



NAMIBIA

MOTORSPORT

FEDERATION

NMSF STANDING SUPPLEMENTARY REGULATIONS

E – SPORT RACING

STANDING SUPPLEMENTARY REGULATIONS AND SPECIFICATIONS FOR E – SPORT RACING 2025

SSR

600. These rules together with the NMSF Sporting Regulations (SPR'S) of the Namibian Motor Sport Federation (Hereinafter Referred to as NMSF) replace all previous rules and regulations in respect of E-Sport Racing in Namibia.

The following are the NMSF Sporting Regulations (SPRs) applicable to e-sport/Online racing (Sim) events run under the auspices of the NMSF.

601. 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 the NMSF at least seven (7) days prior to the next event being held unless shorter notice period is approved by NMSF.

Please note that, in all instances, reference must be to the applicable additional rules and regulations for each specific e-sport racing event/series.

602. E - LICENSE

- a) Drivers wishing to enter NMSF-sanctioned e-sport/sim racing events or series shall be required to purchase a NMSF annual e-License. (see Appendix "R"). This license will be valid for the calendar year in which it is purchased and will bind each event/series, and drivers, to this NMSF e-sport/sim racing Ruleset.
- b) Each NMSF-sanctioned e-sport/Sim Racing event or series may have a race steward panel, which will enforce the ruleset and be responsible to the NMSF.
- c) Each driver's NMSF e-license will accrue warning and penalty points which may result in qualifying and race bans as well as loss of championship points should enough points be earned.
- d) Additional benefits and features may be added during the course of the year.

603. SERIES COMMUNICATION PLATFORMS

- a) Each event/series will have available to drivers' multiple communication platforms for the purposes of providing event or series-specific information as well as communication between drivers and race organizers. Certain communication platforms may be mandatory for drivers for improved incident and restart procedure communication.
- b) These communication platforms will include - but not be limited to - Website, Email, WhatsApp, Discord. Certain events or series will use Discord for voice communications on race day, such as pre-race driver briefings and podium interviews, eg. PlayStation-based events or series will not use Discord for voice communications.

604. SIGN-OUT PROCEDURE

- a) Should a driver be aware that they are unable to attend a race, they must 'sign-out' of that race using the event or series-specific communication platforms.

For example, via Discord: John Smith #555 Sign-out Round 5 Monza

- b) Should a driver wish to retire from the current active Championship, they must use the same process as above stated. The Driver should however state that he/she a "retiring from the entire championship

For example, via Email: John Smith #555 Sign-out Series

605. IN-GAME TEXT CHAT FUNCTIONALITY

In-game text chat functionality is for use by race stewards and race organizers. Drivers may not "spam" the in-game text chat. In-game text chat should only be used for NEEDED communications.

606. DIVISION AND GRID SIZES

- a) Grid sizes are determined by the Series Organizers as well as game platform. Grid sizes may also be amended, based on the number of driver entrants, before and/or during a Series.
- b) Examples
 - PlayStation GT Sport grid sizes will not exceed 13 drivers
 - PC Assetto Corsa Competizione grid sizes will not exceed 40 drivers

607. Promotion and Relegation

- a) In a series with multiple divisions, a promotion and relegation system shall be utilized to move drivers between divisions based on their performance. The promotion and relegation system is a process whereby the top drivers are promoted to the above division and the bottom drivers are relegated to the below division for the following round.
- b) Promotion & Relegation numbers are determined by the Series, and size of the grid, eg. 15 driver grids will promote and relegate 3 drivers respectively. 30 driver grids will promote and relegate 5 drivers respectively.
- c) Top drivers in pre-race qualifying will be promoted to the above division for the next round. Bottom drivers in pre-race qualifying will drop to the lower division next round.
- d) Race results are not considered for promotion or relegation due to uncontrolled events or incidents. Drivers will have 1 round demotion grace (per 6 races) for being unable to attend a race. Drivers are required to sign-out of races they cannot attend via Series communication platforms. More than 1 sign-out (per 6 races) will result in a demotion.
- e) No-show will automatically demote for the next race.
- f) Rage-quit will automatically demote for the next race.

Order of preference for demotion:

- i) Rage-quit
- ii) No-show
- iii) Second sign-out
- iv) Bottom 5 qualifiers

608. LIVE STEWARDING

- a) Certain game platforms and Series support live stewarding with the application of penalties to drivers in real time where applicable, a panel of 2 or more stewards will spectate a race using the available software and or stewarding tools to investigate race incidents.
- b) Should an incident require additional investigation, stewards may defer an investigation to post-race.

