

SPORTING CODE



YEAR 2025

Valid for all competitions on the 2025 calendar

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1. Introduction

Simracing, a rapidly evolving discipline, is emerging as both an amateur and professional esport. **MS League**, as a key player in this sector, has a responsibility to establish clear regulations for its licensees and their teams. The objective is to ensure fairness, create a shared foundation of best practices, and enable every participant to understand their responsibilities on and off the track.

This regulation serves as a shared framework that evolves through feedback from drivers and the emergence of new competition scenarios. As such, it may change whenever a new situation requires a legislative response. It aims to harmonize practices while encouraging continuous learning and the advancement of the discipline.

2. Driver identification

Driver identification is essential to maintain the integrity of competitions. The driver's **PSN ID (PSNiD)** is the only official and valid in-game identifier. Additionally, the in-game name must clearly identify the driver without ambiguity. The in-game name should evidently correspond to the driver's identity so that organizers and other participants can recognize them without confusion.

Similarly, on the Discord network, the driver's name must also be identifiable by organizers and other participants. A name too far removed from the player's real PSN identity can hinder communication and lead to misunderstandings or errors. If necessary, drivers must change their nickname when on the MS League or its partners' Discord servers.

While drivers are free to choose their names or nicknames, they must adhere to the following rules:

2.1. Naming rules

The in-game name must not include any insults, degrading, offensive, vulgar, or double-meaning references that could offend other participants, spectators, partners, or sponsors. Any name deemed inappropriate may be rejected by the organization, resulting in disqualification from MS League competitions.

2.2. Team tag usage

If the driver is part of a team, their team tag must be clearly identifiable. For instance, it can precede their PSN nickname, placed at the beginning of their name and separated by an underscore ("_"), as is commonly practiced. This tag is the one considered for scoring and ranking during the event. If a driver changes teams during an event, the change will not be reflected in the points or rankings for that event. It is therefore recommended to change teams between events and not during them. The driver is responsible for updating their team tag or driver name on the MSL website.

2.3. Name or nickname selection

Drivers can choose to use their real names or nicknames, provided they adhere to the respect and decency rules outlined above. The name must be clearly identifiable to avoid any confusion.

3. Off-track behavior

A driver's off-track behavior is crucial to maintaining the integrity and harmony of competitions, particularly in their communication on the MS League Discord server or via email exchanges. Drivers must act with seriousness and respect throughout their participation in a competition, both during races and outside them. The following are the main rules to observe off-track:

3.1. Punctuality

Punctuality is fundamental to the smooth running of competitions. Drivers must be present and ready before the start of sessions and races. A driver who is not present at the scheduled start time will not be waited for, and the event will begin without them. They will be considered to have forfeited that round. It is also the driver's responsibility to ensure they can participate in all rounds and sessions before registering for an event to avoid unforeseen absences that could disrupt the competition's organization.

3.2. Social media conduct

As an MSL licensee, drivers must maintain respectful and professional conduct on social media, avoiding any hateful, discriminatory, abusive, or violent speech. Negative behaviors such as harassment or personal attacks are strictly prohibited and may result in sanctions, including exclusion from competitions and, in some cases, a ban from MS League.

3.3. Respect for officials' decisions

Organizers' and officials' decisions must be respected without public dispute. If a driver disagrees with a decision made by the organization or race commission, they may appeal following established procedures but must always respect the integrity of the decision-making process. Non-compliance with officials' decisions or any attempt at coercion, corruption, or intimidation may lead to severe penalties.

4. Network connection

A stable and fast internet connection is critical for the smooth running of simracing competitions. Drivers must take all necessary measures to ensure their connection is optimal, not only for their benefit but also to guarantee the proper conduct of the event. Poor-quality connections, such as low bandwidth or high latency, can disrupt the race, harm competitiveness, and affect other participants' experience. Drivers are strongly encouraged to use a wired (RJ45) connection rather than Wi-Fi to avoid disconnections or signal fluctuations. Before each event, drivers should also ensure that no background applications or downloads interfere with their connection.

4.1. Unintentional disconnection

Dans le cas d'une déconnexion involontaire, le pilote est tenu de signaler immédiatement l'incident aux organisateurs via les canaux de communication prévus (généralement le chat ou le serveur Discord de l'événement). La MSL prendra alors en compte les circonstances spécifiques de la déconnexion, en se référant au règlement de l'épreuve pour déterminer les actions à entreprendre.

Le règlement de l'épreuve pourra spécifier des critères sur la façon dont le classement et les points seront attribués aux pilotes victimes d'une déconnexion. Dans certains cas, le pilote déconnecté pourra être classé en fonction de sa position au moment de la déconnexion, ou un classement basé sur la reprise de la course pourra être mis en place. Les points pourront être attribués selon les règles établies pour chaque événement. Chaque situation sera évaluée individuellement et conformément aux règles spécifiques de l'épreuve en cours.

