSA Africa Cup Esports will not be responsible for the incorrect use of the images made by entrants, drivers, teams, etc.

Art.3 Licences

- 3.1) All drivers must hold an E-Sport Licence from their respective African ASN, that is valid for 2024.
- 3.2) On entry, all drivers are to provide their valid licence numbers that will be verified by MSA and their local ASNs.

Art.4 Eligible cars and classes

- 4.1) Use of GT3 cars on Assetto Corsa Competizione that are available. All drivers are to join the grading server and put in 10 consecutive valid laps as determined by Assetto Corsa Competizione, this is a compulsory rule. The structure and division assignment may be subject to change based on the number of entrants.

- 4.2) There will be a 35-car main feature race with 10 spots reserved for drivers out of South Africa. 2 drivers that are the fastest from their respective countries, that have been graded, will be automatically placed in their spots, while the rest of the remaining spots will be filled by the order of the grading being sorted by fastest to slowest.
- 4.3) This is an open set-up series that allows the drivers to set their chosen car to their liking as per Assetto Corsa Competizione allows in the set-up menu.

Art.5 Registration

- 5.1) Registration is completed by the driver on the MSA Sim Racing website (<https://simracing.motorsport.co.za/>).
- 5.2) All entrants must complete all fields on the registration form and join the official MSA discord - <https://discord.gg/sgczXVsAMz>

Art.6 Race calendar

- 6.1) The GT3 Sprint Series is comprised of 1 race, event as follows:

Circuit	Distance / Time	Date	Time	Class
Kyalami	1 x 90 minute	16 Feb 2024	20h00 to 22h00	AM
Kyalami	1x 90 minute	17 Feb 2024	13h00 to 15h00	PRO-AM
Kyalami	1x 90 minute	17 Feb 2024	16h00 to 18h00	PRO / Feature

- 6.2) The MSA Africa Cup Esports 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.

Art.7 Event Program and Race Distance

- 7.1) The race will consist of 15-minute qualifying, followed by a 90-minute race with two mandatory fuel stops with at least 1 liter of fuel each, tire change is optional. Pitstops are monitored by the sim, Assetto Corsa Competizione.
- 7.2) The pitlane will open 1 minute after the start of the race and close 1 minute before the end of the race timer.

- 7.3) Practice servers will be available online a week before the race starts.
- 7.4) Server settings will be published in the MSA Esports Discord under the MSA Africa Cup Esports. Once server settings have been published, they will remain the same for the duration of the event i.e. practice, qualifying, race.

Art.8 Scoring

- 8.1) Points will be awarded according to the following scale for drivers in each race:

1st	50		2nd	43		3rd	38
4th	35		5th	32		6th	29
7th	27		8th	25		9th	24
10th	23		11th	22		12th	21
13th	20		14th	19		15th	18
16th	17		17th	16		18th	15
19th	14		20th	13		21st	12
22nd	11		23rd	10		24th	9
25th	8		26th	7		27th	6
28th	5		29th	4		30th	3
31th	2		32th	1			

Non-Finishers scores will be 0

- 8.2) Should the race be suspended due to unforeseen circumstances, and have completed 75% race distance/time, the results will be of the lap before suspension.
- 8.3) If the event is postponed/canceled or otherwise interrupted before 75% completion, no points will be awarded.

Art.9 Final Results

- 9.1) The final race results of the event will be published on the discord channel and MSA Sim Racing website after the race, and only once all incidents have been reviewed.

Art.10 Podium Ceremony

- 10.1) The top 3 drivers of the race are encouraged to attend the interview on the broadcast on completion of the race.
- 10.2) Drivers are to report to the interview room on the discord under the interview waiting room.
- 10.3) All that attend need to behave in accordance with MSA's Sim Racing Sporting Code of Conduct - <https://simracing.motorsport.co.za/wp-content/uploads/2024/01/2024-MSA-Sim-Racing-Sporting-Code.pdf>
- 10.4) If drivers can't attend it is encouraged to notify the broadcasting team through the discord.
- 10.5) The winner will be crowned Africa Esports Cup Champion

Art.11 Competition Numbers

- 11.1) Each driver will have a competition number assigned on a list. The numbers appointed by will not be modified in any way.
- 11.2) Each division will have a colored number board as follows:
- Pro: White
 - Pro-Am: Grey
 - Am: Red
- 11.3) The teams may include on the vehicle, and commercial advertising, provided that:
- a) It follows the provisions of the rules on advertising of MSA and MSA esports regulations - <https://simracing.motorsport.co.za/wp-content/uploads/2024/01/2024-MSA-Sim-Racing-Sporting-Code.pdf>
- 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 MSA.

