



2023

MSA Standing Supplementary Regulations

Online Racing

iRSA Endurance Series - 2023

Version 2

3 February 2023

Ref: 162701/101/1



REVIEW AND AMENDMENTS

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>



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iRSA Stewards: TBA

As a member of this league, you are expected to comply and adhere to the following rules and regulations. If you have any queries or questions regarding the contents of this section, then please contact the race director team above.

1. RACE CLASS AND RACE NUMBER SELECTION:

Drivers and Teams will have to select a Race Number related to the Class he/she will be racing in:

- Only one number per team will be allowed and moving between classes from event to event is not allowed.
- When you start the series in a specific class you will remain in the class you have chosen and is eligible for.
- Drivers older than 40 Years of Age, will be racing in the Masters Class
- Drivers younger than 40 years of age will race in the Elite Class.
- A Driver eligible for Master may choose to race in the Elite Class, but an Elite Class driver may not race in the Masters Class.
- If a Driver eligible for the Master Class chooses to Race in the Elite Class, he/she will start and finish the season in the class he/she selected. No changing of classes is allowed.
- An Elite Class Team may be comprised of a Master and Elite Driver but may only receive points for the Elite Class.
- A Masters Team may only comprise of two Master Class drivers.
- Elite Class Teams Must select a 2 Digit Number from 00 to 99
- The Master Class Teams Must select a 3-digit number from 000 to 999

2. ELIGIBILITY TO PARTICIPATE:

To enter the Race series, drivers are expected to hold the following:

- A valid iRacing membership.
- Must be Racing for Club South Africa in iRacing
- The GT3 car of their choice and the tracks on which the series is held.
- The BMW M Hybrid V8
- An iRacing Safety Rating (SR) of 2.5 or more.
- An iRating of [ANY]
- Entry fee will be R600.00 per Team.

3. CHAMPIONSHIP CONDUCT:

It should go without saying that you should behave in exactly the same way as you would do in an Official iRacing session - therefore, your conduct will still be in line with the iRacing Sporting Code and Regulations (members can find the code [here](#)). Failure to do so may result in expulsion from the league. In short, clean racing is expected. Leave room for cars around you and do not make overly aggressive moves to overtake or defend. We also have a few extra rules which override the iRacing Sporting Code. The rules apply to all sessions hosted. This includes the practice and qualifying sessions. Not following the rules in any of these sessions can lead to censure.

4. CHANGING YOUR LINE:

More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended their position off-line, should leave at least one car width between their own car and the edge of the track on the approach to the corner. Any driver defending their position on a straight, and before any

Version 2 – 3 February 2023

braking area, may use the full width of the track during their first move, provided no significant portion of the car attempting to pass is alongside theirs. Whilst defending in this way the driver may not leave the track without justifiable reason. For the avoidance of doubt, if any part of the front bodywork of the car attempting to pass is alongside the rear wheel of the car in front this will be deemed to be a 'significant portion'.

5. MOVING IN THE BRAKING ZONE:

Drivers should hold their line when in braking zones. This works in both attacking and defending a position. If you are defending a position, do not leave it too late to make a move. If you are overtaking either for position or lapping. Do not cut in front of the car you have just passed in the braking zone.

NB: BLUE FLAGS:

The rules concerning blue flags will be different from how they are in the official iRacing series. Blue flags will be a mandatory rule that must be followed, and more closely represent real-life racing. Once the car following gets within blue flag range (as determined within the iRacing software), the car with blue flags must allow the car behind to pass safely at the earliest opportunity, without blocking them. The maximum allowable leeway is 3 corners after the blue flag is shown and/or move over and hold a safe predictable line. Sometimes this means that a driver should think ahead to avoid holding a faster driver up, particularly when approaching a series of corners. Drivers who fail to adhere to this regulation will incur a penalty as determined by the Stewards and/or Race Directors.

6. UNLAPPING YOURSELF:

Drivers may unlap themselves if they are quicker than the lapped cars. Cars on the lead lap do not have an entitlement to overly aggressive defending against lapped cars. If a lapped car catches you quickly or is obviously quicker, it may be easier to let them go and not fight rather than fight to keep them behind. The fight is not for position so there is little point in risking a collision fighting a lapped car.