4.2. Unintentional disconnection (Rage-Quit)

Voluntary disconnection (commonly known as "rage quit") is unacceptable in simracing. Rage quitting refers to leaving a competition or race session prematurely without valid reason, often out of frustration or dissatisfaction. This behavior is not tolerated and disrupts the event and the experience of other participants.

Drivers who rage quit will be disqualified from the race, and the organizer may decide to exclude them from the championship. Depending on the severity and recurrence of such actions, drivers may be banned from MS League competitions. MSL considers rage quitting a severe violation of fair play and sportsmanship rules.

5. Car liveries

For participation in an MSL event, it is mandatory to include the MSL logo on the car livery. This logo must be clearly visible and comply with the graphic guidelines defined by the organization. Additionally, depending on the competition and specific event requirements, additional visual elements, such as specific number plates or sponsor logos, may be required on the livery. These elements must be adhered to by all participants and will be defined in the specific regulations of each competition. The goal is to ensure uniformity and clear visibility for all participants and spectators while meeting the organizers' visual requirements.

6. Balance of performance (BoP)

In the event of BoP changes by Polyphony during an update that impacts an event or championship, no claims or vehicle changes will be allowed. Under no circumstances can the league be held responsible for BoP changes made by Polyphony Digital.

7. Game physics

Similarly to BoP, if Polyphony Digital updates the game physics during a multi-round event, the league cannot be held responsible, and no claims or rescheduling will be allowed, except in cases of bugs that hinder the proper execution of the event.

8. Fraudulent activities

Cheating and any form of fraudulent activity are strictly prohibited in MSL competitions. These behaviors harm the integrity of the events and violate the core principles of fair play and respect for other participants. Drivers, teams, and organizers must adhere to strict conduct rules during races and in interactions with the game, other competitors, and organizers.

Fraudulent activities include but are not limited to:

8.1. Equipment modification

Any hardware or software modification of equipment to gain unauthorized advantages (e.g., using modified peripherals or third-party software) is considered cheating.

8.2. Use of cheats or hacks

L'utilisation de programmes externes ou de "cheats" pour modifier le comportement du jeu, améliorer artificiellement les performances du véhicule ou perturber les autres joueurs est interdite. Ceci inclut également l'exploitation de failles ou bugs du jeu pour en tirer un avantage déloyal.

8.3. Result manipulation

Any attempt to manipulate race results, such as altering times, rankings, or other data, is considered fraud.

8.4. Identity misrepresentation

Playing under another driver's account or impersonating another participant is strictly prohibited. This also includes using multiple accounts to manipulate results.

8.5. Collusion and unfair agreements

Any form of collusion—agreements between drivers or teams to manipulate race outcomes, exchange privileged information, or harm other competitors to gain an unfair advantage—is severely punished.

8.6. Unsportsmanlike behavior

Any form of unsportsmanlike or deliberately disruptive behavior to gain an advantage, including intentional collisions, excessive blocking, or other unfair maneuvers, will be penalized.

8.7. Penalties :

In the case of detected cheating or fraudulent activities, severe penalties will apply, including but not limited to:

8.7.1. Exclusion

Avec effet immédiat de la compétition en cours, avec annulation des résultats obtenus.

8.7.2. Disqualification

D'une manche ou permanente de l'événement du championnat.

8.7.3. Suspension

De toutes compétitions futures pour une durée déterminée ou indéfinie.

8.7.4. Revocation

Révocation de titres ou récompenses obtenues par des moyens frauduleux.

8.8. Participant responsibility

Drivers and their teams are responsible for reporting any suspicious cheating or fraudulent activity they observe. If in doubt, such behaviors should be reported to the organization for investigation. MSL reserves the right to conduct technical checks or investigate suspicious activities to maintain the integrity of the competitions.

In summary, cheating and fraudulent activities are serious violations of MSL rules. Any attempt to alter competition conditions or gain an unfair advantage will be punished severely to uphold fair competition and mutual respect within the sim racing community.

9. Race start

Race starts are managed by the game and the selected starting mode for each competition. You are allowed only one lane change before the braking zone. On any MSL races :

9.1. Closed pit stops on lap one

Pits will be closed at the end of the first lap, with penalties for non-compliance (e.g., drive-through penalties). This rule is intended to encourage maximum caution during the starting phase and group running to avoid significant crashes.

10. Penalty serving

All penalties are automatically managed by the game. Each circuit has a single penalty zone, which you must recognize in advance.

To serve a penalty, you must do so off the racing line (even if no drivers are behind you). If under attack, you must maintain your trajectory until exiting the next corner and then yield to your opponent on the trajectory opposite to yours.

11. Use of red tires

Any driver who completely exhausts the rubber on at least one of their tires (fully red tire) will be disqualified from the ongoing race, and their points will not be counted. This rule aims to address a lack of realism in the game while ensuring equality and impartiality for all. Drivers must pit before any of their tires become fully red.

12. Track limits

Track limits are determined by the game itself. The MSL will decide whether penalties should be set to "strict" or "lenient" depending on the competition.