- 11.4) MSA esports 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.
- 11.5) Entrants who have any conflict between the advertising of their sponsors and the mandatory advertisers of the Series, may request an exception from MSA Esports. MSA Esports may agree, at its sole discretion, for the Competitor to place said conflicting advertising on a car at a fee to be determined by MSA Esports.
- 11.6) Entrants registered for any event of the Series authorize MSA esports 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.
- 11.7) 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 MSA. The advertising must respect the general image of both competitors and cars and must always show the mandatory advertising in the respective places.

Art.12 Officials

- 12.1) There will be the following officials for the series:
- Server Admin
 - Broadcasting Team
 - Steward Coordinator - MSA accredited
 - At least 3 stewards or unequal numbers of more than 3
 - Discord Moderator
 - Administrator
- 12.2) The roles of the following officials will include, but are not limited to:
- 12.2.1) Server Admin:
- Monitoring server network,
 - Setting up the servers for practice and race along with conditions
 - Adding drivers to servers after they register for the series.
 - To ensure penalties are applied at a server level i.e. disqualified from the season should be removed from the server list so they are unable to join.
- 12.2.2) Broadcasting Team:
- Broadcasting the events
 - Setting up the broadcasts
 - Conducting interviews
 - Monitoring the broadcast chats across platforms
- 12.2.3) Steward Coordinator:

- Ensure stewards are aware of any outstanding incidents that still require their attention.
- Monitor time frames to ensure that all stewarding decisions are finalized by the Sunday following the race at 22H00.
- Responsible for guiding the stewards in decisions that require finer integration which will allow for the development of the stewards for them to gain experience.
- The Steward Coordinator is not a voting member regarding penalties.
- Capturing the findings of the stewards.

12.2.4) Stewards:

- Review submitted incident reports by:
 - A) Viewing the supplied supporting documentation and media of the incident in question.
 - B) Interrupting the information given in 12.2.4 A) regarding the MSA Africa Esports Cup Standing Supplementary Regulations.
 - C) Decide on the validity of the incident in question.
 - D) Determining the severity of the incident based on the MSA Africa Esports Cup Standing Supplementary Regulations
 - E) Applying the penalty to the driver/drivers in question
 - F) Submitting their findings to the steward coordinator
 - G) Complying with the MSA Sim Racing Stewards code of ethics and the MSA Africa Esports Cup Standing Supplementary Regulations Stewards code of ethics.

12.2.5) Discord Moderator

- To monitor the discord channels for profanity, racism, sexism, bullying, pregnancy, marital status, ethnic or social origin, color, sexual orientation, age, disability, religion, conscience, belief, culture, language, and birth.
- Removing any of the above
- Reporting any incidents to MSA for possible disciplinary steps.

12.2.6) Administrator:

- Update race results after completion of the race incidents review process
- Publish the final race results
- Allocating championship points
- Publishing championship points.

12.3) The stewards may use all available video or electronic equipment to assist them in deciding their outcome on the submitted incident/s.

12.4) Stewards are allowed to request and receive any additional information and data to facilitate their decision.

Art.13 Instructions and Communications to The Entrants

- 13.1) The server admin, Administrator, and Stewards give instructions to the Entrants using Bulletins following the MSA Sim Racing Sporting Code. These instructions must be distributed to all the Entrants and published on an Official Notice Board. Such an official Notice Board may be a Virtual Notice Board established by the organizers from time to time on a platform of their choosing. However, the discord channel as previously mentioned will remain priority for all information - <https://discord.gg/sgczXVsAMz>
- 13.2) All results of the practices and races, as well as any instructions given, or decisions made by the server admin, Administrator, and or the Stewards will be placed on the Official Notice Board.
- 13.3) Any decision or communication of the Stewards, administrator, or server admin, that affects a particular participant, will be immediately communicated in writing to the relevant participant, by making use of the Virtual Notice Board.
- 13.4) The Entrants or their representatives must be available during the whole event.
- 13.5) Official instructions will be transmitted to the drivers utilizing the flags and signals. The server admin/ Administrator may instruct an Entrant or Team representative to issue a driver an instruction via the team's communication with the driver. Such instruction will be deemed to be official. For example, if a driver has a poor internet connection.

