

DMSB SimRacing Regulations 2021*Circuit Racing*

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Preamble

Any organiser wishing to hold a DMSB approved digital circuit event undertakes to apply the DMSB Circuit Regulations for SimRacing.

Art. 1 Simulation

The simulation used must meet the following requirements:

- Valid licences must be available for the vehicles and tracks used
- Vehicles and tracks (laserscan) should correspond to reality
- Damage model (modified driving physics), tyre wear and fuel consumption must be adjustable to 100% (close to reality)
- Adjustable vehicle setup (close to reality)
- Online multiplayer mode must be available
- Practice possibilities (free sessions) must be adjustable
- Personalised vehicle paintwork must be possible
- Live or replay mode must be available for the Race Commission; can also be provided by third-party programs
- Support of steering wheel and pedals
- Cockpit view

In addition, it must be ensured that the following provisions can be complied with and checked:

- No possibility of committing fraud through software manipulation or of internal security vulnerabilities
- Communication between drivers/teams and race control (voice/text chat); can also be provided by third-party programs.

Art. 2 Entries, Administrative Checks

1. Entries must be submitted in the form and within the time limit stipulated by the organiser.
2. Entries shall be made under the real name of the driver (first name, surname). Pseudonyms are not permitted.
3. Administrative checks must be carried out by the organiser and procedures be described in the Supplementary or Series Regulations.
4. After completion of administrative checks, a start list prepared by the organiser and approved by the Race Commission shall be published.

Art. 3 Drivers' Briefing

In the mandatory drivers' briefing, which usually takes place before the qualification, the following organisational details are normally to be described or explained to the drivers:

- Special features of the event and of the route to be covered
- Braking corners, chicanes, track limits
- Starting procedure
- Flag signals
- Safety Car procedure (if applicable)
- Full-Course-Yellow-Phase Procedure (if applicable)
- Stopping/suspension of the race
- Prizegiving ceremony
- Code of driving conduct

Further points or additional drivers briefings will be announced in the Supplementary Event Regulations.

The drivers' briefing will be conducted by the Race Director or a representative appointed by him. The running of the driver's briefing shall be specified in the Supplementary Event or Series Regulations.

In the event that the qualification and the race take place on different days, a drivers' briefing will take place both before the qualification and before the race.

Art. 4 Practice / Qualification / Warm-up

1. The organiser shall stipulate in the Supplementary Event Regulations if and when a practice or a warm-up will take place. The running of the practice / warm-up / qualification will moreover be regulated in the Supplementary Event or Series Regulations.
2. As a principle, only those drivers will be admitted to the race which took part in the qualification and thereby fulfilled the qualification conditions specified in the Supplementary Event Regulations. The Race Commission will decide on the admission of non-qualified drivers upon the request of the driver concerned.
3. Unless otherwise specified in the Supplementary Event or Series Regulations, the times achieved in the qualification session will be decisive for the starting positions of the respective race.
4. A timed lap is a lap which is started and finished outside the pit lane.
5. At the end of a practice session / a qualification / the warm-up, the finish line on the track may only be crossed once.
6. During the qualification, the ESC command may only be used inside the own pit. A resumption of the qualification after leaving or resetting the vehicle outside the own pit is in all cases excluded.
7. If no further timed laps are possible, it is also permitted to leave the vehicle outside the own pit.
8. In the event that a qualification cannot take place, the Race Commission will decide on the starting grid.

Art. 5 Admissible Starting Modes

1. A race can be started as follows:
 - Standing start with staggered start positions (Grand Prix Start) or with parallel start positions
 - Rolling start (Indianapolis Start)The starting mode must be stipulated in the Supplementary Event or Series Regulations.
2. Standing Start (Grand Prix Start)
 - a) During the information/formation lap, practice starts are forbidden. A practice start is deemed to be the stopping of the vehicle until it comes to a complete stop, followed by accelerating off (e.g. to warm up the tyres).
 - b) At the end of the information/formation lap, the correct starting positions shall be taken up.
 - c) The starting position is defined as follows:

An incorrect starting position is given if the corresponding vehicle is completely outside its start box marked on the road with at least one wheel area in ground contact. The decision on an incorrect starting position is the responsibility of the Race Commission.
3. Rolling Start (Indianapolis Start)
 - d) During the information/formation lap, the distance between the cars may normally not be more than about three car lengths.

