



**2026**

**MSA NATIONAL STANDING  
SUPPLEMENTARY REGULATIONS**

**ESPORT GT3**

**VERSION 1**

**1 JANUARY 2026**

**[WWW.MOTORSPORT.CO.ZA](http://WWW.MOTORSPORT.CO.ZA)**

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

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.

**AMENDMENT RECORD**

Modified SSR / ART	Date applicable	Date of Publication	Clarifications

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## **1. Introduction**

- 1.1.** Motorsport South Africa will sanction the MSA Esports GT3 National Championship (“The Championship”) which is the property of MSA. The Championship will be held online on iRacing from 16 March 2026 to 10 August 2026 as part of the MSA National Motorsport Calendar for 2026.
- 1.2.** MSA is dedicated to hosting high-quality, competitive racing league that uphold the values of fairness, professionalism, and inclusivity.
- 1.3.** Our league welcomes sim racing enthusiasts from all backgrounds, offering the opportunity to compete against some of the finest drivers in South African sim racing.
- 1.4.** This sporting supplementary regulations has been prepared for current participants in the championship as well as those considering entry. It should be read in conjunction with the broader [MSA General Competition Rules](#) that apply to all MSA / ASN licence holders.

## **2. Objective**

- 2.1.** To declare an MSA Esports GT3 National Champion.
- 2.2.** The MSA Esports GT3 National Championship is a fixed set up series designed to foster collaboration and community. Drivers and teams are encouraged to exchange tips, offer advice and support fellow competitors whenever needed.
- 2.3.** Races are held on Monday evenings with alternative weeks having 3 practice sessions on the Monday, Wednesday and Friday evenings via the iRacing platform through the leagues tab

## **3. Eligibility**

- 3.1.** Competitors must hold a valid MSA Esports National racing licence.
- 3.2.** International competitors must obtain and present an MSA recognised start permission or equivalent documentation from their ASN (National Sporting Authority) in lieu of an MSA Esport National racing licence.
- 3.3.** Drivers need to have a C class safety rating licence and an iRating of 1000 on iRacing to be able to race in the championship.
- 3.4.** Drivers must own a copy of iRacing and an active account with iRacing.
- 3.5.** The MSA Esports National Championship must have a minimum of 12 entries on the starting line per round.

## **4. Regulations**

- 4.1.** The final text of these Sporting Regulations shall be in English version, which will be used should any dispute arise as to their interpretation.
- 4.2.** Headings in this document are for ease of reference only and do not form part of these sporting regulations.
- 4.3.** The Championship is governed by these Sporting Regulations.

- 4.4. Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the specific regulations, sporting code and technical regulations shall be decided by the stewards.
- 4.5. These sporting regulations come into force from the moment of their publication on the defined official notice board and replace all previous sporting regulations.
- 4.6. All drivers, competitors and officials participating in the events undertake, on behalf of themselves, their employees and agents, to observe all the provisions, as supplemented or amended, of the international sporting code (the code), official bulletins and the updated sporting regulations.

**5. General Undertaking**

- 5.1. It is the competitor’s responsibility to ensure that all persons concerned by their entry observe all the requirements of the code and these sporting regulations, as well as any bulletins or event notes issued by MSA.
- 5.2. Any competitor who is unable to be present at the event must inform race organisers in writing and withdraw from the race on SimGrid. Failure to withdraw will not be the responsibility of the race organisers.
- 5.3. All persons concerned in any way with an entered competitor or present in any other capacity whatsoever in the competition will respect organisers and no bullying of any form will be tolerated.
- 5.4. The competitor shall declare that:
  - 5.4.1. The competitor possesses the standard of competency necessary for an event of the type to which the entry relates.
  - 5.4.2. The competitor and any team members use their equipment at no risk to the organisers.