Art.14 Incidents and Penalties

- 14.1) "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 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 attempts against the good sporting order by action or omission should govern the sport of the automobile and its competitions.

- 14.2) 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.
- 14.3) 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.
- 14.4) The 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) Adding time to time scored in the race.
 - 2) Loss of positions in the results.
 - Loss of positions on the starting grid.
 - Lap penalties
 - Exclusion/preclusion.
- 14.5) In addition, the Stewards shall transfer a disciplinary record of a Licence involved in an "Incident" to MSA Sim Racing Workgroup if deemed severe.
- 14.6) Incidents deemed as Serious by the Stewards that happen during qualifying, or Practice may lead to exclusion from the next event.
- 14.7) Stewards may use the following penalties as a recommendation under each of the severity grading. However, Stewards may issue penalties outside of these guidelines at their own discretion.
- 14.7.1) Minor penalties: 1 penalty point, 5 second time penalty.
- 14.7.2) Moderate penalties: 2 penalty points, 10 seconds time penalty.
- 14.7.3) Severe penalties: 3 penalty points, 20 seconds time penalty.
- 14.8) Total penalty points will give the following penalties:
- 14.8.1) 4 Points: Qualification Ban
- 14.8.2) 7 Points: 1 Race Ban
- 14.8.3) 10 Points: 2 Race Ban

14.8.4) 11 and up in penalty points: Season ban

- 14.9) If the sim deems it necessary to impose an immediate time penalty (Drive Through or Stop & Go) the following procedure will be applied:
- a) The sim will notify the penalized competitor through a black flag and the imposed penalty will be issued as soon as possible. It is the responsibility of the driver to comply.
 - b) From the moment the decision is communicated through the timing screens to the moment the driver receives notification, the relevant driver may not cover more than three full laps before entering the Pit Lane, or they will be disqualified by the sim.
 - c) Point 14.10b is not appealable.
 - d) Any breach of the provisions of art. 14.12a or 14.12b may result in exclusion.
 - e) Definitions:
 - Drive Through: Enter Pit Lane, drive at the applicable Pit Lane speed limit to its total length without stopping, and then rejoin the track.
 - Stop & Go: Enter Pit Lane, and drive to the designated penalty area where the driver will completely stop the car at the place. When the car is stopped, the sim will begin the countdown of the imposed penalty, at the end of which will authorize the driver to restart by allowing the vehicle to move. Stop & Go's may also be served in the competitor's PIT BOX if there is no designated penalty area.
 - f) if the engine stops, and the driver cannot start it again, the use of the reset or tow function is authorized.

Art.15 Protests and Appeals

- 15.1) Protests - Refer to article 16 of the MSA Sim Racing SSRs
- 15.2) It should be noted that the following penalties are non-protestable:
- Sanctions of "Drive Through" or "Stop & Go" by the sim.
 - Time penalties are given by the sim.
 - Disqualifications by the sim.
- 15.3) Incidents can be reported by using the form in the MSA Africa Cup Esports subsection of the MSA Esports discord.
- 15.4) Appeals – Refer to article 17 of the MSA Sim Racing SSRs

15.5) Example of a Properly Formatted Appeal:

MSA Africa Cup Esports Standing Supplementary Regulations: 5.1.1.2

Driver: Joe Smith

Grounds for and Description of Appeal: I feel the wrong decision has been made because...

Accompanying Attachments: chat_text.jpg, video link, YouTube, etc.

15.6) Any protests not submitted properly may be rejected by the Stewards, and the incident will not be investigated.

Art.16 Driving Rules

Any member found in breach of the MSA Sim Racing Sporting Code and the MSA Africa Cup Esports Standing Supplementary Regulations may result in a penalty for the offending entrant. 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 as discussed in Art 15.

Art. 16.1 Blocking

16.1.1) A driver may choose to protect his or her line if 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.

16.1.2) Applicable penalty: one (1) penalty point

Art. 16.2 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 16.1. 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 to spare, and the passing driver must be prepared to take evasive action if necessary.

Art.16.2.1 Straight-line Racing and Sweeps

If the front quarter of the challenging car is behind or in line with the rear quarter 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 quarter of the challenger is ahead of the rear quarter or alongside the lead car.