- e) The cars are led away by an official car over the circuit to the start line (information/formation lap). Any dropping back and practice starts are forbidden and will be penalised by the Race Commission.
- f) Overtaking during the information/formation lap is only permitted if a car is delayed when leaving the starting grid and the cars behind cannot avoid passing it without unduly delaying the remainder of the field.
- g) Cars which are passed by the complete field must remain at the end of the field and take the start from the last grid position. If more than one car is thus affected, they must line up in the order in which they left the starting grid. Any change of position or a sudden change of direction, amongst others to warm up tyres, is prohibited. In such cases, it is at the discretion of the Race Director to decide the start to be aborted, to order an additional information/formation lap to be covered or to impose a penalty. Any driver entering the pit lane due to a mechanical problem must drop back to the end of the field.
- h) The start signal will be given by means of lights which will normally be switched from red to green.
- i) After the start of the race, overtaking is permitted.

Art. 6 Signals/Flag Signals

- 1. **Black and white chequered flag**
This flag is waved and signifies the end of a practice session/ a qualifying/ a warm-up or the race.
- 2. **Black flag**
This flag will be used to inform the driver concerned that he must stop at his pit or proceed to the place designated in the Supplementary Event or Series Regulations on his next lap.
If a driver fails to comply for any reason, this flag will not be shown for more than two consecutive laps.
If a live Race Commission is appointed, the decision to show this flag rests with the Race Commission.
- 3. **Black flag with orange disc**
This flag is used to inform the driver concerned that his car has a mechanical problem. He must immediately proceed to his pit to have the problem rectified.
- 4. **Black and white flag divided diagonally**
This flag is a warning to the driver concerned due to unsportsmanlike behaviour.
- 5. **Yellow flag**
This flag is a signal of danger or of a hazard beside or partly on the track. The flag is shown to the drivers single waved. Drivers must reduce speed, they shall not overtake and be prepared to change direction. The driver must abandon an overtaking manoeuvre, if already started and if it cannot be completed until he has arrived at the yellow flag.
- 6. **Blue flag**
This waved flag is an indication to a driver that he is about to be overtaken or lapped. It has different meanings during practice / qualification / warm-up and the race:
 - a) During practice / qualification / warm-up:
The flag is an indication to a driver that a faster car is approaching on the track and that it is about to overtake the driver.
 - b) During the race:
The flag is shown to a car about to be lapped. When shown, the driver concerned must allow the following car to pass at the earliest opportunity.
- 7. **White flag**
The driver is in the last lap.

8. Green flag

This flag is used to indicate that the track is clear again. It may be waved at the marshal post immediately after the incident that necessitated the use of one or more yellow flags. It may also be used to signal the start of an information/formation lap or the start of a practice / qualifying / warm-up if deemed necessary by the Race Commission.

Art. 7 Safety-Car

The organiser may use a safety car. In such case, the organiser must specify the corresponding provisions in the Supplementary Event Regulations or the Series Regulations. If the safety car is brought into operation, this may be done solely on the decision of the Race Director or the Race Commission.

All the competing cars must then form up in line behind the safety car with no more than five car lengths apart. Overtaking, with the following exceptions, is forbidden until the cars have crossed the finish line after the safety car deployment is over and after it has returned to the pit lane. Overtaking will be permitted under the following circumstances:

- When a car is ordered to do so by the safety car (Lucky Dog),
- When the safety car is returning to the pit lane, it may be overtaken by other cars on the track once it has crossed the first safety car line,
- When another car slows down with an obvious problem.