7. HEADLIGHTS:

As a means of helping with blue flags, we advise the leaders to flash their lights at cars due to be lapped. This should not be done excessively. This is their cue to inform that the driver on the lead lap is about to pass the driver being lapped and should let the lapping car pass at the next safe available opportunity. Flashing lights for any other reason should be kept to an absolute minimum.

8. SERVER ETIQUETTE:

Do not spam the chat in the server during practice, qualifying, or the race. Voice chat is permitted but abusive language or arguing over the mic is not acceptable.

9. FORMATION LAP:

On the formation lap, stay in formation. Do not fall too far behind the cars ahead. Cars on the back row may leave a small gap if they choose, but not excessive to gain a run on the pack as the lights go green.

Do not accelerate and brake excessively. Weaving is allowed if this is done in a safe manner and not excessively.

The lead car should leave no larger than a 2-second gap to the pace car at any point during the formation lap. We implement this rule because the lights go green when the pace car pits, not when the lead car decides to go. With a field as big as we currently have, it can mean the green flag comes out with people barely in the final sector, certainly not ready to be racing. All other cars should also stay within 5 car lengths of the car in front.

On an additional note. The leader should maintain pace car speed throughout the formation lap, slowing excessively at the start to try and gain a jump on those around them will inevitably concertina the grid up and that mid-pack are likely to have an incident. Bear in mind not everyone can see the lead car, nor can they see you slow until it's too late. The pole driver must accelerate and begin the race as soon as the pace car leaves the circuit, and NOT wait any longer.

10. CHANGING CAR:

At the start of the season, each driver must choose 1 of the currently available GT3 cars. They may not purchase and use any other GT3 car during the season. Should one of the selected GT3 cars receive a major change during the series, the organizers will review the GT3 car and make the necessary changes if required.

11. RACE STRUCTURE:

- **Time Trials:**

No Time Trails to be held for this Series

- **Races:**

Each race will be 6hrs (360minute) in length. The session will start at Sunrise on the date of the race. There will be 40 minutes open practice, followed by 15 minutes solo qualifying, and then the race. load-shedding is a reality and therefore it is every driver's responsibility to have the necessary precautionary measurements in place to race. If a driver joins the server with a ping of over 350ms, they will ask by a Race Director to attempt to remedy the problem before the race starts. Should they start the race and have a ping of over 350ms, they will be black flagged by a Race Director and placed in the pits. If they can remedy the problem, the black flag will be removed, and the driver can rejoin the race. If they are unable to remedy the problem, they will not be allowed to rejoin the race. Accidental disconnects for whatever reason cannot be overturned by the organizers. After crossing the finish line, drivers are required to complete a slow-down lap and return to the pits and come to a stand-still in their pit box. This is in order to minimize mistakes made by the iRacing software.

- **1 Drop Round:**

Each driver is allowed to drop 1 round within the first 8 rounds of the 9-round series, this means that you cannot drop round 9 as these rounds is seen the final round.

- **Fast Repair:**

Each driver will be provided with 1 fast repair per race.

- **Streaming:**

Each race will be Live Streamed by 2nd Gear Productions. The team there is Gary Fleming, Frankie Heunis, FC Nieuwoudt and Gavin Fleming. The link to the stream will be provided in the week leading up to the race, and the stream will be active on YouTube as well as a variety of Facebook pages.

- **Status:**

For the inaugural season, 2022, the championship is registered with MSA approval as an Interprovincial Challenge Series for 2023. And that we are enroute with MSA that they likely upgrade the series to full National Championship status going forward.

12. WEATHER/TRACK CONDITIONS:

Weather and starting track conditions will be set to be automatically generated. The in-sim date will be consistent with the actual date and time. This means that the conditions may vary from the official iRacing sessions. All races will be run with x1 sun progression. Certain of the races may be at night.

13. IRACING INCIDENT LIMIT:

The incident limit will be set to 25x. Once you reach this, you will get a drive-through penalty for every 25 incidences by the game. It is not possible to appeal incidents that were incurred within the game with the aim to get incident points removed post-race. Drivers will not be Disqualified by the game on incidents. These limits will be in place for all races.

Causing a deliberate collision after the race is not allowed and will result in points being removed post-race.

14. QUALIFYING CONDUCT:

Any excessive tire heating is not allowed. This does not include normal weaving, but burnouts or donuts are not allowed.