**6. Calendar**

Date	Round	Track	Race format
30 March 2026	Round 1	Autodromo Internazionale Enzo e Dino Ferrari	20 minutes race 2x Heats
04 May 2026	Round 2	Daytona International Speedway	20 minutes race 2x Heats
01 June 2026	Round 3	Mount Panorama Circuit	20 minutes race 2x Heats
29 June 2026	Round 4	Nürburgring Grand-Prix-Strecke	20 minutes race 2x Heats

27 July 2026	Round 5	Virginia International Raceway	20 minutes race 2x Heats
24 August 2026	Round 6	Autodromo Nazionale Monza	20 minutes race 2x Heats

## 7. Definitions

- 7.1. **Competitor:** An individual taking part in the competition.
- 7.2. **The Championship/Event:** All aspects of the competition which these sporting regulations cover.
- 7.3. **The Organiser:** The parties running the competition.
- 7.4. **Regulator and sanctioning body:** Motorsport South Africa.
- 7.5. **Force Majeure:** Any occurrence beyond the reasonable control of any party involved.
- 7.6. **Race Server:** The in-game functionality where the competition will be taking place.
- 7.7. **Race Number:** A number assigned to each competitor, visible on their vehicle and linked to the competitor.
- 7.8. **Provisional results:** Any results posted before all stewarding proceedings are completed.
- 7.9. **Final results:** Any results posted after all stewarding proceedings are completed and the time to protest has expired.
- 7.10. **Official Notice Board:** The location where all documentation, results, stewarding decisions, starting grids, etc. will be published on the discord.

## 8. Officials

### 8.1. Appointed Officials

- 8.1.1. MSA will nominate the following officials
  - 1. A Race Director
  - 2. Three Stewards, one of whom will be the chairman

### 8.2. Duties of the race director

The race director shall have overriding authority in the following matters

- 8.2.1. The control of practice, qualifying and races;
- 8.2.2. Adherence to the timetable;
- 8.2.3. Host and organise a driver's briefing;
- 8.2.4. Call extra Drivers' Briefings, if deemed necessary;
- 8.2.5. The making of any proposal to the Stewards to modify the timetable in accordance with the Regulations, if deemed necessary;
- 8.2.6. The stopping of any Competitor in accordance with the Regulations;
- 8.2.7. If it is necessary for the Race Director's duties and responsibilities to differ from the above, these duties will be set out in the Supplementary Regulations.

### **8.3. Duties of the Stewards**

Within the framework of their duties, the Stewards:

- 8.3.1. Shall decide what penalty to enforce in the event of a breach of the Regulations;
- 8.3.2. May amend the Regulations;
- 8.3.3. May pronounce disqualifications;
- 8.3.4. May amend the classifications;
- 8.3.5. May disqualify from any part of the Competition, for the duration of the Competition or from the Event, any Competitor whom they consider as, or who is reported to them as being, ineligible to take part, or whom they consider as being guilty of improper conduct or unfair practice;
- 8.3.6. May postpone the Competition in the event of Force Majeure;
- 8.3.7. May take the decision to stop, either temporarily or permanently, all or part of a Competition;
- 8.3.8. Shall declare the classifications and results to be final;
- 8.3.9. May use any video or electronic systems to assist them in reaching a decision.

### **8.4. List of Officials**

- 8.4.1. The following Officials will be on duty during the Competition:

<b>Role</b>	<b>Name</b>
Race Director	Leanne Strachan
Steward (Chairman)	Steven Kernick
Steward	Paul Venter
Steward	Cameron de Bastos

## **9. MSA Delegates**

- 9.1. MSA reserves the right to nominate the following delegates:
  - 9.1.1. One Sporting Coordinator - Rashaad Monteiro
  - 9.1.2. One Promotor/Steward Chairman - Steven Kernick
  - 9.1.3. One Race Director- Leanne Strachan
  - 9.1.4. One Steward - Paul Venter
  - 9.1.5. One Discord Supervisor/Steward - Cameron De Bastos
- 9.2. For any queries, please send an email to [esports@motorsport.co.za](mailto:esports@motorsport.co.za)

- 9.3. The role of the MSA delegates is to help the officials of the event in their duties, to ensure, within their fields of competence, that all the regulations governing the competition are respected, to make any comments they judge necessary and to draw up the various reports required by MSA concerning the Championship.

**10. RACE IDENTIFICATION**

- 10.1. Competitors are to race only under their own iRacing accounts with their legal names and country flag visible.
- 10.2. Abuse by any competitor will result in them being withdrawn completely.

**11. Numbers of entrants participating**

- 11.1. The contest is open to anyone with a valid 2026 MSA National Esports licence.
- 11.2. Competitors outside of South Africa will need to supply a start permission letter and their relevant ASN Esports licence.
- 11.3. All Esport licences will be cross checked.