Art. 8 Code of Driving Conduct and Behaviour**1. General**

The protection of the dignity of the individual is a fundamental objective of the DMSB. Tolerance, loyalty and mutual respect are the basis for an atmosphere of trust. The provisions of the DMSB Code of Ethics must be observed. Any driving with the recognisable target to deliberately cause harm to a competitor will at no time be tolerated. This regulation refers to any driving during any part of the competition, to the chat or voice chat as well as to any contributions in the forum after the race and any further external communication by the drivers of which the Race Commission may become aware. In serious cases, disqualification may be pronounced. Drivers who obstruct or endanger other drivers due to their driving conduct or who fail to meet the requirements of the event may be disqualified by the Race Commission. Drivers who obviously obstruct, block, force off or endanger other drivers may be subject to classification penalties. It is forbidden to move a car in opposite or across the driving direction. An exception is granted if a vehicle must be brought from a dangerous position.

2. Joining the Race

Drivers can enter or leave the server throughout the entire duration of an event. It is the drivers' responsibility to select the right car. Drivers enter the server with a driver profile that corresponds to the real name (first name, last name). If the name is not correct, the driver will be informed accordingly by the Race Commission and he can re-enter the server after correction, as applicable. Exceptions are names that occur twice and are therefore incremented. The data (name, driver/team ID, etc.) must be stored in the driver profile of the respective entry. A restart of the server due to missing drivers or any waiting for drivers is excluded. Drivers who are delayed at the start must start the race with the corresponding delay.

3. Communication

Chatting, both with voice and text chat, is only allowed for the drivers during the practice session and then only in necessary cases as well as during the drivers' briefing. In addition, chatting during ongoing sessions is generally prohibited, unless the Race Commission gives the explicit permission for chatting. Moreover, any change of the text and voice chat channels without permission is prohibited from qualifying onwards. The

voice and text chat function must generally be activated (also in the cockpit), as both can also be used as communication channels for the Race Commission.

4. **Behaviour towards Officials**

- a) All instructions by officials (Race Director, Race Commission) issued during an event must be instantly respected. Deliberate infringements of such instructions by officials will result in the immediate disqualification.
- b) Officials will be appointed in the Supplementary Event Regulations.

Art. 9 Driving Behaviour on the Track

1. **Track Limits**

The track is always defined by the white track limit lines. Curbs, artificial grass, grass paver blocks, speed bumps and raised curbs which are mostly positioned in a second row as well as other installations added to the normal curb are not considered to be part of the track.

At all times, there must be at least two tyres within or on the track. A tyre is considered to be on the track as long as at least any part of the tyre is still in contact with the track. The track limit may only be passed in order to avoid an accident. No advantage as a result of a short-cut may be obtained. No penalty will be imposed if the advantage gained is instantly given back. In the case of an accident, the leaving of the track will not result in a penalty.

In addition to these regulations, there may be specific provisions for a track which will then be notified in the drivers briefing. Drivers gaining an advantage by leaving the track will be penalised by the Race Commission.

2. **Driving Behaviour on the Track and in Car-to-Car Fights**

a) **Overtaking**

Any hindering of other cars during overtaking manoeuvres is prohibited. In the case of an overlapping manoeuvre between two cars on a straight and in front of a braking zone, the own line must be maintained. Upon trying to outbrake a driver, this manoeuvre must be abandoned and the racing line be cleared if the car on the inner side of the corner has not achieved half a car length of overlapping before the turn-in point. Moreover, the speed must be adjusted accordingly when entering a corner. It must be possible to maintain the own line. In a direct car-to-car fight, one change of direction on the track is permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, must leave at least one car width between his own car and the edge of the track (white line) on the approach to the corner.

b) **Lapping**

If a lapping is imminent, the overtaking driver must normally ensure that the overtaking manoeuvre can be carried out smoothly. In case of any doubts, the overtaking manoeuvre must be abandoned. Leaving the racing line is only permitted if this happens in good time and if this is clearly apparent for the car to be overtaken.