15. CHAMPIONSHIP SCORING:

There will be a maximum of 60 drivers participating in each race. The top 20 finishers will score championship points as follows:

1st – 20, 2nd – 19, 3rd – 18, 4th – 17, 5th – 16, 6th – 15, 7th – 14, 8th – 13, 9th – 12, 10th – 11, 11th – 10, 12th – 9, 13th – 8, 14th – 7, 15th – 6, 16th – 5, 17th – 4, 18th – 3, 19th – 2, 20th – 1.

Fastest lap during the race will score 0 additional point.

Most laps led during the race will score 0 additional point.

Should the iRacing software make an error in allocating points for the race, the organizers reserve the right to correct the error following the race.

There will be only GT3 or BMW M Hybrid V8 cars on track, depending on the event. No other cars are allowed.

16. STEWARDS ENQUIRIES:

Drivers are encouraged to report for an investigation into an incident they have been involved in if they feel another driver has broken the racing etiquette rules. This can range from causing a collision to dangerously rejoining the track. The penalty system used for this series will be a Post-Race Penalty System, all incidents must be reported by making use of the reporting system provided on the website, www.iracing.co.za. The Scrutineer's and Race Director's decisions are final. Should there be any complaints after the Stewards reviewed the incident/s and reported back, these need to follow the routine MSA protocol. The Stewards and assistant officials will use standard racing standards as their baseline when assessing incidents. They are very experienced and will endeavor to be fair but firm and most of all consistent at all times.

• Lap 1 Incidents:

Stewards may pro-actively investigate any incidents involving more than 2 cars that are caused on lap 1, regardless of whether it is brought up to the stewards or not. In extreme cases, a full course yellow flag will be called, with open pit-lane so drivers can repair and then fall back in line, if too many cars are eliminated by collision/s on lap 1.

• Penalty system:

16..1. Warning:

A warning may be given for minor infractions.

16..2. Drive-through Penalty:

This will be the predominant penalty applied by the Stewards during the race.

16..3. 30 second stop-and-go Penalty:

For more serious infringements, such as dangerous rejoins resulting in collision, this is the penalty that will be applied.

16..4. Black Flag/disqualification:

The most severe penalty that can be imposed. Typically used for intentional collisions.

• Pit-lane start:

Drivers who cause a large incident may be given a pit-lane start in the following race. This means you cannot qualify, and you cannot start the race on the grid.

• Race ban:

Drivers who cause significant incidents, or repeatedly because incidents may receive a race ban. This is a severe penalty and should act as the last warning before a driver is removed from the league.

• Removal from the league and blacklist:

Drivers who deliberately take out another car will be removed from the league and blacklisted. Drivers causing continuous incidents may be removed from the league.

- **The Post-Race Penalty Point System:**

The Penalty Point System allows for the additional discipline of drivers who consistently break driving etiquette throughout races. This is to ensure drivers feel inclined to maintain a respectful driving standard. The distribution of penalty points is determined by the stewards. The level that an incident involves dangerous driving or misconduct is determined at the discretion of the stewards. Should a driver regularly accumulate penalty points, the organizers reserve the right to remove them from the league.

- **Absences, Abuse, Quitting & the Blacklist:**

You should sign up for the league with the intention of participating in every race. We do not accept drivers who sign up to the league wanting to be a reserve because they do not want to commit to a full season. Circumstances may prevent you from making some races, in which case it is very important to follow the following procedure: If you are unable to attend a race, you must give notice for your absence as early as possible but before the event session starts (at least 2 days in advance). This is done by informing a member of the iRacing Team of your situation, either by sending them a private message (PM) or by posting in the official race thread. It is your responsibility to make sure they receive your message. The early notice allows us to inform and ready up reserves, ensuring a full grid and allowing reserves to practice. Joining the session and not starting the race will be counted as an uninformed absence. Drivers who no-show without informing the coordinator will be monitored. Two consecutive uninformed no-shows (missing 2 rounds in a row) with no forum activity will result in being removed and in most cases blacklisted. Three cumulative uninformed no-shows will result in being removed and blacklisted. Drivers who are not able to attend a larger number of races will be demoted to reserve or removed from the league at the discretion of the organizers. If you must pull out of the league, you must let the iRacing Team know. If you leave by simply not showing up for the races, or leaving the league through iRacing, you will be placed on the blacklist and not be allowed back into the Championship in the future. If you are removed from the league, you will be placed on the blacklist. You could also be placed on the blacklist for leaving the league without notice or without a proper reason. Drivers who are placed on the blacklist are generally not allowed back into the Championship, except in exceptional circumstances. In some cases, drivers may be given a second chance if the admins deem there is a reason to believe the driver has changed for the better. However, this will usually come with stricter conditions, and getting removed for a second time will mean permanent exclusion from the leagues, with no exceptions.