Pit lane entry and exit lanes are considered part of the track surface for cars on the track and will always be enforced.

Gaining a position or an advantage against an opponent by leaving the track in any manner is against the rules. If the game does not penalize such off-track gains (time or position), the race commission reserves the right to issue penalties.

13. Pit entry and exit

It is highly recommended to signal your pit entry with indicators if you are battling with another driver to avoid misunderstandings about your maneuver as you approach the pit lane.

The pit exit lane is clearly marked, but its use is not limited to the white line. In the event of an attack, you must maintain your trajectory on the pit exit side and defend your line while leaving space for your opponent on the opposite side.

14. Blue flag rules

When under a blue flag, lapped drivers must move off the racing line (without abrupt movements) and facilitate overtaking by the faster car, easing off the throttle if necessary to avoid obstruction as soon as possible.

A driver under a blue flag is not allowed to defend their position on the track against the overtaking car. Intentionally blocking or defending against a faster car may result in penalties or even disqualification by the race stewards.

A lapped driver is permitted to overtake if they clearly have a better race pace and the faster driver is not defending their position. Similarly, a driver who is a lap ahead should

not defend if the lapped driver has a significantly higher pace and attempts to unlap themselves.

14.1. Special cases in multi-class racing

In multi-class events, slower vehicles must not change their racing line under any circumstances. It is the responsibility of the faster vehicle to execute a safe overtake when possible. If the faster vehicle must wait to pass until after a corner or sequence, patience and caution are required. In case of contact, the slower vehicle has priority.

15. Overtaking rules

The leading driver has the right to choose their trajectory on any section of the track (except in the braking zone) but loses this right as soon as another driver attempting an overtake has their front wheel aligned with the rear wheel of the lead driver.

At this point, the drivers are considered "side by side" or "overlapping." The leading driver may only change their trajectory once to defend their position. Each driver must leave enough space (at least the width of a car) for the other to ensure a safe overtaking maneuver.

Both drivers are responsible for fair racing during overtakes. The attacking driver must choose a safe moment to attempt a pass.

15.1. Dive-Bomb maneuver

A dive-bomb, which involves forcing an overtake by delaying braking and blocking the car ahead from taking its normal racing line, is only considered legitimate if:

- The cars were already overlapping before braking, or
- There was no contact during the maneuver, as per the previous paragraph.

15.2. Attacker's responsibility

If the attacking driver loses control or causes contact, with or without time loss, they will be deemed responsible for the incident.

15.3. Defender's responsibility

If the defending driver excessively cuts back onto the attacking driver, causing a collision, they will be held responsible.

15.4. Brake check

Brake checking, whether contact occurs or not, is prohibited when another driver is behind.

15.5. Bump-Drafting

Bump-drafting is strictly forbidden during qualifying and generally in races unless explicitly allowed by the rules.

15.6. Unsportsmanlike behavior

Any actions that could hinder other drivers, such as deliberately forcing a car off the track or making abnormal direction changes, are prohibited.

15.7. Handbrake at the finish line

Using the handbrake to celebrate crossing the finish line is strictly prohibited as it triggers a yellow flag. This exception applies only to the last driver crossing the line.

15.8. In-game chat

Using the in-game chat during events (qualifying and races) is strictly prohibited. Any request, even legitimate, must be sent via the dedicated voice channel, Discord, or through a team representative.

16. Rejoining the track

When a driver goes off-track, whether the car is under control or not, they lose all advantage and priority upon reentry. They must ensure that returning to the track can be done safely without obstructing other competitors. Unsafe reentries will be penalized.

17. Race incident reviews and penalties

Official race sessions will be reviewed by race stewards in real time and via replay, in accordance with these regulations.

17.1. MSL race commission method

Incidents are categorized using measurable criteria from video analysis and then recorded on a form, with severity being the only subjective variable. This results in penalty points attributed to the guilty driver.

For each MSL event, drivers receive a points-based license for the duration of the event. Penalties may include:

- › Warning or reminder of the rules.
- › Deduction of points for the race.
- › Loss of position for the next race's qualification.
- › Disqualification from the current or next race.
- › Drive-through penalty in the next race.
- › Exclusion from the event.

17.2. Evolution of MSL SR (Sportsmanship rating)

At each MSL competition, results will include an SR level with a column showing penalties as a negative number, representing ranks lost by the end of the event.

To recover SR points (fair play rank), drivers must complete two consecutive incident-free races (no penalties or warnings). SR points lost are cumulative and can be regained as described.

17.2.1. Specific case: Warnings

Two warnings during the same competition equal a 1-point SR deduction.

17.2.2. Specific case: Recovery

MSL Track Days count toward the number of consecutive incident-free races.

18. Sanction appeals

Drivers or teams have 24 hours after the publication of race incident reports to appeal a decision via the designated MSL online form. This is the only available recourse. A dialogue will be initiated to hear their side of the story.

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Useful links

FIA Endurance :



<https://www.fia.com/sites/default/files/>

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FIA GT World Cup :



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