c) **Braking Points**

Each driver must select the braking points and the speed in such a way that he can at all times avoid colliding with the car in front. Particular care must be taken during the starting phase, as there may be different braking points. Exceptional braking points without necessity must be strictly avoided. It is expressly forbidden to deliberately cause the driver behind to collide with the car in front.

d) **Leaving the Track**

Should a car leave the track and intend to rejoin, he must make sure that this can be done without hindering anyone. Rejoining the track in a reckless way will result in a penalty imposed by the Race Commission.

e) **Stopping on the Track**

A driver is not allowed to leave his vehicle on the road of the track, but has to drive it into the pit lane or to any other sealed area away from the race track.

f) **Damages**

If a driver is relatively slower than other vehicles due to a damage on his car, the vehicle should drive on the track off racing line or clear the racing line at a suitable position as soon as a faster vehicle closes up. If the vehicle is no longer safely controllable and thus presents a danger to the other drivers, the driver must enter the pit lane or retire from the race.

g) **Qualification**

In the information lap (outlap), enough space must be left for the drivers on a fast lap. The same applies to the slow-down lap (inlap). The pit lane must be left in such a way that no drivers who are on a fast lap are hindered.

h) **ESC Prohibition and Obligation**

During the qualification, a driver may only leave the vehicle within his/her own pit (by activating the ESC button). After leaving the own pit or reset of the vehicle outside the own pit, a resumption of the qualification is excluded. If a driver stops on the track during the qualifying session in a way that it is not possible to leave space for the other vehicles and thus causing an obstruction of the following traffic, the ESC button must be used. The resumption of the qualification is not permitted.

Art. 10 Maximum Driving Time

After a driving time of four hours, the driver must take a break of at least one hour.

The driving time is the time during which the driver participates in the race without an interruption of at least one hour. The information lap(s) / formation lap(s) and the slow-down lap(s) will not be added to the driving time.

Art. 11 Pits/Pit Lane

1. Inside the pit lane, the driver must stay on the fast lane until he is two car lengths in front of his pit. It is forbidden to deliberately block the driver behind or to stop the car off the own pit area. Infringements will be penalised by the Race Commission.
2. Any movement of the car in opposite driving direction under its own engine power is prohibited.
3. When leaving the own pit, each driver shall immediately join the fast lane and continue driving on the fast lane up to the part of the track where it is permitted to join the race track. If cars are approaching on the track from behind when joining the race track, the driver may only join the racing line when he has reached racing speed and does not obstruct other drivers.
4. The collision detection in the pit lane depends on the simulation. It will be announced in the Supplementary Event or Series Regulations.

Art. 12 Interruption or Stopping a Race

1. **Server Failure and Technical Problems**

In the case of technical problems with the server or the simulation in a way that the race cannot take place properly, the Race Commission may re-start or cancel the race and re-run it at a later time, as appropriate. If the race is re-started, the result of the qualification will be taken over (dependent on the simulation), provided that it has already taken place and is available to the Race Commission. Before the re-start of the race at least one practice session of ten minutes must take place to give all the drivers the possibility to get connected to the new session.

2. **Interruption before Completion of the Second Race Lap (Optional)**

If the leading car has completed less than two laps when the race is interrupted, the start shall be deemed null and void. The new grid will be the same as the original one. Any free starting positions may not be filled up. Free starting rows, however, will be closed

up. The race distance will be shortened by two laps. The maximum driving time will be shortened accordingly. The lap time to be considered must be specified in the respective Supplementary Event or Series Regulations. These provisions may only be applied if stated in the Supplementary Event or Series Regulations. The application of the provisions is at the discretion of the Race Commission.

3. **Interruption of a Race if 75% of the Race Distance or Duration have been completed**

If the leading car has completed at least 75% (rounded up to the next full lap or minute) of the originally scheduled race distance or race duration when the race was interrupted, the race may be deemed stopped and finished. The classification will be that at the time when the race leader has crossed the finish line the penultimate time before the lap in which the signal to stop the race was given.

4. **Stopping a Race**

- a) A race may be stopped upon instruction of the Race commission.
- b) It is at the sole discretion of the Race Commission to stop a race. The provisions of Art. 13 shall be applied in any such case.