**12. Eligible competitors**

- 12.1. Each competitor must hold a MSA Esport National licence or a ASN Esport licence.
- 12.2. Each competitor must be at least 16 years of age on the starting date of the championship 30/03/2026.
- 12.3. Drivers will need to have an iRating of 1000 and safety rating of D class as a minimum
- 12.4. Drivers must own a copy of iRacing and an active account with iRacing.

**13. Entries**

- 13.1. Entries will open on (01/03/2026) on SimGrid and require you to send your licence number to the race secretary.
- 13.2. Entries must be in no later than the Friday before each round.
- 13.3. Names on the iRacing service will be used throughout the competition and the SimGrid name needs to match.
- 13.4. An entry list will be supplied on SimGrid.
- 13.5. Drivers must create a profile on SimGrid with the following link : <https://www.thesimgrid.com> and on MSA online : <https://msaonline.co.za>

**14. Instructions and communications to competitions**

- 14.1. It is each competitor's responsibility to ensure that they receive any communication from the organiser by the virtual notice board.
- 14.2. The stewards or race director may give instructions to competitors by means of special circulars. These circulars will be distributed to all competitors by the notice board.

- 14.3. All classifications and results of practice and the races, as well as all decisions issued by the officials, will be posted on the official notice board.
- 14.4. Any decision or communication concerning a particular competitor should be communicated to them forthwith in writing within 30 minutes of such decision and receipt must be acknowledged.

**15. Car Livery**

- 15.1. Livery designs must be submitted to the organiser for approval, according to the organiser's instructions.
- 15.2. Failure to follow any relevant instructions may result in the livery not being used.
- 15.3. Only the final car liveries made available by the organiser may be used throughout the competition.
- 15.4. At no time may any competitor in any way use any livery other than the ones supplied by the organiser.
- 15.5. Car liveries will not be changed by the organiser at the request of a competitor.
- 15.6. Car liveries may be altered by the organiser as it sees necessary.

**16. Race Number**

- 16.1. Each competitor's race number will be picked by the competitor on SimGrid the numbers will then become the number for the competition if the number is unavailable then the next number up will be used.
- 16.2. This number will be your number for the F4 and the GT3 categories.
- 16.3. The numbers 1, 2, 3 are solely reserved for the champions and can't be used by anyone else.
- 16.4. Requests for number changes will not be granted.

**17. Competition**

**17.1. General**

- 17.1.1. The Organiser reserves the right to postpone, abandon or cancel the event or part thereof.
- 17.1.2. In the event of abandonment, cancellation, or postponement for more than 48 hours, the competitor will have no right of claim against the organiser in the respect of any prize money or compensation for expenses which they may have incurred or may result or may incur as a result.
- 17.1.3. The competition shall follow the format in 17.3; however, the organiser reserves the right to amend the format by bulletin prior to the start of the competition should they need to do so based on the number of entries.
- 17.1.4. Race length, car choice and designated circuits for each race and practice session will be announced in a bulletin prior to the event.

- 17.1.5. There are no rules regarding changing tires during the race.
- 17.1.6. All races will begin with a standing start and race start will be instructed by the sim software.
- 17.1.7. After taking the chequered flag, drivers may not use the “Escape / Return to pit” key until they have completed a slow lap and returned to pit lane.
- 17.1.8. Car set ups are fixed to the iRacing official track setups for the car.
- 17.1.9. The weather in all sessions will be dry. Further details will be provided by bulletin.

## **17.2. Eligible Cars**

- 17.2.1. Only the current iRacing GT3 cars may be used for the competition.
  - 1. BMW M4 GT3 EVO
  - 2. Acura NSX GT3 EVO 22
  - 3. Aston Martin Vantage GT3 EVO
  - 4. Audi R8 LMS EVO II GT3
  - 5. Chevrolet Corvette Z06 GT3.R
  - 6. Ferrari 296 GT3
  - 7. Ford Mustang GT3
  - 8. Lamborghini Huracán GT3 EVO
  - 9. McLaren 720S GT3 EVO
  - 10. Mercedes-AMG GT3 2020
  - 11. Porsche 911 GT3 R (992)
- 17.2.2. The organiser may, after approval from the race director, issue performance changes to the car as it sees fit.