Art.16.2.2 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 “Blocking” 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/her front wheels are behind the leader's rear wheels, he/she will withdraw and forfeit the corner to the lead driver to take his/her normal line.
(Note: Turn in point and not the end of the braking zone, as some corners require turning while 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 rear wheels of the lead car with their front wheels at the turn-in point.
- If at the Turn point, the inside vehicle has passed the rear wheels of the outside vehicle with their front wheels, 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 rear wheels of the lead car 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/she 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 front wheels 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 necessary. 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.16.3 Counter Course Driving

16.3.1) Operating a vehicle in a direction opposite to the normal traffic flow is strictly prohibited. Performing or attempting a 'U-turn' (180-degree turn) on or across the racing surface is considered Counter-Course driving.

16.3.2) Applicable penalty: Disqualification from race and three (3) penalty points.

Art.16.4 Avoidable Contact

16.4.1) 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 rear wheels of the lead 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".

16.4.2) 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 a racing incident.

16.4.3) If the contact is deemed an avoidable contact by the Stewards the following criteria will be used to determine the severity of the penalty.

	Minor	Moderate	Severe
Damage	<2s	2s> <10s	10s> +
Track position lost	None	1 to 4	5 or more
Time lost	<5s	5s> <15s	15s> +

16.4.4) The applicable penalty

- Minor: one (1) penalty point, and 5 seconds added to race time.
- Moderate: two (2) penalty points and 10 seconds added to race time.
- Severe: three (3) penalty points and 20 seconds added to race time.

Art.16.5 Right to line

16.5.1) 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 lead car's rear wheel.

16.5.2) Once the trailing vehicle has its front wheels next to the rear wheels of the lead 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".

16.5.3) 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.

Art.16.6 Unsafe Track Re-join

16.6.1) 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 sim are advised.

16.6.2) Any unsafe rejoins that cause an incident will be investigated by the Stewards, and penalties can be implemented with the following criteria to determine the severity of the penalty.

Minor	Moderate	Severe
Rejoining the race flow causes drivers to note of rejoin	Rejoining the race flow causing oncoming cars to take evasive action	Rejoining the race flow causes oncoming cars to take evasive action that results in contact with race walls/barriers or other cars.

16.6.3) The applicable penalty

- Minor: one (1) penalty point, and 5 seconds added to race time.
- Moderate: two (2) penalty points and 10 seconds added to race time.
- Severe: three (3) penalty points and 20 seconds added to race time.

Art.16.7 Cutting the Course

16.7.1) 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 the sim.

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

16.7.3) If the position/s are not returned and is reported the following penalties will apply:

Minor	Moderate	Severe
Gaining 1 race position and/or one second-time advantage	Gaining 2 to 3 race positions and/or 2 to 3 second time advantage.	Gaining more than 3 race positions and/or 4 or more seconds time advantage.

16.7.4) The applicable penalty

- Minor: one (1) penalty point, and 5 seconds added to race time.
- Moderate: two (2) penalty points and 10 seconds added to race time.
- Severe: three (3) penalty points and 20 seconds added to race time.

Art.16.8 Damaged Vehicles

16.8.1) Drivers may not drive damaged vehicles on the racing line 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.

16.8.2) Applicable penalty: two (2) penalty points.

Art.17.9 Intentional Caution

17.9.1) 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.

17.9.2) Applicable penalty: Disqualification from race and three (3) penalty points.

Art.17.10 Tow Laps

17.10.1) 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, 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.

17.10.2) Applicable penalty: Disqualification from race and three (3) penalty points.

Art.17.11 Illegal Surfaces

17.11.1) 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.

17.11.2) Applicable penalty: one (1) penalty point.

Art.17.12 Nefarious Tactics

17.12.1) Drivers may not use nefarious tactics to gain an advantage in Qualifying or Racing. The Stewards will determine what constitutes an advantage.

17.12.2) Applicable penalty: two (2) penalty points.

Art.18 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 steward coordinator to hold a current MSA Steward's Licence.

Art.18.1 Responsibility and Authority of the Stewards

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

18.1.2) The stewards shall not in any way be responsible for an event's organisation 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.

18.1.3) They may, in exceptional circumstances, amend the regulations.

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

18.1.5) 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.