- **Rage quitting:**

Rage quitting is not acceptable. It is expected that all drivers do their best to complete the race despite any on-track incidents that may occur. The nature of online racing is that you are almost guaranteed to be involved in accidents, some of which will be your own doing. Rage quitting will result in a pit lane start for the following race. A second offense will result in a race ban, and a third will result in removal from the league.

- **Abuse:**

Abuse of other drivers over the in-game chat will result in an immediate drive-through penalty.

- **Social Media:**

In defining unacceptable social media behaviour, competitors are referred to the MSA GCR's. More specifically GCR 172 in such instances. The Stewards will reference this rule when tasked with matters relating to social media during the period of the entire championship.

17. Driving Infringements and Penalties

Competitor will receive a penalty for driving infringements. These will range from a 5 second penalty added to your race time up until race exclusion or life ban depending on the severity scale of the situation.

Any manual penalty issued is above any in-game penalties automatically issued by the software.

The decision to impose a penalty is solely at the discretion of Race Control (*any dispute among the stewards will result in the senior steward making the final decision*).

1. **Not At Fault** (*No Further Action Required*)
2. **Net Code** (*No Further Action Required*)
3. **No Incident** (*No Further Action Required*)
4. **Racing Incident** (*No Further Action Required*)

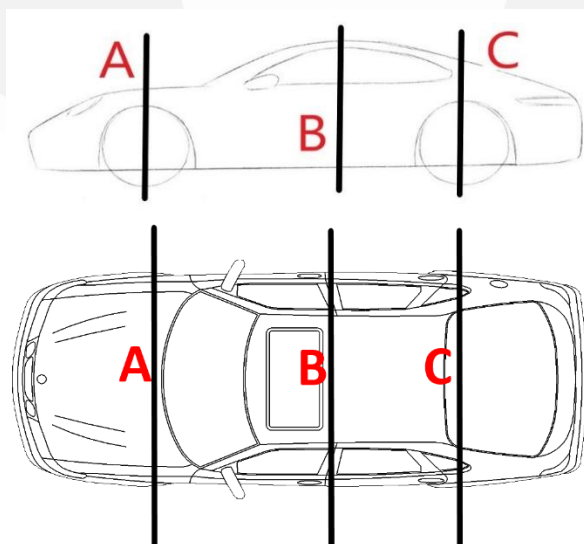
Severity Scale	1	2	3	4	5	6	7	8	9	10	11	12
Warning	5 Second Add				15 Second Add				30 Second Add			
Close-Proximity Rule	Black Flag - Drive Through				Black Flag – 30 Second Hold				Black Flag – 1 Lap Hold			
Un Sportsman like Conduct	Race Exclusion							Life Ban				

5. **Warning – Seconds added to your race time (1 to 12 Severity Scale)**
 - 5.1. Careless Driving (*Without Contact*) - 5 to 30 second penalty added to your race time.
 - 5.2. Moving Under Breaking (*Without Contact*) - 5 to 30 second penalty added to your race time.
6. **Close-Proximity Rule – Black Flag Penalties (1 to 12 Severity Scale)**
 - 6.1. Causing A Collision (*Avoidable Contact*) - Drive Through Penalty to 1 Lap Hold Penalty.
 - 6.2. Careless Driving (*Avoidable Contact*) - Drive Through Penalty to 1 Lap Hold Penalty.
 - 6.3. Overly Aggressive (*Avoidable Contact*) - Drive Through Penalty to 1 Lap Hold Penalty.
 - 6.4. Moving Under Breaking (*Avoidable Contact*) - Drive Through Penalty to 1 Lap Hold Penalty.
7. **Un Sportsman like Conduct – Disqualification Penalties (1 to 12 Severity Scale)**
 - 7.1. Deliberate Wrecking (*Race Exclusion or Life Ban*)
 - 7.2. Retaliation (*Race Exclusion or Life Ban*)

17. Proximity Rule Explained

The driving standards penalty schedule will be as follows: -

NOTE: When making decisions of CLOSE-PROXIMITY the below reference points will be referred as the “A” Pillar, “B” Pillar or “C” Pillar of the car.