## **17.3. Competition Structure**

- 17.3.1. The session will start with a warmup to allow drivers to connect to the server.
- 17.3.2. Thereafter there will be a 10 min qualifying with 2 laps to get your qualifying time.
- 17.3.3. Qualifying will be solo qualifying to ensure no outside interference.
- 17.3.4. There will be 2 heats of 20 minutes each.
- 17.3.5. There will be 3 practice heats Monday, Wednesday and Friday on the alternative weeks to the race, they will be open for 2 hours 8pm to 10pm

## **17.4. Warm up**

- 17.4.1. Before the first heat there will be a 10-minute warm up to allow drivers to connect and act as additional practice time.
- 17.4.2. The checkered flag is displayed at the conclusion of the predetermined Warm-Up time. After 10 seconds, then the session will be moved over to solo qualifying.

## **17.5. Qualifying**

- 17.5.1. Qualifying sessions are attached to the actual race session and happen right before the race.
- 17.5.2. For qualifying sessions attached to the actual race session, that specific qualifying session determines the grid order by fastest time in the front and slowest at the back of the grid.
- 17.5.3. The Qualifying Conduct Scrutiny system is in effect to help prevent unrealistic preparation exploits, and if it detects unusual driving habits, it warns the driver of possible unsportsmanlike conduct before it may disqualify them.
- 17.5.4. Drivers who have not posted a qualifying time will be gridded behind all drivers who have posted a time, from highest to lowest iRating.

## **17.6. Gridding**

- 17.6.1. At the start of the gridding process, each driver will have between 60 and 120 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.
- 17.6.2. 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 the sim to ensure safe entry onto the track.
- 17.6.3. The time limit for gridding may conclude early if all drivers complete gridding early. When this occurs, the sim will proceed directly to starting.

## **17.7. Rolling Start**

- 17.7.1. Once all drivers are on the grid, the pace car will lead the field around the track, and then exit the track to enter pit lane. The pole position car will then take control of the field and will be expected to maintain pace speed until the start of the race.
- 17.7.2. The race should be started by the Green Flag or Leader once the pace car has left the racing surface. As the front row of cars approaches the start/finish line, the green flag will be shown, signifying the start of the race.
- 17.7.3. The leader of the second pace line may not pace in front of the leader of the first pace line (pole position). 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.
- 17.7.4. During rolling starts with Start Zones, the flagger controls the initial start of the race. The leader must maintain pace speed until the flagger waves the green flag. The flagger will start the race at any time he/she chooses once the leader is inside the defined Start Zone. Failure to maintain pace speed as the leader after the pace car exits the racing surface until the flagman starts the race may result in a black flag.

- 17.7.5. During restarts with Start Zones, the leader controls all race restarts. The leader must maintain pace speed until their car is inside the defined Start Zone. Once in the Start Zone, the leader can choose at any point to begin accelerating to restart the race. If the lead car does not accelerate by the end of the Start Zone the flagman will restart the race automatically. Failure to maintain pace speed as the leader after the pace car exits the racing surface and until the race start may result in a black flag.
- 17.7.6. Rolling start drivers are expected to stay in their respective pace line until the green flag is given. Once the green flag has started the race drivers may pass cars before the start finish line if desired.
- 17.7.7. Drivers are not allowed to approach the start/finish line as a race transitions from pacing, for example under yellow flag or at the start of a race, to speeds that are well beyond the pacing speed or speed of the leaders in an attempt 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 mph under yellow flag conditions at a speed of 150 mph in the vicinity of the start/finish line just as the race goes to 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.

**17.8. Starting from pitlane**

- 17.8.1. Any driver that failed to grid his or her car within the time limit, or chose not to, will start the race from his or her pit box.
- 17.8.2. Drivers who start from the pit are required to exit the pits behind ALL cars who start on the track.
- 17.8.3. At some tracks, the sim will administer a hold on all drivers who start from the pits in order to ensure safe entry to the track for all drivers. If the Race Control hold time is not sufficient, drivers starting from the pits must still wait until all gridded drivers have passed the pit exit before they may enter the track.

**17.9. Championship points**

- 17.9.1. Championship points will be given in order of finishing positions after each heat
- 17.9.2. Points will go down in descending order till 31st which scores 0 points.