609. CUSTOM LIVERIES

- i) Certain game platforms and Series support custom liveries. Refer to each series for specifications.
- ii) Only family appropriate liveries are acceptable
- iii) Only logos which a competitor has permission to use may be used. Proof of logo permission may be requested
- iv) Liveries must be approved by each relevant series. Liveries not meeting the requirements will be removed
- v) Liveries may not contain or promote any alcohol or tobacco products.

610. RACE RESTARTS

- a) A race will be restarted only if an uncontrolled event affects a significant number of drivers on the grid. These uncontrolled events can be - but not limited to – a formation or first lap incident affecting 50% or more of the grid or a mass disconnection event of a significant number of drivers.
- b) Mass disconnections are an event where a significant number of drivers disconnect at one time. This does not cover single disconnections over the course of the race.
- c) Should a mass disconnection event occur during a race, the race will be restarted at a reduced race length, either on the original qualifying grid should the disconnection event occur in the first 5 laps, or track positions 1 (one) lap before the disconnection event. If 75% of the race has been completed, then the results

will be finalized from the lap before the disconnections occurred. Depending on the severity of the mass disconnection, the restarted race may be rescheduled for a later date.

- d) Should a race need to be restarted due to driver error on the formation lap, the offending driver will be docked 5 championship points.

611. PUBLIC BEHAVIOUR

- a) Drivers participating in NMSF-sanctioned events under the NMSF e - License will need to conform to an expected level of public decency.
- b) Public outbursts will be investigated, and race incidents and penalties will be applied as such. This may include - but shall not be limited to - time penalties, qualifying bans or race/series bans.
- c) Examples of unacceptable conduct:
 - i) Finger pointing aimed at race organizers and/or other drivers on public communication and social platforms
 - ii) Foul language in-game text
 - iii) Foul language in voice communication platforms
 - iv) Outbursts and beratement of organizers or drivers
 - v) Live stream text chat behavior may result in channel bans or race penalties for associated teammates
 - vi) Hacking and cheating may result in a lifetime ban from NMSF-sanctioned events.

611. RACE RESTARTS IN THE EVENT OF DISCONNECTIONS

- a) A race will be restarted only if an uncontrolled event affects a significant number of drivers on the grid. These uncontrolled events can be - but not limited to - a first lap incident affecting 50% or more of the grid or a mass disconnection event of a significant number of drivers.
- b) Mass disconnections are an event where a significant number of drivers disconnect at one time. This does not cover single disconnections over the course of the race.
- c) Should a mass disconnection event occur during a race, the race will be restarted at a reduced race length, either on the original qualifying grid should the disconnection event occur in the first 5 laps, or track positions 1 (one) lap before the disconnection event. If 75% of the race has been completed, then the results will be finalized from the lap before the disconnections occurred. Depending on the severity of the mass disconnection, the restarted race may be rescheduled for a later date.

612. LOAD SHEDDING

- a) Using the driver sign-out procedure, drivers may indicate their load-shedding status up until the start of the race. Should there be a significant number of drivers affected by load shedding, tournament administrators may reschedule the race for a later date.
- b) Should load shedding affect a significant number of drivers during the course of a race, mass disconnection rules will come into effect.

613. PUBLIC BEHAVIOUR

- a) Drivers participating in NMSF-sanctioned events under the NMSF e - License will need to conform to an expected level of public decency.
- b) Public outbursts will be investigated and race incidents and penalties will be applied as such. This may include - but shall not be limited to - time penalties, qualifying bans or race/series bans.
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 - vi) Hacking and cheating may result in a lifetime ban from NMSF-sanctioned events.

614. PENALTIES AND WARNINGS TRACKING

- a) Any warnings/yellow flags or penalties a driver accrues during the course of a Series will be added to their NMSF e-license. Consistent and recurring incidents by the same drivers will not be tolerated.
- b) Three (3) warnings/yellow flags in total will result in a qualifying ban
- c) Five (5) penalties in total will result in race ban and the loss of 10 championship points