- **CUT-IN**

Cut-in means that an outside car constricts the drivable section towards the curve center (Apex) thus forcing the other (inside) car to leave the drivable section either partially or completely for passing the curve. It is irrelevant if the cars have touched each other or not. A prerequisite is, however, that the offending (outside) car must be at least with the C pillar equal to the A pillar of the inside car.

An advantage is at hand, if (either/or):

- A) - Inside car suffers a position loss.
- B) - Inside car suffers damage leading to a position losses or retirement (Pit Stop) within the same lap.

- **EDGE-INTO**

Edge-into means that inside car drives next to the outside car (e.g., to start an overtaking action) without possessing enough drivable section (including curbs). It is irrelevant if the inside car is completely or partially next to the outside car or if the inside car is completely or partially off the track.

An advantage is at hand, if (either/or):

- A) - The inside car wins a position.
- B) - The outside car loses a position.
- C) - The outside car suffers damage leading to multiple position losses or retirement (pit Stop) within the same lap.

- **PUSH-OUT**

means if the center car constricts the drivable section towards the outside line forcing the outside car to leave the drivable section either partially or completely.

It is irrelevant if the cars have touched each other or not.

A prerequisite is, however, that the offending (center) car must be at least with the C pillar equal to the A pillar of the outside car.

An advantage is at hand, if (either/or):

- A) - The center car wins a position.
- B) - The outside car suffers a position loss.
- C) - The outside car suffers multiple position losses or retirement on the same lap.

- **BUMP**

means that the front of the trailing (following) car touches the rear of front (lead) car.

Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.

An advantage is at hand, if (either/or):

- A) - The trailing car wins a position, and the previous order cannot be restored within the next 2 corners.
- B) - The lead car suffers a position loss.
- C) - The lead car suffers a damage leading in multiple position losses or retirement within the same lap.

NOTE: A Warning (No Advantage Gained) Black / White flag for Unsportsmanlike behavior can be issued by the stewards which goes towards a Yellow Card for the next race.

- **OVERTAKING**

18..1. For overtaking on the inside of a corner

In order for a car being overtaken to be required to give sufficient room to an overtaking car, the overtaking car needs to have a significant portion of the car alongside the car being overtaken (Close Proximity rule 17.3 will be at play) and the overtaking manoeuvre must be done in a safe and controlled manner, while enabling the car to clearly remain within the limits of the track.

When considering what is a 'significant portion' for an overtaking on the inside of a corner, among the various factors that will be looked at by the stewards when exercising their discretion, the stewards will consider if the overtaking car's front tyres are alongside the other car by no later than the apex of the corner.

18..2. For overtaking outside of a corner

In order for a car being overtaken to be required to give sufficient room to an overtaking car, the overtaking car needs to have a significant portion of the car alongside the car being overtaken and the overtaking manoeuvre must be done in a safe and controlled manner, while enabling the car to clearly remain within the limits of the track.

When considering what is a 'significant portion', for an overtaking on the outside of a corner, among the various factors that will be looked at by the stewards when exercising their discretion, the stewards will consider if the overtaking car is ahead of the other car from the apex of the corner. The car being overtaken must be capable of making the corner while remaining within the limits of the track.

18..3. In reference to chicanes and S-bends

The above guidelines would apply similarly for each corner.

As it has been previously reported, the guidelines also confirmed that the CoC are imposing a strict enforcement by making use of the track limits that is set out by iRacing for each track, and how it is the responsibility of a driver to 'clearly give back' any advantage gained when leaving the track. Should the advantage gained driver not 'give back' the position within 5 corners in a safe controlled manner, the first warning will be called by the CoC, should the driver still not comply, a 10 second count-down will start, if the CoC gets to 0 (zero) and the advantage is not given back the driver at fault will receive a black flag - drive through penalty.

- **BUMP DRAFT**

Bump drafting is when a driver in front gets pushed by the driver behind so that the driver in front can gain more speed, this is illegal and will be monitored by the CoC during each race.

- **TEAMWORK**

Teamwork is not allowed as this series is not a team event, and therefore the following but not limited to will be allowed, no intentional blocking and/or drafting, this will be thoroughly scrutinized by the CoC.