Finishing order	Points	Finishing order	Points	Finishing order	Points
1st	30	11th	20	21st	10
2nd	29	12th	19	22nd	9
3rd	28	13th	18	23rd	8
4th	27	14th	17	24th	7
5th	26	15th	16	25th	6
6th	25	16th	15	26th	5
7th	24	17th	14	27th	4
8th	23	18th	13	28th	3
9th	22	19th	12	29th	2
10th	21	20th	11	30th	1

**17.10. Race Details and settings**

All further competition details will be announced in a pre-race bulletin to all competitors.

**18. Driving standards**

- 18.1.** Upon entering the competition, a competitor agrees with all relevant regulations concerning the competition.
- 18.2.** It is not allowed to push the car of another competitor to assist them in case of running out of fuel, experiencing a mechanical breakdown, etc.
- 18.3.** Competitors must drive the car alone and unaided.
- 18.4.** Competitors must always allow all aspects of these sporting regulations, both on and off the track.
- 18.5.** Competitors must use the track at all times, including out and in laps in qualifying, and may not deliberately leave the track without justifiable reason. For the avoidance of doubt, the track limits as enforced by the software will be the definitions of being on or off the circuit.
- 18.6.** Race control reserves the right to report any track limit infringements to the stewards.
- 18.7.** Stewards may investigate any track limit infringements reported to them.
- 18.8.** Competitors may not utilize walls or other objects to gain an advantage in getting around a corner (“wall riding”). Competitors deemed to have used walls in an advantageous way may be subject to a penalty.

- 18.9.** Should a car leave the track for any reason, the competitor may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.
- 18.10.** Maneuvers liable to hinder other competitors, such as deliberate crowding of a car which has significant overlap beyond the edge of the track or any other abnormal change of direction, are not permitted.
- 18.11.** For the avoidance of doubt, this applies on straights, as well as on the entry, apex and exit of the corner.
- 18.12.** Competitors may not cross the pit entry or pit exit lines.
- 18.13.** Penalties issued automatically by the software, including but not limited to false starts, speeding in the pit lane, incorrect entry or exit of the pitlane, track limit infringements, etc., will not be removed by race control.
- 18.14.** More than one change of direction to defend a position is not permitted. Any competitor who is not on a timed practice lap must yield to cars on timed laps that are catching the competitor in question, without impeding the competitor behind. At the discretion of the discretion of the stewards, failure to yield may result in a penalty.
- 18.15.** As soon as a competitor is caught by another competitor which is about to lap it during a race, the competitor being lapped must hold his/her line, be predictable and allow the faster competitor past at the first available opportunity.
- 18.16.** Competitors may not artificially affect the outcome of any results through on or off track behaviour.
- 18.17.** All actions, whether deliberate or not, to distract other competitors while driving, are strictly prohibited.
- 18.18.** Competitors may not intentionally spin out, make contact with other cars or competitors, or perform any other such actions after the race finish.

## **19. Incidents**

### **19.1. Definition**

- 19.1.1. Incidents means any occurrence or series of occurrences involving one or more competitors, or any action by competitor, which is reported to the stewards by the race director or noted by the stewards and subsequently investigated.
- 19.1.2. These include (but are not limited to):
  - 1. When your car gains an advantage due to a collision with another car;
  - 2. When an opponent loses position in the race due to your collision with another car;
  - 3. When an opponent is pushed off track due to your collision with car;
  - 4. When an opponent is sent into a spin due to your collision with another car;
  - 5. When the opponent receives mechanical damage due to your collision with another car;
  - 6. Blocking with more than 2 direction changes on the track;

7. A competitor is deemed to have significant overlap when the hub of their front axle is alongside the hub of another competitor's rear axle
8. Not leaving one car width of space for competitors with significant overlap;
9. Forcing yourself into the inside of a car in front at a corner when you were not already parallel to it.
10. Braking in a location that does not require brakes("brake testing");
11. After driving off track, returning to the track without waiting for a car behind to pass;
12. Not adhering to blue flags during qualifying or a race;
13. Secretly working to give an advantage to another competitor;
14. Distracting other competitors while driving;
15. Unapproved adjustments of any hardware or software;
16. Other unsportsmanlike conduct, at the discretion of the stewards.