- 18.1.6) They may appoint deputies in the absence of any of their numbers to make sure the required number of stewards is present.
- 18.1.7) They may authorize a restart after a competition has been stopped due to server crashes/misconfigurations.
- 18.1.8) They shall determine if a competition should be concluded after it has been stopped by the steward coordinator or for technical reasons related to server crashes/misconfiguration.
- 18.1.9) They may authorize a new start in the event of a dead heat.
- 18.1.10) They may amend the classification.
- 18.1.11) They must investigate or cause to be investigated any incidents or breaches of the rules which they observe, or which are reported to them.
- 18.1.12) 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.
- 18.1.13) 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.
- 18.1.14) 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.
- 18.1.15) The stewards should ensure that the review of protests is private with only interested parties being present. 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.
- 18.1.16) 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 before a decision regarding the intention of the regulations is decided upon.

- 18.1.17) 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.
- 18.1.18) 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.
- 18.1.19) In addition to hearing protests, the stewards may be called upon to deal with an alleged breach of the rules.
- 18.1.20) 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.

Art.18.2 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.19 Forfeiture Of Awards

- 19.1) 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 and the MSA Sim Racing Workgroup.
- 19.2) MSA, the MSA Sim Racing Workgroup, retains the right to withhold any awards from competitors if found that he or she has violated the MSA Sim Racing Sporting Code or the MSA Africa Cup Esports Standing Supplementary Regulations.

Art.20 Publication Of Penalties

MSA and the MSA Sim Racing Workgroup 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.21 Briefing

- 21.1) Drivers Briefing will start promptly in the MSA Esports official discord under the MSA Africa Cup Esports sub-section in the drivers briefing voice channel.
- 21.2) All drivers participating in the event will need to attend, if a driver is unable to be at the driver's briefing, they are to notify the MSA Africa Cup Esports administration.
- 21.3) All drivers are required to mute their microphones for the duration of the briefing.
- 21.4) Once the briefing has concluded drivers may leave the channel and rejoin their own communication channels.

Art.22 Flags

Art.22.1 Green Flag

- 22.1.1) 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.

Art.22.2 White Flag

- 22.2.1) 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.
- 22.2.2) 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.

Art.22.3 Checkered flag

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

Art.22.4 Blue Flag

- 22.4.1) A blue flag with a diagonal yellow stripe or a full solid blue flag indicates faster cars are approaching. This flag is informational only.
- 22.4.2) 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.

Art.22.5 Yellow Flag

- 22.5.1) A yellow flag signals a caution of some kind.
- 22.5.2) When a yellow flag is displayed, this indicates danger, and passing is not advisable, Be prepared to slow down, and the track may be partially or completely blocked.
- 22.5.3) 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.
- 22.5.4) 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.
- 22.5.5) 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.

Art.22.6 Black Flag

- 22.6.1) A black flag signals a warning or penalty of some kind.
- 22.6.2) When displayed furled, this indicates a warning from the sim and action may be required by the driver, such as slowing on the course, to avoid an in-session penalty.
- 22.6.3) Stationary black flag and "DQ" in the driver's positional relative this means the driver has been disqualified from the race.
- 22.6.4) 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.

22.6.5) Black Flag Procedures

22.6.6.1) The sim 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. The sim 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. The sim 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 the sim will automatically remove the disqualified driver. The sim will immediately remove any driver from a session who is assessed a disqualification black flag for driving the wrong way on the track.

22.6.6.2) If a driver is assessed a black flag penalty by the sim 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.

22.6.6.3) 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.

22.6.6.4) 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.

22.6.6.5) Serving a Stop-and-Go or Stop-and-Hold penalty will be done without performing any pit service.

Art.22.7 Failure to Comply

Failure to comply with any flag signal may result in a black flag penalty being assessed by the sim.

Art.23 Race Procedures

Art.23.1 Warm-Up

23.1.1) 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.

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

Art.23.2 Gridding

- 23.2.1) At the start of the gridding process, each driver will have an allocated time to make final adjustments on the grid. When the counter reaches 30 seconds the “Drive” option will become available to place his or her car on the starting grid. This is done by clicking on the green “Drive” button at the top of the screen.
- 23.2.2) Any driver not gridding his or her car within the time limit will start the race from his or her pit box.

Art.23.3 Rolling Start

- 23.3.1) 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.
- 23.3.2) As the front row of cars approaches the start/finish line they are to maintain their speed that is given by the sim and remain within their allocated position marking as provided by the sim until the green flag is shown, signifying the start of the race.
- 23.3.3) 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 the sim. The leader of the second pace line may not pace in front of the leader of the first-place line (pole position).