Art. 13 Finish of the Race

1. The end of the race will be indicated to each driver by showing the chequered flag when crossing the finish line. When the scheduled number of laps is completed, first the fastest car and then all subsequent cars, regardless of the number of laps they have completed by then, will receive the chequered flag. In races over a scheduled race time, the end-of-race signal is given when the leading car crosses the finish line after having covered the full scheduled race time.
2. The organiser may determine that the race shall be finished after a certain time has elapsed, even if the scheduled distance has not been covered. After the start of the event any such decision requires the approval of the Race Commission.
3. After the race leader has received the end-of-race signal, overtaking of cars which are still in the race and have not yet received the end-of-race signal is forbidden in the slow-down lap. The finish line may only be crossed once. Infringements will be penalised by the Race Commission.
4. All drivers must proceed to the pits independently and may then press the ESC button.

Art. 14 Classification

1. The winner will be the driver having covered the scheduled distance in the shortest time or having covered the longest distance within the scheduled race time, after consideration of all and any penalties.
2. The classification of the following drivers having covered the same number of laps will be based on the shortest times achieved, thereafter on the number of laps covered until the chequered flag was shown. For races over a scheduled time distance, the driver having completed the greatest number of laps will be proclaimed winner. In the case of having covered the same number of laps, the winner will be the driver who has completed this number of laps first.
3. If two or more drivers finish in the same position (es-aequo), the points or prizes to be allocated will be split accordingly. The following position/s will be suspended.

Art. 15 Minimum Distance, Minimum Duration

Unless otherwise stipulated in the Supplementary Event or Series Regulations, the following classification system will apply:

- a) For all races of less than 4 hours duration, only cars which have covered at least 90% of the distance covered by the winner will be classified.

- b) For all races run over a distance lasting 4 hours or more, only cars having covered at least 75% of the distance covered by the winner will be classified. If any such calculation results in the creation of decimals, these decimals will be ignored.

Art. 16 Technical Requirements

1. **Hardware**

Each driver must have an adequate hardware which, in combination with the appropriate settings of the simulation used, is suitable for ensuring a smooth image display even when the starter field is full. The use of a headset or microphone is required for the communication via voice chat, especially with the Race Commission.

2. **Software and Settings**

If available, the driver must have activated the text and voice chat offered by the simulation. This must be kept activated throughout the entire event in order to receive instructions from the Race Commission. It is compulsory to have a voice conference software installed which must be ready to use in order to be able to give any interviews after the race. If a driver misses important information due to a non-activated text and voice chat, penalties may be imposed.

3. **Connection to the Server**

The driver must have a stable Internet connection. Each driver must ensure that his connection to the server is not subject to any high latencies or latency variations and that he does not endanger or obstruct other drivers due to connection problems. If a driver's connection to the server proves to be insufficiently stable during the running of an event, the Race Commission may request the driver to leave the server. If the driver does not comply with this request, he will be disconnected from the server; in this case, addition penalties may be imposed.

4. **Technical Setting of the Drivers**

All drivers are responsible for the configuration of their hardware and their software in such a way as to ensure a smooth participation in the race. In the event of an accident caused by an incorrect or inadequate action by a driver, the driver will receive an appropriate warning/penalty.

Art. 17 Race Director

A Race Director may be appointed for certain competitions within an event. He must be nominated in the Supplementary Event or Series Regulations. The Race Director shall work in permanent consultation and cooperation with the Race Commission.

The Race Director shall have overriding authority over the Race Commission in the following matters.

- The control of practice, qualification, warm-up and the race.
- The adherence to the timetable. If the Race Director deems it necessary, he may make any proposal to the Race Commission to modify the timetable or the Supplementary Event or Series Regulations.
- Imposition of classification penalties.
- The handling of a safety-car or full-course-yellow phase.
- The starting procedure.
- The handling of a re-start, if any.
- Drivers' Briefing
- Pronouncing any penalties in the case of a Live-Race Commission.