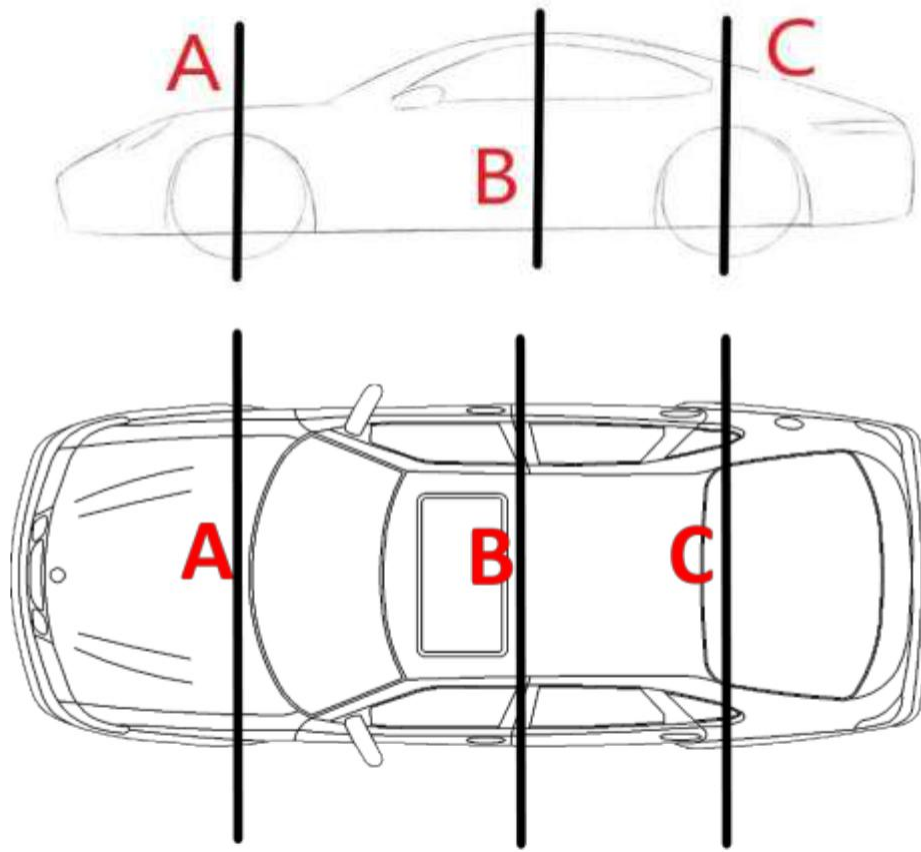
d) Warnings and penalty points will be reset at the end of each year.

615. DRIVING STANDARDS

- a) Competitors will receive a penalty for driving infringements. These will range from a 5 second penalty added to race time, up to race exclusion or life ban.
- b) Any manual penalty issued is above any in-game penalties automatically issued by the software.
- c) The decision to impose a penalty is solely at the discretion of the Steward Panel (any dispute among the stewards will result in the senior steward making the final decision).
- d) The decision of the stewards can be taken under review by a disgruntled competitor lodging a formal protest in writing with an attached fee of N\$2000-00 to the event promoters who will refer the data and footage to the NMSF for review. If the NMSF upholds the steward's decision the protestor shall forfeit his/her protest fee. If the protestor wins his/her protest, the protest fee shall be refunded.
- e) The decision taken by the NMSF panel may be taken on review via an application for leave to appeal to the NMSF's National Court of Appeal as per the NMSF's Sporting Regulations.

— **616. The driving standards (DS) penalty schedule will be as follows: -**

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



DS 01 – START PROCEDURE INFRINGEMENTS

Under various starting conditions, most - if not all - Simulation Platforms will impose in-game penalties for infringements. In-game penalties for start infringements are not up for review, it is the driver's responsibility to adhere to the start procedures in-game.

DS 01A – SAFETY CAR RESTART

In most simulators, racers will receive a green flag to indicate race start BEFORE crossing the start/finish line. Keep in mind that even though the race has officially started. The driver is still not allowed to change position until AFTER crossing the start finish line. Should the driver change position before the start/finish line, the driver will automatically be given a penalty by the simulator.

DS 02 – 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):

DS 02A - Inside car suffers a position loss. 5 seconds added to race time.

DS 02B - Inside car suffers damage leading to a position loss or retirement (Pit Stop) within the same lap. Drive Through in game or 45 seconds added to race time if Drive through cannot be taken in game.

DS 03 – EDGE - INTO

Means that the inside car drives next to the outside car (e.g. to start an overtaking action) without possessing enough drivable sections (including kerbs). 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):

DS 03A - The inside car wins a position. 5 seconds added to race time.

DS 03B - The outside car loses a position. 5 seconds added to race time.

DS 03C - The outside car suffers damage leading to multiple position losses or retirement (pit Stop) within the same lap. Drive Through in game or 45 seconds added to race time if Drive through cannot be taken in game.

DS 04 – 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.

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

b) 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):

DS 04A - The center car wins a position. 5 seconds added to race time.