The race should be started by the Green Flag. If the leader of the second pace line passes the leader of the first-place line (pole position) before the start/finish line, he/she may be issued a penalty by the sim.

- 23.3.4) 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 speeds 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 70 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.

Art.23.2 Pit Procedures

- 23.2.1) For stewarding 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 in the sim.
- 23.2.2) Pit Lane speed limits are in place in the sim. 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.
- 23.2.4) 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 the sim itself.
- 23.2.5) A driver's car must be inside his/her assigned pit box correctly to serve a penalty or receive pit service.
- 23.2.6) 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.

- 23.2.7) 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.

- 23.2.8) 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 or continuing the race.
- 23.2.9) A driver may pit under power, without pressing "Enter/Exit/Tow Car," as often as he/she chooses, to change tires, refuel, or repair.
- 23.2.10) All Sims have prompts that come on the screen with a warning when entering pits, and the speed limit of the pit lane must be adhered to. Some sims and software also give you voice prompts.

Art.24 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 themselves 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. Server admin 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 the server admin decides 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 workgroup of a delayed date, communications will then be sent out by both the organizers and MSA sim racing workgroup 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 MSA sim racing workgroup and can be accessed by the leagues to help ensure the problem is minimized.

Art.25 Code of Conduct

- 25.1) MSA Esports and MSA place 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.
- 25.2) 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 Esports and MSA work 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.
- 25.3) 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. We owe every other member of the MSA Sim Racing communities and invited guests the same courtesy and respect that we expect to receive.
- 25.4) We want this to be a fun, pleasant, and harassment-free experience for everyone, regardless of gender, gender identity and expression, sexual orientation, disability, physical appearance, body size, race, or religion. We do not tolerate harassment of participants in any form. Participants asked to stop any harassing behavior are expected to comply immediately.
- 25.5) Harassment:
- Offensive comments related to gender, gender identity and expression, sexual orientation, disability, mental illness, neuro(a)typicality, physical appearance, body size, race, or religion
 - Unwelcome comments regarding a person’s lifestyle choices and practices, including those related to food, health, parenting, drugs, and employment.
 - Deliberate misgendering or use of ‘dead’ or rejected names
 - Gratuitous or off-topic sexual images or behavior in spaces where they’re not appropriate
 - Simulated physical contact (e.g. textual descriptions like “hug” or “backrub”) without consent or after a request to stop.
 - Threats of violence
 - Incitement of violence towards any individual, including encouraging a person to commit suicide or to engage in self-harm
 - Deliberate intimidation
 - Sustained disruption of discussion
 - Unwelcome sexual attention
 - Continued one-on-one communication after requests to cease.
 - Publication of non-harassing private communication

25.6) Reporting:

If you are being harassed, notice that someone else is being harassed, or have any other concerns, please contact the admins. They'll respond as promptly as they can.

We will respect confidentiality requests for the purpose of protecting victims of abuse. At our discretion, we may publicly name a person about whom we've received harassment complaints or privately warn third parties about them. We will not name harassment victims without their affirmative consent.

25.7) Consequences:

Participants asked to stop any harassing behavior are expected to comply immediately.

If a participant engages in harassing behavior, the admins may take any action they deem appropriate, up to and including expulsion from this server and identifying the participant publicly as someone about whom we've received complaints.

Art.26 Voice and Text Chat

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, disqualification, or removal from MSA Africa Cup Esports.

Art.27 Public Forums

27.1) 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, and the MSA Sim Racing Workgroup, MSA Esports, employees, or officials are forbidden. Those who engage in a pattern of such behavior will face penalties that may include suspension, disqualification, or removal from MSA Esports.

27.2) 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 such as suspension, disqualification, or removal from MSA Esports.

Art.28 Series Results

Event results will become available as soon as all protests have concluded.

Art.29 Staff

- Server Admin: Bertus Hugo and Hansie Myburgh (RaceFace.pro)
- Broadcasting Team: Steven Kernick and Janneman Pruis
- MSA Steward Coordinator: Leanne Strachen
- Steward 1: Ruhan Cilliers (ZRC)
- Steward 2: Francois Botha (ZRC)
- Steward 3: Gabriel Melmed (ZRC)
- Discord Moderator:
- Administrator: Bertus Hugo (Raceface.pro)