## **19.2. General Notes**

- 19.2.1. It shall be at the discretion of the stewards to decide, upon a report or a request by the race director, if a competitor or competitors involved in an incident shall be penalised.
- 19.2.2. The stewards and race director have the authority to impose penalties for driving infringements committed during all stages of the competition, including the global qualification.
- 19.2.3. If an incident is under investigation by the stewards during the final race, if the facilities permit, a message informing all teams of which competitor or competitors are involved will be displayed.
- 19.2.4. Provided that such a message is displayed within 25 minutes of the end of the race, or if a message is delivered to any driver concerned within this time limit, the competitor or competitors concerned may not leave the circuit without the consent of the stewards.

## **19.3. Applicable Penalties**

- 19.3.1. The stewards may impose any one of the penalties below on any competitor involved in an incident:
  1. An in race penalty to be served before the end of the race, as instructed by the software;
  2. A post race time penalty up to a max of 30 seconds;
  3. A reprimand
  4. An exclusion
- 19.3.2. If any of the penalties referred to in 19.3.1 are imposed, neither the penalty nor the reason for this shall be subject to appeal.

- 19.3.3. Any penalties issued automatically by the software will not be subject to appeal and/or removal by the stewards or race director.
- 19.3.4. Should the stewards decide to impose the penalty under article 19.3.1.1., the competitor affected must follow the instructions issued by the software.

**20. Incident reports, protests and appeals**

- 20.1. Incident reports will be done using the SimGrid website for the race event. The report needs to be clear and give all facts on the incident.
- 20.2. Frivolous incident reports will not be considered
- 20.3. Each competitor can only report 4 incidents per race, any more than the 4 will not be looked into.
- 20.4. Competitors have 24 hours to report incidents.
- 20.5. If a driver would like to protest please follow GCR Part IX (Protests) GCR197 and onwards.
- 20.6. For any appeals and enquiries please follow Part X Appeals and enquiries GCR 208

**21. Hardware and technical issues**

**21.1. General**

- 21.1.1. A session may be restarted if deemed appropriate by the race director.
- 21.1.2. Should any technical issues occur with any equipment, those that arise after the start of a race will be considered as a retirement from the race due to mechanical issues and the race will not be restarted.

**22. Drivers Briefing**

- 22.1. A drivers briefing will take place at the venue and time noted in the appropriate appendix and posted on the official notice board.
- 22.2. All drivers entered for the competition must be present
- 22.3. Any driver not attending will be brought before the stewards for their consideration and subject to a post time penalty.
- 22.4. A further meeting, if deemed necessary by the race director, may take place, at a time to be notified to the competitors.
- 22.5. If such a meeting is called attendance is mandatory for all drivers.

**23. Flags**

**23.1. Green Flag**

- 23.1.1. 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.

**23.2. White Flag**

23.2.1. 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.

**23.3. Checkered flag**

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

**23.4. Blue Flag**

23.4.1. A blue flag with a diagonal yellow stripe indicates faster cars are approaching. This flag is informational only.

23.4.2. 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.

**23.5. Yellow Flag**

23.5.1. A yellow flag signals a caution of some kind.

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

**23.6. Yellow flag with red stripes**

23.6.1. This is a local flag that shows that there is debris on track in that sector.

23.6.2. Be prepared for loss of grip.

**23.7. Black Flag**

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

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

23.7.3. 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 pit lane without stopping to serve the penalty. The sim will inform the driver which type of penalty has been earned.

23.7.4. 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 before completing 3 laps or be disqualified.

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, your pit crew will inform you that your race is over.
- 23.7.5. When displayed with a white “X,” this indicates disqualification from the session. The driver will be removed from the session. Drivers disqualified from a session in this way will still be able to enter subsequent sessions for the same event.
- 23.7.6. When displayed with an orange Wi-Fi signal covered with an exclamation mark (!), this indicates a connection black flag, a black flag unique to online racing which represents an unstable connection to the race server. A driver receiving this black flag becomes intangible, is immediately teleported to their pit box, and a tow timer is applied. The team or driver may rejoin the event if the driver’s connection stabilizes.

## **24. Classification**

- 24.1.** The winner of each race will be the competitor who completes the respective race in the shortest time.
- 24.2.** The overall Esports GT3 category winner will be the driver who completes the championship in the shortest time and scores the most points over the course of the championship.
- 24.3.** The official classification will be published after the race. It will be the only valid result, subject to any amendments which may be made under the code and these sporting regulations.