Art. 18 Protests

1. **Protests against Decisions of the Race Commission/ Race Director**

Decisions of the Race Commission and of the Race Director are final and not appealable. A protest against the qualifying result is not accepted.

2. **Protests against other Drivers**

The right to protest lies only with the drivers. If a driver wishes to lodge a protest against another driver, the following formalities have to be respected:

a) **Reason**

The reason of a protest may be a situation which is in breach of the regulations, the Supplementary Event Regulations or the Series Regulations.

b) **Form**

A protest shall be lodged on the official protest form of the respective event/racing series. The minimum information on the protest shall include:

- Protester
- Party against which the protest is addressed
- Reason of the protest
- Event
- Lap/time stamp

c) **Deadlines**

The protest time limit expires 60 minutes after the end of the event. Any deviations may be stipulated in the Supplementary Regulations. The beginning and the end of the event are defined in the Supplementary Event Regulations. Protest decisions taken by the Race Commission are enforceable immediately upon notification, unless otherwise stipulated.

Incorrect or missing information will result in the inadmissibility of the protest.

Art. 19 Race Commission (ReKo)

The Race Commission shall have full authority to enforce, within the framework of the event for which they have been nominated, compliance with the regulations, codes and provisions stipulated in the Supplementary Event and Series Regulations.

1. **Composition of the Race Commission**

The organiser shall specify in the Supplementary Event or Series Regulations, which type of a Race Commission will be used:

- a) Live-Race Commission (at least two Race Stewards) and/or
- b) The race will subsequently be partly or totally reviewed and evaluated by the Race Commission (at least one Race Steward) and/or
- c) The Race Commission will only become active only in case of protests (at least one Race Steward).

At least one Race Steward (Chairman) must be in possession of a valid DMSB Officials' Licence [DMSB SimRacing Official](#).

2. **Duties of the Race Commission**

The Race Stewards shall assess infringements according to the list of penalties of the event/series. For offences that are not specified in the list of penalties, a decision at their discretion will be taken. In the event of a split ballot, the chairman shall have the casting vote.

3. **Decision Making**

In the case of a Live-Race Commission, the Race Director may also impose penalties according to the list of penalties, independently of the Race Commission.

4. **Viewing Areas**

- a) Complete viewing: Listing of vehicle contacts according to simulation log.
- b) Starting phase: The Race Commission will view the starting phase according to the requirements.
- c) Random viewing: A complete race of one or of more drivers may be viewed.

The viewing areas must be specified in the Supplementary Event or Series Regulations.

The Race Commission may take independent action outside these viewing areas if infringements are detected.

Art. 20 Car Design

The series promoter/organiser defines the areas on the vehicle skin on which certain spaces must be left free for series sponsors. The design of the rest of the vehicle is free.

Presentation of the rights of use, of the works and of the third party logos

- a) By uploading the car file, the driver assures that he owns the rights to all and any used logos, images and representations etc. or has obtained permission from the owner to use them or that these have been granted by the owner for the general public.
- b) With the registration for the series/event, the driver assures that he has obtained all the necessary rights of use of the works and logos used from third parties. In the event of any discrepancies, the series promoter/organiser reserves the right to forward any claims in relation to copyright infringements to the registered person.
- c) Skins may not contain any insulting, discriminatory, political, religious, social, pornographic or racist labels and/or images. In addition, tobacco/e-cigarette, alcohol and weapon advertising is prohibited.

Art. 21 Hosting

In the case of faulty server setting or server setting deviating from the regulations on the part of the organiser, the Race Commission may proceed as follows:

- a) If the Race Commission becomes aware of incorrect settings before the start of the official sessions, a new server will be created.
- b) If the Race Commission becomes aware of incorrect settings after the start of the official sessions, the event will be continued or a new server created, depending on a case-by-case decision, provided that the official end of the event in accordance with the Supplementary Event or Series Regulations can be complied with.
- c) If the Race Commission becomes aware of incorrect settings after the end of the event, this event will under the given conditions be considered to be official and be fully classified.