DS 04B - The outside car suffers a position loss. 5 seconds added to race time.

DS 04C - The outside car suffers multiple position losses or retirement on the same lap. Drive Through in game or 45 seconds added to race time if Drive through cannot be taken in game.

DS 05 - BUMP

Means that the front of the trailing (following) car touches the rear of the 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):

DS 05A - The trailing car wins a position, and the previous order cannot be restored within the next 2 corners. 5 seconds added to race time.

DS 05B - The lead car suffers a position loss. 5 seconds added to race time.

DS 05C - The lead car suffers a damage leading in multiple position losses or retirement within the same lap. Drive Through in game or 45 seconds added to race time if Drive through cannot be taken in game.

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.

DS 06 – ERRATIC LANE CHANGING OR BLOCKING

(ZIG-ZAG left & right) means that the lead car (car in front) changes the driving line more than once (one time to defend and then return to the racing line) on a straight track section for more than a car width.

It is irrelevant how far the car is ahead of the trailing (following) car or if the trailing (following) car would have been able to overtake or not.

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

DS 06A - The lead car acts more than once but less than three times this way within the same race. 5 seconds added to race time.

DS 06B - The lead car acts more than twice (Three times or more) in this way within the same race. Drive Through in game or 45 seconds added to race time if Drive through cannot be taken in game.

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.

DS 07 – CORNER CUTTING

Means a driver cuts the corner to gain an advantage. If the game platform does not penalize corner cutting and a driver cuts the same corner 3 times or more. Should a driver gain a position while off track, the said driver needs to give back the position. Should the simulator not recognize such an error. A steward will communicate with the driver while in race. Should the driver not adhere to this, a “Stop and Go” penalty will be imposed on the said driver.

Repeated offence from the same driver in the same race may incur a disqualification.

DS 08 – RAGE QUIT

Means a driver frustrated with either his performance in game, or a race incident, or a reaction to a penalty received in game, disconnects, and leaves the game.

This type of action is deemed as poor or bad sportsmanship and can result in relegation to a lower division or a penalty by the stewards.

DS 09 – INTENTIONAL CONTACT

Means a driver frustrated with either his or fellow competitors' performance in game or a reaction to a penalty received in game and willfully drives his car into other cars without any care or attempt to prevent avoidable contact.

This type of action is deemed as poor or bad sportsmanship and can result in preclusion from future participation of between 1 race to a life ban at the discretion of the steward's panel.

615. INCIDENT REPORTING PROCEDURE

- 1) Should a driver feel a race incident was not dealt with by live stewards, a post-race incident report may be submitted for investigation with the following criteria being met.
 - a) Incident reports submitted earlier than 12 hours after race finish will not be reviewed. This enables drivers the courtesy of "cooling down" and submitting an incident report while "level-headed"
 - b) Incident reports submitted later than 48 hours after race finish will not be reviewed.
 - c) Incident reports are to be submitted via the Google Forms link available on the Discord Server or the applicable communications platform used for the series.
- 2) Information required will be:
 - a) Driver Name/NMSF License nr/vehicle nr
 - b) Offending Driver Name
 - c) Sector of track
 - d) Brief explanation of the incident

NOTE: Certain Series will rely solely on post-race incident reports for race investigations, as live stewarding is not possible.

616. TRACK REJOINING PROCEDURE

Should any driver go off track for any reason, care should be taken when rejoining the track. Should a driver re-join the track in ANY unsafe manner whether it be – but not limited to- blocking the racing line, or causing a collision/incident, will be penalized 10 championship points plus a penalty point on their NMSF e-License. Should a driver not know whether it is safe to join or not, it is preferred that the driver rather stay off track until the entire "racing pack" has passed. Only then is the driver allowed to rejoin.

617. RADAR AND OTHER APPLICABLE SOFTWARE

In all instances when racing, practicing, or qualifying, Crew Chief or a similar "radar" application is COMPULSORY for each racer to use. Software such as above stated, increases the chance of avoiding incidents. Software such as Crew Chief communicates dangers and other vital information to the driver throughout his/her time on track. Other available radar applications can show in-real time if there are any immediate dangers nearby.

618 . Dirt Rally 2.0

- a) Should a driver suffer from any sort of technical failure during the course of a rally hosted in Dirt Rally 2.0 on the Codemasters clubs platform. Said driver MAY provide hard evidence as to which technical problem transpired. The organisers may then grant said driver access from a secondary account to restart the rally. However, driver will restart the rally with a 5minute time penalty or have 5 point deducted from said events Championship.

619 – 699 RESERVED